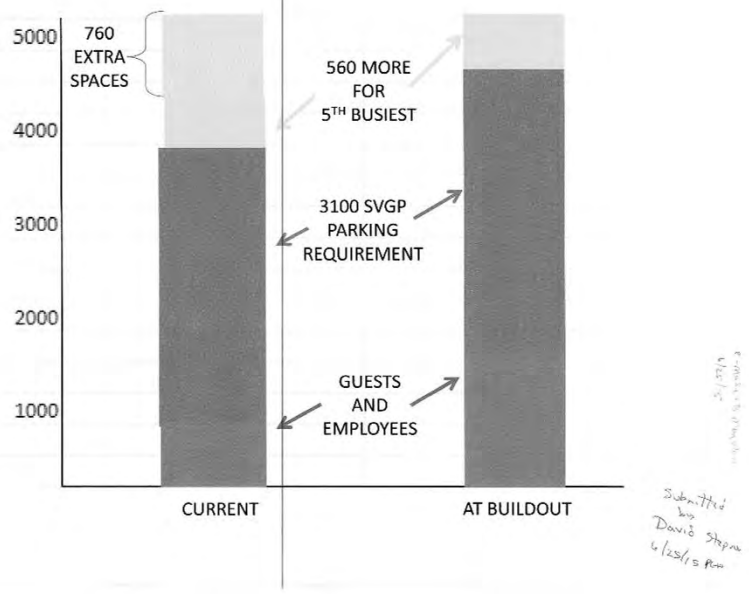
Once this analysis is done, it will be obvious that the traffic impact will be far worse than the dEIR specifies. And it will be obvious that the mitigation measures proposed by the dEIR, such as using "triple laning" more often, are inadequate and just plain dangerous. I268-3

All this underscores the importance of the Chapter 17 finding. That Chapter said, in analyzing the reduced density alternative, "The 50 percent reduction was based on a rough conceptual estimate of the minimum amount of development reduction required to reduce traffic volumes sufficiently to have no significant traffic impacts." But this might not be an adequate reduction since the traffic would be starting from a much higher load number. I268-4

Thank you

David Stepner



I268 David Stepner
July 9, 2015

I268-1 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.

I268-2 See the Master Response regarding traffic for a discussion of the use of 2011-2012 ski season data and response to comment I154-3 regarding the effects of snow events.

I268-3 See the Master Response regarding traffic for a discussion of the use of 2011-2012 ski season data and the suitability of that data for the EIR traffic analysis.

I268-4 For the reasons described in the portion of the traffic Master Response regarding the use of 2011-2012 ski season data and the suitability of that data for the EIR traffic analysis, the DEIR traffic analysis is adequate and no changes to the DEIR are necessary. As such, the DEIR analysis of the Reduced Density Alternative is similarly adequate and no changes to the DEIR are necessary.

I269

July 14, 2015

Members of the Commission,

My husband and I were attracted to Squaw Valley by the beautiful mountains, the peaceful settings, the community and, yes, the skiing. For almost 30 years we have owned property here. First we had a (second home) condo then built a house here. I269-1

Traffic issues worry me most in the DEIR. On busy days now it is already challenging to go from the side roads onto Squaw Valley Road. With the proposed increased size of the village, traffic will only increase. Of course, one way to lessen that effect would be to build fewer new rooms. Another possible solution would be to have people directing traffic from the side streets onto and off of Squaw Valley Road. Please mandate something like that so residents don't become prisoners in the valley. I269-2

The thought of concrete trucks and other huge, noisy vehicles having permission to drive on Squaw Valley Road from 6 AM to 8 PM week days and from 8 AM to 8 PM on weekends not only will hamper traffic flow but also disrupt residents' sleep in the once peaceful valley. I propose stricter time limits for those vehicles. For example, 8 AM to 5 PM on week days and no such added noisy traffic on weekends. I269-3

I request that the commission consider the current Squaw Valley residents and decrease the time allowed for huge construction (and other large) vehicles to drive on Squaw Valley Road.

Sincerely,

Judie Stepner
1064 Lanny Lane
Olympic Valley, CA 96146

I269 Judie Stepner
July 17, 2015

I269-1 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.

I269-2 The comment expresses a concern regarding traffic, and, as the comment notes, one method of lessening traffic effects is to build fewer rooms. Indeed, the DEIR describes and analyzes a Reduced Density Alternative on pages 16-24 through 16-31. This alternative would reduce the overall size of the project by approximately 50 percent. As stated on page 16-25 of the DEIR,

> The 50 percent reduction was based on a rough conceptual estimate of the minimum amount of development reduction required to reduce traffic volumes sufficiently to have no significant traffic impacts.

The comment suggests another possible traffic reduction measure, which would include people directing traffic from the side streets onto and off of Squaw Valley Road. This approach is included as a part of Mitigation Measures 9-1a, 9-2a, 9-2b, 9-2c, and 9-2d in the DEIR.

I269-3 See the Master Response regarding noise and the portion of the traffic Master Response addressing construction traffic.

I270

Maywan Krach

From: Justin <jstevens2434@gmail.com>
Sent: Wednesday, May 20, 2015 8:11 PM
To: Placer County Environmental Coordination Services
Subject: Squaw Comments

Maywan Krach,

Please consider denying the extensive indoor/ outdoor pool and water slide at Squaw. There is not enough water as it is in that area even on a good year. Not only that, the added traffic would cause pollution, delays, and even further increase friction between those living here and those visiting. I270-1

Additionally, consider limiting the size of the proposed scope of work to a minimum to keep Squaw true. I270-2

Thanks for the opportunity to comment.

Best of luck to everyone on this.

Justin Stevens

Sent from my iPhone

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I270 Justin Stevens
May 20, 2015

I270-1 See the Master Response regarding the MAC for discussions of water demand, traffic, and air pollution associated with this facility. Also, see response to comment O8d-8 regarding traffic generated by the MAC. 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.

I270-2 The comment regarding limiting the size of the proposed scope of work to a minimum to keep Squaw true 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 Reduced Density Alternative.

I271

Maywan Krach

From: Cindy Stewart <alohadonner@msn.com>
Sent: Friday, July 17, 2015 8:09 AM
To: Placer County Environmental Coordination Services
Subject: Village at Squaw Valley Specific Plan DEIR Comment

July 16,2015

Placer County
Planning Services Division
Attn: Maywan Krach

Dear Sir/Madam,

Thank you for the opportunity to comment on the proposed development by KSL in the Village at Squaw Valley. Our family has owned property on the Truckee River along Highway 89 for close to 100 years and we have watched development increase throughout the region. Our family is opposed to an increase in development in the region for several reasons directly affecting us as well as reasons that may not specifically have an impact upon us but the environment in general. I271-1

We own a home and two parcels approximately within 1 mile to the entrance of Squaw Valley and access Highway 89 from Bridge #8 at 6780 River Rd. & 6800 River Rd. The increased traffic that this development will create is a concern as we pull out and turn off of Hwy 89. My grandfather used to tell us about when he rode a horse & buggy on the dirt road which is now Hwy 89. Now you are often risking your life when you turn due to the high rate of speed that traffic travels. Even though the speed limit is 55 mph, traffic often flows faster that this. We witnessed several accidents near Bridge #6, #7 & #8 this past summer. Visitors seem to still think they are on a major freeway after exiting from Hwy 80 to Hwy 89 and are not aware that homeowners along the river often pull out onto and need to slow down to turn off of 89. We believe that the increase number of visitors to the area and this limited access from Hwy 80 will only create a more dangerous situation for homeowners along the Truckee River. In the DEIR it addresses traffic impacts in Truckee and at the Squaw valley intersection but it does not address traffic impacts to residents along Highway 89/River Rd. We would like to have this addressed as well in the EIR. I271-2

An increase in vehicle traffic due to an increase of visitors to the KSL development will also create an increase in noise and will directly affect our quiet enjoyment as property owners. I271-3

Another concern is the limited supply of water that is available in the aquifer that supplies Squaw Valley homeowners and the current businesses. Since the aquifer extends approx. 1 mile from the center this may impact the water supply of the residents in the area and along the Truckee River. Currently, many cabins rely on springs or wells for their water. Also if the proposed "8 mile pipe" is implemented and is built along Hwy 89 this will impact homeowners along the Truckee River during the construction phase with noise and traffic. Also relating to the water supply would be the increase fire danger due to an increase of visitors and buildings in the area. I271-4

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Another concern that we have as homeowners along the Truckee River is the possible increase in sediment/pollution flowing from Squaw Creek into the Truckee River. We highly recommend that all steps are taken to prevent this as well as steps to preserve the Squaw Creek watershed and increase the BMP requirements to ensure excellent erosion control. As a homeowner that has seen many floods, the stormwater management is an integral concept of high importance when considering this project. I271-5

For these reasons above, I represent our family and the homeowners in the nearby cabin associations in opposing any development proposed by KSL in the Squaw Valley Specific Plan. I271-6

There are many other reasons that our family is opposed to the development as well. The scale & intensity including the number of rooms and footprint of the whole project is too immense for this small condensed valley. Also, some features such as the water park are unnecessary and are out of character for the type of guests that come to Squaw Valley. The energy consumption that will be needed before, during & into the future will be immense as well. For these reasons it should be "mandatory" to check all the energy saving requirements & not just "recommended" in the list shown in the Specific Plan. All options such as alternative energy, solar, water recycling, green building, etc. should be a requirement for this project. Also, the increased number of visitors will reduce the enjoyment of skiing/snowboarding due to increased numbers of riders on the mountain. I271-7

For these reasons above, we recommend that this project be denied. If it is not denied, please consider specifications that will address our concerns. I271-8

Thank you for your consideration.

Cindy Stewart & family
PO Box 3025
Olympic Valley, CA 96146

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Developers
English (United States)

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I271 Cindy Stewart
July 17, 2015

I271-1 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.

I271-2 The comment states that the DEIR did not address traffic impacts along SR 89/River Road. This is incorrect. The DEIR analyzed the SR 89/River Road intersection. It also analyzed the segments of SR 89 through the mousehole and southerly toward Squaw Valley Road, as well as the segment of River Road. It is not clear from the comment which additional analyses should have been conducted. Therefore, no additional response is provided here.

I271-3 Traffic noise is addressed in Chapter 11, "Noise," 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.

I271-4 See the Master Response regarding water supply. As indicated in the groundwater modelling, potential effects on groundwater levels resulting from supplying water to development in Olympic Valley are limited to areas in the eastern portion of the valley where wells would be placed. There is no evidence that effects on groundwater would extend beyond this limited area. It is assumed that the reference to an "8-mile pipe" relates to the water supply pipeline from Martis Valley currently being evaluated by the SVPSD. This pipeline (if ever constructed) is a SVPSD project intended to allow for a redundant water supply and is not part of the VSVSP and the pipeline is not required to provide water to the VSVSP.

I271-5 The project's potential to result in increased sediment/pollution flowing from Squaw Creek (and then potentially into the Truckee River) is addressed in Chapter 13, "Hydrology and Water Quality," of the DEIR (see Impact 13-2 for construction impacts and Impact 13-7 for operational impacts). Mitigation measures are provided to reduce these impacts to a less-than-significant level.

I271-6 The comment expresses opposition to any development proposed by KSL in the Squaw Valley Specific Plan. The comment is noted. No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.

I271-7 The comment lists other reasons for the commenter's opposition to the development. Regarding the scale and intensity of the project, see the Master Response regarding the Reduced Density Alternative. See the Master Response regarding the MAC. Energy consumption is addressed in Chapter 14, "Public Services and Utilities," of the DEIR (see Impact 14-4). As described therein, the project would be designed to incorporate modern building code energy efficiency requirements, and would include additional energy conservation and efficiency improvements (see pages 14-39 through 14-41 of the DEIR). Finally, regarding a perceived reduction in the enjoyment of skiing/snowboarding due to the increased number of riders on the mountain, this is not an environmental impact requiring CEQA analysis; however, see response to comment I2-4 regarding capacity of the mountain.

I271-8 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, which is anticipated to occur in late 2015.

I272

Maywan Krach

From: Tim Stewart <timstewartdesigns@gmail.com>
Sent: Thursday, July 16, 2015 9:23 AM
To: Placer County Environmental Coordination Services
Subject: Maywan Krach Squaw Development

Hi my name is Tim Stewart and I would like to tell you why I am opposed to the development plans at Squaw Valley Ski Corp.

I grew up on the Squaw Snowboard Team back in middle/ high school around 98-02, I graduated from Truckee High in 2004. I witnessed Intrawest develop the current village when we were living directly across the parking lot at 1713 Christy lane.

I left the mountains for the city to attend college but have since returned and now work for an Architect in Truckee and am happy to call this place home. I have lived all over from Squaw to Lake Forrest to Donner Lake but there is one place that is particularly special to me.

I am a 4th generation of family that has owned property along the Truckee River about 2 miles north of Squaw, My great grandfather purchased the small summer cabin there roughly around 1930 and our family has gathered there practically every summer since.

I can only begin to describe how much this place means to me and my family history and wont bore you with all the great stories we have made there.

When my grandfather purchased the property highway 89 was nothing more than a dirt road (we have pictures) then in the 40's or 50's whenever the road was widened and graded out, this significantly impacted the quality of life at our cabin being adjacent to a 2 lane highway. I272-1

Currently today as the highway sees increased traffic, problems continue to increase, Because our driveway and our neighbors driveway (Bridge 6,7,8) directly access the Highway, we have felt the level of safety significantly decrease.

I can personally say I witnessed 2 accidents last summer between this stretch and know of 2 more, that happened all within this 1/4 mile stretch. Turning onto the highway is almost impossible with the rows of cars coming in both directions, not to mention bikers now.

Bridge 9 has a turning lane for one bridge, why doesn't bridge 6,7,8 have this for the number of homes that need access? I272-2

Obviously increased traffic is our main concern along the highway. On 4th of July weekend last week we saw traffic at a stand still in front of our house in the North bound lane, that means traffic was backed up to Truckee! That's like 6 miles of single lane traffic!

Some say we will only have to deal with this amount of increase on holidays? I am here to say we deal with it every day! I know the river doesn't have as many full time residents as the rest of the area but we do exist and need to be taken into consideration. I272-3

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Working in the field of Architecture I understand things take time and money and politics, I get it... I am actually pro development for the area but at a very sensitive level, we live in a very unique environment both environmentally and culturally. Where's the TRPA when we need them? How can you allow for 25 years of construction? that like the main chunk of my life? I272-4

I do agree with Mr. Wirth anything is better than black parking lot but the overall scale of the project needs to be cut in half!! Don't let the developers win you over. I am only a small fish, I can only do so much, you guys need to step up and use your powers that be!

I was taken back when they finally released realistic renderings of the project instead of the wishy washy water color renderings, I know that game and you don't fool me! The architects are on their side and will manipulate images,drawings etc to convince you that this is feasible, trust me I know what goes on behind closed doors... I272-5

I read Andy Wirth say that there will be no 10 story buildings BULLSHIT the max height would be 108' that means 10 stories! Your telling the floor to floor height is 15' !? yeah right! 10' max ha

On another note -

Have you seen the graffiti on the rocks? That's what happens when you Reno-Tahoe or Bay Area- Tahoe! People come from all different backgrounds and the people of Tahoe are some of the best humans I've met.

Obviously we need the tourism to survive but it comes at a price.

I haven't had time to read the full EIR of write a formal response, This is just me trying to voice my concern 10 min before I start work and the deadline for public comments.

Please think about the quality of life and the impacts such a large scale project will have on the overall area. I272-6

Please think of all the long time families that have lived here for multiple generations and the history of this place.

Please think about the community and how an increase in 2nd homes reduces the connection of people.

Please think about our safety on the highway!

Thank you for taking the time to read this, I hope you can carry the voices of all of us.

- Tim

2

I272 Tim Stewart
July 16, 2015

I272-1 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.

I272-2 The comment asks why a left-turn land is not provided on SR 89 into a private bridge across the Truckee River. This comment does not pertain to the DEIR or its findings. It references an existing situation. The commenter is recommended to coordinate with Placer County and Caltrans regarding this existing condition.

I272-3 The comment states that increased traffic is a main concern and that congestion occurs frequently on SR 89 on holidays and during other times of the year. No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here. See response to comment I241-13 regarding traffic on holiday weekends.

I272-4 See the Master Response regarding TRPA thresholds and the Master Response regarding the 25-year construction period.

I272-5 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.

Also, see Section 2.1 of this FEIR which describes the proposed changes to the project, including a reduction in some building heights. Note that the County and the EIR consultants conducted independent review of building renderings provided by the project applicant, including as part of the transfer of the renderings to the 3D model used to generate the visual simulations provided in the DEIR. The review concluded that the renderings accurately represent the numbers of floors and heights shown.

I272-6 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.

I273

Maywan Krach

From: Laurie Morones Stocking <lmstock@sbcglobal.net>
Sent: Tuesday, July 14, 2015 8:50 PM
To: Placer County Environmental Coordination Services
Subject: Stop Squaw Valley Ski Holdings

Dear Placer County Planning Commission,

Please reject the current Squaw Valley Ski Holdings submission to expand the facilities in Olympic Valley. Squaw Valley, Olympic Valley, the 10th Mountain Division Highway, Truckee and Tahoe City are already congested and will not be able to withstand increased people and traffic going to Squaw Valley. There is not a need for further lodging, shopping, restaurants or recreation areas. The current lodging, shopping and restaurants are rarely filled to capacity. Squaw Valley Ski Resort is one of the best natural recreation areas in the world made naturally by God not by Squaw Valley Ski Holdings. There are many ways that Squaw Valley Ski Holdings can make improvements to the current facilities that could increase their business without negatively impacting the Olympic Valley and North Lake Tahoe area with unnecessary construction, traffic and detrimental changes to the infrastructure. I273-1

I am a part time resident of Carnelian Bay, life long skier, season pass holder and mother of 2 boys (14 and 16 years old) that have been skiing Alpine Meadows and Squaw Valley since they were 3 years old. In their blunt teenage opinion, "Making the village bigger is the stupidest thing ever!".

I respectfully request that you reject any plan that includes major construction in Squaw Valley.

Laurie Morones Stocking
LMStock@sbcglobal.net

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I273 Laurie Morones Stocking
July 14, 2015

I273-1 The comment is directed towards the project approval process and provides opinions regarding the nature and merits of the project, but does not address the content, analysis, or conclusions in the DEIR. 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.

The comment expresses concerns related to traffic and the need for the project. These issues are addressed in the DEIR (Chapter 9, "Transportation and Circulation") and in Master Responses in this FEIR. Also, see the Master Response regarding occupancy assumptions.

I274

Maywan Krach

From: Maureen Sullivan <mobs59@comcast.net>
Sent: Tuesday, July 07, 2015 11:23 AM
To: Placer County Environmental Coordination Services
Subject: RE: Squaw Valley Lodge - Important Notice

My husband and I are owners at Squaw Valley Lodge and have concerns about the proposed project at the Village at Squaw Valley. It seems that in the rush to maximize tax revenue the county will ruin the reason the developers want to expand to begin with. The increased traffic and noise and foot traffic that this project will bring will destroy the reason we choose to be in the valley. The corner by the tram building is a mess on busy days now; why would you allow it to be impacted even further? You are supposed to be a board that exists to preserve the quality of life for the residents and also to preserve the beauty and peace of the mountains. Once there is overdevelopment it cannot be undone. Do you want this to be your legacy? Please take into consideration not only the situation that will exist during construction, but the long range consequences of overbuilding. I274-1

Thank you, Maureen Sullivan Unit 339, Squaw Valley Lodge.

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I274 Maureen Sullivan
July 7, 2015

I274-1 The comment expresses concerns related to increased traffic, noise, and foot traffic. These issues are addressed in the DEIR (Chapter 9, "Transportation and Circulation"; Chapter 11, "Noise") and in Master Responses in this FEIR. See, in particular, the Master Response regarding traffic issues at Squaw Valley Road and Squaw Peak Road. No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment.

The remainder of this 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.

I275

Maywan Krach

From: Marcy TERRY <marcyterry@mac.com>
Sent: Wednesday, July 15, 2015 1:26 PM
To: prospects@kslcapital.com; Placer County Environmental Coordination Services
Subject: Squaw Valley Project

To whom it May Concern- (Hopefully that would be all of you at KSL)- The proposed Squaw Valley Village Specific Plan, as you call it, is absolutely mind-boggling. First of all, Squaw would no longer qualify as a "village" after your plan moved forward! Peoples lives are so "busy" now and there are so many demands on their time. They need a place to come to in the mountains where they can relax and escape the "busyness" and to appreciate the beauty of the mountains, the peace and quiet, the clean air and good water, the sounds of birds and the wind moving through pines, the beauty of the skiing in winter.

That would all be gone forever if your proposal to build your monstrosity gets approved. We don't need "more to do" there. We certainly don't need 25 years of continual construction noise, dust and irritation night and day! Squaw is perfect as it is. What makes you think it needs "improving"? It's quiet and there's hiking and biking, and great restaurants, a beautiful golf course, river rafting, canoeing and kayaking on Lake Tahoe....all things that require no help fron KSL, thank you very much. I275-1

Please find some other place to wreck, where no one cares about the beauty of the mountains.
You are going to have one heck of a time getting this approved. Believe me! You don't know the Sierra Watch and Sierra Club, etc. California is not going to approve this!
Why not just get over it and stop trying to get this atrocity approved!! No one in their right mind would approve this project, except perhaps someone who stands to make a lot of money.
Of course, when considering the old saying, " the love of money is the root of all evil', then your quest to build in Squaw Valley makes perfect sense.

Save your money, and ours!!

Dr and Mrs. Richard W Terry
1530 Christy Lane,
Olympic Valley, CA

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I275 Dr. & Mrs. Richard W Terry
July 15, 2015

I275-1 The comment expresses concerns related to 25 years of construction, noise, and dust. These issues are addressed in the DEIR (Chapter 11, "Noise"; Chapter 10, "Air Quality") and in Master Responses in this FEIR. See, in particular, the Master Response regarding the 25-year construction period. No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment.

The remainder of this 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.

I276

Maywan Krach

From: Richard Terry <rwterry3491@gmail.com>
Sent: Wednesday, July 15, 2015 12:54 PM
To: Placer County Environmental Coordination Services
Subject: KSL Squaw Valley Proposal

We are writing to strongly urge you to reject or greatly curtail the KSL proposal for further development of Squaw Valley. We live at 1530 - Christy Lane, a home our family has owned since 1958, after building a house on the Truckee near the future entrance to Squaw in 1910. We have lived through the years of growth in Squaw and have seen condominiums pop up and partially block the past beautiful meadow views and the Resort at Squaw Creek add an eye-sore to the meadow edge. We have also endured years of day and night construction noise as ski lifts have expanded and updated, the ice rink has been torn down, and the current village has been built. As skiers, we love what Squaw has to offer and feel the current village has enhanced the experience for all in winter and summer. Summers are now once again especially tranquil in the valley as we escape the traffic jams in Tahoe City.
Then along comes this catastrophic proposal for expansion to fill the valley with up to 10 story buildings, 1500 more units, and a monstrous water park! The EIR notes how this will drastically alter the view from the valley, add significant traffic into and out of Squaw as well as along Hwy 89, and finally put incredible strain on our local water supply (currently strained by drought). This type of development will drastically damage the charm and experience of Squaw Valley forever. The crowds will be terrible, ski lifts will once again have 45-60minute lift lines, and traffic jams will be worse than Tahoe City. Finally, as stated in the EIR, the prospect of 25 years of day and night construction noise (mostly during the currently tranquil summer I am sure) is unimaginable.
Please, don't let this catastrophe move forward. I276-1

Thank you for your consideration and hopefully help in preserving the beauty of Squaw Valley.

Richard and Marcy Terry

--
Richard Terry
rwterry3491@gmail.com

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I276 Richard & Marcy Terry
July 15, 2015

I276-1 The comment is directed towards the project approval process and expresses opinions regarding the merits of the project, but does not address the content, analysis, or conclusions in the DEIR. 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.

The comment expresses concerns related to building heights, the number of proposed units, and the MAC, as well as the resulting impacts related to views, traffic, and water supply. These issues are addressed in the DEIR and in Master Responses in this FEIR. See, also, the Master Response regarding the 25-year construction period. No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.

I277

Maywan Krach

From: Carl Thomsen <carl@thomsenhome.com>
Sent: Wednesday, July 15, 2015 11:19 PM
To: Placer County Environmental Coordination Services
Subject: Proposed construction in Squaw Valley

Placer County Community Development Resource Agency
Attention: Maywan Krach,

I have been hesitant to comment on the proposed construction in Squaw Valley; however, with the deadline for input coming up, I decided to send in my comments.

In particular I want to comment on the proposed indoor "Mountain Adventure Center". This is something that may be appropriate next to a gambling establishment in South Lake Tahoe or Reno or a Six Flags amusement park but makes no sense to me in Squaw Valley. Bowling alleys, arcades, water slides, wave rides, etc. are so opposite of the real outdoors that is available in North Lake Tahoe and Squaw Valley in particular that I can't even believe it's being proposed. People don't come to Squaw Valley to enjoy the indoors but to enjoy the beautiful outdoors with real water sports and mountain activities. Besides ruining the valley with a structure that I believe will be vacant and in mothballs a few years after it is built. While I haven't visited a lot of ski resorts, I certainly haven't heard of any other mountain resort with this type of structure and "Adventure" center. I'm not sure what the projected use is but I have heard 300,000 annually. I can't imagine where all those folks will park or stay let alone the impact on highway 89 traffic in the summer and winter months.

KSL bought Squaw Valley with a commitment to make it a world class ski resort. I haven't heard anyone say they are going skiing in Europe because of the great indoor adventure/amusement centers they have over there. I have heard them say they are going over for the world class skiing resorts! It would be a shame to convert a beautiful natural valley into an indoor adventure destination. I277-1

As for the addition of more high rise condos, that seems unbelievable to me. The number of condos and houses available for sale in Squaw Valley has exceeded demand for years.

We have been condo owners in Squaw Valley for over 25 years and have skied as Squaw for about 40 years. I sincerely believe that the scope of the proposed building project will be severely detrimental to Squaw Valley and will not benefit North Lake Tahoe. I277-2

Thanks for considering my input.

Carl Thomsen

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I277 Carl Thomsen
July 15, 2015

I277-1 See the Master Response regarding the MAC as well as response to comment O8d-8. 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.

I277-2 See the Master Response regarding occupancy assumptions.

I278

Maywan Krach

From: Doug Thomson <doug_man@att.net>
Sent: Friday, July 17, 2015 1:06 PM
To: Placer County Environmental Coordination Services
Subject: Proposed Squaw Vallye development

Hello,
I am writing in regard to the proposed development in Squaw Valley. I feel that the proposed development is too much for our little valley, we do not have the infrastructure or the water resources to make this proposal viable nor do we want the eyesore and loss of nature that this will cause. I strongly believe that people come to the mountains to get away from the high rise buildings, the traffic and the hectic busyness of the city. They come to the mountains to enjoy nature, to find peace and rejuvenate and yes, some come to recreate via hiking, biking , swimming etc. The indoor water park is the worst of all their plans, do they not realize that there is this big beautiful lake called Tahoe 5 miles away and the truckee river 2 miles away that can satisfy everyones water sport needs. Stop this development now, once you pave this valley you can't get these beautiful meadows back and you destroy the ecosystem that so many animals rely on to live. We need nature, we need natures beauty, we don't want another homogenized village, that takes the uniqueness of the Squaw Valley experience and makes it just like every other failing mountain resort in North America. We don't want this special place to be turned into just another Whistler, Vail or Northstar. I278-1
Thank you for your attention

☮ Peace Out
doug_man@att.net

Doug Thomson
P.O. Box 2252
Olympic Valley, Ca. 96146
530.448.3375

1

I278 Doug Thomson
July 17, 2015

I278-1 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. See also the Master Response regarding the MAC.

The comment expresses concerns related to infrastructure, water resources, and the loss of nature. These issues are addressed in the DEIR. See, also, the Master Response regarding the MAC.

I279

Maywan Krach

From: z tahoe <ztahoe@gmail.com>
Sent: Thursday, July 16, 2015 10:34 PM
To: Placer County Environmental Coordination Services
Subject: Attention: Maywan Krach - comments on Squaw Valley Village Specific Plan

Attention: Maywan Krach, Placer County

Please do not allow the Squaw Valley Village Specific Plan in its current form. I279-1

- **This proposed village is too big**. Buildings over 100 feet high would significantly disrupt the views of this unique landscape. I am not against development in Squaw Valley but the North Lake Tahoe Region doesn't need this amount of development and it's not something we can take back if it gets built. I279-2
- **There is already too much traffic around Squaw Valley on highway 89**. This traffic if primarily caused by the inability to get the current amount of people into Squaw Valley. Increasing traffic would lead to avoidable and significant delays on this important road. Currently there are already times when highway 89 is unusable for hours between Squaw Valley and Truckee. I279-3
- **The North Lake area doesn't need a huge indoor entertainment village**, especially any sort of water park. The whole spirit of the region is to be in the outdoors. That is why I live here and why people spend their vacation here. In addition we have a beautiful outdoor water park called Lake Tahoe a few miles a way. I279-4
- **Constant construction in the Squaw Valley will seriously impact the peaceful environment I go there to experience, for DECADES.** This level of construction in such a small valley will destroy it's unique character. I279-5

I moved here 15 years ago to ski at Squaw and have owned a season pass there since 2001. I ski on almost every day off all winter long, even in this current drought. I now own a home here in Placer County and commute to Reno so that I can stay living in North Lake Tahoe. I believe that construction of this caliber would have a long lasting negative impact on Squaw Valley and the North Lake Tahoe Region. I279-6

As a taxpayer and voter in Placer County I urge you not to accept the Squaw Valley Village Specific plan in its current form.

Thank you for taking my comments into consideration,

Zach Tolby
Agate Bay, CA

1

I279 Zach Tolby
July 16, 2015

I279-1 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.

I279-2 The project's visual impacts, including from proposed new buildings, are addressed in Chapter 8, "Visual Resources," of the DEIR. Also see the Master Response regarding the visual impact analysis. No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.

I279-3 The project's traffic impacts, including traffic in Squaw Valley and on SR 89, are addressed in Chapter 9, "Transportation and Circulation," of the DEIR. Also see the Master Response regarding traffic. No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. No further response is provided here.

I279-4 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.

I279-5 See the Master Response regarding the 25-year construction period.

I279-6 See responses to comments I279-1 and I 279-4.

I280

MEMORANDUM

Recipients: Placer County Planning Department

From: Frank D. Toledo,
17179 Northwoods Blvd.
Truckee, CA, 96161, studiob6@yahoo.com

Date: July 3, 2015

Re: Comments: Squaw Valley Specific Plan/KSL DEIR report

Placer County officials and members of the commission:

I'm taking this opportunity to comment on the DEIR / Squaw Valley specific plan. First, allow me to share my personal, professional back ground;

- 35 year North Tahoe/Truckee Local, currently residing in Truckee (24 years)
- 28 year property owner in the North Tahoe/Truckee area. (Tahoe City, Alpine Meadows, Truckee)
- Former: 14 year Alpine Meadows Employee 1983-1997
- Former, 3 year Squaw Valley Ski Corp Employee
- Squaw Valley/Alpine Meadows pass holder since 1978
- Former: 3 year Sugar Bowl Resort employee
- Former: North Lake Tahoe restaurant owner
- North Lake Tahoe Cal/Nevada business owner since 1988
- Registered licensee: Nevada State Board of Architecture, Interior Design & Residential Design

I280-1

Over view:

My comments will focus on (3) three specific segments of the DEIR, each will have "possible solutions" at the end of the segment :

- 1. Traffic impact
  - Related to local residents
  - Related to 2nd home owners
  - Related to local business owners (both North Lake Tahoe and Truckee)
  - Related to visitors of the North Lake Tahoe and Truckee area
  - Related to travelers attempting to pass through the North Lake Tahoe to other destinations
  - Related to emergency vehicle access between Truckee and North Lake Tahoe.
- 2. Duration of project
- 3. Historical significance of specific structures in Olympic Valley
- Summary

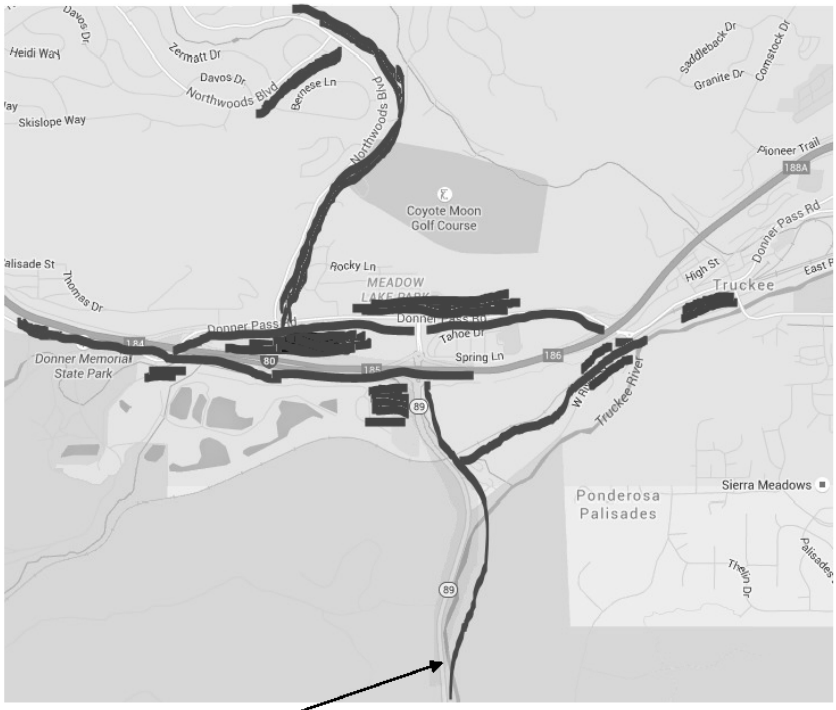
I280-2

(1)

Specific Comments:

Traffic Impact (Gridlock):

Based on personal experience, during a busy winter weekend period (or holiday period) the traffic back up (bumper to bumper) of vehicles leading to Squaw Valley extends as far as Tahoe Donner (Northwoods Blvd). As Highway 89 stops, the residual traffic leaves Donner Pass Road grid locked, thus blocking access from residents/visitors living and staying on tributary roads leading to Highway 80. Emergency vehicle access during this time is inhibited (especially during snow storms or when snow berms are at their highest and widest) as well blocking access to local business. The map below shows main route blockages (in "pink"), all tributary roads along this route are blocked from accessing local businesses or practical routes to highway 80 both east and west. The areas in "red" show just some of the business districts impacted by grid lock along these routes. As you can see, modifying traffic lights at the Highway 89 and West River Road would not improve the situation. Squaw Valley/Alpine Meadows customers stay in a variety of area not to mention those traveling from Reno. The grid lock on West River extends to the downtown Truckee district.



Highway 89, south

Traffic Grid Lock (bumper to bumper): Winter Weekends (after a recent snow fall) and Holiday Periods

Red: Business Districts, Pink: Primary Traveled Road Grid lock

I280-3

(2)

Personal Comments;

An increase in size and skier/rider visits/traffic would negatively impact an already unsafe traffic situation. The negative impact to local business's , local residences, visitors and travelers is unacceptable. The quality of life for all those impacted would be diminished during these periods. I see nothing in Squaw Valley's/KSL's proposal that addresses any of the above. The local residents (especially Truckee/Nevada County) would see very little benefit in Squaws business plan while sitting in bumper to bumper traffic trying to travel elsewhere. Even those Squaw Valley visitors (from elsewhere) who spend up to (2 hours, documented by many) driving from the highway 80 interchange to Squaw Valley would not see the benefit. Many of my bay area acquaintances have chosen to fly from the Bay Area to the Salt Lake area to ski. According to them: Fly time, travel from airport to Park City/ Snowbird, to riding lifts is just over 4 hours. On busy traffic days, it can take up to two (2) hours traveling 13 miles from Truckee to Squaw Valley. I do not doubt more will be doing the same unless we can repair the current situation and mitigate future gridlock. I280-3 cont.

Possible Solution:

The "significant and unavoidable impacts" (relating to traffic) stated in the DEIR can and should be avoided. Placer County should require a traffic study that stretches to all the areas currently impacted by traffic gridlock created by Squaw Valley/Alpine Meadows traffic. In addition, KSL should divulge season pass holder's statistics showing the overall quantity and demographics (especially location) of their customer base. These statistics, along with the season long traffic study should be reviewed in tandem in order to come up with measures to mitigate the gridlock issues.

Duration of project:

The 25 year (continuous) build project schedule listed in KSL's proposal is unacceptable. It's critical that Olympic Valley residents and others that may be impacted by major construction be spared 1/3 of a lifetime of traffic, related noise and esthetically unpleasant construction activity. Children born during that time period will not know a time that major construction is not taking place. KSL customers will see 25 + years of construction zones and all issues associated with the construction. I280-4

Possible Solution:

I urge Placer County to mandate a phase based construction period (based on option III). As many as 5 phases, each separate in approval and design. Each phase would last no longer than 5 years after which a 5 year construction moratorium would be in effect. During the 5 year hiatus, local business's, local residents and the environment in general would have an opportunity to adjust from the previous phase and further adjust (if need be) to subsequent phases.

Historical significance of specific structures in Olympic Valley :

"The greatest enemy of history is time"

The proposed construction project requires the removal of structures listed as "Historically significant". I question why and how this would be allowed? Having worked on "historically significant" structures (deemed so by the State of California) I understand, respect and accept the value placed in these structures. I see no reason why KSL's proposed village cannot do the same. These structures should become part the village, embraced for the memories and heritage that it brings and not be an afterthought to KSL's massive structures. I280-5

Possible Solution:

Design the "village" around and "with" the existing historic structures. It really is not that difficult to do.

(3)

Summary:

As a long time resident of the area I highly urge the Board to take into consideration the long term impact of KSL's proposed project. I've read though the report and after having attended public meetings on the topic, to me the only viable option (of the options presented) would be option III. Option III being the greatly scaled down version better suited to the local environment both in Olympic Valley and the surrounding areas. As I have mentioned above, I suggest a long term phase based project injected with mandatory construction moratoriums to allow the local community to "digest" the pervious construction activity. I fully understand that this may not "fit in" with KSL's/Squaw Valley Holdings business model, however, I do see it fitting in better with our local communities (Truckee/North Lake Tahoe, Olympic Valley and Alpine Meadows) "living model").

Lastly, I do not see a viable option that does not address/mitigate all "significant and unavoidable impacts" mentioned in the DEIR. If these items cannot be addressed I suggest no plan be approved until they are. I280-6

Please feel free to contact me if explanations or furthers comments are required.

Sincerely,

Frank D. Toledo

Frank D. Toledo
17179 Northwoods BLVD
Truckee, CA, 96161
530.318.0512, (e) studiob6@yahoo.com

(4)

I280 Frank D. Toledo
July 3, 2015

I280-1 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.

I280-2 The comment provides a summary of detailed comments provided below that are related to traffic, project duration, and historical structures. See responses to the detailed comments below.

I280-3 The comment begins with an illustration showing congestion in the Truckee area during a winter weekend based on the commenter's personal experiences. The comment suggests that the study area include the facilities shown as being congested on the illustration. The traffic study did include the vast majority of these facilities. As noted in the Master Response regarding traffic, I-80 was not included in the traffic study area (though an evaluation of project impacts on I-80 was conducted for inclusion in this FEIR). It was not necessary to study intersections along local streets such as Donner Pass Road and Northwoods Boulevard because survey data of overnight guest trip arrival/departure patterns show these roads would rarely be used.

The project's traffic impacts are addressed in Chapter 9, "Transportation and Circulation," of the DEIR. Also see the Master Response regarding traffic and the Master Response regarding significant and unavoidable impacts. No specific issues related to the content, analysis, or conclusions in the DEIR are raised in this comment. The comment requests information on season pass older statistics, but provides no information on how this data might be used to generate mitigation measures, as suggested in the comment. The request for season pass holder statistics has been conveyed to the project applicant; however, this issue has no relation to the DEIR.

I280-4 See the Master Response regarding the 25-year construction period. The construction phasing proposal provided in the comment would extend the overall project implementation period to up to 50-years, and would not alter the overall 25-years needed for full project development. No significant impacts identified in the DEIR would be avoided under this scenario. The Placer County Planning Commission and Board of Supervisors will take the commenter's suggestion into consideration when making decisions regarding the project.

I280-5 See response to comment I52-13 regarding the two 1960s Olympic-related buildings (the Olympic Valley Lodge and the Far East Center). Note that an alternative minimizing effects on historic buildings, the "Preservation of Historical and Wetlands Resources Alternative", is evaluated in the DEIR, beginning on page 17-35.

I280-6 See responses to the detailed comments above as well as the Master Response regarding significant and unavoidable impacts. The remainder of this 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.