

0048

Will Hollo

From: Gary Ephraim <gephrai@gmail.com>
Sent: Friday, May 18, 2018 2:32 PM
To: Scoping Comments
Subject: California Express Gondola

0048-1 | I support the California Express Gondola as it will significantly result vehicle traffic between and around both Squaw and Alpine Meadows as well as enhance the vacation experience for this area. I have reviewed the plans and can see that the environmental impact has been minimized and know that Squaw Alpine management is extremely environmentally sensitive and will be good environmental stewards in this project.

Thank you.

Gary Ephraim
15255 Mallard Circle
Orland Park, IL. 60462

Sent from my iPhone

0048-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

Will Hollo

From: 19evan90 <19evan90@gmail.com>
Sent: Sunday, May 20, 2018 5:47 AM
To: Scoping Comments
Subject: California Express

Dear USFS:

0049-1 | I support the California Express Gondola because it would reduce traffic and fuel consumption among those of us who ski both mountains in the same day.

0049-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

0050

Will Hollo

From: roy farrow <rfarrow2@gmail.com>
Sent: Tuesday, June 5, 2018 1:44 PM
To: Scoping Comments
Subject: Squaw-Alpine Gondola

0050-1

As a home owner in Squaw Valley and a former resident of CO. I'm fully in favor of the gondola. Creation of a European type resort complex will go far to consolidate responsibility for maintenance of the necessary environmental steps needed to protect the area in a comprehensive manner. Historically Squaw and Alpine have had no well funded entity willing to take the lead, and as a result the area has suffered from the lack of consolidated efforts in all respects of its development and maintenance.
Roy Farrow

When something is important, you do it, even if the odds are not in your favor. Elon Musk

0050-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

Shirlee Herrington

From: Mark Fisher <mark@unofficialalpine.com>
Sent: Monday, June 11, 2018 11:57 AM
To: Placer County Environmental Coordination Services
Subject: Save Alpine Meadows

0051-1

There's no need for any lengthy discussion. There is no reason at all to build any version of the SquawPine gondola connection.

There is no reasonable way that a person needs access to more than 6 or 7 lifts per day. People managed skiing at one resort or the other for 50 years.

There is no acceptable amount of visual pollution or environmental consequences that makes the gondola a necessity for anything other than bragging rights. Please do your job and reject the proposal: place the needs of the environment and locals before the needs of investors.

Mark Fisher
10165 Columbine Dr
Truckee Ca 96161

Sent from my iPhone

0051-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

0052

RECEIVED
JUN 11 2018
CDRA

Victor A. Flores
1750 Village Road East, Unit 5127
Olympic Valley, California 96146
victor.flores.p@gmail.com

June 7, 2018

Community Development Resource Agency
Environmental Coordination Services
Attention: Shirlee Herrington, Environmental Coordination Services
3091 County Center Drive, Suite 190
Auburn, California 95631

re: Squaw Valley-Alpine Meadows Base-to-Base Gondola Project

Dear Ms. Herrington:

0052-1

I am a Squaw Valley homeowner and am in favor of the Squaw Valley-Alpine Meadows Base-to-Base Gondola Project. I am in favor of the project even though several Gazex avalanche exploders would need be installed if the project were approved. These devices remove the need for on-the-ground human avalanche control (a dangerous mission for the ski patrol) and are therefore potentially life-saving. While I would hear this equipment from my home, I still support the project.

The project is beneficial to the Squaw Valley-Alpine Meadows community and will reduce traffic vehicular traffic in the region

I believe the Environmental Impact Report ("EIR") provides a comprehensive assessment of the project and that the EIR supports the project.

Sincerely,


Victor A. Flores

0052-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project. The Gazex avalanche mitigation system was included as part of all action alternatives as presented in the Draft EIS/EIR. However, since publication of the Draft EIS/EIR, the Gazex avalanche mitigation system has been removed as a component of any of the action alternatives for this project. See the Master Response on this topic in Section 1.8, "Master Responses," for more information on the removal of Gazex from the project.

0053

Date submitted (Pacific Standard Time): 6/10/2018 5:20:51 PM

First name: Don

Last name: Fulda

Organization:

Title:

Official Representative/Member Indicator:

Address1: 1220 Mineral Spring Trail

Address2: PO Box 5216

City: Tahoe City

State: CA

Province/Region: CA

Zip/Postal Code: 96145

Country: United States

Email: alpinedf@yahoo.com

Phone: (530) 587-3859 X107

Comments:

My wife and I have been full time residents in Alpine Meadows since completing our home on Mineral Springs Trail in 1989.

0053-1 | While I support the notion of the Base to Base Gondola, I do not support the applicants preferred Alternative 2. The visual impacts on Alpine Meadows/5 Lakes Trail and proximity to Barstool Lake (aka "Frog Pond")/Granite Chief Wilderness makes this alternative unacceptable. Alternative 4 will be far less visible with less potential impact on Barstool Lake, the GCW, and the Alpine Meadows valley.

0053-2 | I am also VERY concerned about the 8 additional Gazex exploders that are being proposed. While they are required for Alternative 2, they are not required for Alternative 4. The applicant has included the Gazex exploders in all the alternatives, possibly as a means of "equalizing" the potential impacts, but the addition of the 8 proposed exploders offers minimal direct benefit to Alternative 4.

Gazex exploders were used this past winter elsewhere in the valley and the impacts have been significant and I believe understated/not well understood by the applicant. The blasts are far more powerful and upsetting to pets and humans alike and I don't think the impacts were adequately assessed before the system was approved and deployed. Perhaps there are operational refinements that can be made to minimize the impacts of the system but the deployment of more exploders needs to be carefully considered and the need clearly defined.

0053-3 | In closing, I support the Base to Base Gondola concept but only if Alternative 4 is the alignment ultimately approved. More work and refinements to the existing Gazex system needs to occur before any more exploders are added to the system.

Thank you,

Don Fulda

0053-1, Visual Resources (VR)

Impacts related to visual resources, the Five Lakes Trail, and the GCW are addressed in Sections 4.2, "Visual Resources," 4.1, "Recreation," and 4.3, "Wilderness," of the Draft EIS/EIR. No specific issues related to the content, analysis, or conclusions in the Draft EIS/EIR are raised in this comment. No further response is warranted.

0053-2, Noise (N)

The Gazex avalanche mitigation system was included as part of all action alternatives as presented in the Draft EIS/EIR. However, since publication of the Draft EIS/EIR, the Gazex avalanche mitigation system has been removed as a component of any of the action alternatives for this project. See the Master Response on this topic in Section 1.8, "Master Responses," for more information on the removal of Gazex from the project.

0053-3, Other (O2)

The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

0054

Placer County

June 10th, 2018

Dear Placer County,

- 0054-1 Thank you for allowing us the opportunity to comment on the dEIR for the Squaw Alpine gondola. My family reviewed the document and found it woefully inadequate with respect to the visual impacts each alternative would cause for both summertime and wintertime visitors.
- Having lived in the region for over 25 years and spending time as a family in these exact locations for over 35 years, it is entirely clear that this dEIR only scratches the surface of substantial visual impacts that would come from Alternatives 2, 3 and 4. We have spent many summer and winter days as well as nights, hiking, camping and skiing on this treasured land on the White Wolf property, along the beautiful granite lined ridge between KT 22 and Alpine Meadows, and within the area of Five Lakes proper.
- 0054-2 While the photos in the dEIR (which were taken by a good friend of mine) clearly show the impacts from select perspectives, they are not nearly comprehensive enough to capture the degradation to the visual assets of the area that these project alternatives would impose.
- Of course, to get a genuine and full sense of the negative impacts, one would have to spend ample time inside the experiences this land can provide. Teddy Roosevelt's famous camping trip with John Muir in Yosemite in 1903 convinced him that preserving such lands was of paramount importance. However, it is understood that decision makers may not have the time necessary to thoroughly immerse within and deeply understand such experiences, which means that decisions are largely made off of words and images on paper. This makes it all the more important that the final EIR be held to the highest standard, so that the extent of the impacts can be better understood.
- 0054-3 The Final EIR must include a much more comprehensive documentation of the visual impacts for Alternatives 2, 3 and 4. The current documentation uses photographic lenses that capture what would be seen by the naked eye from select locations. However, they do not adequately include panoramic imagery that would be much more realistic in the way people would experience the landscape when they visually scan back and forth across it. In addition, to understand the full scope of the visual impacts of such a project for both local residents and visitors who recreate in the area, photos should be taken from many other important locations.
- This project will permanently alter the visual aesthetic for a remarkable number of residences in Alpine Meadows and documentation of such needs to be included. Different lighting scenarios must also be captured - even cables which would seem invisible to the naked eye from afar, light up when the sun reflects off them at certain times of day. Thus under these varied circumstances, the final EIR must include panoramic imagery of the project towers, mid-stations, cables, and Gazex exploders from the following individual residences:
- 1) Those across the Alpine Meadows Valley, including, but not limited to, those on Snow Crest Road, Pine Trail, Mineral Springs Trail, Mineral Springs Place, Chalet Place, Upper Bench Road, Slalom Place, John Scott Trail, Park Drive, Bear Creek Drive, Chalet Road, Scott Peak Place, and Bear Falls Lane.
 - 2) Those on the same side of Alpine Meadows Valley that have direct line of view of the project, including those on Juniper Mountain Road, Klosters Court, Zurs, Court.

0054-1, Visual Resources (VR)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

0054-2, Visual Resources (VR)

The 21 visual simulations created for each alternative allow for a qualitative analysis of the visual changes that are anticipated to occur with implementation of any of the action alternatives. These 21 visual simulations were created from a selection (16) of representative locations, which were initially selected from hundreds of viewpoints evaluated. Five of these (one site along Alpine Meadows Road, two sites at the Alpine Meadows base terminal, and two sites along Squaw Valley Road), experience widely varying conditions between the winter and summer months. They are also visible to a greater number of people traveling along the roads or from the base terminal. As a result, these five viewpoint locations were simulated during both winter and summer conditions, which resulted in the creation of a total of 21 visual simulations for each alternative. The objective of creating visual simulations is to characterize the appearance of the action alternatives if constructed, rather than to provide a comprehensive view of the project from all possible locations in the project area; therefore, not all locations could be, or were required to be, simulated for the purposes of this EIS/EIR. Instead, highly frequented or prominent public areas and visually sensitive vistas were selected for simulation. To account for the visual impacts that may occur outside of the immediate project area, a viewshed analysis of the regional visibility of the project was conducted. The viewshed analysis provides a quantitative assessment of the visual impacts associated with the project using the best available data at the time of analysis. The viewshed analysis accurately accounts for topographic features, but does not incorporate potentially obscuring features such as vegetation or built structures. It is expected that existing vegetative screening would have the effect of considerably reducing the overall potential visibility of the project, dependent on the specific location and vantage of the viewer. Because it does not take into account potentially obscuring features, the viewshed analysis is a conservative approximation of the Zone

0054

of Potential Visibility. For additional information, refer to Visual Resources Analysis Methods discussed in EIS/EIR section 4.2.2.

0054-3, Visual Resources (VR)

Please refer to response #0054-2 above for background information on the visuals analysis.

With regard to the commenter's point that visual impacts must be well documented for residents of Alpine Meadows, viewpoints 3 and 4 (along Chalet Road) are intended to be representative views from the Alpine Meadows subdivision. Please refer to those views in Appendix D of the Final EIS/EIR for all alternatives to view the anticipated visual impacts of the project for Alpine Meadows residents.

0054

0054-4

In addition, similar care must be taken to adequately capture the visual impacts on view sheds from within the project sites. This dEIR fails to capture the magnitude of those impacts. In addition to requiring panoramic images that correspond to the precise locations of each tower, mid-station, cables, and Gazex exploders, 360 degree views around each constructed item is needed. Every step on these lands is unique and holds value that only reveals itself if you spend ample time within them. With the precise locations of each tower, mid-station, or Gazex exploder, the 360 degree perspective will serve to provide readers of the EIR a more honest perspective of the permanent visual impacts each piece of the project would impose. The current mocked up photos of Barstool Station, for instance, do little to show the actual extent of the impact of this one portion of the project.

Worth mentioning, the photos also fail to create context that captures the ways views are experienced by people who recreate in the area. For instance, the photo below is of backcountry ice skating on a lake that would be directly impacted by Alternative 2. This is one of the more magical experiences one can have in the North Tahoe area, yet the current photos in the dEIR do not help readers fully understand the extent of what could be lost.



Family ice skating on Barstool Lake. The Squaw Alpine Gondola dEIR fails to adequately address the visual impacts upon experiences such as these. This is just one of many types of recreational experiences that visitors and locals enjoy in the proposed project area.

0054-4, Visual Resources (VR)

Please refer to response #0054-2 above for background information on the visuals analysis.

With regard to the caption of the attached photo, please note that the lake in the photo is the eastern-most lake of the Five Lakes (not Barstool Lake). Visual simulations have been created for this location. Please refer to View 14 for all alternatives within Appendix D of the Final EIS/EIR to view the visual impacts anticipated to occur at this location as a result of the project.

0054

0054-5

In summary, the final EIR for the Squaw Alpine gondola needs to more comprehensively address the visual impacts of the project than what is currently in the dEIR. Thank you for your time and consideration of these comments. I look forward to your response.

Sincerely,



Robb Gaffney, M.D.
503-412-1325
PO Box 1725
Tahoe City, CA 96145

0054-5, Visual Resources (VR)

No specific issues related to the content, analysis, or conclusions in the Draft EIS/EIR are raised in this comment. No further response is warranted.

0054

Will Hollo

From: Scott Gaffney <gaffney@mspfilms.com>
Sent: Tuesday, May 22, 2018 11:37 PM
To: Scoping Comments
Subject: Squaw gondola

0055-1

I would like to add my name to the many citizens and visitors who disapprove of the Squaw Valley to Alpine Meadows gondola proposal. Like the Squaw village development proposal, the list of pros of the gondola is short, while the detrimental impacts are many. And those detrimental impacts have a permanence that this environment can't and shouldn't bear. Everyone knows this gondola is more about marketing than functionality; it's not increasing skiable terrain, it's not providing a vastly better skiing experience, and it isn't significantly going to cut down on traffic between the two areas. It merely allows the ski area operator to boast that the two mountains are interconnected. But at what expense? Is the impact on that easily-accessible escape into the wilderness via the Five Lakes Trail worth it? My vote is no. I'd hope you'd vote the same and encourage Squaw Valley to spend tens of millions of dollars in a far more worthwhile fashion.

Thanks you for your time.

Scott Gaffney
 gaffney@mspfilms.com

0055-1, Opinion (O1)

Skier experience is addressed in the Draft EIS/EIR in Section 4.1, "Recreation." Changes in traffic patterns are addressed in the Draft EIS/EIR in Section 4.7, "Transportation and Circulation." Impacts to wilderness areas, including the Five Lakes Trail, are addressed in the Draft EIS/EIR in Section 4.3, "Wilderness." No specific issues related to the content, analysis, or conclusions in the Draft EIS/EIR are raised in this comment. No further response is warranted.

The comment is also directed towards the project approval process. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

0056

Shirlee Herrington

From: Gallant <pbgallant@yahoo.com>
Sent: Saturday, June 02, 2018 7:55 AM
To: Placer County Environmental Coordination Services
Subject: squaw valley alpine meadows gondola project

0056-1

Squaw Valley and Alpine meadows are already overcrowded. Both resorts routinely fill their parking lots on weekends and the lift lines are huge. The resorts have placed numerous gazex machines across the ridge tops and they are an eyesore, bringing an industrial look to the mountains. Squaw Valley and Alpine Meadows have different types of skiers. The skiers that like Alpine Meadows don't want anything to do with Squaw Valley. They want Squaw to stay over there, not be connected by a gondola that will cross over the ridges of both mountains and be an eyesore for eternity. Please do not permit this project.

Gallant

pbgallant@yahoo.com

Pat

0056-1, Opinion (O1)

The Gazex avalanche mitigation system was included as part of all action alternatives as presented in the Draft EIS/EIR. However, since publication of the Draft EIS/EIR, the Gazex avalanche mitigation system has been removed as a component of any of the action alternatives for this project. See the Master Response on this topic in Section 1.8, "Master Responses," for more information on the removal of Gazex from the project.

The comment is also directed towards the project approval process and does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

Will Hollo

From: Travis Ganong <travis.g.skier@gmail.com>
Sent: Sunday, May 13, 2018 11:21 AM
To: Scoping Comments
Cc: cdraecs@placer.ca.gov
Subject: California Express Gondola EIR/R

Dear USFS/Placer County,

0057-1

My name is Travis Ganong and I was born and raised in Alpine Meadows, and grew up skiing at Squaw Valley. These mountains have taught me everything I know about skiing and living a healthy active mountain lifestyle, and I can attribute growing up here to my current position as a member of the US Ski Team, where I have become a world cup winner, world championship silver medalist, and accomplishing my goal of representing our region and our country at the Olympics. I support the California Express Gondola that would link together Squaw Valley and Alpine Meadows because this is the next step in the evolution of our region into a world class ski destination and will create a new legacy of mountain recreation and pride for locals and visitors alike.

When the first chairlift was installed in Squaw Valley and we secured the bid for the 1960 Olympics, people from around the world came here and discovered how our terrain, natural snow, and inspiring mountain setting rivaled the best skiing destinations in the world. The developers of Alpine Meadows followed suit in installing chair lifts after looking over the ridge line while skiing Squaw. They saw the amazing skiing potential there and that Alpine offered something different and complimentary to the steeps and extreme terrain at Squaw with longer intermediate runs in the trees and amazing views of the lake. Fast forward to 2018, and now as a region we are finally taking the next step in evolving our region to fulfill its true potential by linking these different and complimentary resorts with an iconic lift.

I believe that this gondola will enhance the visitor experience at Squaw Valley and Alpine Meadows by providing easier and faster inter-resort access to the terrain and amenities and both resorts. It will also reduce customers time in cars and resort shuttle time in vehicles on our overwhelmed two lane roads, and give skiers the option to offload at mid stations providing easier access to existing skiable terrain with a gondola designed to have the three sections run independent of the rest of the line (especially during storm days when existing lift capacity at the base of both mountains is overwhelmed). Also it will improve the safety of the avalanche control measured for both Alpine Meadows road and the parking lots and base area of Alpine Meadows.

I also see after reading through the EIR/E, that a thorough analysis that has been put into this proposal by the USFS and Placer county as well as by the applicant, and that we all have enough information to use moving forward in choosing a path for the gondola that will lead to enhancing the visitor experience and solving some issues that we face as a resort community. In my opinion (and in agreeing with the findings of the EIR/R) I believe that Alternative 4 is the best alignment for the gondola for all the reasons listed in the report. I also think it is the best plan because it has the least exposure to wind and avalanche danger, it drops skiers off at a higher point on KT-22 than the other alignments allowing them to access the expansive terrain to the east of the existing KT lift, and its base terminal on the Squaw side is located in a more central and convenient place for access by guests. Plan 4 also has a path lower to the ground and more hidden from sight down the Alpine Meadows side of KT, following a natural rock gully so that the views from homeowners and people recreating will be minimal, and it has the shortest actual distanced traveled of all the plans making ride time, construction expense, and disruption of land less invasive. Finally it is also located the farthest away from the Granite Chief Wilderness Area so that people enjoying the natural beauty up there will not hear or see the gondola.

As a local skier I strongly support the California Express Gondola Alternative 4 route, and believe that this lift will enhance the skiing and mountain recreation experience at Squaw Valley and Alpine Meadows. I have been traveling and

0057-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project, identifies agreement with some findings of the the Draft EIS/EIR, and expresses a preference for Alternative 4. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

0057

0057-1
cont'd

competing all over the world as a US Ski Team member for the last 15 years, and I have seen how these types of lifts work in linking resorts and communities and in helping transport people efficiently without vehicles. This ski lift is the next step for our region and will put us right back up near the top tier of the best mountain recreation destinations in the world.

Thanks,

Travis Ganong
US Ski Team
Olympian

0057-1 cont'd, Opinion (O1)

4.

Shirlee Herrington

From: Mike Gardner <jmgardner@gmail.com>
Sent: Monday, May 21, 2018 2:33 PM
To: Placer County Environmental Coordination Services; comments@squawalpinegondola-eis.com
Subject: Squaw Alpine Gondola

Dear USFS/Placer County:

0058-1 | I fully and wholeheartedly support the California Express Gondola because of reduced car trips, less congestion and better access to both mountains. I am tired of taking the shuttle or driving over when conditions are better at one or the other. Please let this pass through to help the environment!!

Mike

0058-1, Opinion (O1)

The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

0059

Will Hollo

From: Eric Gellerman <ericgellerman@gmail.com>
Sent: Tuesday, May 22, 2018 6:32 PM
To: Scoping Comments
Subject: Squaw/ Alpine Gondola

To Whom it May Concern:

0059-1

I'm in favor of the gondola. It's a good use of public land and will reduce car trips and air pollution.

My kids are ski team members and spends lots of time in shuttle traffic every winter

All of us have a right to enjoy public lands

Thank you,

Eric Gellerman.

Sent from my iPhone

0059-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

Shirlee Herrington

From: Kathryn Goldman Schuyler <kathryn@red7.com>
Sent: Monday, May 21, 2018 3:59 PM
To: Shirlee Herrington
Subject: Re: Squaw Valley - Alpine Meadows Base-to-Base Draft EIS/EIR

Can this be placed in the record, or should I put it into a word document and re-send this as an attachment?

Hello Ms. Harrington,

0061-1

As an owner at Squaw Valley Lodge for over 15 years whose windows would look directly at the base (were it to be placed at the location for alternatives 2 and 3), I am pleased with the conclusions of staff and would like to go on record supporting their selection of alternative 4, with its lower levels of environmental impact.

Although I believe your task is not to consider the noise and visual impact on human residents, but on the land itself and on animal residents, as someone who chose to purchase a home-away-from-home at Squaw Valley Lodge, the difference between alternative 4 and the others is immense. We chose our home because of the quiet and peaceful location and view. Were the gondola to be located other than near Red Dog, there would be considerable ongoing noise, not only from construction, but all of the time, very close to our windows. There would also be obstruction of the natural beauty that we currently look at and a constant sense of activity, rather than peace.

My husband and I heartily support the recommendations for either alternative 1 or 4.

Best wishes,
 Kathryn Goldman Schuyler and Jim Schuyler
 Owner, Squaw Valley Lodge Unit 253

On May 21, 2018, at 3:12 PM, Shirlee Herrington <SHerring@placer.ca.gov> wrote:

Good Afternoon,

Please find the attached agenda and staff report for the above noted project scheduled for the May 25th Planning Commission meeting. Additional Staff Reports and associated documentation can be accessed on the County's Website:

<http://www.placer.ca.gov/departments/communitydevelopment/planning/pchearing>
s

*Thank you,
 Shirlee*

~~~~~  
 Shirlee I. Herrington  
 Environmental Coordination Services  
 Placer County Community Development Resource Agency  
 3091 County Center Drive, Suite #190  
 Auburn, CA 95603  
 530-745-3132

0061-1, Opinion (O1)

The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

**0061**

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

<image009.png>

<05-24-18 FINAL Agenda.pdf><SR-F-PC 15-00398 SV-AM B2B Gondola 052418.pdf>

**Shirlee Herrington**

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**From:** Bill Gonsalves <wmgonsalves@gmail.com>  
**Sent:** Friday, May 18, 2018 2:13 PM  
**To:** comments@squawalpinegondola-eis.com  
**Cc:** Placer County Environmental Coordination Services  
**Subject:** CA Express Gondola

"Dear USFS/Placer County:

0062-1 | I support the California Express Gondola because it will provide a fantastic skier experience at Squaw/Alpine. I have seen the advantages that this type of connection has had at Park City/Canyons.  
I am a local property owner in Tahoe and would like to see this project completed.  
Regards,

--  
Bill Gonsalves

0062-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

0063

**Shirlee Herrington**

**From:** Susan Graf <susanflanders@sbcglobal.net>  
**Sent:** Friday, June 08, 2018 9:18 AM  
**To:** Placer County Environmental Coordination Services  
**Cc:** hjones@sierrasun.com; admin@greatoldbroads.org  
**Subject:** Gondola project

- 0063-1 | We are long time homeowners in Alpine Meadows and object vehemently to the proposed gondola just inches from the Granite Chief Wilderness. The EIR knows a wilderness cannot be encroached upon and this project is dangerously close to violating a long held law regarding wilderness. Long ago when the Granite Chief Wilderness was being designated, we helped move the existing Bradley Hut to Pole Creek due to the strict adherence by the Forest Service that no manmade structures be allowed. This project should not be allowed.
- 0063-2 | We have also noted the newly installed Gazex towers above Alpine Meadows Road and directly impacting our view. We were not notified of the installation. Was there a permit? These pipes are an abomination but we will have to live with them forever in the belief that safety of the traffic on the roads is the highest priority.

Susan and Peter Graf

## 0063-1, Wilderness (W2)

The Wilderness Act of 1964 does not provide for the establishment of development buffer zones around wilderness areas, nor do any subsequent laws related to wilderness designation. It is also important to note that while the gondola would cross through a portion of the congressionally mapped Granite Chief Wilderness (GCW) under Alternative 2, it would cross only through private lands located within the congressionally mapped GCW (in particular, through a 54.6-acre portion of the privately owned Caldwell property). While the Wilderness Act of 1964 establishes land use restrictions for federally owned lands within congressionally mapped wilderness areas, these land use restrictions do not apply on private lands. Please refer to Section 4.3, "Wilderness," in the Draft EIS/EIR for further information.

## 0063-2, Visual Resources (VR)

The existing Gazex facilities previously installed above Alpine Meadows Road are not a component of the gondola project and therefore beyond the scope of this analysis.

Regarding the installation of additional Gazex facilities at Alpine Meadows (which was initially included as part of the proposal for the gondola project and analyzed in the Draft EIS/EIR), this component of the gondola project has been removed from the proposal since publication of the Draft EIS/EIR. See the Master Response on this topic in Section 1.8, "Master Responses," for more information on the removal of Gazex from the project.

**Shirlee Herrington**

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**From:** Louise Greenspan <katloug@yahoo.com>  
**Sent:** Sunday, April 29, 2018 9:42 AM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Comments on Squaw Valley Gondola Project

To whom it may concern,

0066-1 | Please do not allow this project to go any further. The EIR clearly states the negative effects the Gondola will have on the area. My particular concern is the damage to the Granite Chief Wilderness and Five Lakes area. This beautiful part of the mountains is too precious to be ruined by a Gondola.

Thank you,  
Kate Green

0066-1, Opinion (O1)

The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

**0067**

**Will Hollo**

---

**From:** Adam Grossman <agrossman345@icloud.com>  
**Sent:** Tuesday, June 5, 2018 1:09 PM  
**To:** Scoping Comments  
**Subject:** Comments on Proposed Gondola

0067-1 | Deny.

0067-1, Opinion (O1)

The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

**Will Hollo**

**From:** Heather Beckman <HBeckman@placer.ca.gov>  
**Sent:** Wednesday, May 23, 2018 9:08 AM  
**To:** Will Hollo; Shirlee Herrington  
**Subject:** FW: Gazex issues on Alpine Meadows Rd.

FYI

Heather Beckman  
 County of Placer - Community Development Resource Agency  
 (530) 581-6286 / [hbeckman@placer.ca.gov](mailto:hbeckman@placer.ca.gov)

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**From:** Heather Beckman  
**Sent:** Wednesday, May 23, 2018 8:08 AM  
**To:** 'Craig Hamilton'  
**Subject:** RE: Gazex issues on Alpine Meadows Rd.

Hi Craig  
 Thank you so much for your thoughtful and detailed comment, and for providing suggested solutions! I will make sure that this comment is part of the public record – and which ensures that it will be responded to in the Final EIS/EIR.

Over the last week we have started to hear a number of similar comments on the use of Gazex at Alpine Meadows. This is certainly something we will be researching more as the project moves forward.

Thank You

Heather Beckman  
 County of Placer - Community Development Resource Agency  
 (530) 581-6286 / [hbeckman@placer.ca.gov](mailto:hbeckman@placer.ca.gov)

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**From:** Craig Hamilton [<mailto:craig.s.hamilton@gmail.com>]  
**Sent:** Tuesday, May 22, 2018 12:31 PM  
**To:** Heather Beckman  
**Subject:** Gazex issues on Alpine Meadows Rd.

Dear Ms. Beckman,

0068-1 I'm writing in response to the recent environmental report relating to the Squaw/Alpine gondola project. Specifically, my concerns have to do with the installation of Gazex machines above Alpine Meadows Road. I found your name in an article in the Truckee Sun, so please forgive me if my letter should be addressed to someone else. If so, I would be grateful if you could forward this to the appropriate person at the County.

As a resident of the avalanche zone on Alpine Meadows Road, I first want to say how appreciative our family is of the attention and care being given to protecting our neighborhood from the dangers of a major avalanche.

We are aware of the many risks the avalanche mitigation team has taken on our behalf over the years and immensely grateful for the level of safety they've provided to us.

## 0068-1, Noise (N)

The Gazex avalanche mitigation system was included as part of all action alternatives as presented in the Draft EIS/EIR. However, since publication of the Draft EIS/EIR, the Gazex avalanche mitigation system has been removed as a component of any of the action alternatives for this project. See the Master Response on this topic in Section 1.8, "Master Responses," for more information on the removal of Gazex from the project.

0068

0068-1  
cont'd

We also appreciate and applaud the efforts that have recently been taken to add more avalanche prevention infrastructure to increase the safety along the road even further, as well as to reduce the handling of dangerous explosives by ski patrol.

I'm writing today to let you know about what may be an unintended consequence of the recent Gazex installations above Alpine Meadows Road and to ask for your serious consideration of a remedy.

We live at 1769 Alpine Meadows Road, right in the heart of avalanche territory.

The first time I experienced a Gazex detonation this winter, I nearly jumped out of my chair as our house shook from the intensity of the blast.

The windows rattled in their frames. Objects wobbled on bookshelves. The house itself seemed to lurch violently.

In fact, I honestly thought that the avalauncher had misfired and a charge had hit our house.

Upon discovering that we had not actually been hit by a bomb, I immediately called Alpine Meadows Dispatch to inform them that whatever had just happened was extremely frightening for us on the main road and that such a powerful explosive force at such close proximity could be potentially damaging to our house.

I was informed that this was a Gazex detonation and that I should expect more of them.

I have since spoken with my neighbors on the road and discovered that we were not alone in our experience.

One neighbor reported that his two daughters burst into tears when the Gazex was detonated.

Others shared that they had been similarly shocked and frightened by the intensity of the blast and worried for the impact on their homes.

Clearly, if this were a one-time event that we all had to live through, we could accept it and recover from it. However, we're aware that these Gazex devices are a core part of the avalanche prevention strategy in Alpine Meadows and that in fact there are more installations planned.

So, I'm writing today to formally request a review of the current avalanche mitigation strategy from a vantage point that may not have been adequately included in the original assessment: **the impact on homeowners living in or near the avalanche zone.**

I would like to ask the planning department to reconsider both the placement and positioning of these devices with an eye toward reducing the impact on homeowners and homes.

Specifically, I would like to ask them to consult with structural engineers about the impact of this level of blast force on existing structures that were not built to withstand such forces. It is my sense that each time a blast like this hits my house, it will weaken the seals around windows, cause microfractures in drywall, grout, the foundation and many other structural elements, leading to a much more rapid deterioration of the integrity of the structure than would occur under normal circumstances.

0068-1 cont'd, Noise (N)

0068-1  
cont'd

I would also like to ask them to consider the human impact of these blasts. If children and adults alike are feeling rattled to the core each time a Gazex machine detonates, this is clearly a cause of psychological trauma with potentially long lasting effects.

We've lived in Alpine for six years so we are accustomed to regular bombing in the canyon.

**What my neighbors and I want to make clear is that the Gazex blasts are of an entirely different order than anything we've previously experienced during avalanche control operations.**

If any of the planning authorities want to have a direct experience of what it's like to be in my house when these machines are detonated, I would welcome you over for a test blast anytime you would like to arrange it.

My sense is that these Gazex devices were designed for high Alpine use, on ridgelines and mountaintops far away from where people actually live. I applaud them in their efficacy. But I wonder if they can safely be deployed so close to areas of human habitation.

Some thoughts to consider:

-Could these large explosive devices be replaced by a greater number of smaller devices, each emitting a lower blast force but together achieving the same result?

-Could they be repositioned so that the blast isn't aimed as directly at the neighborhood below?

-Are there alternatives that could be deployed in areas closer to the road, reserving the Gazex strategy to areas further from our neighborhood?

This is an issue affecting many homeowners and I know we would all appreciate knowing that our concerns are being heard. Feel free to respond directly to me and I would be happy to pass your response along to my neighbors. Or if you or someone on your team would like to arrange a meeting with several of us to hear our direct experiences, I would be happy to help set that up.

Thank you in advance for your consideration of these issues. I look forward to hearing from you.

Sincerely,

Craig Hamilton  
1769 Alpine Meadows Rd.  
Alpine Meadows CA 96146  
310-595-0215

Mailing address:

PMB #621  
11260 Donner Pass Rd. #C1  
Truckee CA 96161

0068-1 cont'd, Noise (N)

0069

**Will Hollo**

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**From:** susan hamilton <hamiltonsb@comcast.net>  
**Sent:** Wednesday, May 23, 2018 10:15 AM  
**To:** Scoping Comments  
**Subject:** Impact of this project

0069-1

Please DO NOT MOVE FORWARD WITH THE PROJECT. Increased traffic will only pollute the lake and decrease it's clarity. Construction will negatively impact the wildlife habitats and further erode outdoor experience.

I am against this project.

Susan

0069-1, Opinion (O1)

Project effects on Lake Tahoe water quality and lake clarity were not addressed in the Draft EIS/EIR for the reasons described on page 4.17-24 of the Draft EIS/EIR. In summary, indirect effects on Lake Tahoe water quality associated with additional vehicular trips to and from the Lake Tahoe Basin would be minor and would be within thresholds established for the protection of lake water quality. The gondola project is expected to generate only a small amount of VMT in the Lake Tahoe Basin, and only in winter; therefore, the project would not cause VMT to exceed carrying capacity thresholds (see page 4.17-24 of the Draft EIS/EIR for further discussion).

Construction impacts are addressed throughout the Draft EIS/EIR, and impacts to wildlife habitats are addressed in Section 4.14, "Wildlife and Aquatics." No specific issues related to the content, analysis, or conclusions in the Draft EIS/EIR are raised in this comment. No further response is warranted.

**Will Hollo**

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**From:** Jon Hanshew <jhanshew@pacbell.net>  
**Sent:** Monday, May 21, 2018 7:07 PM  
**To:** Scoping Comments  
**Subject:** Squaw-Alpine Gondola

0070-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

Dear USFS/Placer County:

0070-1 | I support the California Express Gondola because I enjoy skiing at both locations. Being able to access both easily would be wonderful.

Sincerely,

Jon Hanshew  
Sent from [Mail](#) for Windows 10

**0073**

Date submitted (Pacific Standard Time): 5/23/2018 7:55:24 AM  
First name: John  
Last name: Hendricks  
Organization:  
Title:  
Official Representative/Member Indicator:  
Address1: 12177 Mougle Lane  
Address2:  
City: Truckee  
State: CA  
Province/Region:  
Zip/Postal Code:  
Country: United States  
Email: Hendricks@sbcglobal.net  
Phone: 6506191206  
Comments:

0073-1

I am in favor of building this project.  
Specifically my preference would be Alternative 4. This route seems the least disruptive as it parallels existing lifts for much of its routing.  
My only disappointment is that I thought the gondola was going to be a European style transport with just a couple of towers with cables spanning great distances. The current proposal of over 30 towers puts many more "boots on the ground" both during construction and on going maintenance.

**0073-1, Opinion (O1)**

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

**Shirlee Herrington**

**From:** Ed Heneveld <doced@att.net>  
**Sent:** Sunday, June 10, 2018 10:55 AM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Squaw-Alpine Gondola

Placer County and USFS,

0074-1 Regarding the proposed gondola between Alpine Meadows and Squaw Valley ski areas, I have two comments following my review of the draft EIR/EIS:

1. I do not oppose the connecting transport system ONLY if it stays out of the congressionally dedicated wilderness boundary (regardless of private land rights). I support alternative #4.
2. By moving the base of the Squaw side of the gondola system, I see no analysis of how SV Resort will accommodate their proposed swale on the south side of their SVRE planned Village at Squaw Valley. I understand from the SVRE proposed village that they plan to accommodate Squaw Creek south fork flooding by creating a swale that runs along the south side of existing and new infrastructure. Impacts to high points at the base of Exhibition and Red Dog lifts have not been detailed or even analyzed. Please address this.

Thank you for the opportunity to comment.

Ed Heneveld  
 589 Forest Glen Road  
 Olympic Valley, CA 96146  
[doced@att.net](mailto:doced@att.net)  
 (530)583-1817

## 0074-1, Project Description (PD)

While the gondola would cross through a portion of the congressionally mapped Granite Chief Wilderness (GCW) under Alternative 2, it would cross only through private lands located within the congressionally mapped GCW (in particular, through a 54.6-acre portion of the privately owned Caldwell property). While the Wilderness Act of 1964 establishes land use restrictions for federally owned lands within congressionally mapped wilderness areas, these land use restriction do not apply on private lands. Please refer to Section 4.3, "Wilderness," of the Draft EIS/EIR for further information.

The Village at Squaw Valley Specific Plan Project is included in Table 3-3, "Cumulative Effects Projects," and discussed in the cumulative effects sections of resources to which it is relevant throughout Chapter 4 of the Draft EIS/EIR. Additionally, resort mountain planners are aware of the referenced swale. It is intended that the swale would start at about the eastern edge of Red Dog Face and drain to the east, so it would not be impacted by the proposed Squaw Valley gondola base terminal location under Alternative 4. If, upon final design, the swale needs to start further west than the eastern edge of Red Dog Face run, it would be located further up the slope than the proposed gondola base terminal under Alternative 4 (in order to have positive grade to the east and remain above the proposed village development) so it still would not be impacted by the proposed base terminal location under Alternative 4.

0075

Date submitted (Pacific Standard Time): 5/24/2018 8:10:35 AM  
 First name: James  
 Last name: Heykes  
 Organization:  
 Title:  
 Official Representative/Member Indicator:  
 Address1: 403 Nightingale Rd.  
 Address2:  
 City: Carmelien Bay  
 State: CA  
 Province/Region:  
 Zip/Postal Code: 96140  
 Country: United States  
 Email: Teleskier100@yahoo.com  
 Phone: 9168473845  
 Comments:

- 0075-1 | In addition to the numerous negative environmental effects the gondola project would have, as determined in the environmental impact statement, I would like to comment on what I think is a fundamental flaw - the finding that the gondola would have a "beneficial" effect on the recreational experience (section 4.1-1 of the eis). Squaw Valley and Alpine Meadows are unique ski areas, with very different character and attributes. Squaw is high energy, hustle and bustle, the home of hard charging Olympic racers. Alpine is low-key, relaxed, relatively uncrowded, with a very different ambience from Squaw. In fact, the Alpine Meadows Master Plan published in 2015 lists Alpine's friendly low key atmosphere, relatively uncrowded slopes, low skier density, and substantial amount of undeveloped terrain (offering hike-to, "backcountry style" skiing) as prime attributes that contribute to a high quality skiing experience at Alpine Meadows. Adding the gondola and it's inevitable influx of additional skiers at Alpine would erode those qualities that make Alpine one of the best ski areas in the country.
- 0075-2 | In addition, the "need" for better connectivity between the two areas is overblown. They are both large areas; it is difficult to ski all of the terrain at either area in one day and be nearly impossible to ski both areas in one day. Even guests coming for a weekend can ski one day at Squaw and one day at Alpine, and enjoy the unique character and terrain of each area. Squaw Valley Ski Holdings would be much better served (and would serve the skiing public better) by emphasizing the individual strengths of each area independently and the different quality of the ski experience each area has to offer, rather than trying to homogenize the two into one big conglomerate ski area.
- 0075-3 | As a long time Alpine Meadows (and Squaw Valley) skier, I am firmly opposed to the base to base gondola project and would strongly urge the forest service and Placer County to deny this project.

James H. Heykes

#### 0075-1, Recreation (R1)

The commenter disagrees with the conclusion in the Draft EIS/EIR regarding the project's beneficial effect related to recreation experience, access, and visitation. As described on page 4.1-10 of the Draft EIS/EIR, a skier visitation and use assessment (Appendix C of the Draft EIS/EIR) was prepared for the project. As stated therein, the project's increased visitation "is not anticipated to adversely affect the guest experience or lead to substantial deterioration of any ski area facilities because existing guest service facilities at Alpine Meadows and Squaw Valley are sufficient to support a minor anticipated increase in use." The commenter's opinions and preferences for maintaining the character of Alpine Meadows will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors in rendering their decisions on the project.

#### 0075-2, Purpose and Need (P&N)

As identified by the commenter, the two ski areas have individual strengths and offer different recreational experiences. The objective of the project is not to homogenize the two ski areas by connecting them, but rather to provide easy, and potentially faster, interresort access to terrain and amenities at both ski areas, thereby improving the visitor experience.

The remainder of the comment provides an opinion regarding the merits or qualities of the project's need and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

#### 0075-3, Opinion (O1)

The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the

**0075**

Placer County Planning Commission and Board of Supervisors  
before a decision on the project is rendered.

0076

**Shirlee Herrington**

**From:** Chris Hinkel <christine.hinkel@gmail.com>  
**Sent:** Monday, May 21, 2018 8:01 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Squaw Alpine Gondola comment

0076-1 Dear Placer County Representatives,  
 Thank you for your time in reviewing my input on this project. I am against putting in the gondola to connect Squaw to Alpine.

Reason #1 It would wreck the wilderness that so many people enjoy. The 5 Lakes Trail is one of the most heavily used trails in the area. The wilderness feeling of that area would be ruined by seeing a gondola in there.

#2 It would wreck the environment there.

#3 These 2 mountains have a different feel from each other and I feel we should keep it that way. Squaw if more showy, caters to people that want to be seen and like the Squaw hype. Hotels, golf course, retail and restaurants.  
 Alpine is laid back family style.

#4 Putting in the gondola would ruin it for so many and it's only for the bottom line of a few, not looking out for the rest of us.

Please don't approve this.

Sincerely,  
 Chris Hinkel



Chris Hinkel  
 530.412.2644  
 Sierra Sotheby's International Realty

Truckee . Lake Tahoe . Tahoe Donner  
 Martis Camp . Lahontan . Northstar

DRE#01876474  
 10044 Donner Pass Rd.  
 Truckee, CA., 96161  
[Chris.Hinkel@Sothebysrealty.com](mailto:Chris.Hinkel@Sothebysrealty.com)

Located next to the Bar of America in Historic Downtown Truckee  
[Watch my YouTube videos on real estate and Tahoe fun](#)  
[My Website](#)

## 0076-1, Opinion (O1)

The comment is directed towards the project approval process as well as providing an opinion regarding the merits or qualities of the project. The comment does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

To: Placer County Community Development Resources Agency  
 3091 County Center Drive, Suite 190  
 Auburn, CA 95603  
 Attention: Shirlee Herrington, Environmental Coordination Services  
 Email: [cdraecs@placer.ca.gov](mailto:cdraecs@placer.ca.gov)

U.S. Forest Service Tahoe National Forest, Truckee Ranger District  
 % NEPA Contractor  
 P.O. Box 2729  
 Frisco, CO 80443  
 Email: [Comments@squawalpinegondola-eis.com](mailto:Comments@squawalpinegondola-eis.com)

**Subject: Comments regarding Squaw Valley/ Alpine Meadows Base-to-Base Gondola Project and Installation of Gazex for Avalanche Control**

To Whom it may Concern:  
 Following are our concerns about the Base-to-Base Gondola & Gazex Installations.

- 0077-1 | The Gondola would not open up more skiable terrain which should be the main reason for installing the Gondola.
- 0077-2 | It's only a mode of transportation which we believe would be used by a limited number of people and not lessen the traffic to either ski area mainly on weekends and Holidays. People would still be driving into either valley to park their cars.
- 0077-3 | Should the Gondola be shut down due to high winds or maintenance issues and people need to be transported back to the car in the "other" valley how would that be accomplished?
- 0077-4 | As full time residents of Alpine Meadows we have experienced the impact of the Gazex's on our lives. The noise when they are detonated echos throughout the valley, our house was shaking and we were many times awoken during the night (eg. 1:00 am, 2:00 am, 6:00 am) because of their powerful noise level and force (including shaking of the ground).
- 0077-5 | The recent mud slide that closed Alpine Meadows road could have easily been caused by the Gazex's used last winter as there are tremors when the explosions take place. Not only are people affected by this powerful noise house pets (dogs& cats) will also suffer. The impact on wildlife is immeasurable.
- 0077-6 | The residents of Alpine Meadows should not have to be exposed to such impactful means of snow safety measures. Europe mainly Austria, France, Italy and Switzerland which have numerous ski areas with high avalanche danger snow safety fences above villages have been installed for 50+ years and are highly effective. There will always be a situation where the biggest and the best provisions will not be sufficient to protect men and property. Recently Gazex's as well as other similar devices have been installed in the Alps, however, the installations are out of the residential areas and are not affecting the residents and guests who travel to the resorts in hopes to enjoy a quiet ski vacation.
- 0077-7 |

Respectfully submitted by:  
 Caspar and Ursula Hirsbrunner  
 1309 Mineral Spring Place, Alpine Meadows  
 mailing address: P.O. Box 2895, Olympic Valley, CA 96146  
 phone: 530-581-0810  
 email address: [casparh.ursulah@gmail.com](mailto:casparh.ursulah@gmail.com)

0077-1, Recreation (R1)

Section 1.3, "Purpose and Need and Project Objectives," of the Draft EIS/EIR describes the Forest Service purpose and need and the CEQA project objectives for the project. As stated therein, "the overall purpose of the project is to enhance the visitor wintertime experience at both Squaw Valley and Alpine Meadows by providing direct connection between the ski areas for more convenient access to skiable terrain and resort amenities." The stated project objectives are related to providing greater access between the ski resorts, not opening up more skiable terrain, as the comment states.

0077-2, Transportation and Circulation/Traffic and Parking (T&C/T&P)

Impacts related to traffic and parking are addressed in Section 4.7, "Transportation and Circulation," of the Draft EIS/EIR. No specific issues related to the content, analysis, or conclusions in the Draft EIS/EIR are raised in this comment. No further response is warranted.

0077-3, Project Description (PD)

Wind closures would be implemented as necessary to ensure safe operation of the gondola. Further detail on this matter is beyond the scope of this analysis, as the specific operational procedures of the gondola would be determined pending Forest Service and Placer County approval of any of the action alternatives. However, it is understood that SVSH would operate the present shuttle system to move people between resorts during periods when the proposed gondola is inoperable.

0077-4, Noise (N)

The Gazex avalanche mitigation system was included as part of all action alternatives as presented in the Draft EIS/EIR. However, since publication of the Draft EIS/EIR, the Gazex avalanche mitigation system has been removed as a component of any of the action alternatives for this project. See the Master Response on this topic in Section 1.8, "Master Responses," for more information on the removal of Gazex from the project.

**0077****0077-5, Noise (N)**

The Gazex avalanche mitigation system was included as part of all action alternatives as presented in the Draft EIS/EIR. However, since publication of the Draft EIS/EIR, the Gazex avalanche mitigation system has been removed as a component of any of the action alternatives for this project. See the Master Response on this topic in Section 1.8, "Master Responses," for more information on the removal of Gazex from the project.

**0077-6, Wildlife and Aquatics (W&A)**

Wildlife impacts are addressed in Section 4.14, "Wildlife and Aquatics," of the Draft EIS/EIR. No specific issues related to the content, analysis, or conclusions in the Draft EIS/EIR are raised in this comment. No further response is warranted.

**0077-7, Alternatives (A)**

The Gazex avalanche mitigation system was included as part of all action alternatives as presented in the Draft EIS/EIR. However, since publication of the Draft EIS/EIR, the Gazex avalanche mitigation system has been removed as a component of any of the action alternatives for this project. See the Master Response on this topic in Section 1.8, "Master Responses," for more information on the removal of Gazex from the project.

**0077**

0079

Date submitted (Pacific Standard Time): 6/11/2018 1:34:08 PM  
 First name: Katy  
 Last name: Hover-Smoot  
 Organization:  
 Title:  
 Official Representative/Member Indicator:  
 Address1: 1529 MINERAL SPRINGS TRL  
 Address2: 1529 MINERAL SPRINGS TRL  
 City: ALPINE MEADOWS  
 State: CA  
 Province/Region: CA  
 Zip/Postal Code: 96146  
 Country: United States  
 Email: khoversmoot@gmail.com  
 Phone: 4086235871  
 Comments:  
 Thank you for giving the public an opportunity to comment on this project.

0079-1

While I strongly prefer a "no-gondola" alternative, I believe such a scenario is unlikely. With that in mind, I urge Placer County and USFS to accept the "environmentally preferred" route--Alternative 4. This alternative provides Squaw Valley with its desired connection, and limits the impacts to both the Alpine Meadows viewshed as well as the popular 5 Lakes Trail.

In my opinion, Alternative 2 would be remarkably destructive to the wilderness just passed 5 Lakes that feeds into the Pacific Crest Trail. Alternative 3, also places a mid-station too close to the wilderness. Alternative 4 offers a compromise that residents, visitors, and resort management can embrace.

Of bigger concern is the ultimate plan to build 40 homesites in the granite canyon in-holding owned by Troy Caldwell. The gondola presents minimum impact compared to the proposed White Wolf Development.

All the best,  
 Katy Hover-Smoot

## 0079-1, Opinion (O1)

The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

Impacts to the Alpine Meadows viewshed are addressed in Section 4.2, "Visual Resources," and impacts to the wilderness area, the Five Lakes Trail, and the Pacific Coast Trail are addressed in Sections 4.1, "Recreation," and 4.3, "Wilderness," of the Draft EIS/EIR. Cumulative effects of the project in connection with other probable future projects (including the proposed White Wolf Development) are evaluated in Sections 4.1 through 4.17 in the Draft EIS/EIR. No specific issues related to the content, analysis, or conclusions in the Draft EIS/EIR are raised in this comment. No further response is warranted.

**Shirlee Herrington**

**From:** Dan Hudson <dHUDSON@HUDCORP.NET>  
**Sent:** Friday, May 11, 2018 10:10 AM  
**To:** Placer County Environmental Coordination Services  
**Cc:** Dan Mash  
**Subject:** RE: Squaw Valley Lodge - Important Notice - Base to Base Gondola

To whom it may concern,

0080-1

My name is Daniel Hudson, and I live in the Squaw Valley Lodge unit 359. This is the closest unit to the proposed site two and three alternatives for the gondola and as such, might be the most impacted unit in the entire Squaw Valley.

I have personal deep concerns about building such a large structure and the attendant pressure from people using the gondola directly adjacent to the Cushing Pond. The pond represents a significant riparian environment, and holds deep emotional and psychological meaning for the people supporting Squaw Valley. The chance of a gondola of that magnitude adversely affecting the fragile ecosystem of the Cushing pond is way too high – I would suggest it's almost a certainty.

I have concerns about noise not just during normal skiing hours but operational maintenance etc. for a structure and a contrivance of such great magnitude.

I will object strenuously to the denigration of my views of the mountain – one of the primary reasons I bought the apartment in 2004.

I suggest that a location such as this – practically on top of the Cushing pond – is more of a desire by the Squaw Valley Ski Corporation to draw hordes of people across their food court and bar areas than a consideration for the fragile Alpine environment.

I strongly suggest consideration for the alternative site number four; the site deemed to have the least environmental impact on the Alpine environment.

Would you be so kind as to acknowledge receipt of this letter?

Sincerely,

Dan Hudson

Cc: Dan Mash attorney at law

0080-1, Opinion (O1)

As described in Section 4.14, "Wildlife and Aquatics," of the Draft EIS/EIR, Cushing Pond is a human-made, freshwater pond. It is less than 6 feet in depth, and is drained yearly for maintenance and repairs. While it does provide lacustrine habitat (and southern long-toed salamander have been observed in the pond), it does not provide riparian habitat nor does it constitute a fragile ecosystem, as the comment suggests. Impacts to Cushing Pond are addressed in Section 4.14.

Impacts related to noise and visual resources are also addressed in the Draft EIS/EIR, in Sections 4.9, "Noise," and 4.2, "Visual Resources," respectively. In particular, please refer to Appendix D, View 21 -KT Sundeck/Condo Area -Alternative 2 (Figure D-21b) for a visual simulation of what the Squaw Valley base terminal may look like with implementation of Alternative 2.

No specific issues related to the content, analysis, or conclusions in the Draft EIS/EIR are raised in this comment. No further response is warranted.

**0080**

Dan Hudson

**Shirlee Herrington**

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**From:** sereena irby <sereena100@gmail.com>  
**Sent:** Monday, June 11, 2018 10:05 AM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Granite Cheif Squaw-Alpine Gondola oppose

0081-1 | With so much land constantly being developed and swallowed up, preserving the wilderness we have left is so incredibly important. We cannot rebuild the wild. 100% oppose the Gondola and any other developement. Thank you for your time.

Sereena Irby

0081-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

**0082**

**Shirlee Herrington**

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**From:** sydne irby <sydneirby@gmail.com>  
**Sent:** Monday, June 11, 2018 2:20 PM  
**To:** Placer County Environmental Coordination Services

0082-1 | I am opposed to building squaw alpine gondola. Please do not build.

0082-1, Opinion (O1)

The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

**0083**

Date submitted (Pacific Standard Time): 5/4/2018 8:36:37 AM  
First name: Bill  
Last name: Jager  
Organization:  
Title:  
Official Representative/Member Indicator:  
Address1: PO Box 228  
Address2:  
City: Dutch Flat  
State: CA  
Province/Region: California (CA)  
Zip/Postal Code: 95714  
Country: United States  
Email:  
Phone:

0083-1 | Comments:  
My family is a long time landowner, resident and user of public lands in Placer County and the greater regional Tahoe area. I support this project and the further development of the Squaw Valley/Alpine Meadows ski area lift facilities as well as expansion of the ski-able area.

Taken in the context of the entire undeveloped Tahoe Basin which is made up of hundreds if not thousands of square miles and which the vast majority of humans never will reach or make the effort to reach beyond a paved road, this development's potential negative impacts are de-minimis in scale and are far outweighed by the joy experienced by many skiers in the future.

**0083-1, Opinion (O1)**

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

0084

**Shirlee Herrington**

**From:** jbarnhart1@frontiernet.net  
**Sent:** Sunday, May 06, 2018 4:16 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Squaw Alpine Base to Base Gondola

Dear Placer County,  
 I am a property owner at the Squaw Valley Lodge in Olympic Valley.  
 I have reviewed the Draft EIR/EIS for the above referenced proposed project.

0084-1

Please approve Alternative 4 for the following reasons :

- This will improve utilization of both Squaw and Alpine ski resorts and enhance the guest experience.
- It will reduce vehicle trips between Squaw and Alpine.
- It minimizes impacts to the 5 Lakes Basin and Granite Chief Wilderness.
- It entirely avoids impacts to the Cushing Pond amenity and drainage hydrology.
- It avoids traffic, light, noise, and construction impacts to the existing Squaw Valley Lodge residents and guests.
- It avoids worsening the existing opposing skier traffic hazard of Alternatives 2 & 3 near the base of the KT22 chair.
- Currently there are skiers coming down Mountain Run heading east, coming down KT22 headed north, and leaving the Village headed west all with destinations of Squaw One chair, KT22 chair, and the Tram all intersecting between KT22 and Squaw One chairs.
- Adding the Gondola base station into this mix will worsen an already hazardous situation.

Thank you for your consideration.  
 John Barnhart.  
 Squaw Valley Lodge Unit 352.

## 0084-1, Public Safety (PS)

The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

The comment lists the reasons why Alternative 4 should be approved, including minimized impacts related to traffic, wilderness, Cushing Pond, drainage/hydrology, light, noise, and public safety; these issues are addressed in the Draft EIS/EIR.

With respect to public safety, the Squaw Valley base terminal under Alternatives 2 and 3 would be positioned within the area of Cushing Pond and would be largely outside of the existing ski run area in the vicinity of KT22 Chair, Squaw One Chair and the Tram. Additionally, the Squaw Valley base terminal under Alternatives 2 and 3 would be elevated above the ground to allow skiers to pass underneath the lift to transfer from west to east or east to west, as they do now. Alternative 4 would represent only a minor improvement to skier circulation at the base of KT22 Chair, Squaw One Chair and the Tram when compared with Alternatives 2 and 3.

**Will Hollo**

**From:** Carrie Johnson <girlizard@hotmail.com>  
**Sent:** Saturday, May 26, 2018 4:39 PM  
**To:** Scoping Comments; cdraecs@placer.ca.gov  
**Subject:** gondola comment submission

Hi,

0085-1 | I am writing in to add my comments about the proposed Squaw gondola project. I am strongly opposed to the construction of this project and I fully support Alternative #1-NO ACTION.

Reason #1: I have lived in the Tahoe City area since 1992 and have never desired a connecting lift from Alpine to Squaw. A major reason I enjoy Alpine Meadows is because it is its own resort with its own identity and is different from Squaw. As a longtime local, I often prefer the solitude and lesser crowds that Alpine provides on a ski day. I feel the gondola will only increase human traffic at Alpine, which I understand may be the interest of KSL, but locals who have skied Alpine for years obviously would prefer not to have increased skier visits. I also ski Squaw frequently and enjoy the different experience that Squaw provides. I have no desire or would I ever ride in a gondola to go back and forth from each mountain.

0085-2 | Reason #2: I am VERY concerned that Alternative #2 is even being considered! This option should not even be an option, for many reasons!! Firstly, it is proposed to pass through important critical habitat for the Sierra Nevada Yellow Legged frog while flanking Barstool Lake, a federally listed endangered species. I have explored the Barstool Lake area and have seen one of these frogs in the pond up there with my own eyes, so I know firsthand there is an individual up there. There should not be any manmade structures allowed in a federally designated wilderness area either. Part of the magic of the 5 Lakes area is the wildness. I do not want to see gondolas or towers as I go out to enjoy the wilderness. A gondola will increase the amount of foot traffic in this area, as every skier will be able to get a visual of the area from the gondola and some will make it a point to try to access these areas. Both Barstool and Estelle Lake are a unique pocket of wilderness without extensive human use as there is no well-established trail system to these lakes. Leave them alone!

0085-3 | Reason #3: I do not believe that the addition of a gondola will be environmentally beneficial in any way, as the same amount of humans or maybe more, due to the excitement of the new gondola, will be on the roads. There is a perfectly good shuttle system in place and it could be improved with more frequent shuttle times. A gondola is not needed.

0085-4 | Reason #4: I am very concerned if one of the alternatives is approved, that there will not be sufficient monitoring for wildlife, vegetation, habitat, etc., during construction. Who will be there to police the construction crews if they come across a species of concern, or go within a particular riparian area, etc?

0085-5 | Reason #5: All of my friends, who have also lived in the area for years, also do not support this project and do not want a gondola connecting Squaw to Alpine. While I have heard of this "dream" in the works for years, it is not something that is supported in full by the local community, including many employees who work at Squaw or Alpine.

0085-6 | If the powers that be do decide to approve the gondola, I hope that they will select the option which is least harmful to our environmental treasures, which in my opinion might be Alternative #4. I also hope the decision

0085-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

0085-2, Wilderness (W2)

The comment expresses concern about impacts to Sierra Nevada yellow-legged frog habitat and the Granite Chief Wilderness as well as other wilderness areas. These issues are addressed in their respective sections in the Draft EIS/EIR. Section 4.14, "Wildlife and Aquatics" identifies that Barstool Lake is occupied habitat for Sierra Nevada yellow-legged frog. No specific issues related to the content, analysis, or conclusions in the Draft EIS/EIR are raised in this comment. No further response is warranted.

0085-3, Purpose and Need (P&N)

The potential for the proposed gondola to result in increased vehicle trips is addressed in Draft EIS/EIR Section 4.7, Transportation and Circulation. See the Master Response above related to the Improvements to Existing Shuttle System Alternative in Section 1.8, "Master Responses."

0085-4, Resources Protection Measures/Mitigation Measures (RPM/MM)

Resource Protection Measures (RPM) have been incorporated into the project and mitigation measures have been recommended for all significant and potentially significant impacts. Various RPMs and mitigation measures provide specific monitoring requirements. The Mitigation Monitoring and Reporting Program (MMRP) prepared for the project (included in the Final EIS/EIR) identifies all the RPMs and mitigation measures that would be implemented as well as the timing and responsibility for each measure. Placer County, through the MMRP and permit conditions, has responsibility for monitoring and recording the proper implementation of applicable RPMs and Mitigation Measures. The Forest Service

**0085**

has a similar responsibility to enforce the ski areas Special Use Permit (SUP), the construction/maintenance plan, and certain RPMs that are specifically within federal jurisdiction.

**0085-5, Opinion (O1)**

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

**0085-6, NEPA/CEQA Process (NCP)**

The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

0085-6  
cont'd | makers will not be swayed primarily by economic and financial considerations, but instead analyze every aspect and heavily weigh the input of those who live year round in the area and are not just visitors or second home owners.

0085-6 cont'd, NEPA/CEQA Process (NCP)

Thank you for taking the time to consider my comments!  
Carrie Johnson

0086

2320 Alpine Vista Rd.  
Alpine Meadows, CA

mailing address:  
890 La Rue Ave.  
Reno, NV 89509

July 11, 2018

Dear Members of the Placer County Planning Commission,

0086-1 | My understanding of government agencies is that they are designed to support the public good. For this reason that I am writing to urge you to vote No on the proposed Squaw-Alpine gondola.

The history of the greater Tahoe area reads to me like a constant navigation between the public good—the preservation of the wilderness areas surrounding the lake, of water clarity, of peace and quiet—and the demands of developers and those who support and profit from them. In fact, as you doubtless know, the Tahoe area should have been designated a national park, but wasn't because of existing development. The effects of ongoing and increasing development are well known and include declines in lake clarity, wildlife habitat, and wilderness areas, as well as increasing traffic, large-scale developments just outside the protected area, and more.

I bring up this history because the Alpine Meadows area is one of the most underdeveloped (if also inhabited and accessible) areas in the region. From my cabin in Alpine Meadows, I can see nothing but cliffs and trees and scrub in two directions, and a single house in a third. In fact, like many who live here, I chose to live in this area (as opposed to, say, Squaw Valley) because of the solitude and beauty afforded by the location. The vistas of Alpine offer me a sense of comfort and awe, which is essential to my own wellbeing, and to those of my fellow inhabitants and visitors.

0086-2 | In fact, those two vistas would be directly impacted—and indeed destroyed—by the proposed gondola, especially Plan D.

0086-3 | You are no doubt familiar with many of the arguments already mounted in opposition to the proposed development. Among the most urgent for me are the desirability of preserving the wilderness areas surrounding and visible from the Five Lakes Hike, one of the most popular and accessible hikes in the area. The environmental damage caused by the construction and operation of the gondola is also concerning, as is the increased traffic on a road that already habitually backs up in the winter. Perhaps most worrying is the fact that, overall, ski seasons in the region have grown shorter and, in some seasons, almost nonexistent. Destroying wilderness areas for a development that is contingent on cold, snowy winters is a terrible calculus, since the wilderness areas, once gone, will never return. That the development process itself will contribute to emissions responsible for climate change makes things even worse.

0086-1, Opinion (O1)

The comment is an introductory statement with a portion directed towards the project approval process and does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

0086-2, Visual Resources (VR)

Impacts related to visual resources are addressed in Section 4.2, "Visual Resources," in the Draft EIS/EIR. No specific issues related to the content, analysis, or conclusions in the Draft EIS/EIR are raised in this comment. No further response is warranted.

0086-3, Other (O2)

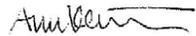
These issues are addressed in the Draft EIS/EIR in Sections 4.1, "Recreation," 4.3, "Wilderness," 4.7, "Transportation and Circulation," and 4.11, "Greenhouse Gas Emissions and Climate Change." No specific issues related to the content, analysis, or conclusions in the Draft EIS/EIR are raised in this comment. No further response is warranted.

**0086**

0086-4

It seems clear that the public good, especially in an era of ever more development, forest reduction, wildlife habitat loss, and increased fire danger, is not being served by supporting yet another money-making venture. Please vote with your conscience and preserve this wilderness for future generations.

Sincerely,



Ann Keniston

0086-4, Opinion (O1)

The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

0087

**Shirlee Herrington**

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**From:** Derek Kennedy <j.derek.kennedy@gmail.com>  
**Sent:** Friday, May 18, 2018 12:07 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Support for California Express Gondola

Hi USFS/Placer County!

0087-1

I am a big fan of this project because of the improved access for the many people that enjoy the mountains and the positive impact it will have on traffic and car exhaust from reducing driving between the two bases

I hope to see a positive outcome!

Derek Kennedy

1510 Upper Bench Rd  
Alpine Meadows

0087-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

**Will Hollo**

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**From:** Gary <gary@kennerley.net>  
**Sent:** Tuesday, May 22, 2018 10:51 PM  
**To:** Scoping Comments  
**Subject:** Squaw Alpine Gondola

Dear USFS/Placer County,

0088-1 | Myself, family and friends have skied and snow boarded at Alpine Meadows and Squaw for over ten years. During that time it has always been a hope that one day the two resorts would be connected to reduce the congestion caused by the number of road trip between the two locations and to enhance access to both ski areas. I support the California Express Gondola because I believe it will reduce traffic congestion, reduce green house gas emissions and enhance visitors experience of both the Tahoe National Forest and two great winter sports locations.

Thank you for your consideration,

gary kennerley  
510.219.2935

0088-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

**0089**

Date submitted (Pacific Standard Time): 5/18/2018 8:26:49 AM  
First name: Shawn  
Last name: Kessler  
Organization:  
Title:  
Official Representative/Member Indicator:  
Address1: 4745 North Ridge Road  
Address2:  
City: Carmelian Bay  
State: CA  
Province/Region:  
Zip/Postal Code: 96140  
Country: United States  
Email: shawnkesslerdesign@gmail.com  
Phone:  
Comments:

0089-1

This project is inane. There is absolutely no need to combine these two completely amazing ski resorts. The obvious push by predatory venture capitalists into making "the biggest ski resort ever" is nothing but a selling point. All of the KSL projects are just that, selling points. They just want to increase value and don't care about the consequences. I object to a gondola being built in the Granite Chief Wilderness and I object to this project at its core.

Note that I am a 32 year old local, born and raised here in North Lake Tahoe. I hold an opinion shared by many in my slowly dwindling community. We use this land more than anyone and should be given a chance to be heard.

**0089-1, Opinion (O1)**

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

**Will Hollo**

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**From:** Stan Knight <stanknight@pacbell.net>  
**Sent:** Friday, May 18, 2018 3:41 PM  
**To:** Scoping Comments  
**Subject:** Comments in support of the proposed California Express Gondola connecting Squaw Valley and Alpine

0090-1

Hello- I am a 40 year resident of California and have lived in the Bay Area since 1995. Myself and my family, (wife and two sons) are avid visitors to the Lake Tahoe area year round and in particular season pass holders for the Squaw-Alpine resort. We visit the Tahoe area in winter very frequently and consider ourselves passionate about the natural beauty of that area and especially enjoy the winter sports options available.

I would like to express my very strong support for the California Express Gondola and it's construction permit. This will significantly enhance the experience of enjoying the combined aspects of the two distinct ski areas. Today we take the shuttle back and forth and this is far from ideal. It's slow, adds traffic to the already overburdened HWY 89, and makes it very inconvenient to ski both areas within the same day.

I feel the impact to the environment will be quite minimal compared to the value offered to those of us who enjoy the sport of skiing in the High Sierra. We love Squaw Valley and Alpine Meadows both, and would love to see them become truly a single, unified, resort.

Thank you for your time and attention.

Stan Knight

Sent from [Mail](#) for Windows 10

0090-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

0091

**Shirlee Herrington**

**From:** Tom Lane <alpinestports.lane@gmail.com>  
**Sent:** Friday, June 01, 2018 10:07 AM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Squaw Gondola and Gazex

0091-1 | I have been a full time resident and home owner (1544 Cortina Ct) in Alpine Meadows Ca since 1981. I enthusiastically support the Gondola project as a major benefit to our community. This project will greatly reduce traffic and make Squaw Valley more competitive as a major resort. Just look at what Vail did with the merger with the Canyons and Park City Utah. AND by the way that took under a year to take effect. The gondola project will allow a flow of skiers to go back and forth without having to get into their cars or take a shuttle. Squaw skiers will now have the opportunity to explore and enjoy Alpine Meadows which in the long term should encourage the Corporation to update some of their lifts. Squaw has committed to only running this lift in the winter so the overall impact should be minimal.

In regard to Gazex this seems like a necessary evil to reduce the effect of avalanches. The noise is irritating but I would say that it is relatively infrequent and only in major snow storms. I believe that the alternatives such as snow fencing ( Europe is full of them along with Gazex) have been studied and evaluated and that the Gazex remains as the best alternative beyond risking ski patrolman and dynamite as we have done in the past. So at this point I would approve of Gazex.

Again I encourage the board of supervisors and National Forrester to approve this Gondola project as fast as possible.  
 Thanks  
 Tom Lane

--  
 Tom Lane

(530) 412-2648

0091-1, Opinion (O1)

The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

This comment also refers to the Gazex avalanche mitigation system, which was included as part of all action alternatives as presented in the Draft EIS/EIR. However, since publication of the Draft EIS/EIR, the Gazex avalanche mitigation system has been removed as a component of any of the action alternatives for this project. See the Master Response on this topic in Section 1.8, "Master Responses," for more information on the removal of Gazex from the project.

**Will Hollo**

**From:** Nils Larsen <nils@altaiskis.com>  
**Sent:** Monday, June 11, 2018 6:29 PM  
**To:** Scoping Comments  
**Subject:** New Gondola

To whom it may concern

0092-1

I am writing about the proposed Gondola connecting Alpine Meadows and Squaw Valley. Though I am an avid skier and have skied at both resorts many times I am completely apposed to this new development. It further erodes what little wild area remains in this region and will drastically alter the visual and physical make up the of the area in question (not to mention noise). The addition of 8 Gazex will further degrade the area and take it one more step down the road of industrial recreation.

The FS purpose of developing recreation has already been met - exceeded in my opinion - and this will only further the excess. The reasoning of differences in terrain between the 2 areas is at best specious, they have been doing fine accommodating all manner for skiers for many years. As stated the alternative 1 is the environmentally superior alternative. Rather than further increasing the amenities lets for once go with what is better for the environment

Placer county has caved to Squaw Valley's expansion desires at the expense of the environment at every turn, lets put some sort of reasonable balance going forward.

Alternative 1 - no gondola !

best regards, Nils Larsen

Nils Larsen  
[nils@altaiskis.com](mailto:nils@altaiskis.com)  
[www.altaiskis.com](http://www.altaiskis.com)  
[www.skishoeing.com](http://www.skishoeing.com)  
 509.779.0030

0092-1, Opinion (O1)

Impacts related to wilderness and visual resources are addressed in Sections 4.3, "Wilderness," and 4.2, "Visual Resources," respectively, of the Draft EIS/EIR. Noise impacts are addressed in Section 4.9, "Noise."

This comment also refers to the Gazex avalanche mitigation system, which was included as part of all action alternatives as presented in the Draft EIS/EIR. However, since publication of the Draft EIS/EIR, the Gazex avalanche mitigation system has been removed as a component of any of the action alternatives for this project. See the Master Response on this topic in Section 1.8, "Master Responses," for more information on the removal of Gazex from the project.

Regarding the comment that the Forest Service purpose of developing recreation has already been met without the project, the *Tahoe National Forest Land and Resource Management Plan* explicitly mentions the potential that exists to connect certain ski areas along the Sierra Nevada crest, which would provide improved dispersal and opportunities for skiers (for additional discussion, see page 4.1-4 of the Draft EIS/EIR). Other regulatory direction provided by the Forest Plan supports the Purpose and Need for this project; please refer to the discussion on page 4.1-4 of the Draft EIS/EIR.

Finally, the comment states that Alternative 1 is the environmentally superior alternative. This is not entirely correct. Section 5.2.4 of the Draft EIS/EIR explains the CEQA requirement to identify the environmentally superior alternative and that if the environmentally superior alternative is the "no project" alternative, the EIR must identify an environmentally superior alternative among the other alternatives. As described on page 5-13 of the Draft EIS/EIR, from the standpoint of minimizing environmental effects, Alternative 1 is the environmentally superior alternative; however, Alternative 1 would not meet any of the basic project objectives. The Draft EIS/EIR, as required by CEQA, then compares the impacts of Alternatives 2, 3, and 4, and the results are discussed on pages 5-13 through 5-15. Overall, Alternative 4 is determined to have less of an adverse environmental effect compared to Alternative 3, and is considered to be the environmentally superior alternative.

**0093**

**Will Hollo**

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**From:** Sondrea Larsen <sondrea7@gmail.com>  
**Sent:** Monday, June 11, 2018 1:02 PM  
**To:** Scoping Comments  
**Subject:** gondola alpine to squaw

To whom it may concern,

0093-1 | I strongly oppose the building of a gondola between Alpine and Squaw Valley. Limited access to this area has kept the valleys below relatively un-impacted by humans. I grew up fishing in and exploring these valleys. As stewards of this pristine wilderness, I believe it is our responsibility to protect the vulnerable ecosystem of plants, animals and clean water. Please consider prioritizing the protection of this unique ecosystem over potential financial gains.

Respectfully,

Sondrea Larsen

0093-1, Opinion (O1)

The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

**Shirlee Herrington**

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**From:** Mitchell Larson <mitch@ondeckclothing.com>  
**Sent:** Friday, June 01, 2018 9:59 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** In Favor

0094-1 | As a life long skier of Squaw and Alpine I support this project.

Mitchell E Larson  
Owner / Buyer  
On Deck Clothing Inc.  
Door County USA

0094-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

0095

**Shirlee Herrington**

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**From:** DLeeCA <d2lee2s2@comcast.net>  
**Sent:** Tuesday, May 22, 2018 7:05 PM  
**To:** comments@squawalpinegondola-eis.com; Placer County Environmental Coordination Services  
**Subject:** Squaw Valley | Alpine Meadows Gondola Project EIS/EIR COMMENTS

0095-1

TRAFFIC

Beside the required Mitigations in the EIR, the following should be accomplished for EIR approval:

A traffic/pedestrian **light** should be installed at Christy Hill Road and Squaw Valley Road for Pedestrian Safety and traffic flow because of (1) traffic left turning into the ski area parking lot while (2) all hillside residence vehicle and pedestrian traffic are accessing/leaving the ski area parking lot.

Highway 89 is widened to 4 lanes with an additional 2 lane tunnel under the railroad tracks in Truckee.

I am an owner/user of a Squaw Valley condo and an Oakland, CA resident.

Dennis Lee

0095-1, Transportation and Circulation/Traffic and Parking (T&C/T&P)

The comment suggests that a traffic/pedestrian light be installed at Christy Hill Road/Squaw Valley Road intersection for pedestrian safety and traffic flow purposes. A traffic signal was not recommended at this intersection because it is part of the three-lane coning program and has variable lane assignments to accommodate surges in inbound and outbound travel. Introduction of a traffic signal at this intersection would not benefit operations as vehicle and pedestrian right-of-way is already manually assigned by traffic control officers. The comment also suggests that State Route 89 be widened to four lanes. As is described on page 4.7-15 of the Draft EIS/EIR, Caltrans does not consider widening of SR 89 to be feasible due to topographic constraints and the environmental sensitivity of the area.

**From:** Barbara Levin  
**To:** [Scoping Comments](#)  
**Subject:** California Express gondola  
**Date:** Monday, May 21, 2018 5:58:43 PM

---

Dear USFS/Placer County,

I support the California Express Gondola because it will have minimum impact on the environment and will stop buses from going back and forth from the mountains

I think this gondola is a great idea.

Barbara levin

0096-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

0096-1

**0098**

0098-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

0098-1

Ross Lewis  
PO Box 6633  
Tahoe City, CA  
96145

After the meeting at King Beach I would like to make a few comments.  
There is no doubt that the gondola project will leave an impact on the wilderness area.  
This cannot be returned to the original state.  
Future generations will not have the good luck to experience the area if the project is to go thru.  
Please let the decision to change the area to a futur time.

Yours sincerely, Ross Lewis

**Shirlee Herrington**

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**From:** June Lund <junelund@aol.com>  
**Sent:** Tuesday, May 01, 2018 9:02 AM  
**To:** Comments@squawalpinegondola-eis.com  
**Cc:** Placer County Environmental Coordination Services  
**Subject:** Squaw Valley/Alpine Meadows Base-to-Base Gondola

Attention: U.S. Forest Service, Tahoe National Forest, Truckee Ranger District; c/o NEPA Contractor  
Shirlee Herrington, Environmental Coordination Services

0099-1 | This email is in response to the Public Review and Comment Period regarding the Base-to-Base Gondola Project between Squaw Valley and Alpine Meadows.

My husband, John Lund, and I own and have owned a condo at 201 Squaw Peak Road, Unit 302 for more than 25 years. Our condo faces the ski area, the KT chair, and Lake Cushing. We totally support the Base-to-Base Gondola. We believe the extensive background and research into the implementation of this gondola will have minimal environmental impact and will not diminish views. We believe it will be an asset to the area in offering a unique and upgraded lift option between the two ski areas. The Gondola will also relieve ski traffic from the KT chair.

We hope this project is approved.

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

650-740-7771 June Lund Cell

0099-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

0100

**Shirlee Herrington**

**From:** Gavin Lura <gavin@lura.us>  
**Sent:** Monday, June 11, 2018 4:03 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Squaw Valley Alpine Meadows Gondola

0100-1

As a concerned, lifelong resident of Squaw Valley, I am writing to you with my comments regarding the proposed gondola project.

The environmental impacts of the proposed "Base to Base" gondola outlined in the EIR/EIS far outweigh the supposed benefits to this project. In my opinion, the visual impact alone is too much to allow this to move forward. However, there are numerous other permanent, irreversible impacts to the area that make it unconscionable to be approved.

There are already over FORTY lifts between the two distinct resorts - thirteen at Alpine Meadows and thirty at Squaw Valley. Haven't we seen enough environmental impact from the installation of an already excessive number of lifts? Now the idea is to create another massive lift that cuts along wilderness area through nearly untouched public lands?

When is enough, enough? When will the line be drawn?

I think a cost-benefit analysis is important to make. Do the environmental costs really seem worth it for the supposed benefits? Also, who really benefits from this project? The people that will be able to park their car at Squaw Valley and ride the gondola over to Alpine? I suppose there is a small benefit to the public, but Squaw Valley Alpine Meadows is who really stands to benefit from this project.

The purpose of this project is not to open any additional terrain for skiing, but simply to link two resorts owned by the same company. In an effort to compete with other "destination" resorts like Whistler Blackcomb in Canada, that touts a "Peak to Peak" gondola, Squaw's "Base to Base" gondola proposal is primarily a marketing gimmick, being pursued so SVAM can claim to have the most connected skiable acreage in the United States. The name choice of "California Express" also alludes to this fact. Additionally, SVAM wants to maximize the number of visitors and increase revenues in the Village at Squaw Valley. Simply put, they want to shuttle tourist's wallets from Alpine Meadows to the Village at Squaw Valley.

So, are all of the environmental impacts really worth having, just so SVAM can increase their revenues? For me the answer to that question is a resounding and obvious "NO".

Thank you,

Gavin Lura  
 Lifetime Squaw Valley Resident  
[530.320.1018](tel:530.320.1018)  
[GAVIN@LURA.US](mailto:GAVIN@LURA.US)

0100-1, Opinion (O1)

Impacts related to visual resources and wilderness are addressed in Sections 4.2, "Visual Resources," and 4.3, "Wilderness," of the Draft EIS/EIR. No specific issues related to the content, analysis, or conclusions in the Draft EIS/EIR are raised in this comment. No further response is warranted.

Regarding the cost-benefit analysis comment, the lead agencies will weigh the environmental impacts (including those related to public interests) and benefits of the project when making decisions regarding the project. The decision documents (including the CEQA Findings and the NEPA Record of Decision) will provide the decisionmaker's detailed rationale on how the project would or would not serve the public interest.

**Will Hollo**

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**From:** John Lyons <lyons\_johnny@sbcglobal.net>  
**Sent:** Tuesday, June 12, 2018 2:08 PM  
**To:** Scoping Comments  
**Subject:** Squaw Valley | Alpine Meadows Base-to-Base Gondola Project Draft EIS/EIR SCH# 2016042066

0101-1 | I am in agreement with Alternative 4

Thank you

**John Lyons**  
[Livin' the Dream inc. Sales](#)  
[530-386-1408](tel:530-386-1408) Cell [530-582-8700](tel:530-582-8700) fax  
[lyons\\_johnny@sbcglobal.net](mailto:lyons_johnny@sbcglobal.net)

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- **Level Gloves**
- **Jimmy Styks** SUP boards and accessories
- **Flojos** Footwear

0101-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

0105

**Shirlee Herrington**

**From:** Ciro Mancuso <ciro.m@me.com>  
**Sent:** Wednesday, May 30, 2018 1:52 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Squaw Alpine Gondola

0105-1 | I have lived in Squaw Valley for thirty five years. My family and I have always dreamed of a gondola connecting Squaw and Alpine for many reasons. It will save traffic, give the skier and non-skier a better experience, and make the two areas much better unified. The arguments I have heard against the gondola simply make no sense and are not based in scientific reality. The gasex avalanche control system is more efficient and much safer for mountain safety and ski patrol. Anyone who has traveled to ski resorts in Europe will recognize the benefits of the system. Yes, it is noisy, but so are dynamite charges that expose our ski patrollers to so much unnecessary risk.

I fully support the Gondola and hope the Placer County Board of Supervisors approves the project.

Respectfully,  
 Ciro Mancuso

## 0105-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

This comment also refers to the Gazex avalanche mitigation system, which was included as part of all action alternatives as presented in the Draft EIS/EIR. However, since publication of the Draft EIS/EIR, the Gazex avalanche mitigation system has been removed as a component of any of the action alternatives for this project. See the Master Response on this topic in Section 1.8, "Master Responses," for more information on the removal of Gazex from the project.

**Shirlee Herrington**

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**From:** doug maner <doug2205@gmail.com>  
**Sent:** Wednesday, May 23, 2018 6:26 AM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Fwd: Oppose Squaw Alpine gondola

0106-1

I oppose the squaw Alpine gondola. It's violating the spirit if not the language of the wilderness act.

This type of infrastructure does not belong in the wilderness.

Further, highway 89 and the roads to Squaw and Alpine can't handle the increased traffic this will generate.

I am a former national ski patroller at Alpine and can tell you first hand that the resort can't handle the existing crowds the proposed gondola will create.

I am have owned a second home in Tahoe for over a decade and hike and ski this terrain frequently.

Thanks for listening.

Doug Maner  
5412 mayberry  
Riverbank ca 95367  
209 581 2985

0106-1, Opinion (O1)

Potential wilderness and traffic impacts are addressed in Sections 4.3, "Wilderness," and 4.7, "Transportation and Circulation," of the Draft EIS/EIR. No specific issues related to the content, analysis, or conclusions in the Draft EIS/EIR are raised in this comment. No further response is warranted.

Regarding the comment about skier capacity at Alpine Meadows, as described on page 4.1-10 of the Draft EIS/EIR, a skier visitation and use assessment (Appendix C of the Draft EIS/EIR) was prepared for the project. As stated therein, the project's increased visitation "is not anticipated to adversely affect the guest experience or lead to substantial deterioration of any ski area facilities because existing guest service facilities at Alpine Meadows and Squaw Valley are sufficient to support this increase in use. Alternative 2 would not cause the maximum skier capacity of 17,500 people per day at Squaw Valley (described above) to be exceeded; this proprietary data has been reviewed and confirmed during the preparation of this Draft EIS/EIR."

**0107**

**Will Hollo**

---

**From:** Edward Manzi <emanzzz123@gmail.com>  
**Sent:** Wednesday, May 23, 2018 10:04 AM  
**To:** Scoping Comments  
**Subject:** Against Gondola

0107-1 | I am against the gondola between Squaw and Alpline! it will take away from what wilderness is supposed to offer.

Ed Manzi

0107-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

0108

Date submitted (Pacific Standard Time): 5/3/2018 3:09:44 PM  
First name: Edward  
Last name: Manzi  
Organization:  
Title:  
Official Representative/Member Indicator:  
Address1:  
Address2:  
City: Tahoe City  
State: CA  
Province/Region:  
Zip/Postal Code:  
Country: United States  
Email: emanzzz123@gmail.com  
Phone:  
Comments:

I think connecting the two resorts by a tram is an awful idea. It ruins the natural beauty found between the two resorts. This especially affects the Five Lakes Trail.

I also think it will destroy the natural feel that Alpine Meadow has. Instead of Alpine having its own distinct natural feel to it, it will become just another part of Squaw, which is much different.

It will be really sad if this goes through.

0108-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

0108-1

**0110**

**Shirlee Herrington**

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**From:** carol mazerall <cmazerall@gmail.com>  
**Sent:** Sunday, June 10, 2018 9:10 AM  
**To:** Placer County Environmental Coordination Services  
**Subject:** No on Gondola

0110-1 | I strongly oppose approval of the SquawAlpine Gondola Plan. Enough development has already impacted the area. Enough access is available via the ski areas and from the ski areas. We do not need to push further into our limited Wilderness areas. We need to preserve what is left at all costs.

Thank you for accepting this public comment.

Sincerely,

Carol Mazerall  
PO Box 1148 Carmelian Bay CA 96140

0110-1, Opinion (O1)

The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

**Shirlee Herrington**

**From:** cheri ann <carmelflowerstudio@yahoo.com>  
**Sent:** Wednesday, May 02, 2018 10:56 AM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Squaw Valley Base to Base Project

Page One of Two

May 1, 2018

Community Development Resource Agency  
 Environmental Coordination Services  
 3091 County Center Drive  
 Auburn, CA. 95631

Dear Sirs,

0112-1 I am writing in response to, and in opposition to the Draft EIS, Squaw Valley/Alpine Meadows Base to Base Gondola project. I am a 21 year homeowner at Squaw Valley Lodge and my apartment location is on the ground floor, in front of Cushings Pond. I was alarmed and disappointed that the location directly in front of our home is still under consideration for placement of the base station. Would you like to have 1,400 people an hour right outside your window causing commotion, noise, and disturbance for possibly 6 months of the year, from 8 to 6 pm, complete with lights, noise and vibration? I think not. This will affect the entire Building 3, housing hundreds of owners and their guests. Also stated in the Draft EIS was the fact that even in the *summer*, the gondola would be running 10 times, from three to 5 days a month.(Page 2-1 4) The proposed gondola location would be next to the residential building, "Squaw Valley Lodge." It would impede our owners and guests our much coveted and valuable ski in/ski out ability by the hardscape between Olympic House and the Gondola. Cushings Pond, a long time cherished location, and a favorite scene of events would be negatively impacted or destroyed. The gondola area would be too crowded, and too close. It would destroy the peace and views we purchased and hold dear,

1

0112-1, Opinion (O1)

Operational noise from the proposed gondola is addressed as Impact 4.9-3 in Section 4.9, "Noise," in the Draft EIS/EIR. Lighting impacts are addressed as Impact 4.2-3 in Section 4.2, "Visual Resources," in the Draft EIS/EIR, which also addresses other visual impacts such as impacts to views. The comment is correct in that maintenance would be performed in the summer, necessitating some cabins to be put on the line for limited periods during the summer (fewer than 10 times during the summer for running all cars on the line, and 3 to 5 days per month for limited numbers of cars moved across the line) (see page 2-14 of the Draft EIS/EIR).

The hardscape would extend only to the east of the base terminal and therefore would not impede ski in/ski out access to/from the Squaw Valley Lodge on the west side of the base terminal.

Impacts to Cushings Pond are addressed in Sections 4.2, "Visual Resources," and 4.14, "Wildlife and Aquatics," in the Draft EIS/EIR.

0112

0112-1  
cont'd

along with our property value. To subject the residents of Squaw Valley Lodge to 6 to 8 months of construction mere feet from their homes is unspeakable, as well as causing a lifetime of winter disturbance from the stated 1,400 skiers every day every hour from that point forward. The view, formerly of the mountains, meadow and pond would now be a building to store the gondolas and a gondola base station. I can already hear noises from the operation of KT-22, and it is much further away than the proposed new gondola. Can you imagine the noise of the skiers and machines that close to the residential buildings?

The better alternative would be alternative 4, placing the lift by the Tram Building and Red Dog. That area would be easily accessible from the parking lot, Members Locker room, and the entire ski area. It makes sense, especially since there is no one living there, and it is the most central meeting area for all of the lifts and tram. It is a much shorter walk for skiers in boots with equipment, and it is in a more commercial area already, not **a residential area.**

Page 2 of 2

0112-2

If I am reading the Draft EIS correctly, alternative 4 would be less invasive...roughly HALF the permanent ground disturbance, less aerial ropeway length, less towers, and less vegetation removal. Apparently, as stated in the Draft EIS, alternative 4 is also the least harmful to the Sierra Nevada Yellow Legged Frog.

**I implore you to NOT place the Base Station next to the Squaw Valley Lodge. We cannot move the Lodge, but you can place your project in the more acceptable, desirable and central location...next to Red Dog and the Tram building.**

**Thank you.**

Respectfully,

Cheri A. McCarty  
Unit 143, Squaw Valley Lodge.

P.O. Box 37  
Carmel, California 93921

Cc: file

0112-1 cont'd, Opinion (O1)

0112-2, Opinion (O1)

The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

**Will Hollo**

**From:** Sharla Menlove Chador <menlovechador@gmail.com>  
**Sent:** Wednesday, June 6, 2018 2:39 PM  
**To:** Scoping Comments  
**Subject:** Squaw/Alpine Gondola Comments



U.S. Forest Service, Tahoe National Forest, Truckee Ranger District, NEPA Contractor,

0113-1 Thank you for the opportunity to comment on this very important issue. I am a homeowner and full time resident of Alpine Meadows for the last 13 years. Over the years my family and I have hiked the Five Lakes trail and accessed Granite Chief Wilderness every single month of the year, on January 1, and on the 4th of July, depending on the snow pack. I have hiked this trail easily a thousand times, just as I did today. Were you in one of the helicopters flying the gondola line between Squaw and Alpine today, June 5th? If you so  
 , maybe you saw me, on the trail below.

I love this trail. I am not alone. You have a solid understanding of the vast number of people who make the strenuous climb to Five Lakes in hopes of experiencing the wild freedom and connection to nature that society has helped us lose. Please don't take this from us, from our children, and from future generations , we need it now more than ever.

The stunning landscape in the photo above is the site of the proposed gondola's mid-way station

0113-1, Opinion (O1)

Potential impacts to the Five Lakes Trail and the Granite Chief Wilderness area are addressed in Sections 4.1, "Recreation," and 4.2, "Visual Resources," of the Draft EIS/EIR. No specific issues related to the content, analysis, or conclusions in the Draft EIS/EIR are raised in this comment. No further response is warranted.

The comment notes that the environmentally superior alternative (Alternative 4) would have 33 adverse environmental impacts. Table 2-3 in the Draft EIS/EIR summarizes the impacts of all the alternatives, and the comment is correct in that Alternative 4 would result in 33 NEPA conclusions of adverse effect, as shown in this table. However, many of the CEQA conclusions for the same impacts are less than significant with mitigation, meaning that these impacts can be reduced below thresholds of significance with implementation of mitigation measures identified in the Draft EIS/EIR. In fact, the only significant and unavoidable impacts associated with the project include impacts to visual resources (Impact 4.2-2), impacts on vehicular queuing at Caltrans intersections (Impact 4.7-4), cumulative traffic impacts (Impacts 4.7-11 through 4.7-13) and construction noise impacts (Impact 4.9-1); these are summarized in Section 5.2.1, "Significant Environmental Effects that cannot be Avoided," of the Draft EIS/EIR.

This comment also refers to the Gazex avalanche mitigation system, which was included as part of all action alternatives as presented in the Draft EIS/EIR. However, since publication of the Draft EIS/EIR, the Gazex avalanche mitigation system has been removed as a component of any of the action alternatives for this project. See the Master Response on this topic in Section 1.8, "Master Responses," for more information on the removal of Gazex from the project.

**0113**

0113-1  
cont'd

, can you imagine?  
Even the project's most *environmentally superior* route would have 33 adverse environmental impacts on important Tahoe values; including traffic, loss of wildlife habitat, and destruction of the unique Sierra experience the Forest Service calls "solitude or primitive unconfined recreation." In addition, residents would be subjected to additional deafening gasex explosions.  
Ask yourself for what?

In the words of Albert Einstein, *Look deep into nature, and then you will understand everything better.*

If you have experienced this area on foot, you know it is soul stirring, a respite from the noise, a calming connection. Don't allow it to be destroyed.

Respectfully,

Sharla Menlove Chador  
Alpine Meadows Resident

This e-mail and any attachments are confidential. If you are not the intended recipient of this e-mail, please immediately delete its contents and notify us. This email was checked for virus contamination before being sent - nevertheless, it is advisable to check for any contamination occurring during transmission. We cannot accept any liability for virus contamination.

0113-1 cont'd, Opinion (O1)

**Will Hollo**

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**From:** Haley Meyer <haymey19@gmail.com>  
**Sent:** Monday, May 21, 2018 10:18 AM  
**To:** Scoping Comments  
**Subject:** California Express

0114-1 | Dear USFS and Placer County,  
I am emailing in strong support of the California Express. As someone who was raised in Squaw Valley I know how much the valley has always hoped for a base to base gondola for many reasons. This allows for safer and easier transportation from Squaw Valley to Alpine Meadows. This will decrease road traffic and mediate safety issues as well as create a more environmentally conscious way of traveling. It will also allow for easier access to all the amazing terrain that Squaw and Alpine have to offer. For these reasons and many more I, and many other locals from the basin, are in support of this. After decades of talking about and hoping for the base to base to exist it is time to make the California Express a reality! Thank you!

--  
Haley Meyer  
[haymey19@gmail.com](mailto:haymey19@gmail.com)  
(530)305-2935

0114-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

0115

**Shirlee Herrington**

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**From:** Roger D Miles <rmiles1600@comcast.net>  
**Sent:** Thursday, May 10, 2018 1:13 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Re: Squaw Valley Lodge - Important Notice - Base to Base Gondola

0115-1 | As an owner of unit 322 at Squaw valley lodge and an interested party I would like to support alternative route number 4.  
Sent from my iPad

> On May 10, 2018, at 11:46 AM, Squaw Valley Lodge - Evan Benjaminson <[evanb@qpeak.com](mailto:evanb@qpeak.com)> wrote:  
>  
> [cdraecs@placer.ca.gov](mailto:cdraecs@placer.ca.gov)

0115-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

Date submitted (Pacific Standard Time): 6/7/2018 11:56:34 AM  
 First name: Jareb  
 Last name: Mirczak  
 Organization:  
 Title:  
 Official Representative/Member Indicator:  
 Address1: 1192 Statford Way #252  
 Address2:  
 City: Tahoe Vista  
 State:  
 Province/Region: CA  
 Zip/Postal Code:  
 Country: United States  
 Email: jebmirc@yahoo.com  
 Phone:  
 Comments:

0116-1 | Although a gondola certainly benefits Squaw Valley Alpine Meadows, these benefits must be weighed against the adverse effects on the surround environments and the community members who use them. After reviewing the Environmental Impact Report, it appears that there are significant differences in the three gondola routing options.

Alternate 2 has the most adverse effects because it reduces the wilderness character of the Granite Chief Wilderness, it violates a policy of the Placer County General Plan, and it stresses the Sierra Nevada Yellow-legged Frog, an endangered species. In contrast, Alternate 4 has a much lower impact in all three of these categories, yet still accomplishes the project goal.

0116-2 | A primary consideration for this project should be protection of the Granite Chief Wilderness, the Five Lakes Trail, and users of both these valuable resources. Wilderness areas have a distinct and important designation that should be respected. There are two important characteristics from the 1964 Wilderness Act.  
 1) A wilderness has the imprint of man's work substantially unnoticeable. This quality is degraded by the presence of structures or mechanical transport that increases people's ability to occupy or modify the environment  
 2) A wilderness has outstanding opportunities for solitude or a primitive and unconfined recreation. This quality is degraded by settings that reduce these opportunities, such as visitor encounters, signs of modern civilizations, and recreation facilities

Alternate 2 would position a gondola along the ridgeline and only 75 feet from the Granite Chief Wilderness. The infrastructure would be visible from within Granite Chief Wilderness year-round. In addition, users of the Five Lakes Trail would pass beneath the gondola line in an area where the recreational experience is already very remote. This option would increase the developed nature of the landscape, reduce opportunities for solitude, and take away from the primitive experience. Even though no structures will be built within the wilderness boundary, the adverse affect due to close proximity is unacceptable.

Why implement these negative impacts on the Granite Chief Wilderness and users of the wilderness when there are other options. Alternates 3 and 4 both pass significantly farther from the wilderness boundary and run up the Catch Valley instead of the ridgeline. These options accomplish the project goal without so adversely affecting the wilderness experience for the rest of the community.

0116-3 | The Placer County General Plan (policy 1.K.1) requires that new development in scenic areas is planned and designed in a manner that avoids locating structures along ridgelines.  
 Alternate 2 directly violates this policy as it would locate structures along a lengthy portion of the ridgeline separating the Granite Chief Wilderness and the Caldwell property. The listed mitigation measures seem to cover only the color of towers and cabins. In my opinion, this does little to mitigate the policy violation. The views in Appendix D show obvious ridgeline structures. Based on this, I feel that Alternate 2 is not viable.

0116-4 | The Sierra Nevada Yellow-legged Frog is an endangered species. These frogs have been observed in Barstool Lake as recently as July of 2017.  
 Alternate 2 places the Alpine Meadows mid-station near Barstool Lake. The mid-station has the potential of directly affecting Barstool Lake through sedimentation, hazardous material spills, and other physical disturbances generated by construction activities and operation of the gondola. Increased hiker, skier, and snow machine traffic around Barstool Lake would reduce habitat quality and could cause the frogs to

0116-1, Summary (S2)

The comment provides a summary of detailed comments provided below. See responses to the detailed comments below.

0116-2, Wilderness (W2)

The comment summarizes potential impacts of Alternative 2 on the GCW and other wilderness areas, and expresses a preference for Alternatives 3 and 4. Impacts to the GCW are addressed in Section 4.3, "Wilderness," of the Draft EIS/EIR.

The remainder of this comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

0116-3, Visual Resources (VR)

CEQA requires only that inconsistencies with general plan goals and policies be identified and discussed (CEQA Guidelines, §§ 15125, subd. [d]). The Draft EIS/EIR does this (please refer to Draft EIS/EIR, pp. 4.2-23 thru -24). Further, Policy 1.K.1 was not adopted as a threshold of significance under CEQA, so it does not dictate a new significant impact finding as to Impact 4.2-1 (Consistency with Federal, State and Local Regulations). Thus, a new significant impact finding is not warranted under CEQA.

The Final EIS/EIR has been updated to further clarify that all alternatives would be, to a certain degree, inconsistent with Placer County General Plan Policy 1.K.1 which states: "The County shall require that new development in scenic areas (e.g., river canyons, lake watersheds, scenic highway corridors, ridgelines and steep slopes) is planned and designed in a manner which employs design, construction, and maintenance techniques that:

- a. Avoids locating structures along ridgelines and steep slopes;
- b. Incorporates design and screening measures to minimize the visibility of structures and grated areas;

**0116**

c. Maintains the character and visual quality of the area."(Placer County General Plan, p. 39)."

By their very nature, gondolas and ski lifts must extend along steep slopes to achieve their purpose. Given that the gondola is intended to connect the two ski resorts, all three action alternatives must also cross over the ridgeline which separates the two valleys. As such, it is not possible for the gondola to avoid slopes and ridgelines, but rather the design must rely on other means to screen and minimize the visible impacts of the infrastructure. Specifically the design of each alignment takes advantage of existing topography and vegetation to shield views as well as incorporates design standards via RPMs SCE-1, SCE-2, SCE-4, SCE-7, SCE-8, REV-1, and REV-3. It is acknowledged that the Alternative 2 alignment traverses a lengthy distance of the sparsely vegetated ridgeline, whereas Alternatives 3 and 4 cross over the ridgeline in one discrete location before diving down into Catch Valley, thus limiting the visible impacts of the Alternative 3 and 4 gondola infrastructure to a greater extent than under Alternative 2. With these design measures in place, all three gondola alignments achieve consistency with the goals and policies of Policy 1.K.1.

#### 0116-4, Wildlife and Aquatics (W&A)

The comment summarizes potential impacts of Alternative 2 on Sierra Nevada yellow-legged frog. Impacts to Sierra Nevada yellow-legged frog are addressed in Section 4.14, "Wildlife and Aquatics," of the Draft EIS/EIR and the information provided in the comment is consistent with that provided in the Draft EIS/EIR.

The comment also expresses a preference for Alternative 4 over Alternative 2. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

0116

0116-4  
cont'd

displace away from their breeding habitat.

Again, I argue why construct a plan that interferes with an endangered species when there is a better option. Alternate 4 avoids Barstool Lake entirely and causes less than half of the land cover loss and upland habitat disturbance as Alternate 2. It is the least adverse to the Sierra Nevada Yellow-legged Frog yet still accomplishes the project goal of connecting the ski areas.

0116-5

Based on impact to the Granite Chief Wilderness, compliance with Placer County policies, and protection of the Sierra Nevada Yellow-legged Frog, I feel that best gondola routing is clear. Alternate 2 has significant adverse affects in all three categories. Alternate 4 has the least impact.

0116-4 cont'd, Wildlife and Aquatics (W&A)

0116-5, Summary (S2)

The comment provides a summary of detailed comments provided above. See responses to the detailed comments above.

0117

**To:** United States Forest Service  
c/o NEPA Contractor  
P.O. Box 2729  
Frisco, CO 80443

**Attn:** Eli Ilano, Forest Supervisor  
(via email) [comments@squawalpinegondola-eis.com](mailto:comments@squawalpinegondola-eis.com)  
(via website) Project Website: <http://squawalpinegondola-eis.com/comment/>

**Subject:** Squaw Valley-Alpine Meadows Base-to-Base Gondola Project NOI  
Scoping Comment

Dear Mr. Ilano,

After reviewing the Draft Environmental Impact Statement for the Squaw Valley-Alpine Meadows Base-to-Base Gondola Project I would like to provide you with the following written comments and concerns as well as a formal record of my contention with the project in its current proposed form. There are a few areas that I would like to see given further consideration in the final EIS.

0117-1

My strong opinion against this gondola project and the negative impacts it will have on our local environment have not changed after examining the draft EIS. After examining KSL's preferred gondola route and the other proposed, alternative gondola routes, with the different mid-station locations and development schemes, I believe that Alternative #4 is really the only option that should even be considered at this point in time. Alternative #2 is far too detrimental to both the land and wilderness experience of people using the Granite Chief Wilderness as well as probably being the worst thing possible that could happen to the last of the struggling SNYLF population remaining in Critical Habitat Five Lakes Subunit. Alternative #3 doesn't do enough to preserve the wilderness experience that Congress intended when it designated the boundaries of the Granite Chief Wilderness. So Alternative #4, as flawed as it may also be, is the only gondola option that seems viable and would still allow the Forest Service to operate according to its standards and ethical obligations. It allows the Forest Service to protect the wilderness area, its non-human residents and the wilderness view shed while also allowing the private property owners to realize their goals and objectives with the construction of a gondola to connect the two resorts.

0117-2

The Forest Service has obligations under FSM 2670.31 to protect the SNYLF. These obligations need to be taken very seriously. One of two proposed mid-stations in Alternative #2 would be located next to a pond that is some of the last remaining known habitat for a federally protected endangered species, the Sierra Nevada Yellow-legged Frog, and the Fish and Wildlife Habitat has called for such areas to be protected as Critical Habitat. This proposed mid station associated with Alternative #2 is entirely unacceptable and cannot be built in that location. I think the four Gasex that are closest to the lake should also not be allowed for the same reasons.

0117-3

I would like to see increased attention paid to the following concerns about the potential impacts of this project on Biological Resources. Part of the area proposed for the gondola has been deemed Critical Habitat by the U.S. Fish and Wildlife Service for the federally protected Sierra Nevada Yellow-Legged Frog. I believe that it needs to be stated even more explicitly that these proposed gondola developments, especially Alternative #2, have the potential to destroy the SNYLF population just as it is starting to make a comeback. I have the same concerns regarding the Gasex system that will be placed on USFS land, especially the four that would be located right next to Barstool Lake.

0117-3  
cont'd

I thoroughly read the document "Biological Assessment for the Sierra Nevada Yellow-Legged Frog," which was prepared for the Forest Service by one of Ascent Environmental's Biologists, Carlos Alvarado. I agree with many of his conclusions, including that KSL's preferred gondola route, Alternative #2, is the most harmful to the frog and its critical habitat. However, I do not agree with his final assessment that Alternative #2 could still be an option with the implementation of his prescribed mitigation efforts. His mitigation efforts fall way too short in efforts to protect and preserve this endangered species when one acknowledges that any gondola construction and mid station around "Barstool Lake" will irreparably and negatively impact the frog's primary known habitat and breeding ground. Four of the proposed Gasex structures are also way too close to this lake for the same

0117-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

0117-2, Wildlife and Aquatics (W&A)

The comment reiterates information provided in Draft EIS/EIR Section 4.14, "Wildlife and Aquatics" related to impacts to SNYLF under Alternative 2. This information is used to support an opinion against the implementation of Alternative 2. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

The Gazex avalanche mitigation system was included as part of all action alternatives as presented in the Draft EIS/EIR. However, since publication of the Draft EIS/EIR, the Gazex avalanche mitigation system has been removed as a component of any of the action alternatives for this project. See the Master Response on this topic in Section 1.8, "Master Responses," for more information on the removal of Gazex from the project.

0117-3, Wildlife and Aquatics (W&A)

Impacts to SNYLF frog and its habitat are analyzed for all alternatives under Impact 4.14-1: Direct and Indirect Effects on Sierra Nevada Yellow-Legged Frog. Similarly, impacts to the SNYLF critical habitat are analyzed for all alternatives under Impact 4.14-2: Direct and Indirect Effects on Sierra Nevada Yellow-Legged Frog Critical Habitat. The comment requests that impacts to SNYLF be expressed "even more explicitly" but does not identify how the impact discussions may currently be inadequate in satisfying the analysis requirements of NEPA or CEQA. No edits to the impact discussions are made in response to this comment.

**0117**

The comment does not provide specific reasons specifying why the mitigation measures included in the Biological Assessment (BA) (and therefore also included in the Draft EIS/EIR) for Alternative 2 would be inadequate at protecting and preserving SNYLF. Therefore, a response cannot be provided.

This comment also refers to the Gazex avalanche mitigation system, which was included as part of all action alternatives as presented in the Draft EIS/EIR. However, since publication of the Draft EIS/EIR, the Gazex avalanche mitigation system has been removed as a component of any of the action alternatives for this project. See the Master Response on this topic in Section 1.8, "Master Responses," for more information on the removal of Gazex from the project.

0117-3 cont'd, Wildlife and Aquatics (W&A)

0117

0117-3  
cont'd

reasons. Those Gasex explosions are so much louder and cause a stronger, more house-shaking vibration than the avalanche bombs we are accustomed to here in Alpine Meadows. I believe that any frogs trying to overwinter in Barstool Lake will be traumatized by the increased decibels and the stronger vibrations created by the Gasex system (much like the people of Alpine Meadows were this past winter). I really don't see any way that the Forest Service can allow this scale of construction to occur so close to the land and the lake that they have been charged with protecting for the SNYLF. I urge the Forest Service to act as the stewards and protectors of this fragile and irreplaceable public treasure and protect the Granite Chief Wilderness from the permanent affects of this proposed irreversible gondola development project.

0117-4

I also believe that the Forest Service should be the administrators of Congressional intent of the designated boundaries of the Granite Chief Wilderness by preserving and protecting this area from the proposed gondola development project. While private property rights are such that there is no mandate to observe the Congressional intent behind its designation of a portion of the land that is being discussed for the gondola, the Forest Service has the authority to decide not to place part of a gondola or one of its 2 mid-stations on the corner of the boundary of USFS land with the GCW.

0117-5

I also have some very serious concerns about the potential permanent damage that will be caused to the scenic vistas and pristine quality of the Granite Chief Wilderness. I would like to see the negative impacts of the altered views on the experience of hikers of the PCT be more explicitly addressed in the EIS.

0117-6

In general, I have a number of concerns about how this development project will impact the flora and fauna that live in Alpine Meadows, especially on the forest service lands and in the congressionally-designated Granite Chief Wilderness. Alpine Meadows is a special place where a variety of living things thrive because of the relative lack of development. I would like the EIS to state even more explicitly just how sensitive the valley's ecosystem is and how many animals and plants depend on the undeveloped and underdeveloped spaces for their survival. As development continues in both Squaw Valley and Alpine Meadows, wildlife is pushed further and further into the undeveloped areas and more specifically, the forest service lands and in the congressionally-designated Granite Chief Wilderness that are a part of this development proposal. In addition to the other species named in the report that will be impacted by disturbances to the study area, I am especially concerned about potential impacts on the Sierra Nevada Yellow-legged frog that is protected under the Federal Endangered Species Act. The Forest Service has an obligation to afford high levels of protection to this species and this pond as part of its critical habitat. I fear that the importance of this habitat and of protecting it has been grossly undervalued and that it needs to be preserved in an unaltered form. I also have concerns about how the frog may be negatively impacted by disturbances to, among other things, the top soil and groundwater as well as the loss of forest as some of these areas are converted to non-forest space for the gondola structures. I would ask that even more thorough consideration of the potential negative impacts to the Frog be conducted, especially in light of the federal protection the species is being given and the designation of this habitat as being critical to its survival. I do not believe that Alternative #2 is viable at all when examined in relation to the negative impacts it would have on the frog's critical habitat.

0117-7

I also question the overall need for this project and argue that since the study has found that the gondola will actually INCREASE the overall number of cars visiting the resorts, instead of being the more environmentally friendly transportation alternative that that the gondola has been billed as, is the gondola really a necessary or good option for Squaw Valley and Alpine Meadows at this time?

I appreciate the attention to these and other comments during the preparation of the final Environmental Impact Statement for the Squaw Valley/Alpine Meadows Base-to-Base Gondola.

Regards,  
Christine Mixon York

Primary Address:  
1531 Deer Park Drive  
Alpine Meadows, CA 96146

Mailing Address:  
Post Office Box 3391  
Olympic Valley, CA 96146

0117-3 cont'd, Wildlife and Aquatics (W&amp;A)

0117-4, Wilderness (W2)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

0117-5, Visual Resources (VR)

Potential impacts to the Granite Chief Wilderness, including visual impacts, are discussed in Section 4.3.3 "Wilderness" of the Final EIS/EIR. Potential impacts to the recreation experience in the project area, including impacts to the Pacific Crest Trail, are discussed in Section 4.1.3 of the EIS/EIR.

0117-6, Wildlife and Aquatics (W&amp;A)

The comment expresses concern as to how the project will impact the flora and fauna that live in Alpine Meadows, especially on the Forest Service lands and in the congressionally designated Granite Chief Wilderness. The comment would like the EIS to state even more explicitly just how sensitive the valley's ecosystem is and how many animals depend on the undeveloped and underdeveloped spaces for their survival. The comment also expresses concern about potential impacts on the Sierra Nevada yellow-legged frog and its habitat.

Section 4.12, "Vegetation," in the Draft EIS/EIR analyzes potential impacts to vegetation and terrestrial habitats in the project site. Section 4.13, "Botany," analyzes potential impacts to special-status botanical resources, sensitive plant communities, and invasive plant species. Section 4.14, "Wildlife and Aquatics," analyzes potential impacts to terrestrial and aquatic wildlife. Impacts 4.14-1 and 4.14-2 analyze potential impacts to the Sierra Nevada yellow-legged frog and its critical habitat.

The comment requests that some information related to these EIS/EIR sections be expressed "more explicitly" or more thoroughly, but does not identify how the information currently

**0117**

provided in the EIS/EIR may be inadequate in satisfying the analysis requirements of NEPA or CEQA. No edits to the EIS/EIR are made in response to this comment.

In Sections 4.8, "Utilities" and 4.17, "Hydrology and Water Quality," the topics of water supply and groundwater are addressed. These sections provide evidence supporting the conclusion that the Gondola project would not have adverse effects on groundwater. Therefore, there is not a mechanism for groundwater impacts to adversely affect SNYLF. Effects on SNYLF related to habitat changes, including soil disturbance and tree removal, are addressed in the discussions of Impacts 4.14-1 and 4.14-2.

While the gondola would cross through a portion of the congressionally mapped Granite Chief Wilderness (GCW) under Alternative 2, it would cross only through private lands located within the congressionally mapped GCW (in particular, through a 54.6-acre portion of the privately owned Caldwell property). While the Wilderness Act of 1964 establishes land use restrictions for federally owned lands within congressionally mapped wilderness areas, these land use restrictions do not apply on private lands. Please refer to Section 4.3, "Wilderness," of the Draft EIS/EIR for further information.

**0117-7, Transportation and Circulation/Traffic and Parking (T&C/T&P)**

The potential for the proposed gondola to result in increased vehicle trips is addressed in Draft EIS/EIR Section 4.7, "Transportation and Circulation." The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

0118

**Will Hollo**

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**From:** jacques.mounier@laposte.net  
**Sent:** Saturday, May 26, 2018 3:51 PM  
**To:** Scoping Comments  
**Subject:** The Squaw Alpine Gondola

0118-1 | Provenance : [Courrier](#) pour Windows 10  
As owners of an apartment at Olympic Valley, and as lovers of the nature there, we are convinced that this project, as thought after and devised, makes full sense

Best regards

The Mounier and family  
400 Squaw Peak Rd Apt#1

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 Garanti sans virus. [www.avast.com](http://www.avast.com)

0118-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

**Will Hollo**

**From:** pmurray@blueboxer.com  
**Sent:** Monday, May 28, 2018 7:13 PM  
**To:** Scoping Comments  
**Subject:** Gondola Project

0119-1

Scott and look at the Caldwell's existing South KT poles near the 5 Lakes switchback. The EIS for alternative 4 is almost in the same location, why not have the gondola path replace Caldwell's path? This would eliminate a second set of cables that cross the 5 Lakes trail & the furthest from the wilderness.

The EIS states that Caldwell's customers could access the Alpine mid-station & top of KT22. This is redundant with Caldwell's South KT chairlift.

The EIS discusses the visual impact and unconfined recreational impact. The elimination of the Caldwell's chairlift has 2 benefits.

- 1- has only one set of cables crossing 5 Lakes Trail and reduces visual impact from the Alpine of 2 ski transports.
- 2- Alt 4 will remove the gondolas during the non-ski season when most people have access to the 5 Lakes Trail & the wilderness area.

The fact that the two plans aren't considered at the same time appears to be a procedural issue.

This may be best for the Alpine Homeowners and visitors since Caldwell's plan seems to already be in motion.

Jill Murray  
 2387 John Scott Trail  
 Olympic Valley, CA 96146

0119-1, Other (O2)

The comment is correct in evaluation of the proximity of the gondola alignment for Alternative 4 being similar to the "KT South" chairlift on the Caldwell Property and the potential for Alpine mid-station loading capabilities to be redundant with the future need for the Caldwell KT South chairlift project. Whether Mr. Caldwell would complete or abandon his approved and constructed lift project in the future is speculative and is beyond the scope of this analysis.

**0120****Shirlee Herrington**

**From:** peter@blueboxer.com  
**Sent:** Monday, May 28, 2018 6:05 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Gondola Project comment

0120-1

Scott and look at the Caldwell's existing South KT poles near the 5 Lakes switchback. The EIS for alternative 4 is almost in the same location, why not have the gondola path replace Caldwell's path? This would eliminate a second set of cables that cross the 5 Lakes trail & the furthest from the wilderness.

The EIS states that Caldwell's customers could access the Alpine mid-station & top of KT22. This is redundant with Caldwell's South KT chairlift.

The EIS discusses the visual impact and unconfined recreational impact. The elimination of the Caldwell's chairlift has 2 benefits.

- 1- has only one set of cables crossing 5 Lakes Trail and reduces visual impact from the Alpine of 2 ski transports.
- 2- Alt 4 will remove the gondolas during the non-ski season when most people have access to the 5 Lakes Trail & the wilderness area.

The fact that the two plans aren't considered at the same time appears to be a procedural issue.

This may be best for the Alpine Homeowners and visitors since Caldwell's plan seems to already be in motion.

Peter Murray  
 2387 John Scott Trl  
 Alpine Meadows, CA 96146

## 0120-1, Project Description (PD)

The commenter is correct in evaluation of the proximity of the gondola alignment for Alternative 4 being similar to the incomplete "KT South" chairlift project on the Caldwell Property and the potential for Alpine mid-station loading capabilities to be redundant with the future need for the Caldwell KT Sout chairlift project. Whether Mr. Caldwell would, or would not, complete his previously initiated lift project in the future is speculative and is beyond the scope of this analysis.

**Shirlee Herrington**

**From:** Michael Nashner <nashner@mac.com>  
**Sent:** Monday, June 11, 2018 12:17 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Comment on the Squaw Valley to Alpine Meadows Base to Base Gondola #48417

To Whom it May Concern,

0121-1

When finalizing the EIR I would respectfully request that the involved parties consider whether the benefits of connecting Squaw and Alpine with a Gondola outweigh the costs. After reviewing the Draft EIR, it is clear to me that the benefits are not sufficient to justify the significant and documented risks to the local wilderness area, the increased traffic, and the added noise from an array of Gazex installations.

The justification of the Gondola is to add incremental convenience for skiers by creating a more direct connection between the resorts. In their words, this development will "enhance the visitor experience at Squaw Valley and Alpine Meadows by providing easy, and potentially faster, inter-resort access to terrain and amenities at both ski areas." Weigh the trivial benefit of skier convenience against the well-documented consequences. The draft impact statement required over 1500 pages of explanations and study to describe and evaluate all the possible known negative impacts. The reason is that this development crosses a designated wilderness area and has the additional intent of inducing further growth. A few of the major consequences are significant and unavoidable affects on the region through increased traffic, degraded environment, and elimination of "opportunities for solitude or primitive unconfined recreation." What is the cost to a region when traffic becomes a constant burden? What is the cost to future generations that won't be able to explore and appreciate a treasured landscape because of the presence of the development? What are the costs to a neighborhood which is constantly barraged with Gazex explosions? What is the cost when every inch of terrain is accessible by a chair?

The presumed convenience of a few skiers in the short-term should not dictate what happens to a wilderness that is treasured by many others for many different reasons and will be for generations. Skier convenience should not come with with cost of more traffic and noise in the surrounding neighborhoods. Gifford Pinchot, the first Chief of the Forest Service summarized the mission of the Forest Service: "to provide the greatest amount of good for the greatest amount of people in the long run." For me, the calculation is simple, the demonstrated costs and risks of this proposal do not meet the standard of providing the most good for the most amount of people.

Thank you!

Mike Nashner

2034 John Scott Trail  
 Alpine Meadows, CA 96146

6564 Gillis Dr  
 San Jose, CA 95120

408-823-5878

0121-1, Opinion (O1)

The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

0122

**Will Hollo**

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**From:** WALTER NELSON <uas1@prodigy.net>  
**Sent:** Friday, May 18, 2018 7:06 PM  
**To:** Scoping Comments  
**Subject:** Permit the Squaw Valley Gondola Connection

0122-1 | My residence for more than 25years is at Squaw Valle(1810 Washoe Drive). Al these years I have been waiting for the Gondola connection with Alpine Meadows. The bus goes back & forth every half hour wasting everybody's time & polluting the air taking skiers back & forth all day long. I am 83 years old & still hiking & skiing, so I hope the approval process won't take much longer. Walter Nelson

Sent from [Mail](#) for Windows 10



This email has been checked for viruses by AVG antivirus software.  
[www.avg.com](http://www.avg.com)

0122-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

**Will Hollo**

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**From:** Francisco Nogueira <nogueira.francisco@gene.com>  
**Sent:** Friday, May 18, 2018 2:36 PM  
**To:** Scoping Comments  
**Cc:** ana.sousa@princiabio.com  
**Subject:** Support

0123-1

I support the California Express Gondola because it reduces traffic from mountain to mountain, it improves skier experience AND it has no real impact on the environment.

Tahoe home owner and taxpayer.

frank

0123-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

0124

**Will Hollo**

**From:** Barb Ogden <blrogden@yahoo.com>  
**Sent:** Friday, June 8, 2018 1:52 PM  
**To:** Scoping Comments  
**Subject:** Wilderness protection/quality of life

0124-1

Wilderness protection, once legislated, should remain just that. If the designation changes with the pressures brought about by the whims of big, wealthy and powerful developers, who just want to be even more wealthy, it is useless. To give in and grant them their lofty plans to develop precious areas, means wilderness lost forever and quality of life immediately degraded. Making such changes on a piece by piece basis still results on enormous losses over the years. We need to put a halt to such actions NOW, not after the cumulative damage is irreversible.

We are so blessed with the majesty of our Sierra mountain areas. So much development has already taken place. There will always be those who seek "more", almost always for selfish reasons, and they just need to know that the answer is a firm, committed "no!"

0124-2

Those of us who travel to N. Tahoe area on a regular basis know how dangerous and impacted the traffic is already, especially on weekends and holidays, but ALWAYS a challenge with the number of big trucks that we have to dodge and tolerate. (Most are excellent drivers, and follow rules, but they have their own set of uphill and downhill challenges). In the winter snow, the problems are exacerbated, making a weekend ski trip a challenge to skill and travel time.

Why on earth would we want to make things worse, just for the gain of a relative few? Besides the development itself, all the added workforce housing and traffic would just compound the problems. Lets "just say no" and let that be our mantra.

0124-3

Developers will ALWAYS want to develop, but often not for the right reasons. They are looking for their own profits and the recreation of a privileged few. Please don't give in.

Barbara and Paul Ogden  
 Auburn, CA.

## 0124-1, Wilderness (W2)

Impacts related to the GCW and other wilderness areas are addressed in Section 4.3, "Wilderness," in the Draft EIS/EIR. No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is warranted.

## 0124-2, Transportation and Circulation/Traffic and Parking (T&amp;C/T&amp;P)

Impacts related to traffic are addressed in Section 4.7, "Transportation and Circulation," in the Draft EIS/EIR. No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is warranted.

## 0124-3, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

**Shirlee Herrington**

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**From:** Graham Owen <graham.owen@gmail.com>  
**Sent:** Friday, May 18, 2018 1:48 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** In support of the Squaw Valley/Alpine Meadows California Express Gondola

Dear USFS/Placer County:

0125-1 | I support the California Express Gondola because it will allow easy access between the two mountains and reduce traffic and congestion in the area.

I have been skiing, snowboarding, and hiking both areas my whole life (I am 37 years old now), and always have thought connecting the two with a lift or gondola would be great. In recent years, traffic congestion on the roads has made it apparent that what I use to wish for as a matter of convenience has become a necessity. Highway 89 has become a parking lot with increasing frequency. Anything that can be done to reduce traffic, including keeping people off the roads by using a gondola, should be done. Particularly a privately funded project.

Thank you for your public service, and please support the California Express Gondola.

Sincerely,  
Graham Owen

0125-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

**0126**

**Shirlee Herrington**

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**From:** cepsc@juno.com  
**Sent:** Saturday, May 12, 2018 11:57 AM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Gondola Expreswss5

0126-1 | Get it done to help get some cars off the road! Air breather, Squaw visitor, carolyn P.

0126-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

**Shirlee Herrington**

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**From:** Dennis Padla <drdenpadla@aol.com>  
**Sent:** Friday, May 18, 2018 11:55 AM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Squaw Gondola

"Dear USFS/Placer County:

0128-1 | I support the California Express Gondola because it will enable the appropriate utilization of this resource with minimal environmental impact.  
Thank you,  
Dr Padla

Dennis Padla, MD  
[drdenpadla@aol.com](mailto:drdenpadla@aol.com)

0128-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

0129

**Shirlee Herrington**

**From:** Greg Parrott <ghparrott@gmail.com>  
**Sent:** Monday, June 11, 2018 3:54 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Comment - Problems associated with alternative #2 of Squaw-Alpine Base to Base Gondola.

0129-1 | In both the open house held on 5/22 and the meeting held on 5/24, a request was made to supplement verbal comments with emails which reiterate and/or expand on citizen views. This email reiterates a view I expressed at both events. In summary, my opinion is that if a base to base gondola proposal is approved, alternative #4 should be the chosen path. Here is my rationale:

I have visited what was (recently and arbitrarily) labeled as 'Barstool Lake' since the mid 1960's (50+ years). Prior names included 'Frog' and 'Priscilla' lake, with the latter name being attributed to the daughter of one of the first homeowners in Alpine Meadows (~1962). Labeling it 'Barstool' appears to be an effort to diminish its majesty. Barstool is perched at the edge of cliffs, enabling superb views to the east, including sunrise. In addition to the lake itself, a small marsh that lies adjacent to it provides an upper alpine habitat/shelter for frogs.

0129-2 | **The damage alternative #2 would inflict includes:**

-) With towers and cables running horizontally for an EXTENDED length along the ridge line, it imposes a severe visual blight to both residents as well as anyone driving into the valley. It's obvious that following an upper elevation contour line is FAR more deleterious than having towers/cables following a fall line (as most ski towers tend to do)

-) With respect to Barstool lake, the visual blight of the towers, along with HUUUGE turn station and the Gazex fuel storage facility literally adjacent to Barstool lake would essentially destroy it.

-) As best as I can estimate, towers would also be visible from the most eastern of the Five Lakes, diminishing the appeal of this lake as well.

0129-3 | -) The the EIS report indicates this development would further compromise an endangered from (I've heard frogs there myself, although I am not savvy enough to know what species they were)

**The precedent which approval of alternative #2 would set:**

0129-3 | In addition to the detractions mentioned above, approving alternative #2 would set a precedent which WILL serve future development aspirations. Once ANY towers and a turn station are installed at Barstool lake, it then makes it much more difficult on environmental grounds to reject Mr. Caldwell's proposition for 'White Wolf'. This entails adding a second set of towers and even a skier off-load at Barstool lake. While alternative #2 would bound Barstool lake IMMEDIATELY to the east, White Wolf would bound Barstool lake IMMEDIATELY to the north (right through the marshy area well suited for frogs). This adds insult to injury. Furthermore, if skiers are offloaded at Barstool lake then for safety reasons, the lake would have to be cordoned off in order to reduce the risk of skiers breaking through the ice/snow. Inevitably, this means grooming equipment, lost equipment (gloves, etc.), trash and the like will be deposited in the area

0129-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

0129-2, Visual Resources (VR)

Visual impacts that would result from the project are analyzed in Section 4.2, "Visual Resources." The comment does not provide specific reasons specifying why the Draft EIS/EIR is inadequate. Therefore, a response cannot be provided.

0129-3, Wildlife and Aquatics (W&A)

Potential impacts to Sierra Nevada yellow-legged frog are addressed in Section 4.14, "Wildlife and Aquatics," of the Draft EIS/EIR. No specific issues related to the content, analysis, or conclusions in the Draft EIS/EIR are raised in this comment. No further response is warranted.

0129-3 cont'd, Cumulative Effects (CE)

Cumulative effects of the project in connection with other probable future projects (including the White Wolf development) are evaluated in Sections 4.1 through 4.17 in the Draft EIS/EIR. The probable future projects listed in Table 3-3 are in various states of approval/implementation. As described on page 3-10 of the Draft EIS/EIR, and in accordance with NEPA and CEQA, these projects:

are partially occupied or under construction, have received final discretionary approvals, have applications accepted as complete by Federal, state or local agencies and are currently undergoing environmental review, or are proposed projects that have been discussed publicly by an applicant or that otherwise become known to a local agency and have provided sufficient information about the project to allow at least a general analysis of environmental impacts.

Table 3-3 lists each project's approval/implementation status in a separate column. These projects are subject to consideration

**0129**

and review by the applicable lead agency. Depending on the circumstances of each application and the lead agency's ability to make the necessary findings in each case, projects may be approved or denied. Approval of the proposed gondola project would not indicate that other projects in the area would also be approved and implemented.

The Draft EIS/EIR identifies on page 2-14 that "grooming around the mid-stations would occur on an as-needed basis (typically after snow and wind events) by snow shoveling and snow cat grooming." No snow grooming near Barstool Lake is proposed. If skiers leaving the Alpine Meadows mid-station under Alternative 2 must be directed away from Barstool Lake, this would be done at the mid-station itself and not at the lake.

0129

0129-3 | Approval of alternative #2 would pave the way for White Wolf. Either BOTH alternative #2 AND White  
cont'd | Wolf's lift towers to/through Barstool lake should be denied or BOTH will ultimately be approved.

0129-3 cont'd, Cumulative Effects (CE)

**Implications of proposed Gazex installations near Barstool lake:**

0129-4 | The proposed Gazex exploders near Barstool lake currently seem to be just a side note to the 'Base to Base gondola' project. However, their proposed location warrants that they have their own EIS study. If this is done, their service requirements will lead to rejection of this proposed location of exploders and their fuel station. Four Gazex exploders are proposed near Barstool lake. Their fuel storage facility is portrayed on the map as being extremely close to Barstool lake. The question then is 'how is fuel going to be delivered to the storage facility?' Other than a very unlikely proposition to use helicopters, the only other answer is that snowcats would deliver fuel. The land located within the western bounds of private property is FAR TOO ROCKY for snow cats or even snow mobiles. Consequently, the only viable path for the snowcats is THROUGH WILDERNESS.

0129-4, Wilderness (W2)

The Gazex avalanche mitigation system was included as part of all action alternatives as presented in the Draft EIS/EIR. However, since publication of the Draft EIS/EIR, the Gazex avalanche mitigation system has been removed as a component of any of the action alternatives for this project. See the Master Response on this topic in Section 1.8, "Master Responses," for more information on the removal of Gazex from the project.

On January 20, 2013, shortly after Squaw and Alpine first merged, I snowshoed to Barstool lake (photos attached). To my surprise, I found a wide, groomed (corduroy) path leading right up to Barstool lake's northeast edge. From there, skiers had to navigate a steep edge with essentially no snow cover. Once they passed this edge, the Alpine Meadows lodge became visible and skiers then had more choice on picking a path down. The photos I have attached document that this groomed path was WELL INSIDE WILDERNESS BOUNDARIES. The implication of having snowcats traveling in Winter (and probably in Fall as well) through WILDERNESS to service the Gazex machines and supply them with fuel would trample vegetation in the wilderness area. Consequently, the proposed location for the Gazex fuel station should be denied.

Barstool lake - From rock shelf, looking east (sunrises are visible from here)

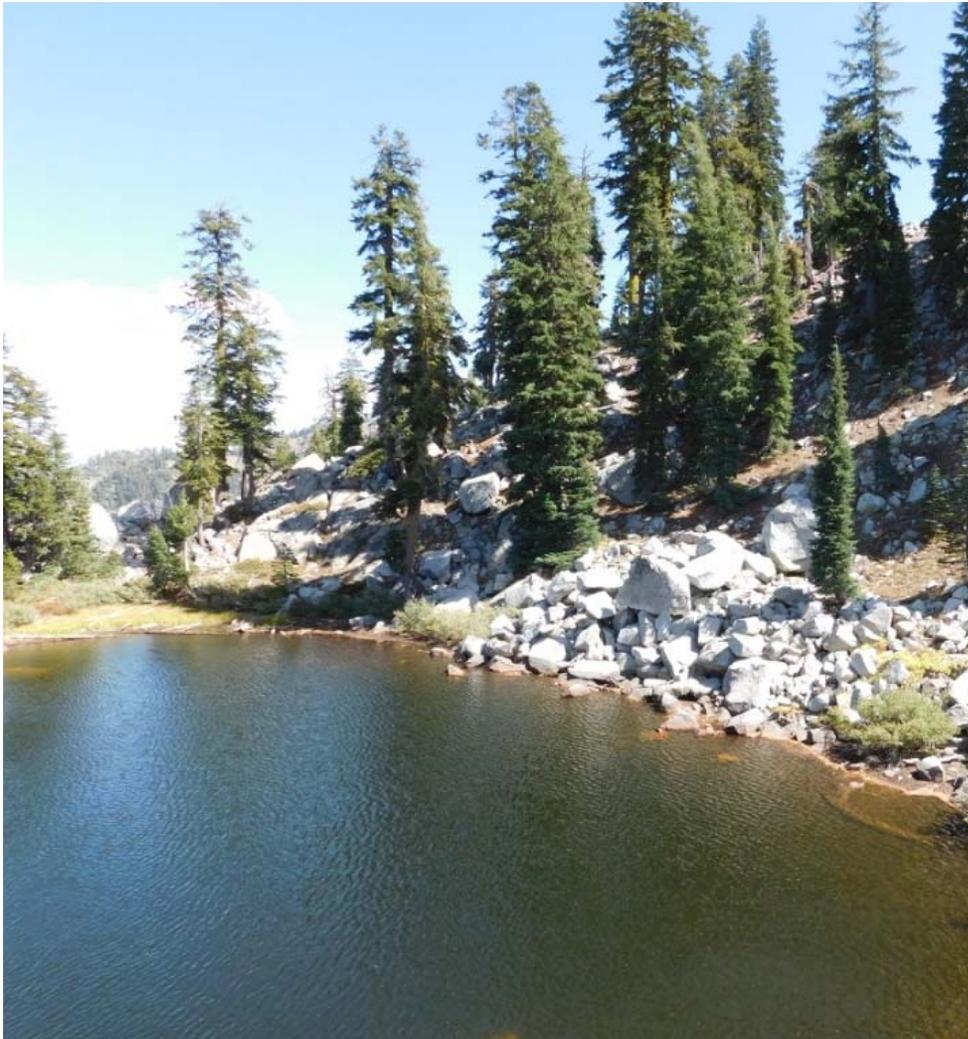


Barstool lake - From rock shelf, looking north. Marshy area is visible

0129



Barstool lake - From rock shelf looking south east



Barstool lake - From rock shelf looking north east

0129



Barstool lake - from south side looking north, with rock shelf visible at left



Barstool lake - photo taken from southeast corner looking north (compare this photo to Winter photograph taken from similar location)

0129



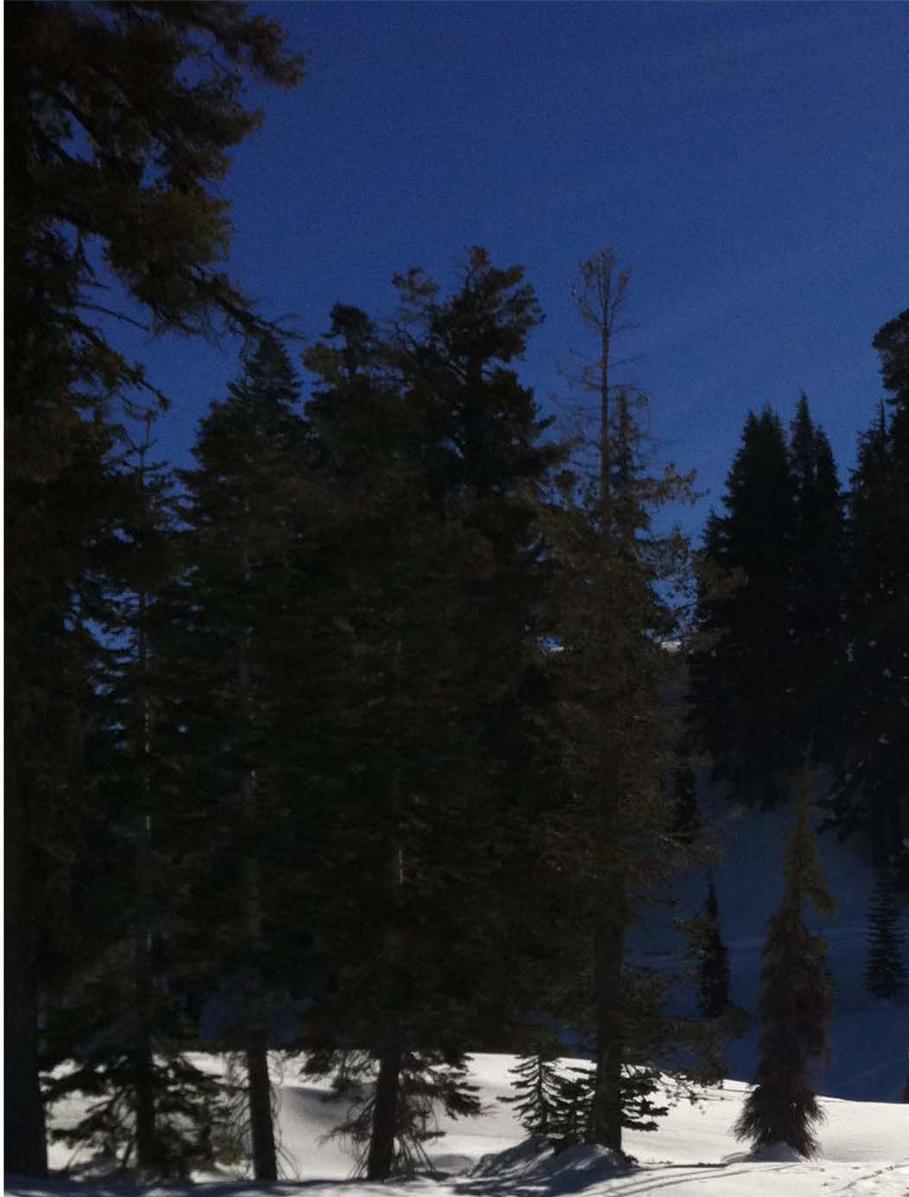
Barstool lake as seen from south eastern corner, looking northwest 1/20/2013. Rock shelf is visible at end of lake



**0129**

Barstool lake from north side looking mostly south. Groomed trail headed west into wilderness and Rock shelf at Barstool lake is visible in the shadows

0129



11

**0129**

Signpost planted near northeast corner of Barstool lake



13

**0129**

Proximity of signpost and groomed (corduroy) pathway relative to rock shelf at Barstool lake (groomed path split at this junction)



**0130**

Date submitted (Pacific Standard Time): 6/5/2018 10:43:27 AM

First name: Scott

Last name: Patrick

Organization:

Title:

Official Representative/Member Indicator:

Address1: 1690 Pinecone Circle

Address2: 1690 Pinecone Circle

City: Incline Village

State:

Province/Region: NV

Zip/Postal Code: 89451

Country: United States

Email: scott@baypack.com

Phone: 9253234949

Comments:

0130-1 | I think the base to base gondola is a great idea that will help the area much more then hurt it. Please approve it so we can start using it asap....

Thanks.

0130-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

**Will Hollo**

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**From:** Robert Pavese <lubeall@aol.com>  
**Sent:** Saturday, May 19, 2018 11:14 AM  
**To:** Scoping Comments  
**Subject:** Squaw / Alpine Lift

0131-1

I think a lift like this would be a great environmental victory for the area . This connection would eliminate traffic between the resorts, shuttles and buses. They would be replaced with an electric transportation system that emits no polluting gases and would be totally carbon neutral since these resorts are going to totally solar power

Thanks

Bob

Lake Tahoe

0131-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

0132

**Will Hollo**

**From:** Lara Pearson <lara@brandgeek.net>  
**Sent:** Monday, June 11, 2018 2:53 PM  
**To:** Scoping Comments  
**Subject:** Opposition to Squaw Gondola project

Dear Representatives of the U.S. Forest Service, Tahoe National Forest, Truckee Ranger District:

0132-1

I am writing to express my opposition to the unnecessary and environmentally damaging proposed Squaw-Alpine gondola. Even KSL's "best" alternative has 33 unavoidable environmental impacts. This project is incapable of being completed in an environmentally conscious manner and therefore must be denied.

Thank you for your time and consideration.

Warmly,

Lara Pearson  
 Law Office of Lara Pearson Ltd, PBC  
 Chief Pontificator, Brand Geek

[Click here to schedule an appointment with me](#)

Lara@BrandGeek.net | Ph: 775.833.1600 | [My bio](#)

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0132-1, Opinion (O1)

The comment notes that the environmentally superior alternative (Alternative 4) would have 33 adverse environmental impacts. Table 2-3 in the Draft EIS/EIR summarizes the impacts of all the alternatives, and the comment is correct in that Alternative 4 would result in 33 NEPA conclusions of adverse effect, as shown in this table. However, many of the CEQA conclusions for the same impacts are less than significant with mitigation, meaning that these impacts can be reduced below thresholds of significance with implementation of mitigation measures identified in the Draft EIS/EIR. In fact, the only significant and unavoidable impacts associated with the project include impacts to visual resources (Impact 4.2-2), impacts on vehicular queuing at Caltrans intersections (Impact 4.7-4), cumulative traffic impacts (Impacts 4.7-11 through 4.7-13) and construction noise impacts (Impact 4.9-1); these are summarized in Section 5.2.1, "Significant Environmental Effects that cannot be Avoided," of the Draft EIS/EIR.

**Shirlee Herrington**

---

**From:** Michelle Peltier <michelle.peltier@wnc.edu>  
**Sent:** Friday, June 08, 2018 8:36 AM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Stop the Gondola

0133-1

Stop the Granite Chief. Squaw-Alpine Gondola. The USFS and Placer County Alternative routes for the Squaw-Alpine Gondola on top of the visitation and use map produced by the researchers at Presidio Graduate School shows clearly every alternative will cause unavoidable harm to the Five lakes and Granite Chief Wilderness visitor experience.

It's time to stop a bad idea. We already knew this would have a negative impact on our wilderness area, but now we have documented quantifiable proof.

Sincerely yours Michelle

Michelle Legras Peltier  
GRAPHIC DESIGNER  
775-445-3238

0133-1, Opinion (O1)

The comment references a "visitation and use map produced by the researchers at Presidio Graduate School" but provides no information on where this map may be found or if/where it has been published. An internet search was conducted using combinations of various terms such as "Presidio Post Graduate School," "Squaw Valley," "Alpine Meadows," "visitation map," "use map," and others, but no map fitting the information provided in the comment was found. Therefore, a response related to the referenced map is not warranted.

Beyond the reference to the map, the comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

**0134**

**Shirlee Herrington**

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**From:** 19evan90 <19evan90@gmail.com>  
**Sent:** Sunday, May 20, 2018 4:49 AM  
**To:** Placer County Environmental Coordination Services  
**Subject:** California Express Gondola

Dear Placer County:

0134-1 | I support the California Express Gondola because it would reduce traffic and fuel consumption among those of us who ski both mountains in the same day.

-Evan Peters

0134-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

**0136**

Date submitted (Pacific Standard Time): 6/11/2018 1:23:39 PM  
First name: Eric  
Last name: Pilcher  
Organization:  
Title:  
Official Representative/Member Indicator:  
Address1: 4106 Robert Ave.  
Address2:  
City: Carmelien Bay  
State: CA  
Province/Region:  
Zip/Postal Code: 96145  
Country: United States  
Email: Pilcher@moesoriginalbbq.com  
Phone: 3344125576  
Comments:

There is already enough traffic from hikers, skaters, skiers /enthusiasts in this are to cause environmental damage .More animals will retreat, the area will be less desireable and so on. It's a no brainer really. We already boast more lifted ski areas than most regions. Squaw and alpine are plenty big as it is. Please have the respect to to preserve what's left. In the future, the allowance of this project will result will be looked upon as a negative impact on our area. Thanks for allowing comments

0136-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

0137

**Shirlee Herrington**

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**From:** Karen Pitbladdo <cyclensail56@yahoo.com>  
**Sent:** Thursday, May 10, 2018 9:56 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Alpine-Squaw gondola

0137-1

While I generally oppose the project, it certainly seems that the 4th site- located near red dog makes the most sense. Better access from the parking lots and not disturbing the pond. Off season the area around the pond should remain!  
Karen Pitbladdo

Sent from my iPad

0137-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

**0140**

Date submitted (Pacific Standard Time): 5/22/2018 7:14:56 PM  
First name: Carol  
Last name: Pollock  
Organization:  
Title:  
Official Representative/Member Indicator:  
Address1: P O 6745  
Address2:  
City: Tahoe City  
State:  
Province/Region: Ca  
Zip/Postal Code: 96145  
Country: United States  
Email: Carol\_pollock@sbcglobal.net  
Phone: 510 599 7922  
Comments:  
Please do not permit the  
Base to base gondola. It will ruin a wilderness area forever.

0140-1, Opinion (O1)

The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

0141

**Will Hollo**

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**From:** Carol Pollock <carol\_pollock@sbcglobal.net>  
**Sent:** Tuesday, May 22, 2018 8:14 PM  
**To:** Scoping Comments  
**Subject:** Gondola at Squawslpine

0141-1

I have hiked and skied at Alpine Meadows for over fifty years. And we have owned a Tahoe home for more than twenty years. There are so many reasons that the proposed gondola is a bad idea. Here are a few of them:

- Pollution of wilderness area.
- Construction in a wilderness area.
- Visual corruption of a wilderness area.

I hope you will reject the gondola.

Sincerely  
Carol Pollock  
405 Old Mill Road  
Tahoe City, Ca 96145

Sent from my iPhone

0141-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

**Shirlee Herrington**

**From:** Eric Poulsen <epsquaw@yahoo.com>  
**Sent:** Monday, June 11, 2018 11:08 AM  
**To:** comments@squawalpinegondola-eis.com  
**Cc:** Placer County Environmental Coordination Services  
**Subject:** Squaw - Alpine Proposed gondola comments

0142-1 Thank you for letting me make comment on this proposed project.  
 -In regard to possible alternatives for alignments listed, I think that alternatives 3 and 4 will provide less visual impact as well as provide better operational conditions due to lower wind impacts.

0142-2 - on the discussion about traffic and circulation issues there is one important circumstance that I did not see discussed.  
 There are many season pass holders who live in either squaw Valley and Alpine Meadows. Many of the Alpine Meadows season pass holders ski almost exclusively at squaw Valley and visa versa. Currently, many, or, most of these season pass holders drive from their home in one Valley to the other Valley to ski and then drive back to their home in the opposite valley. Traffic counts with this involves potentially four trips 1. Trip out of the home valley, 2. Trip into the valley where they are going skiing, And then 3. A trip back out ski Valley, and then 4. Another trip back to their home In their home Valley.  
 My thought is that these skiers very Likely would keep their vehicles in their home Valley and use this New gondola to access the other Valley of the overall ski area.  
 For that skier it would reduce the traffic impact need to Highway 89 and the in and out of the valleys by multiple trips as explained above.  
 I think that this possibility should also be analyzed. I think that you will find that overall traffic will actually be reduced because of this.

Thank you for allowing me to make these comments.  
 Eric Poulsen  
 P.O. Box 2491  
 Olympic Valley, Ca. 96146

Resident of Squaw Valley who skis and accesses both Valleys to do this as listed above.

Sent from my iPhone

0142-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter’s opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

0142-2, Transportation and Circulation/Traffic and Parking (T&C/T&P)

The comment states that the gondola could result in fewer trips made by residents/guests staying in the Squaw Valley or Alpine Meadows areas and desiring to visit the other resort. The comment suggests that in lieu of traveling from one area to the other, these residents/visitors may instead choose to ride the gondola, which could reduce traffic on State Route 89. Page 4.7-25 mentions that the analysis is conservative in that it does not assume any of the new skier visits are made by persons already staying in Olympic Valley. This commentor is correct in that local residents could make these types of travel choices, which if considered in the study, would have resulted in fewer vehicle trips generated by the project.

0145

**Shirlee Herrington**

**From:** Quinn, Pamela <Pamela.Quinn@sephora.com>  
**Sent:** Monday, June 11, 2018 5:01 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** FW: Squaw Valley Alpine Meadows Gondola Project- Comments on Draft EIS/EIS

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**From:** Quinn, Pamela  
**Sent:** Monday, June 11, 2018 4:58 PM  
**To:** [CDRAEC@placer.ca.gov](mailto:CDRAEC@placer.ca.gov)  
**Subject:** Squaw Valley Alpine Meadows Gondola Project- Comments on Draft EIS/EIS

Dear Environmental Coordination Services

0145-1 I am a grateful and privileged homeowner in Alpine Meadows for +20 years and looking forward to soon retiring so I can reside full time in this beautiful valley. Until this weekend that is when I saw the recently installed Avalanche equipment on the mountainside. I am formally submitting this memo of concern over the visual impact of the recently install Gazex avalanche blast platforms and equipment.

The equipment in its current state severely impacts the natural mountain appeal and appears at first glance appears as if aliens have just landed on the back side of KT22. I apologize if the scope of work includes some type of integration into the natural environment which might not yet be completed but as of this weekend the equipment is a disastrous eyesore!! We have attended many of the homeowner association meetings and reviewed the visuals for the proposed gondola to which we have been a supporter of but no renderings or visuals were ever presented to the valley of these blast platforms to my knowledge. I have read that these will likely create a high level of Noise Pollution as well as the current Visual Pollution presented.

At a minimum the EIR must require this equipment be camouflaged to blend into the natural surroundings for ALL seasons. They are bright white finish now which is likely fine for the snow months but as for the summer and fall this is a disgrace to our beautiful community. Also Noise ordinances and controls should be instated if not done already.

Thank you for allowing the public to make comment,

Sincerely,

Pam & John Houseman

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0145-1, Visual Resources (VR)

The Gazex avalanche mitigation system was included as part of all action alternatives as presented in the Draft EIS/EIR. However, since publication of the Draft EIS/EIR, the Gazex avalanche mitigation system has been removed as a component of any of the action alternatives for this project. See the Master Response on this topic in Section 1.8, "Master Responses," for more information on the removal of Gazex from the project.

0146

Date submitted (Pacific Standard Time): 6/11/2018 4:28:28 PM  
First name: Russell  
Last name: Reams  
Organization:  
Title:  
Official Representative/Member Indicator:  
Address1: P.O. Box 2324  
Address2:  
City: Olympic Valley  
State: CA  
Province/Region:  
Zip/Postal Code: 96146  
Country: United States  
Email: Reamsteam@gmail.com  
Phone: 419-324-4602  
Comments:  
Hello,

0146-1, Opinion (O1)

The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

0146-1

In this day and age we need to reckonize that unless it is totally, completely, and unavoidably necessary development then we must preserve and protect it.

Collectively we have overstepped our environmental footprint and we must see that our wilderness areas does not get tread upon.

This is one of the last wild refuges in the most populated state in the country - to tip the balance in a way that is irreversible gives away our rights as citizens of California to be able to enjoy the land in its natural state.

I hope that the valleys become connected in a way that leaves no trace - until then let us not make decisions that will forever impact a very sensitive area.

Thank you

Rusty Reams

0147

**Will Hollo**

---

**From:** The Great Bingo Revival <thegreatbingorevival@gmail.com>  
**Sent:** Monday, June 11, 2018 5:26 PM  
**To:** Scoping Comments  
**Subject:** Squaw Alpine Gondola

Hello,

0147-1

In this day and age we need to recognize that unless it is totally, completely, and unavoidably necessary development then we must preserve and protect it.

Collectively we have overstepped our environmental footprint and we must see that our wilderness areas does not get tread upon.

This is one of the last wild refuges in the most populated state in the country - to tip the balance in a way that is irreversible gives away our rights as citizens of California to be able to enjoy the land in its natural state.

I hope that the valleys become connected in a way that leaves no trace - until then let us not make decisions that will forever impact a very sensitive area.

Thank you

Rusty Reams

0147-1, Opinion (O1)

The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

Date submitted (Pacific Standard Time): 6/7/2018 4:10:44 PM  
 First name: Susan  
 Last name: Reed  
 Organization:  
 Title:  
 Official Representative/Member Indicator:  
 Address1: 2067 RENPOINT WAY  
 Address2: 7287 Chinkapin Road  
 City: ROSEVILLE  
 State: CA  
 Province/Region: CA  
 Zip/Postal Code: 95661-4082  
 Country: United States  
 Email: sreedbc@surewest.net  
 Phone: 9169963680  
 Comments:  
 To: Forest Service  
 Subject: Squaw Alpine Gondola

0148-1 | Hello,  
 I am writing to voice my opposition to the Squaw Alpine Gondola and the taking back of previously designated wilderness lands. This gondola would disrupt some of the most beautiful and natural granite, forests, 5 Lakes, native animals in an area that includes part of the Pacific Crest Trail. Proposed 37 towers carrying gondolas and people over this area is unconscionable. I own homes in Placer County and Tahoma, El Dorado Co. and have been visiting, enjoying and living in the Tahoe area for 60 years. My first hike to 5 Lakes with my family was over 30 years ago when my twin nephews were 8 and they are now 39! We still laugh about the "wet sandwich incident" and the temper tantrums that followed! But beyond that, this hike left us with lasting memories and an experience of nature, pristine lakes and the serenity of the mountains we will never forget.

0148-2 | The increase traffic on hwy 89 is a huge issue for any new development that attracts more cars and people to this delicate and sensitive environment.

0148-3 | Although Squaw states this gondola will only run during winter, I am sure, in a matter of time, they will open it up year round to attract more tourists and increase revenues.

0148-4 | I have skied Alpine and Squaw, this gondola is more a novelty attraction for skiers rather than a functional solution to solve the traffic problems. They currently have shuttles that run between the 2 resorts and they appear minimally utilized by skiers.

0148-5 | Please do not build the gondola! Save and preserve our open public lands and our beautiful Sierras and Tahoe for generations to come.

Sincerely,  
 Susan A. Reed

0148-1, Opinion (O1)

Potential impacts to the Granite Chief Wilderness area and Pacific Coast Trail are addressed in Sections 4.1, "Recreation," 4.2, "Visual Resources," and 4.3, "Wilderness," of the Draft EIS/EIR. Impacts to wildlife are addressed in Section 4.14, "Wildlife and Aquatics," of the Draft EIS/EIR. No specific issues related to the content, analysis, or conclusions in the Draft EIS/EIR are raised in this comment. No further response is warranted.

0148-2, Transportation and Circulation/Traffic and Parking (T&C/T&P)

Traffic impacts are addressed in the Draft EIS/EIR in Section 4.7, "Transportation and Circulation." No specific issues related to the content, analysis, or conclusions in the Draft EIS/EIR are raised in this comment. No further response is warranted.

0148-3, Project Description (PD)

Proposed operation and long-term maintenance of the gondola is described on pages 2-13 and 2-14 of the Draft EIS/EIR. No specific issues related to the content, analysis, or conclusions in the Draft EIS/EIR are raised in this comment. No further response is warranted.

0148-4, Alternatives (A)

An alternative to improve and expand the existing shuttle system between the two ski areas, as described by the commenter, is assessed in Section 2.3.2.1. See the Master Response above on the Improvements to Existing Shuttle System Alternative provided in Section 1.8, "Master Responses."

0148-5, Opinion (O1)

The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the

**0148**

Placer County Planning Commission and Board of Supervisors  
before a decision on the project is rendered.

**Will Hollo**

**From:** sreedbc@surewest.net  
**Sent:** Thursday, June 7, 2018 6:25 PM  
**To:** Scoping Comments  
**Subject:** Oppose Squaw Alpine Gondola!

To: U.S. Forest Service  
 Subject: Squaw Alpine Gondola

Hello,

0149-1 | I am writing to voice my opposition to the Squaw Alpine Gondola and the taking back of previously designated wilderness lands. This gondola would disrupt some of the most beautiful and natural granite, forests, lakes, native animals in an area that even includes part of the Pacific Crest Trail. The proposed 37 towers carrying gondolas and people over this area is unconscionable.

I own homes in Placer and El Dorado County and have been visiting, enjoying and living in the Tahoe area for 60 years. My first hike to 5 Lakes with my family was over 30 years ago when my twin nephews were 8 and they are now 39! We still laugh about the "wet sandwich incident" and the temper tantrums that followed! But beyond that, this hike left us with lasting memories and an experience of nature, pristine lakes and the serenity of the mountains we will never forget.

0149-2 | The increase to traffic on hwy 89 is a huge issue for any new development that attracts more cars and people to this delicate and sensitive environment.

0149-3 | Although Squaw states this gondola will only run during winter, I am sure, in a matter of time, they will open it up year round to attract more tourists and increase revenues.

0149-4 | I have skied Alpine and Squaw for years, this gondola is more a novelty attraction for skiers rather than a functional solution to solve the traffic problems. They currently have shuttles that run between the 2 resorts and they appear minimally utilized by skiers.

0149-5 | **Please do not build the gondola! Save and preserve our open public lands and our beautiful Sierras and Tahoe for generations to come.**

Sincerely,  
**Susan A. Reed**

2067 Renpoint Way, Roseville CA 95661

7287 Chinkapin Road, tahoma, CA 96142

0149-1, Opinion (O1)

Potential impacts to the Granite Chief Wilderness area and Pacific Coast Trail are addressed in Sections 4.1, "Recreation," 4.2, "Visual Resources," and 4.3, "Wilderness," of the Draft EIS/EIR. Impacts to wildlife are addressed in Section 4.14, "Wildlife and Aquatics," of the Draft EIS/EIR. No specific issues related to the content, analysis, or conclusions in the Draft EIS/EIR are raised in this comment. No further response is warranted.

0149-2, Transportation and Circulation/Traffic and Parking (T&C/T&P)

Traffic impacts are addressed in Section 4.7, "Transportation and Circulation," in the Draft EIS/EIR. No specific issues related to the content, analysis, or conclusions in the Draft EIS/EIR are raised in this comment. No further response is warranted.

0149-3, Project Description (PD)

Proposed operation and long-term maintenance of the gondola is described on pages 2-13 and 2-14 of the Draft EIS/EIR. No specific issues related to the content, analysis, or conclusions in the Draft EIS/EIR are raised in this comment. No further response is warranted.

0149-4, Alternatives (A)

An alternative to improve and expand the existing shuttle system between the two ski areas, as described by the commenter, is assessed in Section 2.3.2.1. See the Master Response above on the Improvements to Existing Shuttle System Alternative provided in Section 1.8, "Master Responses."

0149-5, Opinion (O1)

The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the

**0149**

Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

**0150**

Date submitted (Pacific Standard Time): 5/22/2018 3:21:25 PM  
First name: Roxanne  
Last name: Riddle  
Organization:  
Title:  
Official Representative/Member Indicator:  
Address1: 12411 Northwoods Blvd.  
Address2:  
City: Truckee  
State: CA  
Province/Region:  
Zip/Postal Code: 96161  
Country: United States  
Email: rbeverstein@gmail.com  
Phone: 5305875275  
Comments:  
I am against building a gondola from Squaw Valley to Alpine Meadows

0150-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

0150-1 |

**0151**

**Will Hollo**

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**From:** Helga Roghers <hroghers@icloud.com>  
**Sent:** Sunday, June 10, 2018 5:51 PM  
**To:** Scoping Comments  
**Subject:** Meeting June 11th, 2018

0151-1 | I'm a full time resident of Carnelian Bay and have skied Alpine for many years. Unfortunately for the next ski season we will no longer be able to purchase a senior pass. Alpine has always been a wonderful place for locals, families and seniors not only for skiing, but also for hiking. This will no longer be possible since Squaw just doesn't care about the local population or the damage they plan to do to the environment.

Please do not approve these developments and recognize how precious this area is.

Thank you,  
Helga Roghers  
5655 North Lk. Blvd.  
Carnelian Bay, CA 96140-0898

Sent from my iPad

0151-1, Opinion (O1)

The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

**Shirlee Herrington**

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**From:** Driver Rules <tahoeroots1@aol.com>  
**Sent:** Saturday, May 26, 2018 4:02 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Squaw gondola

0152-1

I have lived in Tahoe for the last 19 years and I love the Granite Chief wilderness more than I love to ski. I'm a 17 year pass holder at Alpine Meadows and everyone I know is against this atrocious gondola. Please consider denying this development.  
Thank you.  
  
Peace

0152-1, Opinion (O1)

The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

**0153**

**Will Hollo**

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**From:** Bill Russell <billrussell586@gmail.com>  
**Sent:** Saturday, May 19, 2018 8:46 AM  
**To:** Scoping Comments  
**Subject:** Squaw Alpine Gondola Comments

0153-1 | I support the project as it will enhance the options available to visitors and skiers as well as reuse traffic between the 2 base areas.

Thanks  
Bill Russell  
[billrussell586@gmail.com](mailto:billrussell586@gmail.com)

0153-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

**Shirlee Herrington**

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**From:** Hsamowitz <hsamowitz@yahoo.com>  
**Sent:** Wednesday, May 23, 2018 5:14 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Squaw-Alpine Meadows Gondola project

0155-1

I am in favor of this project. It will dramatically improve the ski experience at Squaw, and eliminate some of the traffic and the buses that have to continually run between the ski resorts. As a result, it will have a neutral impact on the environment, but a significant positive economic impact.

Harvey Samowitz, MD  
Sent from my iPhone

0155-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

**0156**

0156-1, Opinion (O1)

These issues are all addressed in the Draft EIS/EIR. No specific issues related to the content, analysis, or conclusions in the Draft EIS/EIR are raised in this comment. No further response is warranted.

0156-1

Date submitted (Pacific Standard Time): 6/8/2018 11:40:49 AM  
First name: Glenna  
Last name: Sansone  
Organization:  
Title:  
Official Representative/Member Indicator:  
Address1: 5005 Raleigh Way  
Address2:  
City: Carmichael  
State:  
Province/Region: CA  
Zip/Postal Code: 95608  
Country: United States  
Email: gsansone52@gmail.com  
Phone: 9167059446  
Comments:

I own a second home in Tahoe City and I strongly oppose this project. It will FOREVER change the nature of the Alpine Meadows valley and destroy the beauty of the unique 5 Lakes Trail. It will impose numerous adverse environmental impacts to regional transportation, noise, air quality, vegetation, botany, wildlife and aquatics, wetlands, and hydrology and water quality.

**Shirlee Herrington**

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**From:** catherine schmid maybach <tierrapicante@hotmail.com>  
**Sent:** Friday, June 08, 2018 8:58 PM  
**To:** Placer County Environmental Coordination Services  
**Subject:** No to gondola

0157-1 | To whom it may concern,  
I am opposed to a gondola connecting Alpine to Squaw because of its negative impact on the Granite Chief Wilderness.  
Catherine Schmid-Maybach

Sent from my Verizon Wireless 4G LTE smartphone

0157-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

**0158**

**Shirlee Herrington**

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**From:** USM <usm@brightlineconsulting.com>  
**Sent:** Friday, June 01, 2018 8:19 AM  
**To:** Placer County Environmental Coordination Services  
**Subject:** Squaw - alpine gondola comment

Hello

0158-1

I'm a long time pass holder at Alpine meadows and my parents were early investors in Alpine Meadows. Its exciting to see that squaw and alpine will be connected by a gondola. However I strongly urge you to stay out of the granite creek / little five lakes wilderness area and choose the alternative with the least environmental impact: Alternative #4.

Thank you

Ulrich Schmid-Maybach

3106 FILLMORE ST  
SECOND FLOOR  
SAN FRANCISCO, CA 94123  
PHONE 415.668.8685  
FAX 415.358.5515  
[USM@BRIGHTLINECONSULTING.COM](mailto:USM@BRIGHTLINECONSULTING.COM)

0158-1, Opinion (O1)

The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the Draft EIS/EIR. All comment letters submitted during the Draft EIS/EIR public review period will be reviewed and considered by the Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

0159

Date submitted (Pacific Standard Time): 6/11/2018 3:22:59 PM  
First name: Dana  
Last name: Schneider  
Organization:  
Title:  
Official Representative/Member Indicator:  
Address1: 1293 Bing Tree Way  
Address2:  
City: Sebastopol  
State:  
Province/Region: CA  
Zip/Postal Code: 95472  
Country: United States  
Email: danafschneider@gmail.com  
Phone: 707696-0635

Comments:

Hello,  
I am concerned that alternative 2 is the most damaging environmentally option. My number one priority would be no Gondola, however if there is one please do not utilize this option.

I am a home owner in the Meeks Bay community.

Thank you for your consideration.

0159-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.

**0160**

Date submitted (Pacific Standard Time): 6/11/2018 9:17:55 AM  
First name: David  
Last name: Schneider  
Organization:  
Title:  
Official Representative/Member Indicator:  
Address1: 482 Sweetwater Drive  
Address2: 1293 Bing Tree Way  
City: Meeks Bay  
State:  
Province/Region: California  
Zip/Postal Code: 96142  
Country: United States  
Email: davidmschneider@comcast.net  
Phone: 7076956407  
Comments:

0160-1 |

I oppose the Squaw/Alpine gondola. All of what is currently proposed will impact the Granite Chief Wilderness Area adversely, especailly along the Five Lakes Trail.

It will overload the area with traffic, substantially changing the wilderness experience. I'm aware alternatives 3 and 4 have less of a visual impact than 1 & 2, however they all degrade the simple, scenic beauty of this area.

Thank you for considering my views.

0160-1, Opinion (O1)

Potential impacts to the Granite Chief Wilderness area and the Five Lakes Trail are addressed in Sections 4.1, "Recreation," 4.2, "Visual Resources," and 4.3, "Wilderness," of the Draft EIS/EIR. Traffic impacts are addressed in Section 4.7, "Transportation and Circulation," of the Draft EIS/EIR. No specific issues related to the content, analysis, or conclusions in the Draft EIS/EIR are raised in this comment. No further response is warranted.

0161

Date submitted (Pacific Standard Time): 5/25/2018 2:07:14 PM  
First name: Ron  
Last name: Scoglio  
Organization:  
Title:  
Official Representative/Member Indicator:  
Address1: 1330 Pine Trail  
Address2:  
City: Alpine Meadows  
State: CA  
Province/Region:  
Zip/Postal Code: 96146  
Country: United States  
Email: rintahoe@hotmail.com  
Phone: 530-320-7203  
Comments:  
To the NFS,

This is in response to the proposal from SVSH regarding the Squaw Valley to Alpine Meadows Base to Base Gondola #48417.

I have been a full time resident of Alpine Meadows, CA since November of 1989. Alpine is a very special and unique valley. It is a home to many diverse and native flora & fauna. The proposal in all forms will drastically change the look and feel of the Valley, not to mention the impact it will have on the forest, animals and plants. SVSH believes that building this gondola will decrease road congestion, but truly they are only looking to increase their "bottom line" with increased skier traffic.

The NFS must maintain a truly special space "as is" for future generations to enjoy. My opinion is Alternative 1- NO ACTION ALTERNATIVE.

Thank you for allowing me to voice my opinion on this proposal.

Ron Scoglio

#### 0161-1, Opinion (O1)

The comment provides an opinion regarding the merits or qualities of the project and does not address the content, analysis, or conclusions in the Draft EIS/EIR. The Forest Supervisor for the TNF and the Placer County Planning Commission and Board of Supervisors will take the commenter's opinions regarding the merits or qualities of the project into consideration when making a decision regarding the project.