

developers simply cannot be allowed to build a village to accommodate the needs of the Christmas/New Year period without the thought to the lack of business in the off-season. I 1151-4
cont.

The DEIR spoke to a development half the size of Squaw Valley Real Estate’s proposed plan. While I am not sure that is the exact size that can work both for the developer (so that it pencils as a viable investment) or the community, certainly a smaller development can do much to lower the height of the proposed buildings and site them in such a way to improve scenic vistas to the mountains. I 1151-5

Relocation of the existing Nevada Center building somewhere within the development and turning it into a Squaw Valley/Olympic museum with narration of the history of Squaw Valley through pictures, film, stories, etc. would do much to preserve the cultural and historical values and provide a wonderful experience for visitors and residents alike. I 1151-6

Providing money to improve and further develop the currently inadequate transit system at North Lake Tahoe either by charging for parking at the ski area or through some sort of lift ticket tax devoted to transit, to ultimately build a number of interceptor parking lots and provide more free and frequent service (at least 4 times per hour during busy periods on the highways) throughout the North Lake Tahoe resort triangle would likely improve the current situation of gridlock on North Tahoe roadways at peak times and begin to mitigate the impacts of ski area development. Northstar, who also contributes to this problem, should provide money to improve the transit service as well. I 1151-7

The process we have gone through the past three years with respect to the Village at Squaw Valley masterplan has saddened me greatly. When I compare it to the Northstar 20 year master plan rolled out a couple of years ago, where the developers spent a great deal of time working and reworking with the important environmental, governmental and business stakeholders in the community to get it right the first time, before announcing it to the public, was far less contentious (and less expensive) than the course the Squaw Valley developers took. It is terrible to see the acrimony that we are experiencing in this community as a result of this process. I 1151-8

Should you have any questions or comments, or if I can be of assistance in any other way, please do not hesitate to contact me.

Very truly yours,

Roger Kahn rkahn49@gmail.com

I151Roger Kahn
July 17, 2015

- I151-1 The comment is an introductory statement and does not address the content, analysis, or conclusions in the DEIR. Therefore, a response is not provided here.
- I151-2 See the Master Response regarding significant and unavoidable impacts.
- I151-3 See the Master Response regarding the SVGPLUO for a discussion of why the project is a Specific Plan and not a PUD.
- I151-4 The comment provides an opinion regarding the merits or qualities of the proposed project and does not address the content, analysis, or conclusions in the DEIR. The Placer County Planning Commission and Board of Supervisors will take the commenter's opinions into consideration when making decisions regarding the project.
- The comment describes the cyclical nature of commercial business in the area, and states that the project would accommodate the needs of the Christmas/New Year period but not the off-season. As stated in the DEIR, "The fundamental underlying purpose of the VSVSP is to develop a year-round destination resort" that "provides a wide range of destination resort services and amenities to guests and residents on site" (page 2-2). The DEIR evaluates the potential impacts of the project based on this proposed year-round use.
- I151-5 See the Master Response regarding the Reduced Density Alternative. Also, see Section 2.1, "Project Modifications," of this FEIR for a discussion of the applicant's proposed changes to the proposed building heights in response to concerns expressed by the Squaw Valley Design Review Committee and members of the public.
- I151-6 See response to comment I52-13 regarding the two 1960s Olympic-related buildings (the Olympic Valley Lodge and the Far East Center).
- I151-7 See the portion of the traffic Master Response regarding transit service expansion. Also, see the Master Response regarding TRPA thresholds.
- I151-8 No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.

I152

Maywan Krach

From: Jack Kashtan <jkashtan@prodigy.net>
Sent: Sunday, May 31, 2015 6:57 AM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley Draft EIR

Re: traffic impacts--as anyone who has tried to drive north on Highway 89 or in the Truckee area during a Sunday or holiday Monday snow storm knows, traffic during these times comes to a standstill. Even when I 80 is open, traffic backs up due to congestion on the freeway, and when I 80 is closed cars have become stranded on 89 overnight. The roads in Truckee become parking lots and travel within the town becomes impossible. Access for emergency vehicles is severely restricted, especially when the road shoulders are blocked by snow. In such conditions plows can no longer operate and conditions deteriorate further. I have taken as long as 5 hours to drive from Squaw Valley to my home on Donner Lake in such situations, and that was with I 80 open.

I152-1

During ordinary high volume traffic times in the winter, one can anticipate similar gridlock conditions developing in the morning as traffic backs up on 89 when the Squaw parking lots fill. I have seen traffic back up all the way on to I 80 on a weekend bluebird powder morning, with Truckee roads gridlocked.

I152-2

Obviously, the increased Squaw Valley traffic the Draft EIR predicts will exacerbate this already dangerous situation. If the proposed Village expansion is approved Squaw Valley should be required to mitigate traffic impacts in two ways. For ordinary high volume traffic periods it should be required to fund a regional mass transit system with waits no longer than 15 minutes. In addition KSL should fund a dedicated bus lane on 89 between Truckee and Squaw Valley, where the road is wide enough to accommodate this, and it should purchase or lease parking lots in the Truckee area where locals and I 80 traffic can access the buses.

I152-3

For the Sunday storm impacts Squaw Valley should establish a traffic management plan to meter or completely stop exiting traffic, depending on the degree of congestion. Parking, heated space, food, and rest rooms should be available for as long as traffic is being held. It is far better for visitors to wait in such conditions than to be stranded on the road. (Ideally such a plan would be developed regionally, involving North Tahoe and Nevada, but that discussion is for another day.)

I152-4

I believe this mitigation is required both for maintaining an acceptable quality of life for residents of Truckee and North Tahoe and for public safety.

I152Jack Kashtan
May 31, 2015

- I152-1 No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here. The project's traffic impacts are addressed in Chapter 9, "Transportation and Circulation," of the DEIR. Also, see the Master Response regarding traffic.
- I152-2 See response to comment I152-1.
- I152-3 See the portion of the traffic Master Response regarding transit service expansion.
- I152-4 See response to comment I54-26 for a discussion of traffic management during large storm events.

I153

Maywan Krach

From: Cindy Keene <cindykeene@yahoo.com>
Sent: Tuesday, July 07, 2015 10:32 AM
To: Placer County Environmental Coordination Services
Subject: Oppose Squaw Valley Expansion

Dear Placer County:

I am a Sacramento resident AND a second-home property owner in Squaw Valley. I have been visiting and enjoying Squaw Valley since I was a little girl in the 1960s.

I153-1

The Valley has changed a lot since then, especially with the 1990s Village build-out and the many McMansion homes that have been built in the valley.

Traffic:

Traffic on weekends at the end of the ski day (even on non-holidays) is bumper to bumper. It can take 30+ mins to just get out of the valley to Hwy 89. Then there is traffic on Hwy 89. On snow days, it is worse.

I153-2

Noise Pollution:

On weekday mornings in the summer, we often wake up to the sounds of pounding nails, beeping reversing trucks, and table saws. Not the sounds of chirping birds. Summer is a season of remodeling, both in the SV neighborhood and at the ski resort. Noise travels far in the mountains. The idea of 15-25 yrs of KSL construction on the valley floor is very scary. The valley is small and would be transformed into a construction site in the summer.

I153-3

On winter mornings, we often are kept awake by all the snow making machines on the mountain (yes, they are noisy and KSL has added more machines) and also the noise of the grooming machines going up and down the mountain all night long.

Once again, it is not the sounds of a quiet valley. But we adapt. However, there should be a limit!

Vacancy is high:

SV does not need more hotel rooms. We have high vacancy rate most of the year. Let's not hurt current property owners by adding 1500 hotel rooms to compete for the business.

I153-4

Squaw Valley is a valley, a treasure.

If Tahoe needs an outdoor adventure park, put it somewhere accessible, maybe near Hwy 80. I don't think Tahoe needs a man-made adventure park, but Squaw certainly does not.

I153-5

Please please listen to the residents and visitors of Squaw Valley. We are not making this up. There are real concerns and real opposition to this project.

KSL is a company that wants to make money. Their goals are not driven by preserving our Tahoe basin and valleys.

I153-6

Best regards,
Cindy Keene

I153Cindy Keene
July 7, 2015

- I153-1 The comment is an introductory statement and does not address the content, analysis, or conclusions in the DEIR. Therefore, a response is not provided here.
- I153-2 No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here. The project's traffic impacts are addressed in Chapter 9, "Transportation and Circulation," of the DEIR. Also, see the Master Response regarding traffic.
- I153-3 See the Master Response regarding the 25-year construction period and the Master Response regarding noise.
- I153-4 See the Master Response regarding occupancy assumptions.
- I153-5 See the Master Response regarding the MAC.
- I153-6 The comment provides an opinion regarding the merits or qualities of the proposed project and does not address the content, analysis, or conclusions in the DEIR. The Placer County Planning Commission and Board of Supervisors will take the commenter's opinions into consideration when making decisions regarding the project.

I154

June 26, 2015

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

Dear Supervisors:

My name is Kirk Keil. I moved to Tahoe from the Bay Area 16 years ago because the natural beauty and unique character of Tahoe convinced me to alter my life's trajectory so I could live here full time. Since becoming a full-time resident here I have lived in Tahoe City, Truckee and Incline Village.

I154-1

I believe that the scope of the proposed development in Squaw Valley is far too excessive to be compatible with the rural Tahoe community. The volume of new development would urbanize the area, degrade the iconic views of Squaw Valley, generate excessive noise for decades, and dramatically alter the landscape forever. More specifically, I think the DEIR underestimates the impact of the proposed development's additional traffic on North Tahoe's limited road system.

I154-2

As described in the DEIR (Impacts 9-1, 9-2, 9-3, 9-4 and 9-5), even with mitigation there will be significant impacts to Placer County and Caltrans Roads and intersections along SR 89 and Squaw Valley Road.

I am concerned that by excluding the effects of winter weather on traffic the DEIR presents a downward-biased picture of Tahoe traffic and dramatically understates the impact of the proposed development in Squaw Valley. Anyone who has driven on SR 89, I-80, or any other Tahoe road during a snow event knows how snowfall snarls traffic and dramatically lengthens commute times.

The DEIR notes that "Agencies typically shy away from evaluating impacts based on occasional conditions so that impacts, and measures to mitigate impacts, don't result in over-building roads" (9.1.2, pg.3). Defining "snow events" as "atypical" (9.1.2, pg.4) might be true for the current four year drought but is certainly not true for the bulk of Squaw Valley's history. Given that the frequency of snow events is one of the primary drivers of ski resort traffic, ignoring those events for the purposes of calculating traffic loads is counterintuitive.

I154-3

The DEIR further justifies excluding snow events from traffic calculations by likening snow event traffic to holiday traffic. Such a comparison is misleading at best – Tahoe already has holiday traffic, which is generally predictable. Snow events, on the other hand, are less easily predicted and can stretch for days on end. Furthermore, in other locales holiday traffic can be avoided (eg, stay away from the mall); in Tahoe, the limited highway system and resulting lack of alternative transit routes leaves everybody (not just resort-goers) inconvenienced.

Incorporating the effects of winter weather into the traffic models can be done by determining the effects such snow events have on traffic at intersections and on roads and then weighting the traffic calculations by how often snow events occur during a typical winter.

Snow events have the effect of a downward adjustment to the Level of Service (LOS) figures. In other words, a road that flows at LOS B at a Peak Hour on a winter Saturday morning under clear weather

might flow like LOS D in a snow event. The adverse weather has the same effect as additional vehicular traffic: Average Traffic Speeds (ATS) decline and Percent Time Spent Following (PTSF) increases. The effects of snow events on intersections are similar – the increased delays are equivalent to a decrease in the LOS figures. The precise amount of the downward LOS adjustment for any road or intersection could be determined by comparing normal traffic flows with those during snow events.

Quantifying the frequency of snow events should be straightforward. Caltrans presumably records the days when plows were sent out to SR 89, or when chain controls were in effect on area roads. Given the current historic drought, using at least 15 years of data would give a better indication of how often road-affecting snow events occur.

The effects of snow events on traffic should then be weighted by the frequency of snow event data and incorporated into the traffic model. The updated traffic calculations would present a more accurate picture of historic traffic levels along the SR 89/Squaw Valley Road corridor, better reflect the true state of Tahoe traffic and likely show that the traffic impact from the proposed development would be significantly greater than projected in the DEIR.

The DEIR proposes mitigation measures for the (understated) expected additional traffic on Placer County and Caltrans roads and intersections. The DEIR also concludes that the impacts to the Caltrans intersection at SR 89/Squaw Valley Road (Impact 9-4) and to SR 89 in Truckee and SR 28 east of Tahoe City (Impact 9-5) will be "Significant and Unavoidable". Furthermore I believe the DEIR understates the impact to the intersection of SR 89 and SR 28 in Tahoe City. Taken together, these "Significant and Unavoidable" impacts are unacceptable burdens to place on the community.

To avoid the significant and unavoidable impacts on Tahoe roads and intersections and to preserve the character of the Tahoe region, I urge the Commission to oppose the proposed project in its current form or any form of similar size. The developer should be asked to submit a proposal that is appropriate for Tahoe and not an urban mega-resort.

Thank you for listening to my concerns regarding this proposal. I would also appreciate being kept informed about this project and EIR.

Regards,



Kirk Keil
PO Box 4086
Incline Village, NV 89450
kirkk@yahoo.com
(530) 448-6960

I154-3
cont.

I154-4

I154-5

I154Kirk Keil
June 26,2015

- I154-1 The comment is an introductory statement and does not address the content, analysis, or conclusions in the DEIR. Therefore, a response is not provided here.
- I154-2 The comment expresses concern that the project would not be compatible with the rural Tahoe community; and that the volume of new development would urbanize the area, degrade the views of Squaw Valley, generate excessive noise, and alter the landscape. These issues are addressed in the DEIR. No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.
- The comment also references the project's significant and unavoidable traffic impacts, which are identified in the DEIR. No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.
- I154-3 This comment offers several observations relating to the effects of snowy conditions, the frequency/importance of snowy conditions, and the expected consequences of incorporating snowy conditions into the DEIR. Responses to these observations are provided below.
- The comment correctly points out that significant snowfall can have the effect of slowing vehicle travel, which increases delays at intersection and percent time-spent-following on highways. Other issues relate to the need for chain controls, vehicle spinouts, snow storage, and local property access.
- The comment correctly points out that snow conditions are difficult to predict, and that such conditions are important to ski resorts in the region. The comment also suggests that the frequency of snowy conditions can be determined. Although the comment recommends using data from Caltrans based on snowplowing activities, this response instead uses data regarding snowfall at Squaw Valley as reported by <http://www.onthesnow.com/california/squaw-valley-usa/historical-snowfall.html>.
- The portion of the traffic Master Response relating to the 2011-2012 ski season demonstrated that this season was average or typical when considering overall snowfall conditions for the seven-year period from the 2008-2009 through 2014-2015 seasons. During the 2011-2012 season, 20 days had reported snowfall of six inches or more at the Squaw Valley Ski Resort. Only three of these days (January 22nd, March 17th, and April 1st) occurred on weekends. The 2011-2012 ski season at Squaw Valley Ski Resort was 152 days in length and included 44 weekend days. This would suggest that adverse snow-related traffic effects may have occurred on 3 of 44 weekday days, which is about seven percent of the total. It is further noted that Squaw Valley Road and SR 89 are at a lower elevation than the on-mountain snowfall recording area, and thus snowfall on these roads would be expected to be slightly less. The infrequency of these events suggests that is not appropriate or necessary to consider snow-related conditions. Refer to pages 9-3 and 9-4 of the DEIR for additional detail on this topic.
- If one were to attempt to assess the effects of snowfall on traffic, significant assumptions and conjecture would be needed to address the multiple variables associated with snow events, beyond just the annual frequency of snowfall. A snowstorm generating light snowfall over an extended period might result in a relatively large overall snowfall accumulation (12 inches), but snow removal equipment might be able to keep roads clear resulting in a more minor effect on traffic patterns. Conversely, a storm with rapid snowfall over a shorter period

may result in lower overall snow accumulations (10 inches), but snow removal operations may not be able to “keep up” with snow accumulations on the road, potentially slowing traffic. In both cases, snow removal equipment is activated, but resulting road conditions are very different. Also, during the heavy snow event, fewer drivers would likely be on the road, resulting in a reduced potential for congestion. However, how many fewer drivers might there be relative to a lighter snow event. A snow storm with windy conditions would have a different effect on drivers than snowfall with little wind. Incorporating snowy conditions into the traffic analysis would introduce significant speculation into the EIR to address the multiple variables involved, and for the reasons identified above and in the DEIR, is not a necessary component of the traffic analysis.

I154-4 The comment states that the expected additional traffic on Placer County and Caltrans roads and intersections is understated in the DEIR, and that the impact to the intersection of SR 89 and SR 28 in Tahoe City is also understated. However, the comment does not provide specific reasons specifying why the impacts are perceived to be understated. Therefore, a response cannot be provided. See the Master Response regarding traffic, response to comment I154-3 regarding the effects of snow events, and the Master Response regarding significant and unavoidable impacts.

I154-5 The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the DEIR. Therefore, no further response is provided here. All comment letters submitted during the DEIR public review period will be reviewed and considered by the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

I155

July 13, 2015

Placer County Community Development Resource Agency
Environmental Coordination Services
Sent via fax: 530-745-3080

To Whom It May Concern,

Our family has lived and worked in Squaw Valley for over 40 years. During most of that time, I was a physician in the Medical Office at the base of Squaw Valley, where ski injuries are routinely evaluated and treated.

I155-1

The dEIR for the proposed Village at Squaw Valley identified 23 significant and unavoidable impacts in six areas.

I155-2

Perhaps that alone should disqualify this project. At the very least, it mandates that the scope of this project needs to be addressed.

The basic problem is one of scale. Our small valley and ski mountain do not have the capacity for the number of additional skiers and visitors who will impact the valley and the mountain.

I155-3

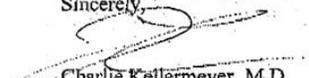
I am not aware of concern for the "skiing experience" that will be severely impacted by the thousands of additional skiers and snow boarders on the mountain. The resulting overcrowding of the ski slopes, in addition to detracting from the freedom of skiing, will result in a higher incidence of accidents and injuries, with an even greater increase in the number of skier versus skier collisions that often result in serious injury.

I155-4

Unfortunately I believe the present proposal will so impact the "skiing experience" that Squaw Valley will no longer be considered one of the premier ski destinations in North America.

Thank you for your consideration.

Sincerely,


Charlie Kellermeier, M.D.
P.O. Box 2246
Olympic Valley, CA 96146

I155

Charlie Kellermeyer, M.D.
July 13, 2015

- I155-1 The comment is an introductory statement and does not address the content, analysis, or conclusions in the DEIR. Therefore, a response is not provided here.
- I155-2 See the Master Response regarding significant and unavoidable impacts.
- I155-3 No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.
- I155-4 See response to comment I2-4 regarding capacity of the mountain and public safety concerns.

I156

Attention: Maywan Krach
3091 County Center Drive, Suite 190
Auburn, CA 95603
cdraecs@placer.ca.gov

Dear Maywan Krach:

Some of my concerns regarding the Squaw Valley DEIR are listed below. Thank you for considering my concerns.

Lori Kelley
Tahoe, CA
lkellyl@sbcglobal.net

- 1. Shadowing study conclusion is flawed. It says:
Please confirm the amount of shadowing by the proposed parking structures onto the creek to confirm impacts on current vegetation and animals (as creek restoration will not happen for years) and proposed vegetation and expected animals. What is the required setback for the large parking structure from the creek? A large parking structure right next to a public creek will have impacts on the creek setting. What are they? I156-1
- 2. The proposed tram linking Squaw and Alpine has been fully and repeatedly publicly announced. Most recently, on July 2, 2015 Squaw stated:
"You, and thousands like you, have expressed interest in staying up-to-date on the proposed base-to-base gondola connection between Squaw Valley and Alpine Meadows. As such, you are among the first to know that Squaw Valley | Alpine Meadows will soon submit plans to Placer County and the US Forest Service in order to begin the public review and approval process."
The impacts of the announced project must be evaluated in the cumulative section. What are the impacts of this project? I156-2
- 3. Visual: The new village completely abandons the current open village view of the tram mountain. Isn't this a significant negative visual impact? Is it a negative circulation impact? I156-3
- 4. The transition from old village to new village is not clearly described. The public areas are not at the same elevation. Does one walk up and down stairs? How will bikes process from old village to new village? How will handicapped individuals process this transition? Any outdoor stairs will be dangerous in winter. How will this danger be mitigated? How will these stairs be plowed? These poor transitions from existing to new Village areas are inconsistent with the goals of the SVGPLUO and Design Guidelines calling for cohesiveness with the existing village and pedestrian orientation and, as a result, would result in significant land use impacts. The pedestrian safety issues would result in a significant hazard, a CEQA issue. I156-4
- 5. The proposed traffic mitigations are unproven and speculative. What happens if the mitigations do not work? What are fall back mitigations? The new village should be allowed in phases with meaningful requirements (water or traffic or noise) and mitigation success demonstrated before the next stage is allowed to go forward. For example, have traffic mitigations worked? Traffic mitigation must be real / feasible. I156-5
- 6. The DEIR clearly calls out an existing noise level that exceeds county standards in many Squaw Valley area places, certainly including Squaw Valley Road. And the proposed project will make the noise worse. If an area is non-attainment for a noise standard, increasing the noise is clearly not acceptable and must be called significant and non-mitigatable. I156-6

I156 Lori Kelley
no date

- I156-1 See the Master Response regarding the visual impact analysis for a discussion of the shadow study. As described therein, the shadow analysis and corresponding evaluation were conducted to address the question of whether the project would create additional shadowing on existing structures or facilities during a substantial portion of the day (this threshold was developed based on public comments received during the CEQA scoping period). However, the shadow study provided in Appendix F of the DEIR can also be used to assess the potential effects of project generated shadows on Squaw Creek. As shown in the Appendix F exhibits, the buildings in the main Village area result in very minor new shading on Squaw Creek and the Olympic Channel during the summer and spring time periods (fall would have the same shadow conditions as spring). As the sun and shadows move, building shadow would only affect some areas of Squaw Creek and the Olympic Channel for a portion of the afternoon, which still allows ample sunlight during the remainder of the day to support vegetation. During the winter months, when building shadow would affect Squaw Creek and the Olympic Channel for longer periods, plants are dormant and frequently covered by snow and increased shadow would have little to no effect on vegetation. The parking structures in Lots 11 and 12 south of Squaw Creek (see DEIR Exhibit 3-5) are substantially shorter than the buildings that are the focus of the shadow study. Whereas many of the buildings may have portions 80+ feet tall, Lots 11 and 12 have a maximum allowable height of 20 feet. Therefore, shadows from the Lot 11 and 12 parking structures would be 50% to 75% shorter than those shown for the buildings in the Appendix F exhibits. Under these conditions, the parking structures would result in little if any shading of Squaw Creek during the spring and summer months.
- I156-2 See the Master Response regarding the cumulative analysis.
- I156-3 The comment states that the project would alter the current open village view of the tram mountain and asks whether this would be a significant effect. Please refer to the analysis of Impact 8-1 (Adverse effect on a scenic vista) in the DEIR for an analysis of how the project would alter the view of the Village and surrounding mountains from Squaw Valley Road. This impact is considered significant and unavoidable in the DEIR.
- The comment also asks whether this would be a negative circulation impact. The DEIR transportation and circulation analysis addresses impacts related to traffic, transit services, pedestrian and bicycle access, and emergency vehicle access. While pedestrian access is addressed under Impact 9-6 in the DEIR, skier access to the trams is not considered a transportation impact under CEQA.
- I156-4 The comment states that the transitions from the existing Village to the proposed Village are not clearly described and could result in significant land use impacts and safety hazards.
- The design details requested in the comment have not been finalized and are not required for the program level of analysis in this DEIR. Building plans that include the transition between existing and proposed structures would be submitted to the Placer County Design/Site Review Committee for review before construction is permitted. Information to be reviewed and approved by the County includes: location and use of existing and proposed structures; setbacks from property lines; exterior building elevations for all sides of proposed buildings; exterior lighting plans; and the relationship of proposed buildings to all other structures within 100 feet and their height. (See Mitigation Measure 8-2b in the DEIR.)

Potential safety concerns and conformance to laws and policies related to handicap access would be confirmed at this stage. The potential for the project to conflict with adopted policies, plans, or programs regarding pedestrian facilities, or otherwise decrease the performance or safety of such facilities is evaluated in the DEIR in Chapter 9, "Transportation and Circulation." (See Impact 9-6 [Impacts to bicycle and pedestrian facilities] on page 9-65 of the DEIR.) This impact would be less than significant.

- I156-5 The comment states that the proposed traffic mitigation measures are unproven and speculative, but does not provide specific reasons for this assertion. The traffic mitigation is not unproven, speculative, or infeasible. The comment also suggests the project be implemented in phases, and that the success of mitigation be proven before the next phase may proceed. Proof of the effectiveness of mitigation during project implementation is not required under CEQA, nor is it necessary here due to the adequacy of the DEIR's traffic mitigation measures. However, see response to comment O8d-14 which addresses adequacy of the DEIR's traffic mitigation measures. Further, as discussed in response I41-7, the County must ensure future compliance with adopted mitigation measures through the MMRP.
- I156-6 The commenter accurately states that the DEIR describes existing noise levels in the project area and specifically on Squaw Valley Road. The commenter further asserts that because existing noise levels exceed Placer County noise standards, that noise impacts should be called significant and non-mitigatable. As described in the Master Response regarding noise, additional mitigation has been included in the FEIR that will mitigate the project's contribution to noise increases along Squaw Valley Road. Construction-related noise was determined to be significant and unavoidable in the DEIR despite inclusion of many mitigation measures. Noise impacts from stationary noise sources are not known to be a current problem and the DEIR included mitigation that would avoid a significant impact with regards to stationary noise sources. The noise impacts were accurately described in the DEIR.

I157

Maywan Krach

From: billyk74@gmail.com on behalf of Bill Kelly <bill@kellybrotherspainting.com>
Sent: Tuesday, July 14, 2015 1:25 PM
To: Placer County Environmental Coordination Services
Subject: Fwd: Squaw Valley Development EIR

> To Whom It May Concern:

>

> I am not pleased with the idea of having such an increase in traffic with this project. I'm also not liking the fact that they will have buildings 108 ft tall and an indoor amusement park. I highly recommend that the Board of Supervisors not approve this grossly over development of this beautiful area.

>

> Thanks

> Bill Kelly

> 530 308 4874

I157-1

I157

Bill Kelly
July 14, 2015

I157-1

The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the DEIR. Therefore, no further response is provided here. All comment letters submitted during the DEIR public review period will be reviewed and considered by the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

I158

7/15/15

HEY PLACER COUNTY!

I URGE YOU TO OPPOSE THE SQUAW VALLEY VILLAGE SPECIFIC PLAN. I MEASURE MY EXPERIENCE IN THE MOUNTAINS TO FIND PEACE AWAY FROM A BUSY CITY WITH ITS HIGH RISES & CONCRETE BUT ALSO ITS VAST OPEN VALLEYS AND SKIES. THE PUBLIC IS MISSING THE POINT OF HEADING TO TAHOE IF THEY NEED AN AMUSEMENT PARK & FAKE H2O SLIDES WHEN YOU HAVE WORLD CLASS MOUNTAINS, LAKE TAHOE, & TUOLUMNE RIVER, ETC TO PLAY IN. KEEP THOSE FAKE AMUSEMENTS IN THE CITY & KEEP SQUAW VALLEY TRUE TO ITS PRISTINE ROOTS. PLEASE THINK STRONGLY THE DIRECTION FOR KEEPING THE MOUNTAINS WILD & NOT LIKE THE CITIES. THANK YOU FOR YOUR TIME IN THIS MATTER!

ENJOY YOUR SUMMER DAYS,

EMILY KESSLER
760-809-3069

I158-1

I158Emily Kessler
July 15, 2015

I158-1

The comment is directed towards the project approval process and does not address the content, analysis, or conclusions in the DEIR. Therefore, no further response is provided here. All comment letters submitted during the DEIR public review period will be reviewed and considered by the Placer County Planning Commission and Board of Supervisors before a decision on the project is rendered.

I159

Maywan Krach

From: Norm Kitching <normski@pacbell.net>
Sent: Thursday, July 16, 2015 9:39 AM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley Proposal

Hi,

Thank you for taking public comments.

There are a lot of issues and I have tried to look at both sides of this development proposal.

I think SV has the right to develop more of the area, but after much thought, I think the scope of the project is too big for this area.

The size of the buildings and the scope of the amusement park seem out of scale for the mountains. Much of what they are proposing seems like it is similar to what people already have here. Do we need an indoor water ski park. we have numerous lakes to waterski on. A bowling alley as a destination resort entertainment feature..? The height of the buildings is a concern as well.

Perhaps the most alarming is that construction is scheduled for 25 years and will violate numerous Placer County ordinances on construction. Night construction does not seem like it is in character with our area. I know there is a lot of money riding on this project for the county, but it feels like everything needs to be scaled back a bit.

Traffic, we already have heavy traffic on most summer weeks here and the weekends are packed to the gills. How is adding lots more visitors going to help the already very heavy traffic we have..?

Thank you very much for considering all the arguments for and against this project. As a resident and taxpayer, I feel the current scope of the project is too big and out of scale for our area. I think the project could be scaled back significantly and that SV/KSL can still make a nice profit, but, as proposed, the project seems to come at the expense of the rest of the people already here.

Thank you for your consideration,
Norm Kitching
Tahoe City

I159-1

I159-2

I159-3

I159-4

I159-5

I159 Norm Kitching
July 16, 2015

- I159-1 The comment provides an opinion regarding the merits or qualities of the proposed project and does not address the content, analysis, or conclusions in the DEIR. The Placer County Planning Commission and Board of Supervisors will take the commenter's opinions into consideration when making decisions regarding the project. Also, see the Master Response regarding the MAC.
- I159-2 As described in Section 2.1, "Project Modifications," of this FEIR, the applicant has proposed changes to the proposed building heights in response to concerns expressed by the Squaw Valley Design Review Committee and members of the public.
- I159-3 See the Master Response regarding the 25-year construction period and the Master Response regarding noise for a discussion of nighttime construction.
- I159-4 The project's traffic impacts are addressed in Chapter 9, "Transportation and Circulation," of the DEIR. No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.
- I159-5 The comment provides an opinion regarding the merits or qualities of the proposed project and does not address the content, analysis, or conclusions in the DEIR. The Placer County Planning Commission and Board of Supervisors will take the commenter's opinions into consideration when making decisions regarding the project.

I160

July 16, 2015

VIA E-Mail

Placer County
Planning Services Division
3091 County services Drive
Auburn, CA 95603

Attn. Planning Commissioners:

I have been skiing at Squaw Valley for 35 years as a season pass holder. At first we commuted from rentals in Tahoe Donner, but soon rented in Squaw Valley. Our first rental house was a three bedroom with 18 cabin-mates. By the end of renting, we were just five of us renting a four bedroom house. We became original owners of a condo in First Ascent in the Village in 2002. My daughter has progressed through the Mighty Mites and is now on the Devo Team. We have been active understanding the original Intrawest plan, the first KSL proposal, and the current proposal. I have read many EIR's for a variety of projects and I have read this DEIR. (Although, I will never understand why EIR's are so convoluted and voluminous as they tend to be? Drafters must be paid by the page even if the extra volume does not add clarity).

I160-1

I generally support the project as proposed but find there could be a few more mitigations that lessen the identified impacts. Honestly, I also am compelled to share that items the EIR defined as significant and unavoidable are really not that significant. The EIR explains its logic well to declare significance but I am used to reviewing impacts from industrial and Greenfield projects that have the predictable possibility of death and massive environmental damage. Here, a continuing extension of prior use to maximize utility and experience of an awesome ski hill for guests and locals that is in-line with all previous planning documents is just not the same significance. CEQA was intended to ensure there was notifications of proposed projects and discussion of potential significant impacts with the public. However, CEQA all too often has been misused for single minded extortion or impediment to progress even after all impacts have been widely discussed and acknowledged. The planning department should consider all input but might consider weighing the input from locals and homeowners greater than organized paid professionals or single purpose entities.

I160-2

Size, shape, and layout:

The design review board has been working with the project that appears to have successfully added character to the proposal by defining set-backs and step-ups in structures and roof-lines. The input should continue to be incorporated into the final designs standards.

I160-3

Admittedly, comparing the proposed project to the original project has limited CEQA merit but a comparison does illustrate aspects of the new project that are desirably superior. Developing the project to the east of the existing village does open up the view corridors from the hillside homes and as visitors enter the valley. When we bought in First Ascent, the plans everyone expected was the next part of the village would be built to the East of the existing village with ultimately a big parking structure to the North. The proposed low profile parking deck to the East with building to the North. Structures towards

I160-4

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Page 2

the hillside have proven to create limited intrusiveness if you realistically look at Squaw Creek nuzzled up against the tree line versus what all the critics threatened before it was built.

I1160-4
cont.

Water:

Clearly, numerous extensive studies have concluded that based on the study data there should be ample water available to support the build out. However, controversy and doubt continues in the community that wants more detail and assurances. Rather than continuing with studies, specific actions could mitigate and position the water situation to be improved and managed in the future. The new facilities could be constructed with a separate plumbed system to supply irrigation water. As the project is being built out the segregated system could be supplied from the common system and later switched to a new water source. The separate supply could also accommodate a future reclaimed water source.

I1160-5

If the risk of water shortage could be even tighter, building the projects grey water system with separate discretely plumbed source for toilet service. This is common construction in Japan and other areas with low water new communities. Retrofitting after the fact is prohibitive, but building as insurance from the start may be desirable.

I1160-6

Heating Sources and Green House Gases:

Heating fuel is discussed in a couple of areas in the document and in the Greenhouse gas section. There also was a lot of discussion about Greenhouse gas attainment in 2030 pending new regulations details. In the document, favoring natural gas is cavalierly dismissed and not further discussed since it poses only a slight advantage versus propane or heavier transportation fuels. I believe that statement is categorically inaccurate. Burning Natural Gas versus Propane releases 17% to 18% less CO2 per BTU depending on weather you include total cycle life or straight release at the source. See documents below attached.

I1160-7

http://www.propanecouncil.org/uploadedFiles/REP_15964%20Propane%20Reduces%20GHG%20Emissions%202009.pdf

There have been discussions of extending the trunk line from Truckee to Squaw Valley to supply Natural Gas. If 1500 new households does not support running the line whatever will? Piped Natural gas would cost 5 to ten times less for fuel source than propane. Piped Natural Gas would also eliminate truck deliveries of Propane or LNG through the community. And managing the storage and distribution of propane does pose some risk.

I1160-8

The EIR discusses LNG as an alternative. LNG would supply the same CO2 advantage but would not be the same cost advantage but, still better than Propane.

I1160-9

Lastly, operating a distributed Propane delivery system throughout the newly constructed Village by OVI and the new Village to the north of the existing village poses more risk than a Natural Gas system. Inherently, natural gas is much lighter than air and dissipates readily. Propane can pool and accumulate creating a greater explosion risk.

I1160-10

Historic Buildings:

The DEIR states that there are structures that could qualify for the historic register. But, from a CEQA perspective they are not currently registered and I can't imagine they would qualify. Respecting and remembering the Olympics is foundational to Squaw but structures that were hastily built seem worth continuing to protect. Didn't a similar structure collapse? The proposal to capture architectural significance of the designs seems more than adequate. Maybe, the Olympic museum could be further enhanced to add to the mitigation.

I1160-11

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Additionally, maintaining the current locker room seems misguided. All of the current members should be grandfathered into a new locker room that could be built to modern standards that match the look and feel of the new village. The available space relative the triangular A-Frame design is just not efficient use of the footprint. I can't imagine the current design would satisfy egress requirements if it were heavily occupied. And, lastly it has wood shingled roof directly adjacent to the wild land area. I am as nostalgic for all things Squaw Valley as the next guy by sensible reason can accommodate both goals. Admittedly, I want the project to reopen the Beer Garden and have Bob playing disco from a Brass Booth to a dance floor full of après skiers at Bar One, but times change.

1160-12

Ever move into a house that is in need of painting? At first it's all tolerable. Over time the rooms will be painted one by one, until one last room remains unpainted. That last room becomes intolerable and is quickly painted even if resources are depleted. Don't let the locker become that last unpainted room. Once the project is built out, the locker room membership is likely to beg for an upgrade to match the look and feel of the rest of the Village. The locker should be upgraded and replaced now while access is easy before the Village expands.

Construction timing:

There is a lot of discussion around the 25 year build out schedule. The DEIR does a sound job describing that the build will be in stages much like the pace of build over the last 25 years so no real change from the status quo. The project also commits to limiting the total build below the currently approved build out in the 1983 area plan.

1160-13

Two laws of the universe cannot be broken. The laws of thermodynamics and those of economics. The economic reality of the expected pace of demand for new ownership in Squaw will naturally limit the pace of new construction. The building window being limited to summer months and limited access roads would cause the expected build to be paced by the project builders simply for construction efficiency. The DEIR commits to no more than 20% max build simply guarantees a limit that would be unlikely to be hit regardless.

Construction even at pace will cause impacts for the local and visiting community. Construction pacing, premier emissions controls on construction equipment, and controlling construction hours for normal activity mitigates the impact but still could be significant.

Creek Restoration:

An attractive improvement for the benefit of visitors and the local community is the proposed Squaw Creek Restoration. The widened creek would also provide additional flood control for what we all hope is coming wet Years. As desirable as the Creek restoration is, the DEIR proposes to construct the creek once the project build reaches the 40 percent milestone. The local community incurs impacts as soon as construction begins. Deferring the creek restoration to what could be ten to twelve years into the project seems disconnected from the impact and unfair.

1160-14

The Creek restoration should begin as soon as construction begins. Maybe, it should be tied to the start of construction of the MAC. With initial restoration of the Creek, the impacted community would receive some mitigations for the entire 25 year build out. Admittedly, it does not help KSL's cash flow but that is the price and risk that allows the development to commence in the community.

Traffic and Squaw Valley Road Modifications:

The DEIR concludes there could be significant impacts from the project during high use event or ski days. Holidays and ski days can create traffic issues weather the project is built or not. It is impossible to quantify exactly but the project could have developed the concept that more beds would actually lessen the load as valley residents could be expected to arrive at a pace during the week more distributed than the traditional weekend warrior that arrives nearby for Saturday morning skiing and leaves Sunday night. Those of us that have been around for 30 years remember far worse traffic when everyone needed to leave the Valley to stay in Tahoe City, West Shore, or Truckee.

1160-15

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There was criticism that the base case for the traffic study was a low snow weekend and year. Regardless of year, traffic in the last decade is much better than it was decades ago, hopefully due to improvements in the traffic lights, additional turn lanes, and improved traffic management. Some of it could be a decline in skier visits. The case presented to build out Squaw Valley access to a full double lane roadway is too intrusive for the few days of traffic impact alleviated. Specifically, adding explicit mitigation for the project and Squaw Valley Operating Company to continue to improve traffic management should be documented. Additionally, the project could examine adding turnout lanes where space is available along Squaw Valley Road. Extra Space could be especially helpful during storms and managing car accidents.

I160-15
cont.

The East Parcel:

Building residential spaces for workers and Stores delivery facility meets requirements. The proposal to create an offloading facility at the head of Squaw Valley will benefit the Village, Squaw Valley Road, and the Community from the burden of delivery trucks. To mitigate the unexpected impact for the neighbors of the East Parcel Delivery Center, the project should provide sound-proofing like LAX does for neighbors with new doors and windows and planting foliage.

I160-16

Closing:

The proposed project framework provides the basis to build out Squaw Valley with a common look and feel. CEQA is a well-intended process that unfortunately can be used as a weapon to delay and derail all projects and owner's rights. The expected development from the original SVLUPLO and expectations from the Intrawest project has been delayed enough putting the vitality and viability of Squaw Valley at risk. With additional mitigations and design guidelines, let's get on with it. I rushed this to meet the deadline, so please don't grade it.

I160-17

Cheers

Jeff Krag
2423 First Ascent

I160 Jeff Krag
July 16, 2015

I160-1 The comment is an introductory statement and does not address the content, analysis, or conclusions in the DEIR. Therefore, a response is not provided here.

Regarding the voluminous nature of the DEIR, see response to comment I25-21.

I160-2 The comment provides an opinion regarding the merits or qualities of the proposed project and does not address the content, analysis, or conclusions in the DEIR. The Placer County Planning Commission and Board of Supervisors will take the commenter's opinions into consideration when making decisions regarding the project.

I160-3 The comment provides an opinion regarding the merits or qualities of the proposed project and does not address the content, analysis, or conclusions in the DEIR. The Placer County Planning Commission and Board of Supervisors will take the commenter's opinions into consideration when making decisions regarding the project.

I160-4 The comment provides an opinion regarding the merits or qualities of the proposed project and does not address the content, analysis, or conclusions in the DEIR. The Placer County Planning Commission and Board of Supervisors will take the commenter's opinions into consideration when making decisions regarding the project.

I160-5 See response to comment I15-5 regarding use of gray water.

I160-6 See response to comment I15-5 regarding use of gray water.

I160-7 The commenter states, "In the document, favoring natural gas is cavalierly dismissed and not further discussed since it poses only a slight advantage versus propane or heavier transportation fuels. I believe that statement is categorically inaccurate." It is assumed that the commenter is referring to the following text on page 16-13:

As indicated in Chapter 3, "Project Description," liquefied natural gas (LNG) may be used as an alternative or supplemental energy source. LNG would be delivered, refueled, stored, and distributed as natural gas, in the same manner as described above for propane. Although natural gas has lower energy content per volume than propane, overall GHG emissions to achieve equal heating of rooms/water/etc. is not significantly different between the two gasses (i.e., amount of CO₂ released during combustion to generate a unit of heat not significantly different). Therefore, GHG emissions were not calculated separately for the potential use of LNG.

There is currently not a natural gas connection to Squaw Valley and, as stated on page 14-9 of the DEIR, LNG is not currently available by truck delivery to Squaw Valley. Therefore, using natural gas from a pipeline is not currently an option for the land uses proposed under the VSVSP. The applicant explored transporting LNG to the site via trucks, but the LNG supplier indicated that LNG generates far less energy per gallon of fuel than propane; therefore, more delivery vehicles would be required (Hosea, pers. comm., 2015). This claim is supported by literature on the subject (Propane 101 2015). The applicant has removed LNG as an option for the land uses developed under the VSVSP, as explained in Section 2.1, "Project Modifications," of this FEIR.

The commenter states that natural gas is 17 to 18 percent more efficient with respect to emissions of carbon dioxide on a per BTU basis [British thermal units] “depending on weather you include total cycle life or straight release at the source” and references a document published by the Propane and Educational Research Council titled *Propane Reduces Greenhouse Gas Emissions: A Comparative Analysis* (Propane Education and Research Council 2009). The County and its consultants have reviewed this document and it is unclear exactly where the document explains that natural gas is 17 to 18 percent more GHG efficient than propane. An “end-use” GHG comparison of these two fuels is found in Table 2.2, CO₂ Released per Btu, on page 3 of this document. This table contains values provided by the Energy Information Administration showing that 100 percent combustion of natural gas generates 53.06 kilograms (kg) of CO₂ per million Btu and propane generates 62.30 kg CO₂ per million Btu. Using these values, combustion of natural gas generates approximately 14.8 percent less CO₂ than combustion of propane. This is an “end-use” comparison, however. One important consideration is that this comparison does not include GHG emissions associated with leaks of these two fuels and with the upstream activities involved in producing and transporting these fuels. The same document states,

Natural gas (methane) generates fewer CO₂ emissions per Btu than propane, but natural gas is chemically stable when released into the air, producing a global warming effect 25 times that of CO₂... With propane’s short lifetime in the atmosphere and low carbon content, it is advantageous when compared to many other fuels in many applications (Propane Education and Research Council 2009:5).

Moreover, Section 4 of this document shows the lifecycle GHG comparisons of propane and natural gas. Figure 4.3 of this report indicates that natural gas is 1 percent more GHG efficient than propane used for residential space heating (Propane Education and Research Council 2009:9). These results would be different if updated using the most recent global warming potential (GWP) factors. The report by the Propane Education and Research Council used GWP factors of 25 and 298 for methane and nitrous oxide, respectively. The most recent GWP factors recommended by the Intergovernmental Panel on Climate Change (IPCC) are 34 and 298 for methane and nitrous oxide, respectively (IPCC 2013: Table 8.7). In summary, the reference provided by the commenter does not sufficiently support the claim that using LNG would be more GHG efficient than using propane.

The DEIR concludes that the project would not result in significant GHG impacts in the near term (before 2020) because it would not interfere with policies (AB 32) adopted for the purpose of avoiding this significant environmental concern, but that the impact may be significant in the future as new and more stringent goals are established. Mitigation Measure 16-2 requires the implementation of an ongoing operational greenhouse gas review and reduction program. It requires any projects processed by the County after 2020 will be required to reduce, to the extent needed and feasible, GHG emissions such that the project operates within the targets established at the time the project is submitted for approval.

I160-8

In Section 3.4.3, “Public Services and Utilities,” of the DEIR project description, the description under “Propane/Liquefied Natural Gas” identified the possibility that LNG may become available in Olympic Valley, and may be used as an alternative or supplemental energy source for the project. After considering the feasibility and practicality of bringing LNG to Olympic Valley, the applicant is no longer looking at this as a viable option. This change is discussed in Section 2.1, “Project Modifications,” of this FEIR.

Regarding the risks associated with propane, see the Master Response regarding the mountain maintenance facility.

I160-9

See response to comment I160-8 regarding the use of LNG.

- I160-10 See the Master Response regarding the mountain maintenance facility.
- I160-11 See response to comment I52-13 regarding the two 1960s Olympic-related buildings (the Olympic Valley Lodge and the Far East Center).
- I160-12 The comment provides an opinion regarding the merits or qualities of the proposed project and does not address the content, analysis, or conclusions in the DEIR. The Placer County Planning Commission and Board of Supervisors will take the commenter's opinions into consideration when making decisions regarding the project.
- I160-13 No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here. Also, see the Master Response regarding the 25-year construction period. The statement that "The DEIR commits to no more than 20% max build simply guarantees a limit that would be unlikely to be hit regardless." is incorrect. The DEIR does not provide a maximum of 20 percent of the construction effort being completed in one year as a limit, but as an assumption to support various analyses in the DEIR (e.g., for calculating maximum annual construction emissions). This is a conservative estimate, in that, as the comment states, it is not likely that such a construction pace would be undertaken; however, when the EIR preparers asked the applicant for a maximum amount of construction activity that might occur in a single year, the 20 percent estimate was provided.
- I160-14 See response to comment O14-2 regarding timing of creek restoration.
- I160-15 The commenter's suggestion that providing lodging opportunities may distribute guest/skier arrivals over a longer period is noted. As indicated on page 9-17 of the DEIR, the results of multiple guest and skier surveys, addressing arrival times and other travel behaviors were incorporated into the traffic modeling. Occupancy data for existing lodging facilities and roadway traffic counts were also incorporated. The traffic analysis uses the best available data to project travel patterns. Although the data indicates that Saturday morning remains the peak winter arrival period, the data available indicate that the peak summer arrival period is the Friday p.m. peak hour, indicating the early arrival of lodging guests indicated by the commenter.
- Regarding the reference to use of traffic data from a "low snow weekend or year," see the portion of the traffic Master Response regarding use of the 2011-2012 ski season data to represent winter conditions. Please see the evaluation of the Widened Squaw Valley Road Alternative beginning on page 17-31 of the DEIR regarding the issue of widening this roadway. The suggestion of adding turnout lanes on Squaw Valley Road could result in some of the same environmental effects identified for the Widened Squaw Valley Road Alternative, depending on the location and extent of turnouts. For turnouts to be consistently effective, they would need to be in sufficient numbers to be available at locations where cars pulling over from an accident could use them or they could otherwise provide benefits. A limited number of widely spaced turnouts would likely only provide benefits on rare occasions, and large numbers of turnout areas would likely generate similar adverse environmental effects as those identified for the Widened Squaw Valley Road Alternative. Therefore, providing turnout lanes is not considered a viable option for providing regular and meaningful benefits to traffic conditions on Squaw Valley Road. Improved traffic management measures are included in Mitigation Measures 9-1a, 9-1b, and 9-2a-d in the DEIR.
- I160-16 See the Master Response regarding the East Parcel.
- I160-17 The comment provides a summary of detailed comments provided above. See responses to the detailed comments above.