

I181

Maywan Krach

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

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

I
I181-1

Sent from my iPad

I181Park Loughlin
July 15, 2015

I181-1

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.

Regarding concerns about building heights, the indoor amusement center, and 25 years of construction, see the Master Response regarding the visual impact analysis (as well as Section 2.1 in this FEIR), the Master Response regarding the MAC, and the Master Response regarding the 25-year construction period, respectively.

I182

Charles E. Luckhardt

LAW OFFICES OF

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

Charles E. Luckhardt
2515 Westgate Avenue
San Jose, California 95125
Telephone (408) 264-2343

6/9/ 15

Placer Co community development resource agency, environmental coordination services

3091 County Center Drive, suite 190

Auburn Ca. 95603

Re: Squaw Valley Specific Plan DEIR

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

I182-1

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

I182-2

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

I182-3

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

I182-4

Very Truly Yours

Handwritten signature of Charles Luckhardt

Charles Luckhardt

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JUN 11 2015

ENVIRONMENTAL COORDINATION SERVICES

I182 Charles E. Luckhardt
June 9, 2015

- I182-1 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.
- I182-2 The comment expresses concerns related to the use of the proposed helipad. The helipad would be considered an emergency medical services landing site pursuant to the California Code of Regulations (CCR), Title 21, Sections 3525 through 3560 (Airports and Heliports). Emergency medical services landing sites are designated and authorized by a public safety agency (i.e., any city, county, state agency, or special purpose district authorized to arrange for emergency medical services) for the landing and taking off of an emergency services helicopter (PUC Section 2166.1). By definition, these sites are used an average of six times per month or less over a 12-month period, are not marked as a permitted heliport, and are used only for emergency medical purposes. Emergency services landing sites are exempt from the permitting requirements of Title 21 of the CCR pursuant to PUC 2166.1 (page 3-19 of the DEIR). Note that the purpose of the helipad is to establish a formal landing spot for emergency services already provided, not to increase helicopter use; currently helicopters land in open areas of the parking lot, when available, or on the mountain. See also page 11-17 of the DEIR, which describes why noise impacts of helicopters are not discussed further in the DEIR.
- I182-3 The comment expresses concerns related to the sequence of construction. The sequence and pace for constructing various land uses and facilities would be market driven; therefore, a specific construction schedule has not been developed at this time. However, infrastructure that supports the buildings (parking, sewer, etc.), by necessity, would be constructed to serve the related development; otherwise operations would be infeasible. See Section 3.4.6, "Project Construction," in the DEIR for further details, including the trigger for completion of creek restoration.
- I182-4 The comment addresses an existing condition regarding three-laning Squaw Valley Road during certain peak times. Squaw Valley Ski Corporation trains personnel to properly conduct flagging operations, but the commenter's observations are noted. They will be provided to the Placer County Planning Commission and Board of Supervisors during their review of the project. Also see the portion of the traffic Master Response regarding the effectiveness of Mitigation Measure 9-1a. Also, please see response to comment I54-20. Regarding the recommendation to "extend Sandy into the road serving the cabins at the Ropes Course," this is not part of the project, and would not mitigate impacts of the project, so the recommendation is not addressed in the DEIR.

1183

DAY ■ CARTER ■ MURPHY LLP

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Jane E. Luckhardt
jluckhardt@daycartermurphy.com

July 17, 2015

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

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

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

Dear Maywan Krach:

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

1183-1

Traffic

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

1183-2

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DAY • CARTER • MURPHY LLP

Maywan Krach
Placer County, Planning Services Division
July 17, 2015
Page 2

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

1183-2
cont.

Noise

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

1183-3

Construction Noise

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

1183-4

Project Noise

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

1183-5

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

1183-5
cont.

Baseline/Background Noise

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

1183-6

High Sound Transmission Conditions

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

1183-7

Mitigation Measures

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

1183-8

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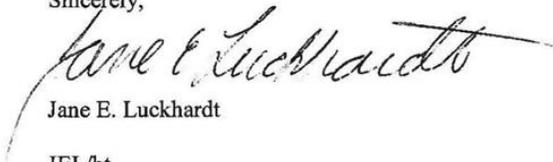
Maywan Krach
Placer County, Planning Services Division
July 17, 2015
Page 4

Conclusion

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

I 1183-9

Sincerely,



Jane E. Luckhardt

JEL/bt

{01006190}

I183Jane E. Luckhardt
July 17, 2015

- I183-1 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.
- See responses to comment letter O10 submitted by the Squaw Valley Lodge Owners Association.
- For detailed responses to the comments regarding traffic and noise, see responses below.
- I183-2 The comment provides some anecdotal experiences associated with pedestrians and drivers in the Olympic Valley. These comments are noted. Chapter 9, "Transportation and Circulation," of the DEIR provides an evaluation of transportation and circulation impacts associated with implementation of the project. Also, see the Master Response regarding traffic issues at Squaw Valley Road and Squaw Peak Road.
- I183-3 The commenter provides an overview of the issues that are further described in the below comments. See responses to comments I183-4 through I183-8.
- I183-4 The County exempts construction noise, to an extent, by ordinance. However, although the Placer County Code Section 9.36.010 (construction noise exemption) was described in the DEIR, it was not relied upon for the significance conclusion. The DEIR concluded significant and unavoidable with regards to construction noise impacts. Further, as described in the Chapter 11, "Noise," of the DEIR and the Master Response regarding noise, mitigation measures were included to protect sensitive land uses in the surrounding community, to the extent feasible, from excessive construction noise. With regards to the extended period of construction, see the Master Response regarding the 25-year construction period.
- I183-5 The commenter expresses concern that the ambient noise measurements taken to describe existing conditions do not accurately reflect noise levels during times of the year when the ski area is not operating.
- Section 11.5.3, "Local Setting of the DEIR," describes the existing conditions within the project area with regards to noise. As shown in Table 11-3, 19 separate noise measurements were conducted throughout the area. Existing noise levels along Squaw Valley Road and SR 89 were also modeled and presented in Table 11-4. Different noise measurements were conducted for various purposes. Some measurements were intended to characterize noise sources unique to Squaw Valley, such as ski lifts, snowmaking equipment, and snow plows, while others were conducted to characterize the existing ambient noise levels. Measurements related to snow or ski operations could only be taken during the ski season. Measurements that were not within the existing village or adjacent to a certain type of equipment would be representative of ambient noise levels as they were located far enough away from ski lifts and other snow-related equipment such that those noise sources would not influence the noise measurement results. Table 11-13, Exhibit 11-1, and Exhibit 11-2 indicate where and when all measurements were conducted.
- Measurements were used in the noise analysis to describe what types of noise sources currently exist and what might be added as result of the project. Further, noise measurements were used in the analysis (Impact 11-4) to evaluate the level of noise that new sensitive receptors as a part of the project would be exposed to. Because the measurements were taken during the ski season when more activity associated with skiing

and snow activities occurs, noise levels during this time would be considered the maximum levels that currently exist. As described in Impact 11-4, new sensitive receptors would not be exposed to excessive noise levels.

All potential noise sources associated with the proposed project were evaluated and described in the DEIR. Mitigation measures were added based on the projected maximum noise levels that could occur. The commenter suggests that a table should be included that shows existing noise levels and existing plus project noise levels. An evaluation of this type would not be appropriate for the proposed project. The proposed project is a specific plan with development occurring in various areas and spread out over a large area. Noise levels would vary throughout the entire area and would be determined based on the specific development and site plan orientation that is ultimately decided on. There would be no way to accurately quantify the actual noise levels at each location where existing noise measurements were conducted. However, to evaluate increase in noise, the proposed noise sources were evaluated based on the potential to exceed applicable Placer County noise standards and whether or not they would result in a substantial increase in noise (i.e., 5 dB) or not. Mitigation measures were proposed and included in the DEIR that would adequately address new stationary noise sources. New mitigation was included in the FEIR to reduce exterior noise from traffic-noise on Squaw Valley Road. See the Master Response regarding noise for more details.

The commenter suggests that sound may bounce off of walls which would require additional mitigation. Mitigation Measure 11-4b would require a site-specific noise study to ensure new development would be designed to meet interior noise standards. The noise study would evaluate all noise sources and levels at the time of development. No further mitigation is necessary.

I183-6 See response to comment I183-5.

I183-7 All noise prediction estimates were conducted using industry-accepted models and methodologies. The DEIR explains the variations in meteorological conditions that may affect noise levels and transmission in Chapter 11, “Noise” (see, in particular, Sections 11.4.3, “Atmospheric Effects” and 11.5.3, “Local Setting”). These variables are not typically addressed in noise prediction models as atmospheric/meteorological conditions change throughout the day and year and vary with location. To address such a variable, that changes both with time and geography, would require models to be developed for specific annual meteorological conditions for individual project sites. However, even with the model used not including meteorological conditions as a variable, various elements are incorporated into the modelling that prevent an underestimation of noise conditions. For example, the modeling does not account for physical features such as topography and obstacles that could block or obstruct noise, effectively removing a variable that could reduce noise levels. As explained in Section 11.7.2 of the DEIR, noise levels predicted by the noise-modeling are considered conservative (i.e., anticipated to overestimate noise levels). Although noise prediction models, like any other prediction model, have limitations, conservative assumptions were used and therefore impacts were appropriately characterized. Minor changes in noise levels that could be attributed to atmospheric conditions would not change the conclusions in the EIR. The specific models and methods used were explained in the DEIR in Chapter 11. Specific parameters and assumptions built into the models were provided in DEIR Appendix I, “Noise Calculations.” All modeling conducted assumed worst-case noise levels as described in the DEIR in Section 11.7.2, “Methods and Assumptions.”

I183-8 See the Master Response regarding mitigation of noise from construction. Regarding the use of the word “feasible” in certain mitigation measures, this term has meaning where it is applied. For instance, one measure suggests using welding instead of riveting “where feasible and consistent with building codes.” While welding may be quieter than riveting, it

may not be permissible in some instances if building codes or other applicable codes (OSHA standards) otherwise do not permit. This reflects the real-life nature of the construction process, and also is one reason that construction noise is considered significant and unavoidable. In most instances, the construction contractor, in coordination with the County and the project applicant, will determine what is “feasible” during on-the-ground construction activities.

I183-9

The comment states that additional noise and traffic analyses must be prepared as well as corresponding consideration of mitigation measures to address the impacts. However, for the reasons discussed under responses to comments I183-1 through I183-8, the analysis is adequate and no changes to the DEIR are necessary.

I184

Maywan Krach

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

TO: Project Manager Alex Fisch and Placer County Planning Department

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

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

I184-1

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

I184-2

Thank you.

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

650-740-7771 cell

I184June Lund
July 7, 2015

I184-1 See the Master Response regarding impacts at the intersection of Squaw Valley Road and Squaw Peak Road.

I184-2 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.

I185

July 11, 2015

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

Re: Squaw Valley Village Specific Plan

Dear Sirs:

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

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

I185-1

I185-2

I185-3

I185-4

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

I185-5

Sincerely,

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

I185James & Jennifer Lynn
July 11, 2015

- I185-1 See the Master Response regarding water supply.
- I185-2 The comment expresses concern that the existing ratepayers may fund additional capacity and infrastructure needs related to power and sewer requirements for the project. It is beyond the scope of an EIR to address the potential for a project to increase costs to existing residents resulting from infrastructure, although it is common that applicants pay their fair share to compensate for any increases in infrastructure costs. This project includes the construction new utilities, including upgrade and expansion to existing sewer lines and power transmission lines, to serve the project. The expense of those improvements will be borne by the project developer.
- I185-3 Impacts related to traffic are discussed in Chapter 9, "Transportation and Circulation," 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.
- I185-4 Impacts related to views and night skies are discussed in Chapter 8, "Visual Resources," 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.
- I185-5 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. See also the Master Response regarding significant and unavoidable impacts.

I186

Maywan Krach

From: Kathi Mall <kathimall@yahoo.com>
Sent: Thursday, July 16, 2015 1:36 PM
To: Placer County Environmental Coordination Services; jhomes@placer.ca.gov; Jack Duran; Kirk Uhler; Robert Weygandt
Subject: Squaw Valley

My husband and I have been residents of Squaw Valley for 50 years. I arrived right before the 1960 Olympics and managed to find work during the Games which allowed me to stay and fall in love with the Sierras. I then moved to SF met my husband (at Squaw) and we bought a house here and paid for it by weekend and holiday renters. We wanted to enjoy year round vacations and introduce our 3 children to skiing the wonders of the wilderness.

We are now with this development that is way beyond what Squaw Valley can support and maintain. We have watched skiing go from a sport enjoyed by families that brought generations together away from urban distractions and enjoy the Sierras year round. I am concerned on the size and scope of this development. To build a large resort in our limited valley with expectations of large groups of people coming year round seems not realistic. That our environment will be forever changed and we will be left with buildings used only a few months a years.

I am concerned about our water supply - we are now being asked to conserve - and also told by tests that KSL has done that our aquifer has plenty of water. Though our results of test several years old before our present drought conditions.

25 years of construction which will disrupt our valley for a generation. Noise, pollution, traffic. This is not very considerate of those of us that live here and to our visitors who will most likely go elsewhere rather than contend with the chaos.

The 3297 parking spaces (plus 1800 allotted to the overnight guests in the podium parking) will certainly not take care of the parking needs of even a moderate ski weekend or holidays.

The size and massiveness of the MAC building does not seem to have any purpose other than short term entertainment. But with not specifics as to what is to actually be included it is hard to evaluate it's contribution to Squaw Valley.

We are at a crossroads and need to weigh all the alternatives and what will enhance our valley and make it profitable and still not take away from the beauty and majesty of Squaw Valley that we all love and many of us call home.

I186-1

I186-2

I186-3

I186-4

I186-5

I186-6

I186Kathi Mall
July 17, 2015

- I186-1 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.
- The remainder of this 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.
- I186-2 See the Master Response regarding water supply.
- I186-3 See the Master Response regarding the 25-year construction period.
- I186-4 See the portion of the traffic Master Response regarding adequacy of the parking supply.
- I186-5 See the Master Response regarding the MAC.
- I186-6 Alternatives to the project are addressed in Chapter 17, "Alternatives," 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.

I187

Maywan Krach

From: Douglas Maner <manerlawfirm@gmail.com>
Sent: Saturday, May 16, 2015 6:46 AM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley redevelopment

I am opposed to this

I 1187-1

I187

Douglas Maner
May 16, 2015

I187-1

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.

I188

Maywan Krach

From: Romolo Marcucci <romolo.marcucci@gmail.com>
Sent: Friday, July 17, 2015 10:17 AM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley EIR comments

Dear Placer County Supervisors,

I wanted to write a note in regards to the proposed village development at Squaw Valley. I believe the scope of this project is above and beyond what is sustainable. It will lead to a reduction in property values in the valley and surrounding communities, due to the glut of property being built.

I188-1

The visual impacts, height, light pollution at night, development in Shirley Canyon, construction noise, and just general noise are all very concerning.

Traffic is a huge problem for me. As do many local people, I live in Truckee, where I could buy a home at a more affordable price, but commute 5 days a week to work in Tahoe City. In its current form, Squaw already creates the bulk of traffic issues for me. During any peak period, my 20 minute drive can easily double. This is in good weather. I have sat in bumper to bumper traffic from West River Street all the way to Squaw in the morning in good weather, turning a 20 minute drive into well over an hour. On days when it is snowing, especially if I-80 is closed, it is simply impossible to get home due to traffic. I can drive around 267 but will often encounter bumper to bumper traffic there too.

I188-2

This report proposes that there is going to be MORE traffic, not less, as Squaw likes to spin in their PR pieces. I can not imagine what my commute will be like. It saddens me to think this development is going in with no real consideration for what the traffic is doing to local people. My boss is not happy when I don't show up on time in the morning, and my family isn't when I'm hours late in the evening. I moved here to escape the commute and the traffic. If this keeps up in its current form, or WORSENS, I may have to relocate.

Even with no development, Squaw should be forced to mitigate their impacts on traffic. With something of this scale on the books, we need to see real change in the area.

Thank you,
Rom

I188Romolo Marcucci
July 17, 2015

I188-1

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.

Regarding property values, this is an economic issue; Section 15131 of the CEQA Guidelines states that economic (and social) issues shall not be treated as significant effects on the environment. The comment also lists concerns related to visual impacts, height, light pollution at night, development in Shirley Canyon, construction noise and general noise. These issues are addressed in the DEIR and in multiple Master Responses in this FEIR. No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.

I188-2

See Chapter 9, "Transportation and Circulation," in the DEIR for the potential effects that project would have on traffic and proposed mitigation measures to reduce those impacts, where mitigation is available. Also, see the Master Response regarding traffic.

I189

Maywan Krach

From: Bryan L. Martel <bryan@environmentalcapitalgroup.com>
Sent: Friday, July 17, 2015 12:33 PM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley dEIR

To whom it may concern.

My name is Bryan Martel. My wife and I have owned our home in Squaw Valley for over 20 years. I am an engineer and have also taught skiing at Squaw Valley for the last 22 years. We love Squaw, our kids love Squaw, and we would like it to be loved by all kinds of stake holders for generations to come... not just the 1%.

I189-1

I am particularly concerned with the lack of clarity regarding the adequacy of parking for the day skier and how that will impact traffic flows and access to the mountain. Many of the parking calculations are based on parking space density, actual parking area, car occupancy rates, parking turnover during the day, and parking management. I have looked at these numbers and it is not clear that the numbers KSL has used in the dEIR are realistic based on the numbers other US ski resorts use.

I189-2

When IntraWest built the original development the parking decreased significantly, further limiting mountain access for day skiers. The proposed new development will further reduce parking and thus further erode access for the day skier. I am very concerned for the day skier, those who simply love to ski, who will be disenfranchised by the proposed project.

I would like the planning commission to properly review the complete parking issues at Squaw and how it affects day skiers, condominium and hotel guests, traffic flows, and particularly how it effects day skiers who simply want to have access to the beautiful mountain.

I would like to thank you in advance for addressing my concerns.

Best regards,

Bryan Martel

I189Bryan L. Martel
July 17, 2015

I189-1 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.

I189-2 The comment relates concerns associated with parking. The *Village at Squaw Valley Parking Analysis* (LSC Transportation Consultants 2014) describes the parking needs associated with the proposed project (included in Appendix G to the DEIR). The study begins by estimating the peak winter parking demand of the project's proposed land uses. More information is provided in Section 9.1.5, "Parking," in the DEIR. Also, see the Master Response regarding traffic as it relates to parking.

The availability of parking and the ability to conveniently park a car are not physical environmental impacts; rather, impacts result from construction of parking. Because parking availability affects the feasibility of the project—if people can't reasonably park, they would not be able to use project facilities, a parking program has been developed by the applicant. The project would provide a supply of parking that accommodates overnight guests and day-user skier parking demand for all but the busiest four ski days of the year. During those days, a variety of strategies would be implemented to ensure sufficient parking, including temporary use of out-of-valley parking lots and special transit services, such as shuttles between out-of-valley parking facilities and Olympic Valley, additional shuttles between the East Parcel and the Village for employees and day skiers, in-Village electric shuttles, and an in-Valley shuttle. To manage parking during peak ski days, resort attendants will direct motorists to appropriate lots/garages in an efficient and safe manner. Because parking conditions associated with the busiest four days of the ski season are atypical, they are not analyzed in this DEIR.

While the comment disagrees with parking data reported in the DEIR, no substantial evidence is provided to support the disagreement. As a result, no further response is provided.

I190

Maywan Krach

From: Mark McLaughlin <mark@thestormking.com>
Sent: Friday, July 10, 2015 10:43 AM
To: Placer County Environmental Coordination Services
Subject: Against Squaw Valley Development

Hello.
I am a 35 year resident of North Lake Tahoe and I am against the Squaw Valley development as it stands now.
Mark

I I190-1

Mark McLaughlin
OFFICE: 530-546-5612
CELL: 916-214-4829
WEB: thestormking.com
BLOG: tahoenuggets.com
LAKE TAHOE: STORIES, FACTS & FUN!

I190 Mark McLaughlin
July 10, 2015

I190-1 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.

I191

Maywan Krach

From: Amanda McTigue <amctigue@gmail.com>
Sent: Wednesday, July 15, 2015 7:52 PM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley Development

Re: Squaw Valley Development
<http://www.sierrasun.com/news/17254661-113/opinion-tune-out-schoolyard-shouts-focus-on-squaw>

Dear Visionaries and Stewards of Squaw Valley and the Surround,

I'm a CA gal these days (Petaluma), but I grew up in the mountains of NC, in a town of one hundred people in the Blue Ridge Mountains. My mom was a quilter. Her people were preachers and teachers.

Since showing up in this world 60-plus years ago, I have lived and breathed the delicate balance we must all make between livelihood and legacy, between things urgent-and-human and things eternal-and-human I've seen some of my mountain communities take care to protect their single greatest resource: the awesome, transcendent, meta-human beauty of the natural surround. And I've watched communities sell all of that off.

I191-1

Once it's gone, it's not restored. You know that. You see examples all over our country and the world.

Carving out a theme park or an amusement park or whatever the heck you'd prefer to call it in Squaw Valley? Apparently discussion about this devolves into quibbling about terms (see the article above). But let's not sink to that level. Let's consider first principles. At its core, by its nature, such a development project is simply NOT good for the long-term value of the region. It's a poor, short-term investment that will undermine that which can be cultivated as a long-term draw both for residents and visitors.

I191-2

Let me add, I've worked for years in the live entertainment business as a producer for Disney and Paramount and for companies that build Disney's and Paramounts. There's a place for all of that in our world. I mean that literally: there's a place. But not where it's taken millennia for nature to accrue the beauty we find in a place like Squaw Valley.

It's so easy to permit the well-packaged, easy-seeming "plans" of developers who are in it for their own personal gain to solve the problems of growth and balance in your community--a community I love as a visitor, a hiker, an explorer, a writer with the Squaw Valley Community of Writers.

It's easier, but it's just not right. And you know it. You do.

Please--I hope you can hear the feeling I'm bringing to this letter--please set aside this terrible idea and go back to the drawing board with the best people you can find. Draw on us with the Squaw Valley Conference! Have faith that growth and economic security can happen without compromising the abiding value of what's already there.

I191-3

I've seen this work in the Blue Ridge. I know it can happen here.

Respectfully,
Amanda McTigue
-- Amanda McTigue Tweet @amctigue www.amandamctigue.com

I191Amanda McTigue
July 15, 2015

- I191-1 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.
- I191-2 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. Also, see the Master Response regarding the MAC.
- I191-3 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.

I192

Placer County Community Development Resource Agency
3091 County Center Drive, Suite 190 Auburn, CA 95603
Attention: Maywan Krach
Via email 7-16-2015 to: cdraecs@placer.ca.gov

To whom it may concern:

I am writing to you as a Placer County homeowner and taxpayer to let you know that the planned development at Squaw by KSL Partners, even after the initial scope reductions, still appears grandiose and completely out of scale for the area.

This is a high profile project with enormous financial backing and legal resources at their disposal whose sponsors may have hopes to overwhelm and perhaps even intimidate the regulatory process. It is apparent to me that the strategy being employed here is to initially propose something outlandish and overstated, so that when approved as a "compromise" the result is exactly what was wanted by the developer in the first place. It is my hope that every one of your members proceed with extreme caution and freely consult with those who may have more experience in planning and environmental management; this group is highly motivated, well managed and a formidable force who stands to lose untold sums of their investors dollars if they don't prevail with this proposal.

I192-1

As evidenced by the now ever present traffic jams in Truckee and Tahoe City, the North Lake Tahoe area is already suffering from previous decades of poorly planned, under regulated residential and commercial building. The proportions of this project remain immense and pale in comparison to what just took place in Homewood. If outright rejection is not an option, please do everything allowed under the law to limit the size of this development for the benefit of future generations of locals and visitors alike. This part of Sierra, bordering a designated wilderness area, is a unique natural resource which needs to be preserved as much as possible; not further sacrificed forever for the profitable gains of a sophisticated business enterprise, which understood and accepted the risks associated in recently acquiring this property.

I192-2

The large black monolith that represents "The Resort at Squaw Creek" is an example of a project that is visually out of scale for the area and adversely affects the sensitive environment permanently; no matter how "green" the proponents try to frame it. I urge you to take the difficult but ultimately responsible stance in opposition to this proposal. Again, please advocate not just for the long range interests of the environment, but also to protect the beneficial interests of future generations of Squaw Valley residents and visitors alike. Please keep in mind this proposal would alter the area forever, and in my opinion if approved, it would be viewed many years from now as a regrettably irresponsible and shortsighted choice.

I192-3

Thank you for your attention and I hope this letter serves as a clear message of dissent from an individual member of the public who does not have the same lobbying clout and financial support as the group of investors behind the KSL partners.

I192-4

Respectfully,

J. Richard Melbostad
P.O. Box 455
San Anselmo, CA
415-454-4878
jrmelbo@gmail.com

I192**J. Richard Melbostad**
no date

- I192-1 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.
- I192-2 No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.
- Regarding limiting the size of development, see Chapter 17, "Alternatives," in the DEIR for a discussion of alternatives to the project, including the Reduced Density Alternative which would reduce the project by approximately 50 percent. Also, see the Master Response regarding the Reduced Density Alternative.
- I192-3 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.
- I192-4 See response to comment I192-3.

I193

Kathy Meleyco
1785 Paiute Place
Olympic Valley, CA 96146
kmeleyco@comcast.net

July 7, 2015

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

Re: Village at Squaw Valley Specific Plan Draft EIR

Dear Commissioners and Advisors,

I am writing to you to express my concerns over flaws and omissions in the Draft EIR for the applicant's development of Squaw Valley. I have been a homeowner in the valley for more than thirty years, and a skier at Squaw for more than 50 years. I look forward to some type of development here but not at the great expense to our environment.

I193-1

Overall, I do not think that the Draft EIR took into consideration the impacts of construction of a second tower by the Resort at Squaw Creek in conjunction with the applicant's proposed development. How would the simultaneous development affect traffic, noise, pollution, etc. over the period of construction? During fully operational years? We are a small valley and I believe the impact of both projects should be considered together.

I193-2

The Executive Summary states that there are significant and unavoidable impacts with respect to Visual Resources (2.2.1,) even after mitigation measures. The report states that the Viewer Group of Residents (8.1.5) is a relatively small number of people. That is a subjective conclusion. The report also states that in 2010, there were 588 permanent households and 1057 seasonal households. That group of residents is about 36% of the population. Our concerns, and the effect of the proposed development should not be taken lightly. Building heights should be limited to the existing height of the Intrawest Village to protect our scenic vistas. And what about the vistas from existing condominiums? Were they considered? I believe residents of many existing units would look out their windows to view construction sites, and later, walls of tall buildings.

I193-3

Under 8.1.4., very little is said about increased light and glare conditions. The fact that snow covered mountains, and on rooftops in the winter, increases this glare was not discussed. Minimal usage of monument signs to mitigate glare was not discussed. Forbidding lighting of the top, open level on parking structures was not considered.

I193-4

With respect to Transportation and Circulation, how can you truly know the degree of gridlock which happens during a powder day, a holiday week or weekend, unless you have lived here or have been skiing and vacationing here for several non-drought seasons? Overall traffic is a big concern to me but here I am writing to you about traffic in an emergency evacuation situation. I don't believe that the DEIR has adequately addressed this scenario. If we had a fire on a summer weekend, with a concert or other large event taking place in the valley, how would thousands of cars leave the valley? And in a panic situation? How would emergency vehicles enter the valley? What if we had heavy snowfall followed by torrential rains then horrible flooding, as we have had in the past, how would thousands of cars leave the valley? Evacuation capabilities during high occupancy periods, and average occupancy periods, should be analyzed.

I193-5

For traffic mitigation purposes, the DEIR recommends "adequate personnel" be put in place by the applicant to direct traffic at the intersections along Squaw Valley Road. The DEIR does not define "adequate." I believe the definition should state that these traffic directors should be either police and highway patrol personnel, or trained traffic monitors, not general Squaw Valley employees (lift ops, bus boys, retail clerks, etc) looking for some overtime.

I193-6

The DEIR separately looked at a variety of circumstances and items that would increase noise levels. (increased traffic, blasting, pile drivers, village activities, delivery trucks, concerts, etc) I did not see where they combined all of these measurements to get a picture of the total increase in noise during the construction decades, and during post-construction operations.

I193-7

The DEIR has provided mitigation steps in the various areas of concern. But who is going to monitor the parameters set forth in the DEIR? Who will come and measure the sky glow to see if it is in compliance? Who will note if the traffic directors were in place, and doing an adequate job, when traffic threshold levels exist? Who will measure the decibels over the course of construction? And what are the ramifications to the applicant if they are not in compliance with the mitigation step? I believe continued monitoring by the county should be addressed as we are such a small, distant segment of the county and often forgotten.

I193-8

The DEIR concludes that there would be many significant and unavoidable impacts to Squaw Valley should the Squaw Valley Specific Plan be adopted. The mitigation scenario of reduced development appears to reduce these impacts. I realize that the applicant needs to make a profit. I welcome some growth and enhancement to the valley. I do not support a plan that would change the character and quality of experience in the valley. I support a responsible development that is about half the size of the applicant's proposed plan.

I193-9

Sincerely,

Kathy Meleyco
Kathy Meleyco

I193Kathy Meleyco
July 7, 2015

- I193-1 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.
- I193-2 The comment states that the DEIR did not consider the impacts of construction of a second tower by the Resort at Squaw Creek in conjunction with the applicant's proposed development. It is assumed that the project referred to in this comment letter is Squaw Creek Phase 2. Squaw Creek Phase 2 is considered in the cumulative impact analysis provided in Chapter 18, "Other CEQA Sections," in the DEIR (see Table 18-2 and pages 18-56 to 18-57).
- I193-3 The comment states that the number of residents reported, represent approximately 36 percent of the population, and expresses concerns related to the views experienced from existing condominiums. Viewer groups and viewer sensitivity is described in detail under Section 8.1.5, "Summary of Viewing Conditions," in the DEIR. This section describes residents, resort visitors, ski area visitors, other recreational visitors, employees, and other viewer groups. The analysis was not intended to diminish the importance of this impact because of relative numbers of viewer groups, rather, it was intended to provide context. The analysis provides a thorough analysis of the viewer types who may be affected by the project, in terms of visual resources. Also, see the Master Response regarding the visual impact analysis.
- This visual impact analysis is based on field observations, a review of site plans and aerial photographs, photographs of the project site, and computer simulations of the completed development. The evaluation of impacts used Appendix G of the State CEQA Guidelines, and considers the visual resources impacts in terms of the sensitive viewer groups described above. Viewsheds selected were representative of typical views afforded of the project, and included views from representative condominium and timeshare locations (Exhibit 8-17 through 8-19 of the DEIR).
- Regarding building heights, see Section 2.1 of the FEIR, which describes the applicant's proposed changes to the project since release of the DEIR, including a proposal to reduce some of the heights of the proposed buildings.
- I193-4 The project's effects related to light and glare are discussed under Impact 8-5 in the DEIR. Mitigation measures are recommended to reduce potentially significant impacts, including installation of landscaping and blocking direct illumination of adjacent residential buildings. Specifically, Mitigation Measure 8-5c requires the applicant to design parking structures to block direct illumination of adjacent residential buildings. Also, see the Master Response regarding the visual impact analysis, which addresses light pollution, for additional information.
- Regarding the comment that suggests forbidding lighting of the top, open level on parking structures, the California Building Code requires that the parking deck be lighted to minimum levels, which at present is one candle-foot average.
- I193-5 The comment expresses concerns related to the traffic analysis, particularly evacuation during emergency events. See response to comment I54-26.

- I193-6 The comment states that the DEIR recommends that “adequate personnel” be put in place by the applicant to direct traffic at the intersections along Squaw Valley Road without defining what is meant by “adequate.” This comment appears to refer to DEIR Mitigation Measures 9-1a and 9-2a through 9-2d. These mitigation measures require that the applicant conduct traffic management along various roadway segments and intersections within the plan area. An existing agreement between the Squaw Valley Development Company and Placer County, which is described further in the below paragraph, contains the following element (see pages 9-7 and 9-8 of the DEIR): “Public residential streets along Squaw Valley Road will have adequate personnel to allow free movement of vehicles onto Squaw Valley Road.” The use of the term “adequate” is intentional to allow maximum operational flexibility for the traffic management program.
- The comment further expresses a preference that personnel, used to direct traffic, are either local police or highway patrol personnel. This comment is in reference to a December 15, 1998 agreement between the Squaw Valley Development Company and Placer County that describes the traffic management program that Squaw Valley must undertake to “mitigate traffic impacts sufficiently to allow necessary findings described on page 49 of the Squaw Valley General Plan” (Squaw Valley Development Company and Placer County 1998). Each year, Squaw Valley obtains an encroachment permit from Placer County to operate the traffic management program in accordance with the agreement. This is an existing agreement between the Squaw Valley Development Company and Placer County and is not subject to evaluation in the EIR.
- I193-7 Noise impacts associated with the project are provided in Chapter 11, “Noise,” in the DEIR. Chapter 11 addresses construction- and operation-related noise effects.
- I193-8 See response to comment I41-7 for a discussion of the MMRP.
- I193-9 See the Master Response regarding the Reduced Density Alternative.

1194

STEVEN L. MERRILL

Administrative Office

July 15, 2015

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

Dear Maywan Krach:

I am a lifelong homeowner in Tahoe City and Sugar Bowl, a former member of the Governing Board of the TRPA, and an active member of many regional organizations dedicated to reasonable development and preservation in the Northern Sierras and Lake Tahoe in particular.

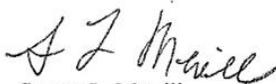
I wish to express my strong opposition to KSL Capital Partners' development plan for Squaw Valley that is almost incomprehensible in its scale. A development of this magnitude will greatly impact and degrade the beauty of Lake Tahoe and the Sierras, one of our Nation's most valuable, timeless and true natural treasures. The size of the EIR alone confirms its drastic adverse environmental impact and the proposed mitigation measures are completely inadequate.

KSL's proposed development will transform Squaw Valley into a noisy urbanized place, generating not only horrendous traffic and congestion on Squaw Valley Road, Highway 89 in Tahoe City, Truckee, and in between, but it will also seriously impact air quality, increase pollution, produce louder noise than applicable Placer County noise standards (even at night) for the 25 years the project will be under construction, and adversely affect water supplies by ignoring the drought and exhausting already dangerously low watersheds for this out-of-place mega development. I am also deeply concerned about the existing wonderful visual character and quality of the site that will no doubt degrade drastically and impact all other surrounding scenic vistas.

Beyond the specific impacts, the EIR completely fails to address the obvious adverse and unmitigatable impacts on Lake Tahoe. As a former member of the Governing Board of TRPA, I know the effects will be dramatic and completely inconsistent with the Regional Plan. Ignoring this is simply cynical. In addition, the proposed project is flatly inconsistent with Placer County's General Plan.

I strongly urge the Planning Commission to deny this outrageous development plan.

Sincerely,


Steven L. Merrill

1194-1

1194-2

1194-3

1194-4

1975 Vista Cielo Drive
Newcastle, CA 95658

Tel 916-663-5112 Fax 916-663-5114

I194 Steven L. Merrill
July 15, 2015

- I194-1 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 statement that “a development of this magnitude will greatly impact and degrade Lake Tahoe and the Sierras...,” the comment does not provide any specifics as to what impacts or degradation would occur as a result of the project. Therefore, a response cannot be provided. Also, see the Master Response regarding TRPA thresholds.
- Regarding the statement that “the size of the EIR alone confirms its drastic adverse environmental impact,” the project’s impacts are evaluated throughout the EIR, which is of sufficient size to evaluate all of the project’s potential impacts and mitigation measures, and alternatives to the project that could reduce the project’s significant impacts.
- The comment regarding the inadequacy of mitigation measures does not provide any specifics as to why the mitigation measures are perceived to be inadequate. Therefore, a response cannot be provided.
- I194-2 The comment expresses concern related to noise, traffic and congestion, air quality, water supply, and the project site’s visual character and surrounding scenic vistas. These issues are addressed in the DEIR and in the Master Responses in this FEIR. No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.
- I194-3 See response to comment I194-1 regarding impacts to Lake Tahoe. The comment does not provide specific reasons specifying why the project would be inconsistent with the Regional Plan or Placer County’s General Plan. Therefore, a response cannot be provided.
- I194-4 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.

I195

Placer County Board of Supervisors;

I have lived on Tahoe’s north shore for over 43 years and have skied at Squaw Valley almost every winter. After the building of “The Resort” and “The Village” coupled with Squaw’s inexpensive season pass program, traffic on Route 89 is the worst ever. On busy weekends and even mid-week non-holiday periods, I have been in gridlock traffic between Tahoe City and Squaw numerous times. Squaw to Route 89 can become a parking lot. This is not just a peak hour during a peak season on a peak day occurrence.

KSL’s proposed project would only further exacerbate the Route 89 failure. Unless KSL can fully mitigate the increased traffic, I am opposed to their project.

The only real beneficiaries of the KSL build out would be their investors – not the valley, not the environment, not the locals, not the residents of Squaw Valley and not the vast majority of the people of Placer County.

Any supervisor voting for the current KSL project without fully addressing the twenty-three significant and unavoidable environmental impacts will not have my support going forward.

Thank you for your consideration,
Rafe Miller

I195-1

I195-2

I195 Rafe Miller
no date

I195-1 The project's traffic-related impacts, including those along SR 89, are addressed in the DEIR in Chapter 9, "Transportation and Circulation." Also, see the Master Response regarding traffic. 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.

I195-2 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. Also, see the Master Response regarding significant and unavoidable impacts.

I196

Maywan Krach

From: Tanya Miller <tanyahmiller@gmail.com>
Sent: Wednesday, June 17, 2015 10:30 AM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley Redevelopment

To Whom it May Concern,

I am deeply concerned about the proposed development within Squaw Valley. The project proposed is too large and too destructive for this region. We already have massive traffic issues every weekend and major holidays. These traffic issues start with Highway 80 not being able to handle the volume and then bleed out to hwy 89, 28 and 267 in gridlock. 1,500 additional bedrooms will only add to this chaos.

I196-1

The size and scope do not fit with our mountain feel either. We do not need or want a Wally World amusement park. Sacramento and Reno with massive flat, viewless, blandness are perfect for that type of venue, but a beautiful mountain setting does not deserve to be scarred with such a monstrosity.

I196-2

Construction for 25 years is also ridiculous. The sound of that sentence rolling off my tongue is almost funny, if I didn't know it was really a part of this proposal. People come to Tahoe to live or visit for peace, nature, and beauty...if they want water, go to the lake.... a roller coaster, rent a bike,...a fake river????!!!! seriously....visit the Truckee...a real one!!!!

I196-3

The Tahoe Basin is not a major metropolis, it is a series of small towns. Please help us preserve the beauty that visitors and residents have enjoyed for over a 100 of years.

Thank you,
Tanya Miller
PO Box 1430
Kings Beach, CA
96143

I196Tanya Miller
June 17, 2015

- I196-1 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.
- Regarding traffic issues on local highways in the project area, see Chapter 9, “Transportation and Circulation,” in the DEIR and the Master Response regarding traffic.
- I196-2 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. Also, see the Master Response regarding the MAC.
- I196-3 See the Master Response regarding the 25-year construction period. The remainder of 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.

I197

Maywan Krach

From: Roberta L Millstein <roberta.millstein@rlm.net>
Sent: Friday, June 26, 2015 5:30 PM
To: Placer County Environmental Coordination Services
Subject: Comment letter concerning the Squaw Valley Village Specific Plan

Dear Placer County Community Development Resource Agency,

As a resident of Davis, CA who visits the Tahoe area frequently as a tourist (hiking, skiing), I am writing to express my deep concern about the Squaw Valley Village Specific Plan. The impacts of this Plan -- the increase in traffic, the loss of views, and the increased noise, plus the general environmental impact of something of this size -- would be intolerable and would spoil the very things that make Tahoe special. The Plan would harm the area irreparably, damaging both its environment and its reputation as a place of natural wonder. This is not the right location for this sort of enterprise.

I urge you in the strongest possible terms to deny this development application.

Sincerely,

Roberta Millstein

I 1197-1
I 1197-2

I197Roberta L Millstein
July 17, 2015

I197-1

The comment expresses concern related to the increase in traffic, loss of views, increased noise, and the general environmental impact of a project of this size. 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 statement that “This is not the right location for this sort of enterprise,” 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.

I197-2

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.

I198

Maywan Krach

From: George & Brenda <yachtavatar@yahoo.com>
Sent: Wednesday, July 15, 2015 3:02 PM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley Development

Re KSL's plans to completely change the aura of Squaw Valley:
My husband and I are both 82 and in spite of the fact that our skiing days have diminished and no doubt will end in the near future, we would hate to see our lovely and serene paradise become the honky-tonk defilement that KSL envisions! Please save Squaw as it is or at least make them cut back way further than they have done so to date. We believe that their first plans were aggrandized so that they were able to do a little cutting back and be able to say "See, we are happy to accommodate you!"
Thank you, Brenda Milum
1429 Lanny Lane

I
1198-1
I

I198

Brenda Milum
July 15, 2015

I198-1

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.

1199

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

June 20, 2015

Dear Maywan Krach,

I'm writing to urge you to deny KSL's current development plan for Squaw Valley.

Long after you and I are both gone, long after our children are gone, the stunning, awe-filled majesty and beauty of this landscape will continue to heal and inspire people.

But this is only possible, if you and I, and countless others do what it takes to protect this resource. It's gifts to us are intangible.

We can never compare money or things like buildings against it. There is no amount of money or things that can begin to "measure" Nature's worth.

Multi-storied buildings, blocking out the night sky and adding noise and light pollution are vulgar.

A large percentage of us up keep our lives simple. We choose to be close to God by being close to Nature. We have sacrificed buying "dream homes" and newer cars for ourselves. We don't work in cubicles. We couldn't live in cities. It's too much, too loud, too bright, too disconnected from Nature.

We give back. I work for a non-profit, which supports our county's most at-risk youth populations. Day in and day out, people like me, dedicate our lives to helping others. We do this, consciously knowing we will earn less than our counterparts who do not live here. We are highly focused on doing good, not doing well. We offer services in support of city people in getting much needed R & R. We give back.

Giant, money filled agenda's, personal, corporate, or governmental, make no sense against the backdrop of Mountains, Nature, and God. Our worship does not take place in a building.

Please do not obscure and degrade the power and force of this place.

Any future development should be tasteful, quiet, and ADD TO the simplicity of Nature's beauty.

Our lives depend upon our vision. We will never be able to undo the harm this proposed development will cause.

Please think of any development here as ART. Does it frame the silence of the mountains? The rapture? Does it allow Nature to shine through with minimal man-made noise and hub-bub?

Less is more. This is art. Our lives depend upon your artistic sensibilities, your values, and your ethics.

Please keep all development tasteful, understated, and in support of Nature.

1199-1

Very Sincerely,

A handwritten signature in black ink that reads "Nancy Mingos". The signature is written in a cursive style with a long, sweeping tail on the "s".

Nancy Mingos, MA
P.O. box 914
Soda Springs, CA
95728

I199 Nancy Minges
June 20, 2015

I199-1 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.

I200

Maywan Krach

From: Joan A. Monheit, LCSW <monheit@sonic.net>
Sent: Wednesday, July 15, 2015 12:17 PM
To: Placer County Environmental Coordination Services
Subject: Squaw Valley Building Expansion

WHAT A HORRIBLE IDEA and the quickest way to ruin the area for those who love being there. This also will mean that the Community of Writers at Squaw Valley will most likely be forced to find a new home. Please do not ruin the beauty of this area! What possible good reasons could support this plan other than huge financial gain for developers. THINK!!!

I
I200-1
I

Joan

Joan A. Monheit, LCSW

2820 Adeline St.
Berkeley, CA 94703
(510) 845-1557

Sent from Samsung tablet

I200

Joan A. Monheit, LCSW
July 15, 2015

I200-1

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.