MEMORANDUM

Date: September 2, 2008
To: TRPA Advisory Planning Commission
From: TRPA Staff
Subject: Notice of Preparation (NOP) and Determination of Scope, for a joint Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) with Placer County; for the Homewood Mountain Resort Master Plan and Community Enhancement Program, 5154 West Lake Boulevard, Placer, County, California, Assessor’s Parcel Numbers (APNs) 097-130-05, TRPA File Number CEPP2008-0189

Requested Action: Staff is notifying the APC that a Notice of Preparation has been issued for the Homewood Mountain Resort Master Plan and Community Enhancement Program, (Attachment A). Staff requests an APC recommendation to the TRPA Executive Director on the determination of the Scope for a joint Environmental Impact Statement (EIS)/Environmental Impact Report (EIR), for the Homewood Mountain Resort Master Plan and Community Enhancement Program, as described in the Notice of Preparation (NOP).

Staff Recommendation: Staff recommends that the APC recommend to the Executive Director approval of the topics and alternatives identified for environmental review in the attached NOP.

Required Motion(s): An APC motion to recommend approval of the proposed action requires:

1) A motion to recommend approval of the determination of the Scope for the joint Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) for the Homewood Mountain Resort Master Plan and Community Enhancement Program as set forth in the Notice of Preparation and the project alternative description. (see Attachments A and B).

Project Description/Background: The applicant is proposing to pursue a Master Plan development for the Homewood Mountain Resort through the Community Enhancement Program (CEP). The goal of the CEP is to seek out projects which will demonstrate revitalization opportunities for local communities in a manner and context of the needs of those communities in which they are proposed to be located. Through the CEP program, specific criteria were developed for perspective projects designed to promote mixed-use and transit-oriented development for incentives of commercial floor area and potential modifications to current height and density standards, the effect of which will need to be studied in the proposed Environmental Impact Statement (EIS)/Environmental Impact Report (EIR).

The proposed Homewood Master Plan will target mixed-use redevelopment within its base area to the north, residential development of the base area to the south, and the development of a lodge and beginner ski area at mid-mountain. The proposed development will include the following land use elements, development incentives or land use amendments;
Residential Elements;
Residential condominiums, Single Family Residential building envelopes and Multi-family housing which is currently not allowed in Plan Area Statement (PAS) 158 McKinney Tract, (160) Homewood Residential. In order to include Multi-family residential uses, within the aforementioned Plan Areas, a Plan Area Statement (PAS) amendment will need to be approved.

Commercial Elements;
The Master Plan proposal targets the expansion and intensification of existing commercial uses within the Homewood Commercial PAS (159) adding a small grocery store, hardware store, resort retail shop, and ice cream parlor. These uses are identified in Subsection 18.4 of the TRPA Code and the Plan Area Statement as Eating and Drinking Places; Food and Beverage retail sales; and General Merchandise stores. These are “special uses” in the Plan Area Statement (PAS). The Master Plan proposal also targets the continuation of wedding/reception activities, (Personal Services), thought to have been a grandfathered activity is proposed to be added to the PAS as part of the proposed Plan Area amendment.

Mid Mountain Commercial/Recreation
The proposal seeks to replace the temporary facilities at the Mid-mountain with a new 14,000 square foot Lodge. This lodge will house the upper station of the gondola, food service for both winter and summer uses, a private club area for exclusive use of owners of the condominiums, condo-hotel units, interval ownership units, and their guests. Adjacent to the Mid-mountain Lodge will be the swimming pool intended for west shore residents’ summer use. The pool is proposed as a recreational amenity for west shore residents, while the private club is proposed as an accessory use to the residential/tourist use and thus not open to the public. The summer indoor dining area, which will serve wedding/reception uses, and 50 percent of the kitchen area, are anticipated to be commercial floor area with the CFA coming from a portion of the commodities reserved through Community Enhancement Program.

Tourist Accommodation Elements
Tourist Accommodation–Hotel/Motel - Timeshare residential uses are currently not a permissible use within the PAS 158 McKinney Tract or PAS 160 Homewood/Residential. A plan area amendment approval will be necessary in order to introduce this use into the specified Plan Area.

This is a scoping meeting intended to elicit comments from APC members and the general public on the content and potential issues as they relate to the proposed Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) Homewood Mountain Resorts Community Enhancement Program (CEP), as initially identified in the TRPA Initial Environmental Checklist (IEC) and Placer County’s Initial Study and Checklist. The EIS/EIR is intended to specifically meet the substantive and procedural requirements of the Tahoe Regional Planning Compact as set forth in TRPA’s Code of Ordinances and Rules of Procedure (see Attachment B for process), and the California Environmental Quality Act (CEQA). The EIS/EIR will also identify any potential environmental or other impacts that could occur as a result of the implementation of the Master Plan and Community Enhance Program.

Potential Alternatives: Per TRPA Code of Ordinances Subsection 5.8.A(2) all environmental documents shall describe appropriate alternatives of action for any project which involves unresolved conflicts concerning alternative uses of available resources.
Alternatives for evaluation in the EIR/EIS will be developed in consultation with Placer County and TRPA staff based on input received from the members of the TRPA Advisory Planning Commission and general public.

As described in the Notice of Preparation, potential alternatives to the project may include, but not be limited to, the following:

**No Action**: No redevelopment of the existing site. The project site would retain existing conditions with the requirement that BMPs be installed.

**No Code or Plan Amendments for Building Height or Density**: Uses consistent with existing height and density restrictions would be developed.

**Modified Mix of Uses**: A mixed-use Master Plan with an alternative mix of uses or numbers of residential units, commercial, or ski resort uses, requiring Code and PAS amendments.

In addition to the list of alternatives above, there is a possibility that the proposed HMR Master Plan may need to be modified based on potential land capability conflicts. The results from soil borings taken in the existing gravel parking lot located at the north base indicate that a portion of the gravel lot may be located within a Stream Environment Zone (SEZ). If the TRPA land capability verification process concludes that the area is SEZ, the HMR Master Plan facilities located in the affected area would have to be relocated. A revised site demonstrating the potential Master Plan change for the affected area will be available to the public and at the public scoping.

**Issues/Concerns**: The key impact areas are described in the attached NOP. In addition, there are five issues that need to be discussed.

- Public Review and Comment Process
- Size and Scale of the proposed project and the alternative descriptions
- Cumulative Effects
- TRPA Threshold Carrying Capacities
- Compliance with the CEP Resolution 2008-11 conditions
- Approval of an Alternative Master Plan process

**Environment Document Compliance**: A Notice of Preparation has been circulated in preparation of moving forward with the joint Environmental Impact Statement/Environmental Impact Report. The joint document is an EIS prepared by the Tahoe Regional Planning Agency pursuant to its Compact and Chapter 5 of the TRPA Code of Ordinances and an EIR prepared by Placer County pursuant to the California Environmental Quality Act (CEQA). The public scoping process will consist of a hearing before the APC, Governing Board if necessary, and a public hearing with Placer County.

If you have any questions, please contact David L. Landry, Senior Planner at dlandry@trpa.org or 775-588-4547 ext. 214.

**Attachments:**

- Notice of Preparation (Attachment A)
- TRPA Project EIS Process (Attachment B)
- Proposed Master Plan and Alternatives (Attachment C)
- Resolution 2008-11 conditions (Attachment D)
- Compliance with the CEP Resolution 2008-11 Response (Attachment E)
This notice is being issued jointly by the County of Placer, California (Placer County) and the Tahoe Regional Planning Agency (TRPA) and meets CEQA and TRPA noticing requirements for a Notice of Preparation.

NOTICE OF PREPARATION

To:
California State Clearinghouse
Nevada State Clearinghouse
Responsible and Trustee Agencies
Interested Parties and Organizations
Affected Property Owners (within 300 feet of the proposed Homewood Mountain Resort boundaries)

Subject:

Lead Agencies:

Tahoe Regional Planning Agency
P.O. Box 5310
128 Market Street
Stateline, NV 89448
Contact: David Landry, Project Manager
Phone: (775) 588-4547, ext. 214
Fax: (775) 588-4527
Email: dlandry@trpa.org

County of Placer
Community Development Resource Agency
Environmental Coordination Services
3091 County Center Drive, Suite 190
Auburn, CA 95603
Contact: Maywan Krach, Community Development Technician
Phone: (530) 745-3132
Fax: (530) 745-3003
Email: cdraecs@placer.ca.gov

Project Title: Homewood Mountain Resort Master Plan (HMR Master Plan)

Project Applicant: Homewood Village Resorts, LLC

Public Scoping:

The County of Placer (Placer County) and the Tahoe Regional Planning Agency (TRPA) are preparing a joint EIR/EIS to inform agency decision makers about the potential environmental effects of the proposed HMR Master Plan. This joint document will serve as an EIR prepared by the County of Placer pursuant to the California Environmental Quality Act (CEQA) and an EIS prepared by TRPA pursuant to its Compact and Chapter 5 of the Code of Ordinances. This notice meets the CEQA and TRPA noticing requirements.
for a Notice of Preparation (NOP). The purpose of this NOP is to inform agencies and the general public that this environmental document is being prepared for this project and to invite specific comments on its scope and content.

The views of interested persons, organizations, and agencies as to the scope and content of the information to be included and analyzed in the EIR/EIS are requested. Agencies should comment on the elements of the environmental information that are relevant to their statutory responsibilities in connection with the proposed project. The project description, location, alternatives to be evaluated in the EIR/EIS, and potential environmental effects of the proposed project and alternatives (to the extent known) are provided below and contained in Attachment A, Initial Study and Checklist.

In compliance with the time limits mandated by TRPA and CEQA, responses should be sent at the earliest possible date, but not later than by October 2, 2008 to the TRPA or Placer County contact person listed above. If you represent a public agency, private firm or other entity, please indicate a contact person on your response. Duplicate responses to both lead agencies are not required.

In addition to the opportunity to submit written comments, public scoping meetings are being conducted to provide an opportunity to learn more about the proposed project and to express oral comments about the content of the EIR/EIS. The scoping meetings will be held at the following times and locations:

**Wednesday, September 10, 2008**
Meeting Begins at 9:30 AM
TRPA Advisory Planning Commission
TRPA Board Rooms
128 Market Street
Stateline, NV 89449

**Tuesday, September 23, 2008**
4:00 PM to 6:00 PM
Public Scoping Workshop
Granlibakken Resort
725 Granlibakken Road
Tahoe City, CA 96145

**Signature:** ____________________________  **Date:** August 29, 2008

David Landry, Environmental Review Services, TRPA

**Signature:** ____________________________  **Date:** August 28, 2008

Gina Langford, Community Development Resource Agency, Environmental Coordination, Placer County
Summary: Homewood Village Resorts, LLC seeks the study and approval of the HMR Master Plan in order to develop and upgrade a mixed-use base area to the north, a residential base area to the south, and a mid-mountain lodge and support facilities. The HMR Master Plan is a mixed-use project developed under the guidelines included in TRPA Community Enhancement Program, August 2007. During the past several years, Homewood Village Resorts, LLC held a number of workshops with residents of the West Shore communities, homeowner’s associations, and civil organizations with over 1,000 persons participating and providing input to the development of the HMR Master Plan concept. Additionally, Homewood Village Resorts, LLC met with TRPA and Placer County staff to discuss the concept and incorporate place-based planning and visioning input received during the preparation of TRPA’s Regional Plan Update.

Project Location: The 1,200-acre HMR Master Plan area lies in the Tahoe region of the Sierra Nevada Mountains west of Lake Tahoe and is located approximately six miles south of Tahoe City within Placer County, California. The HMR Master Plan area is bound by State Route (SR) 89 and Lake Tahoe to the east, Ellis Peak to the southwest, and Blackwood Ridge to the north. The project area is typically accessed via Interstate 80 to West Lake Boulevard (SR 89). The TRPA assessor parcel numbers for the proposed project include: 097-060-024, 097-140-003, 097-140-033 and 097-130-034. Figure 1 illustrates the extent of the project location.
PROJECT OBJECTIVES

The HMR Master Plan has been developed to optimize the quality of the existing winter ski experience and improve the year-round use of the site while responding to changes in technology, market trends and user preferences.

The overall density of the proposed HMR Master Plan is guided by three principles or objectives that developed as a result of extensive input from the West Shore communities. These principles include:

- Consistency with the scale and character of Homewood, California;
- Enhance the lifestyle and property values of west shore residents; and
- Generate sufficient revenues to support the proposed environmental and fire safety improvements and ensure the continued viability of the ski operations.

DETAILED PROJECT DESCRIPTION

The HMR Master Plan is a conceptual plan to redevelop a mixed-use base area to the north, a residential base area to the south, and a mid-mountain lodge and beginner ski area. The proposed project is shown on the mapping in Attachment B and includes the following:

**North Base Area.** The approximately 18-acre north base area will include up to 16 residential condominiums, up to 40 fractional ownership units, up to 30 penthouse condominium units (upper floors of the hotel), and up to 75 traditional hotel rooms. Additionally, up to 40 two-bedroom for sale condominium/hotel units (up to 20 of which will have one-room lock-offs), and up to 25,000 square feet of commercial floor space and up to 12 workforce housing units will be requested. An approximately 28,000 square foot base mountain facility will replace existing day skier services and will include food and beverage service, adult and children’s ski school services, rental, shop, locker facilities, restrooms, first aid, and mountain administration and operations offices.

There will be approximately 810 parking spaces provided at the North Base, including approximately 300 day use parking spaces in a three-level parking structure, approximately 60 limited surface parking spaces at the retail and skier drop off area, and around 450 underground parking spaces directly below the building foot print of the hotel and skier services facility. The commercial floor space and workforce housing are designed to front the residential neighborhood and a day skier parking structure.

The up to 75 room hotel/lodge will be a high quality boutique-style hotel, coupled with high level amenities to attract guests. The boutique-style hotel rooms will be combined with up to 40 proposed two-
bedroom condominium/hotel units (up to 20 with one-room lock-offs). The condominium/hotel units will be individually owned and owners will be offered full services.

The top floor of the hotel/lodge building will include approximately 30 individually owned, penthouse condominium units. The lodge will also include a full service restaurant and a spa and fitness facility. In addition to the lodge building, another 16 residential condominiums and up to 40 fractional ownership units will be spread between 1, 2 and 3-story buildings throughout the north base. Some of these units will be located in mixed-use buildings above the village retail space.

Also proposed are 12 workforce housing apartments with two bedrooms each with the ability to sleep up to four employees in each apartment unit.

The north base proposal has been accepted into and will be designed under the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED) for Neighborhood Pilot Program.

**South Base Area.** The approximately 6-acre south base area will include up to 99 residential condominiums. The residential condominiums will be spread throughout the south base area in four buildings that will not exceed three stories. The residential units will replace the current children’s facilities, ski school and day lodge buildings. Additionally, a rubber tire vehicle maintenance facility will replace the existing full vehicle shop/maintenance facility with all snow based equipment being relocated to a new mid-mountain located facility.

All existing South Base day-skier access will be relocated to the North Base to reinforce the sense of a neighborhood residential area. There will be up to 177 underground parking spaces located directly below the residential footprints, which utilizes the excavation required for the building foundations and allows for more pervious landscape surfaces around the buildings in lieu of surface parking.

The south base will be transformed into a mini village to serve existing area residents and new homeowners and although not part of the LEED pilot program will be designed using the LEED criteria as a template. During peak seasons, the area will include a restaurant in one of the residential buildings that will also be restricted to south base residents.

**Between North and South Base Areas.** Above Sacramento Road there is a 2.5-acre Planned Development lot where 11 single-family building envelopes will be developed by Homewood Village Resorts, LLC. The street will terminate at the single-family area and will be used by only the seven existing homes and the 11 new residents.
Mid-Mountain: The mid-mountain will include: a new approximately 15,000 square foot day-use lodge with a gondola terminal; a new learn to ski lift; a food & beverage facility with outdoor dining; small sundry outlet; and an outdoor swimming facility for use during the summer months. The new mid-mountain lodge replaces the white tent structure and the existing concrete foundation located near the mid-mountain. As part of the new development, the existing composting toilet/restroom will be removed and replaced with connection to public sewer system as required by Placer County Health and Human Services Department. The snow based vehicle shop/maintenance facility (coverage relocated from the south base area) will be relocated to the mid-mountain. Two water storage tanks will also be located at mid-mountain above the vehicle shop/maintenance facility.

Accessory buildings. Several small accessory buildings will be associated with snowmaking operations (e.g., new/updated pump houses) and micro-hydro generation. There will be retaining walls and slope stabilization associated with various buildings. All buildings are designed to minimize cut and fill slopes and overall impacts.

Roads. On-site roads that are not decommissioned and restored will be used for mountain operations during summer. The private extension of Tahoe Ski Bowl Way may be used year round. Off-site roads to be evaluated for improvements include SR89, Silver, Fawn, Sacramento, and Tahoe Ski Bowl Way. Per County standards, roadways plans shall include appropriate street improvements (e.g., existing pavement limits and proposed), existing and proposed right-of-way, and any necessary measures (e.g., drainage facilities, cut and fill slopes, street cross sections)

Utilities. Power lines (32 KV or less) will be installed underground within the project area and along the SR 89 corridor. An overhead power utility corridor currently exists, and will be utilized for future sub-surface placement of electric power, in collaboration with Sierra Pacific Power Company. HMR will participate in the funding for planning and construction of the sub-surface electric lines within the proposed development boundary.

Linkages, etc. The project will integrate a TCPUD bike path into the North Base area. A proposed 8-passenger gondola will bring guests up to the mid-mountain area. The existing TART stops will be furnished with shelters, and proposed dial-a-ride, shuttle, and water taxi services will expand alternative transportation options to reduce vehicle miles traveled (VMTs). Offsite improvements necessary to mitigate identified impacts, if any, will also be included in the environmental analysis.

People at One Time (PAOT). TRPA requires an allocation of PAOTs for expansion of ski areas that include increased uphill lift capacity. At present, HMR does not expect to increase uphill lift capacity.
However, as options for transporting skiers to and around the mountain are evaluated, it may be necessary to increase uphill capacity to improve skier flow on the mountain. Should increased lift capacity be proposed, a PAOT allocation would be required for the Master Plan.

**Additional Recreation.** A new outdoor amphitheater is proposed for hosting outdoor concert events and will serve as the permanent home of the Lake Tahoe Music Festival. A cross-country ski connection, which is an extension of the old Olympic course, is proposed. Other recreational opportunities include existing downhill skiing and snowboarding, fishing, and walking trails. Proposed recreation includes ice skating, a community swimming pool, biking, and an antique miniature golf course during the summer months where the ice pond is located.

**Restoration and Water Quality.** Water quality improvements will be coordinated with Caltrans water quality improvements and Placer County Homewood Erosion Control Project to treat runoff from SR 89, local streets, and HMR. HMR is exploring the potential for reuse of this treated water. Homewood creek, which is currently collected and piped under the north-south extension of Tahoe Ski Bowl Way will be day-lighted and riparian habitat restored. The current conceptual plan includes removal of the culvert, widening of the overall stream cross-section and increasing flow length through incorporation of additional meanders within the stream channel. A bridge will be used to cross the stream while allowing for maximum stream function. Native vegetation will be used exclusively and will mimic the species composition currently in place in the undisturbed portions of the creek.

Up to 500,000 square feet of existing coverage is planned to receive BMP retrofits and water quality improvements. State grant monies in the amount of $650,000 have been awarded to Homewood to study potential mitigation measures for reducing sediment runoff in the Homewood watersheds. The monies will be used to continue the on-mountain restoration and revegetation projects. Approximately 50,000 square feet of restoration and revegetation work is planned for the summer of 2008.

**Alternative Transportation Plan.** The Alternative Transportation Plan, one of a series of transportation strategies, is planned to include the year-round, winter and summer program elements. These elements are listed below.

**Year-Round**
- Extension of West Shore Bike Trail
- Employee Shuttle Bus
- Employee Public Bus Transit Fares
- Scheduled Shuttle Service
North Base-South Base Shuttle Service
Electric/Hybrid Car Rental Service
Free “Bicycle Share” Service

Winter Program
Winter West shore Dial-a-Ride Service
Skier Intercept Shuttle Service

Summer Program
Water Taxi Service
Summer West Shore Dial-A-Ride Service

Additional transportation strategies of the HMR Master Plan include:

- Intercept Existing Vehicle Trips
- Accommodate Summer Boat Trailer Parking on Skier Lots
- Day Skier Parking Control
- Transportation Information Exchange
- Partnering to Achieve Regional Transportation Solutions

**Land Coverage.** Homewood Mountain has over 1,780,000 square feet of TRPA verified existing land coverage. Over 400,000 square feet of this coverage is hard coverage associated with parking and ski facilities, lodges, etc., while the balance represents roads and trails on the mountain. In 2006 and 2007, HMR restored approximately 100,000 square feet of roads and trails on the mountain and plans to continue to restore unnecessary roads and trails. A significant percentage of this restored coverage will be permanently retired. The balance will be banked for possible use on the resort, or transfer to desirable uses as permitted by the TRPA Code of Ordinances.

**Reservation of Commodities.** Homewood has requested that up to 25,000 square feet of commercial floor space, 50 tourist accommodation bonus units (TABU) and 12 multi-residential bonus units (MRBU) be reserved by TRPA under the Community Enhancement Program for implementation of the proposed Master Plan.

**Environmental Improvement Project (EIP).** EIP implementation includes, but is not limited to Project Number 632 (Homewood Ski Area Master Plan), Project Number 86 (Scenic Roadway Unit 11-Homewood), and Project number 775 (Homewood Area Pedestrian Facilities) and participation in Project Number 855 (“Y” Realignment).
**Code/Plan Amendments.** TRPA will require a Code of Ordinance Amendment for height and density. TRPA and Placer County will require Plan Area Amendments for plan area boundaries, allowable uses, height and density, and special policies.

**POTENTIAL ALTERNATIVES**

Project Scoping is conducted to develop the scope and content of the information to be included and analyzed in the EIR/EIS. TRPA Code of Ordinances Subsection 5.8.A(2) requires that an EIS study, develop and describe appropriate alternatives to recommended courses of action for any project that involves unresolved conflicts concerning alternative uses of available resources. Alternatives for evaluation in the EIR/EIS will be developed in consultation with Placer County and TRPA staff based on input received from the members of the TRPA Advisory Planning Commission and general public.

Potential alternatives to the project may include, but not be limited to, the following:

- **No Action:** No redevelopment of the existing site would occur. The project site would retain existing conditions with the requirement that BMPs be installed.

- **No Code or Plan Amendments for Building Height or Density:** Uses consistent with existing height and density restrictions would be developed.

- **Modified Mix of Uses:** A mixed-use Master Plan with an alternative mix of uses or numbers of residential units, commercial, or ski resort uses.

In addition to the list of alternatives above, there is a potential that the proposed HMR Master Plan site plan above may have to be modified based on potential land capability conflicts. The results from soil borings taken in the existing gravel lot located at the north base indicate that a portion of the gravel lot may be Stream Environment Zone (SEZ). If the TRPA land capability verification process concludes that the area of concern is SEZ, the HMR Master Plan facilities located in the affected area would have to be relocated to avoid the mapped SEZ and its setbacks. A revised site plan to show the potential HMR Master Plan change for the affected area will be available online (www.trpa.org) and at the public scoping meetings listed on page 2 of this document.

**LAND USES (TRPA PLAN AREAS, PLACER COUNTY ZONING, ETC.)**

Currently, the project area is exclusively used for a ski operation along with its accessory food & beverage and rental/retail uses. Seasonal summer uses such as wedding receptions, concerts and farmers markets and other special uses have occurred on an annual basis. The majority of the resort is located in
TRPA Plan Area Statement (PAS) 157 “Homewood/Ski Homewood Area.” A portion of the project area is located in TRPA PAS 158 “McKinney Tract”. The Placer County General Plan Land Use Classification is Recreation with a Mitigation Management Strategy. The Placer County West Shore Area General Plan also addresses appropriate development within TRPA Plan Areas 157 and 158. The surrounding land uses are predominantly Residential with the remaining uses being largely Commercial/Tourist. Both of these land use designations are typically concentrated along the adjacent SR 89 corridor. Since the project area is best characterized as a “mountain,” the topography has a wide-range of values, although the actual project (proposed development) areas range from reasonably flat (1 to 10%) upwards to slopes equal to or less than 30%. Special features onsite include, but are not limited to, Watersheds (Homewood Mountain contains all or a portion of 3 watersheds), Lakes (Quail Lake and more than half of Lake Louis), and Mixed-Conifer forests.

**POTENTIAL ENVIRONMENTAL EFFECTS**

Potential environmental effects associated with the Proposed Project are disclosed in the *Initial Study and Checklist* prepared by Placer County (Attachment A). All environmental effects and potential impacts will be explored further during project scoping and during preparation of the EIR/EIS. In addition to the environmental effects outlined in the attached Initial Study and Checklist, the EIR/EIS will also evaluate cumulative effects and attainment of the TRPA Environmental Threshold Carrying Capacities.

**Cumulative Effects.** The EIR/EIS will identify and describe recently approved and reasonably anticipated projects in the Homewood area and vicinity of the proposed project or alternatives (e.g., USDA Forest Service projects and other development projects located on the north shore), and region-wide planning efforts currently underway (e.g., Pathway 2007, the total maximum daily load requirements for Lake Tahoe). The EIR/EIS will evaluate the combined effects of these activities with related impacts of the project or project alternatives. This Chapter will also include a discussion of potential project impacts on global climate change.

**TRPA Threshold Carrying Capacities.** The EIR/EIS will include assessment of the project’s compliance with and contribution to the attainment of threshold carrying capacities adopted by TRPA.
INTENDED USES OF THE EIR/EIS

Placer County and TRPA will use this EIR/EIS to disclose potential environmental effects, and mitigation measures and alternatives that may reduce the significance of potential effects, when considering the project or alternatives for approval. State responsible and trustee agencies and federal cooperating agencies may also use this EIR/EIS, as needed, for subsequent discretionary actions. Information provided in the EIR/EIS will also be used by agencies in their permitting process, including but not limited to: TRPA and Placer County construction permits, Placer County and Caltrans encroachment permits, Lahontan Regional Water Quality Control Board National Pollutant Discharge Elimination System and 401 wetland certification permits, California Department of Fish and Game Streambed Alteration Agreements, and U.S. Army Corps of Engineers wetland permits.
TRPA PROJECT EIS PROCESS

1. Agency/Applicant Identifies a Need for Action and develops a Project/Proposal

2. The Agency Determines Significant Environmental Effects May or Will Occur

3. Notice of Intent to Prepare Environmental Impact Statement (EIS)

4. Public Scoping and Appropriate Public Involvement

5. Draft EIS is Prepared

6. Public Review and Comment and Appropriate Public Involvement

7. Final EIS is Prepared

8. Public Availability of FEIS

9. Decision to Certify EIS

10. Project Decision

11. If Approved: Implementation with monitoring as Provided in the Decision
## Matrix for the master plan alternatives

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### Alternative (SEZ)

Parking spaces
- Day skier structure: 260
- Surface parking: 60
- Underground: 450
- Total parking: 770
- Workforce Housing: 10

### South Base

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<thead>
<tr>
<th></th>
<th>Proposed</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Condos</td>
<td>up to 99</td>
<td>up to 99</td>
<td>up to 99</td>
<td></td>
</tr>
<tr>
<td>Maintenance</td>
<td>3,000 sf</td>
<td>3,000 sf</td>
<td>3,000 sf</td>
<td></td>
</tr>
<tr>
<td>Parking spaces</td>
<td>177</td>
<td>177</td>
<td>177</td>
<td></td>
</tr>
<tr>
<td>Residential Lots</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

Notes: (1) up to 40 condo/hotel units, 20 of which could have lock-off's
Homewood Mountain Resort
Notice of Preparation and Determination of Scope
Page 19 of 40

Attachment C2

Proposed Master Plan Overall Site Plan
Proposed Master Plan Upper Mountain Site Plan
Proposed Master Plan Building Coverage North Lodge
Proposed Master Plan Building Coverage North Lodge
No Code or Plan Amendments
Conceptual/Preliminary plan sketches for the two Homewood master plan alternatives
Modified Mix of Uses Alternative
Conceptual/Preliminary plan sketches for the two Homewood master plan alternatives
TAHOE REGIONAL PLANNING AGENCY
RESOLUTION NO. 2008 – 11

A RESOLUTION APPROVING AN INITIAL RESERVATION OF SPECIAL PROJECTS
ALLOCATION OF COMMERCIAL FLOOR AREA, TOURIST ACCOMMODATION BONUS
UNITS, AND MULTI-RESIDENTIAL BONUS UNITS TO ELIGIBLE PROJECTS IN
ACCORDANCE WITH CHAPTER 33 AND 35 OF THE TRPA CODE OF ORDINANCES

WHEREAS, Chapter 33 of the TRPA Code sets for the methods and time
schedules for reserving commercial floor and tourist accommodation for special projects; and

WHEREAS, Chapter 35 set forth the methods for reserving multi-residential
bonus units for projects; and

WHEREAS, Chapter 33 also was enacted pursuant to Article V(g) of the
Compact to codify and implement the requirement to ensure attainment and
maintenance of the thresholds;

WHEREAS, Chapter 33 is designed to implement and coordinate the growth
management provisions of the Regional Plan Package and provide guidance to the
Governing Board during the ongoing implementation and process; and

WHEREAS, the goals and requirements of the Code Subparagraph 33.3.D (3)
Special Projects have been incorporated into the Community Enhancement Program
released August 1, 2007; and

WHEREAS, the Community Enhancement Program sets forth the goals,
evaluation criteria, time schedules, and pre-application requirements for the designation
of project proposals as Community Enhancement Program/Special Projects and the
reservation of commercial floor area, tourist accommodation bonus units, and multi-
residential bonus units for those designated proposals.

WHEREAS, Chapter 33 and the Community Enhancement Program called for
the completion and action of mixed used projects that implement environmental
improvement projects and provide substantial environmental benefits or mitigation in
excess of the TRPA project mitigation requirements; and

WHEREAS, per Chapter 33, staff provided adequate public notice (90 days) in
advance of any action to reserve commercial floor area, tourist accommodation bonus
units and multi-residential bonus units,

WHEREAS, the Performance Review Committee completed review of the
Community Enhancement Program/Special Project criteria and staff recommendation for
the reservation of allocations and forwarded their recommendation to the Advisory
Planning Commission; and

WHEREAS, the Advisory Planning Commission completed review of the
Community Enhancement Program/Special Project criteria and staff recommendation for
the reservation of allocations and forwarded their recommendation to the TRPA
Governing Board.
WHEREAS, TRPA and Local Jurisdiction staff utilized the CEP/Special Project criteria to review the pre-applications and have made appropriate recommendations to the Governing Board; and

WHEREAS, the TRPA Governing Board has reviewed the staff summary and recommendations, and other updates and information submitted at its July 25, 2007, November 28, 2007, January 23, 2008, and February 27, 2008 meetings; and

WHEREAS, any commercial floor area, tourist accommodation bonus units, or multi-residential bonus units not utilized by the any of the project proposals listed below, will be returned to the allocation pool and assignment of those allocations would be subject to a subsequent Governing Board action; and

WHEREAS, the amount of commercial floor area requested by each proposals has been proportionally reduced by 7.05% to accommodate all the proposals; and

NOW, THEREFORE, BE IT RESOLVED THAT the Governing Board of the Tahoe Regional Planning Agency hereby amends Resolution 98-8, and designates the following project proposals as Community Enhancement Program/Special Projects and initially reserves these proposals commodities as outlined in the Table 1, below:

Table 1:

<table>
<thead>
<tr>
<th>Community Enhancement Project Proposals</th>
<th>Commercial Floor Area (square feet)</th>
<th>Tourist Accommodation Units</th>
<th>Multi-Residential Bonus Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Placer County</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BB LLC</td>
<td>46,475</td>
<td>0</td>
<td>10</td>
</tr>
<tr>
<td>Ferrari</td>
<td>27,048</td>
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<td>25</td>
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<tr>
<td>Domus</td>
<td>8,175</td>
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<td>79</td>
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<tr>
<td>KB Resorts</td>
<td>6,971</td>
<td>0</td>
<td>8</td>
</tr>
<tr>
<td>Pastore</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ryan</td>
<td>2,383</td>
<td>0</td>
<td>4</td>
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<tr>
<td>Homewood</td>
<td>23,237</td>
<td>50</td>
<td>12</td>
</tr>
<tr>
<td>Washoe County</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boulder Bay LLC</td>
<td>0</td>
<td>40</td>
<td>48</td>
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<tr>
<td>City of South Lake Tahoe</td>
<td></td>
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<tr>
<td>Former</td>
<td>43,872</td>
<td>0</td>
<td>24</td>
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<tr>
<td>Mikasa</td>
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</tr>
<tr>
<td>South Y</td>
<td>15,801</td>
<td>0</td>
<td>45</td>
</tr>
<tr>
<td>Kmart/Raley's</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

BE IT FURTHER RESOLVED THAT the Governing Board hereby declares that at the time a project application to TRPA and the local jurisdiction is received, the project proposals designated as Community Enhancement Program/Special Projects shall be consistent with the goals and objectives of the Community Enhancement Program and the proposal concepts reviewed by staff in their pre-application packages.
BE IT FURTHER RESOLVED THAT the Governing Board hereby declares that the designation of the above proposals and the reservation of commodities are subject to the conditions as generally outlined in Exhibits 1-9.

BE IT FURTHER RESOLVED THAT TRPA recognizes that the project development process is fluid and that the details of project proposals are likely to change over time after the formal applications are submitted based on at least considerations of feasibility as well as the outcome of the environmental review analyses, and therefore the project conditions stated as requirements may be amended added to, or deleted, and further may not need to be met in every detail. The project conditions as generally set forth or as may be added should be viewed as statements of issues that must be addressed to the full satisfaction of TRPA at the appropriate point in the project development process and no later than the time the project is considered for decision by the TRPA Governing Board.

BE IT FURTHER RESOLVED THAT the adoption of this resolution by the TRPA Governing Board is a set aside of commodities from the Special Projects pool for planning purposes only. The Board's action is not a project approval or guarantee of any kind that the project, in any form, must be or will be approved. The CEP project applicants alone assume all risks of development, including the outcome of any future decisions of TRPA, and this reservation of allocations must not be construed as an entitlement or vested right of any kind.

BE IT FURTHER RESOLVED THAT the Governing Board hereby declares that this reservation of commodities shall expire on, Wednesday, February 25, 2009, unless extended by TRPA upon a showing of adequate progress toward project approval.

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at its regular meeting held on February 27, 2008, by the following vote:

Ayes: Ms. Aldean, Mr. Biaggi, Ms. Bresnick, Mr. Galloway, Mr. Kranz, Ms. McDermid, Mr. Merrill, Mr. Miller, Mr. Ruthe, Ms. Santiago, Mr. Swobe, Mr. Waldie, Mr. Weber

Nays:

Abstain:

Absent:

Mara Bresnich, Chair
Tahoe Regional Planning Agency
Staff Response
During the APC hearing Staff will present additional comments pertaining to the applicant’s approach to the Requirements for Participation in the Community Enhancement Program.

Requirements for Participation:

Scale, massing, height, and community character:
TRPA recognizes that additional height is an incentive that may be used to achieve environmental and public gains. TRPA requires that the greatest height be significantly set back from the streets and located more toward the middle of the building. Site context, varying step backs, roof pitch, and articulation must be considered for additional height to be appropriate for this location. TRPA may consider an alternative method of measuring height in sloped situations. TRPA’s design guidelines provide details in relation to stepping a building with the contours. The use of a building envelope that would allow a building to stair step up a slope to a max of 50 ft. at the highest pt. of the envelope/slope, depending on the elevation, may be appropriate for this site. This approach may limit and potentially eliminate the amount of grading/cut required for building foundations which would be an added environmental benefit.

Response: SITE AND ARCHITECTURAL DESIGN CONCEPT:
The new Homewood Resort design is conceived as an alpine village community in the architectural style of the classic old Tahoe lodges focused on the gamut of four season activities in the project program. The site design strategy is to cluster development in two separate base villages maximizing the amount of natural land and open space. Buildings have been arranged on the site to create several distinct neighborhoods within the development focused around key recreational uses such as gondola staging, ice pond, lodge hotel, shops and restaurant venues. Two-story structures are located along highway 89 with taller structures placed further up the slope while pedestrian plazas of the village occupy the space between. By placing building masses on the site at various angles and heights, and stepping the buildings with the topography, the informal massing of a hillside village is created.

Certain architectural features, in particular, gable and hipped roof shapes, dormer configurations, as well as the use of exposed timber and natural materials are designed to express the Tahoe lodge design theme in the manner of the Tahoe Tavern and Ehrman Mansion. These and similar National Park Service structures, exemplified by such buildings as The Ahwahnee Hotel and Timberline Lodge, stand powerfully on the land, all on the most sensitive of sites, expressing the theme of man and nature simultaneously. However, because of the wooded site and the placement of lower scale buildings along the highway, the larger scale and taller parts of the project will not be readily apparent from the highway and will only be experienced from within the site.

The concept of a clustered hillside village and architecture in the tradition of classic Tahoe lodges is currently not possible within TRPA’s height measurement rules. This is because maximum height is measured from a point of lowest grade along a building’s exterior wall to highest point on the roof. The height limit for a building becomes a level plane at the maximum allowable height set by the lowest point of grade and ignores the configuration of the site’s topography. This method of measurement penalizes buildings on sloping land and discourages tight hillside village concepts. Additionally, architectural elements common to alpine and rustic vernaculars such as steeply sloping gable roofs are not accounted for.

A possible method of measurement responding to clustered alpine villages might be to establish a measurement plane that slopes with existing topography and allows for some architectural elements to extend above the plane by a certain percentage or be measured to the midpoint of roof slope. Similar
methods establish a level plane for a building but allow the down sloping height to exceed the standard height by a certain percentage depending on degree of slope. The design team is in the process of developing an interactive computer model that will allow quick viewpoints and animations to be taken from any location on the project. Height and massing issues can then be understood visually from the point of view of anyone on or in the vicinity of the site rather than relying on strict dimensional limits.

**Coverage reduction:**
TRPA requires substantial land coverage reduction for this overall project. The increase in density and height must result in an overall reduction in land coverage. Please specify the percentage of land coverage reduction proposed for this overall project.

**Response: COVERAGE:**
Homewood Mountain has TRPA verified existing land coverage of over 1,780,000 s.f. Over 400,000 s.f. of this coverage is hard coverage associated with parking and ski facilities, lodges, etc., while the balance represents roads and trails on the mountain. In 2006 and 2007, HMR restored approximately 100,000 s.f. of roads and trails on the mountain and plans to continue to restore unnecessary roads and trails. A significant percentage of this restored coverage is planned to be permanently retired. The balance will be banked for possible use on the resort, or transfer to desirable uses as permitted by the TRPA Code of Ordinances.

HMR anticipates that at least a portion of the proposed additional height for the master plan development will be earned by retirement of some of the above land coverage.

**Scenic Evaluation:**
A Scenic/Visual analysis of the roadway unit and demonstration as to how it will enhance the scenic travel route rating is required for this project. Additionally, portions of your project will be visible from Lake Tahoe. The scenic analysis must also include an analysis of how the scenic threshold will be potentially impacted and any impacts mitigated.

**Response: SCENIC:**
HMR is working with its design team to reach a sufficient level of design to enable it to proceed with scenic analysis for both highway and Lake views.

Although there will be at least a small portion of the development which will be visible from the Lake, the property and proposed development is outside the “Shoreland” and therefore will be evaluated along with the highway views under the applicable elements of the Scenic Quality Improvement Program. HMR anticipates that although more buildings will be visible from the highway and Lake, the removal of surface parking and dilapidated buildings, construction of new buildings which are consistent with TRPA and Placer County design standards, addition of extensive landscape plantings, setback of buildings from the roadway, and stepping buildings up and away from the roadway will contribute to an overall improvement of scenic quality.

**Environmental Improvements/ Environmental Improvement Program (EIP):**
For commodities to be reserved and projects to be approved, CEP projects must commit to substantial environmental improvements, which must include specifically identified EIP projects. The project proposes a number of environmental benefits/improvements. TRPA requires written commitments regarding the funding, construction, and overall maintenance/monitoring for the specific EIP proposals. Some EIP components that were discussed in the pre-application or in verbal conversation are listed below:

a. TRPA supports storm water from Highway 89 and the Homewood site being diverted to properly sized treatment facilities that are constructed and maintained by Homewood Mountain Resort. Provide details and commitments regarding the Homewood water quality improvements and how they will be integrated with the Caltrans water quality improvements and the Placer County Homewood Erosion Control Project. Specifically, evaluate and specify the quantifiable reduction of
sediment loads entering Lake Tahoe in the Homewood area garnered through the construction of these targeted water quality facilities?

b. Provide design and written commitments for the implementation of the bike trail improvements referenced in the CEP application through the Homewood project area.

c. Provide details and commitments regarding the under grounding of the utilities that cross the Homewood site.

d. Provide details and commitments regarding the day-lighting of the creek under the ski-bowl (new residential area) parking lot. Also, explore possibilities to restore creek/SEZ along proposed cat road between base areas

e. Additionally, consider participation in the Hwy. 89 re-alignment EIP project # 855 at Tahoe City.

**Response: HIGHWAY 89 STORMWATER TREATMENT:**

Fine sediment (<63 µm), nitrogen, and phosphorus are the primary pollutants contributing to the loss of clarity in Lake Tahoe. Over 70% of the fine sediments causing loss of clarity comes from the developed urban uplands, primarily through stormwater runoff. A significant source of sediment in this area comes from the Caltrans’ application of sand for traction control. Homewood Mountain Properties (HMP) plans to reduce the Total Maximum Daily Loads (TMDLs) within their development footprint through implementation of sound best management practices (BMPs) that will reduce sediment and nutrient sources. In addition, through improvements to the collection systems in the Caltrans easement, stormwater will be treated and/or infiltrated on the Homewood Mountain Properties parcel. By capturing run-off from Highway 89, the project should effectively capture and treat all sediment applied to the roads for traction control by Caltrans in the winter months. HMP will provide all funding for planning, construction, maintenance and monitoring of BMPs within the parcel ownership, however an agreement will need to be reached with Caltrans regarding maintenance associated with the improvements along Highway 89.

**Response: BIKE TRAIL IMPROVEMENTS**

Homewood Mountain Resort will incorporate a bike path into the future development. The bike path will be designed and constructed to meet all safety standards for slope and width, and will have standard pavement markings and signs to designate its course along both the Highway 89 Caltrans easement and through the future Homewood development. HMR will participate in the funding for planning, construction, and maintenance of the bike trail through the proposed development.

**Response: UNDERGROUNDING OF UTILITIES**

Power lines (32 KV or less) will be installed underground within the project area and along the Highway 89 corridor. An overhead power utility corridor currently exists, and will be utilized for future sub-surface placement of electric power, in collaboration with Sierra Pacific Power Company. HMR will participate in the funding for planning and construction of the sub-surface electric lines through the proposed development.

**Response: DAYLIGHTING OF STREAM**

Homewood Creek will be ‘Daylighted’ in the area where that creek passes under the north-south extension of Tahoe Ski Bowl Way. Daylighting is a process whereby a constrained creek or water body is released from that constraint, in this case the culvert that is used to pass the creek beneath the road. The current conceptual plan includes removal of the culvert, widening of the overall stream cross-section and increasing flow length through incorporation of additional meanders within the stream channel. A bridge will be used to cross the stream while allowing for maximum stream function. Native vegetation will be used exclusively and will mimic the species composition currently in place in the undisturbed portions of the creek.

These restoration elements will be used to increase function within and adjoining the creek. Sediment production will be reduced through velocity reduction during low flow regimes by increasing flow length and vegetation flow interception. Bank sediment production will be minimized through the strategic use of vegetation and rock placement, exclusion of foot traffic and soil restoration. In-stream function will be...
improved by designing proper width to depth ratios and designing for maximum macro invertebrate habitat.

**Hwy 89 EIP re-alignment:**
Additionally, consider participation in the Hwy. 89 re-alignment EIP project # 855 at Tahoe City.

**Response: PARTICIPATION IN EIP #855**
HMP will participate in discussions regarding funding for planning, construction, maintenance and monitoring of this project.

**Green building commitments:**
TRPA requires that each of the project’s buildings meet the minimum LEED certification and make a long term commitment to maintain the certification. In California, this may be a minimal request given the State requirements relating to Title 21. The applicant should strive to achieve higher certification, but this is not a requirement.

Provide confirmation that the proposal has been accepted into the pilot LEED for Neighborhood Development program, and commit to achieve certified LEED for Neighborhood Development program status. TRPA requires that each CEP project be scored using the criteria in the pilot LEED for neighborhoods program and obtain a minimum score of 40.

**Response: GREEN BUILDING**
Included with this submittal is a copy of the acceptance letter of the Homewood North Base mixed use development proposal into the U.S. Green Building Council LEED for Neighborhood Development Pilot Program. We are also forwarding a draft copy of the Homewood Green Guide which is being jointly authored by the Sierra Business Council along with JMA Ventures and the project planning team (architects, engineers, environmental consultants).

**Transfer of development:**
Promote transfer of development that results in substantial environmental benefits. The proposal requests 50 TABUs that require a 1 to 1 transfer of TAUs from sensitive parcels. Provide specific details on where the 25 units on sensitive parcels are located (APN, Transfer applications, etc). Please be aware that TRPA understands the location of the units lies within the North Stateline CP. This CP contains policies that encourage the transfer of TAUs into this area, not out of the area. Provide an explanation as to why the transfer of these commodities out of this CP would be considered beneficial.

**Response: TRANSFER OF DEVELOPMENT FROM SENSITIVE LANDS:**
HMR proposes to transfer approximately 139 TAUs from a site in the North Stateline Community Plan that has been verified as primarily class 3. The class 3 portion of the site, the location of the Tahoe Inn and adjacent parcel on which 45 units are banked, is proposed to be restored to its natural condition. Verification of the existing units of use (TAUs and ERUs) and coverage is pending with Placer County. TRPA has been asked to confirm the land capability overlay map adopted with the CP or if necessary verify land capability.

HMR is pursuing a possible partnership with the Workforce Housing Association of Truckee-Tahoe (WHATT) to evaluate the class 4 portion of the site for a possible affordable housing project.

While we are aware that the CP policies encourage transfer into this area, we believe that the subject site is primarily too sensitive to redevelop, and that the greatest overall environmental and economic benefit to the community and Tahoe Basin will be achieved by the proposed transfer and use of these rights at HMR. Additionally, recent approval of redevelopment of the CalNeva Lodge, and proposed expansion/redevelopment of the hotel portion of the Biltmore will likely bring the Stateline area density to a point where traffic and other issues would reduce the economic viability, if not the ability to meet required environmental standards for redevelopment of the 139 units at the Tahoe Inn.
Conversely, the proposed use of the subject TAUs and bonus units will enable HMR to be converted from a day skier operation with all guests coming and going every day to more of a destination resort where guests will stay several days and not use their cars while there. The HMR proposal will result in a much more environmentally friendly recreation experience, reduced drive, and improved air quality.

Housing:
1. TRPA requires additional information on the project's impact on the local affordable housing stock and what measures are being proposed to mitigate any potential loss. Provide details on the specific Placer County requirements for employee housing. The proposal provides for some units to be located on-site; specify the location of the balance of the employee housing units proposed to be built. Provide details on the location, number of units, type of housing, travel distances and transportation options.

Response: EMPLOYEE HOUSING
The proposed master plan includes up to 12 workforce housing apartment with two bedrooms each and the ability to sleep up to four employees in each apartment unit. The 12 apartments could potentially provide beds for up to 48 full time employees. The number of full-time equivalent employees, and the related housing requirement from Placer County is still being evaluated.

HMR and JMA are entering into an agreement with the Workforce Housing Association of Truckee-Tahoe to find workforce housing solutions for the balance of the full time employees generated by the proposed master plan. We are currently working on identifying potential options to house the balance of employees including securing additional workforce housing beds within a close proximity to Homewood. A detailed workforce housing plan will be provided in consultation with WHATT at a later date.

2. Clarify and detail the proposed residential ownership of south base area.

Response: SOUTH BASE RESIDENTIAL OWNERSHIP
The South Base plan calls for the development of a residential neighborhood with three story residential condominiums organized at the base of the ski slopes into four separate buildings. The south base neighborhood will include 120 residential condominiums that would be wholly owned by private parties (market rate for sale residences). Parking for the residences will be provided below grade directly underneath the building footprints. Existing day skier access will be completely relocated to the north base along with the removal of all existing day skier parking. The buildings are being designed in such a way that they appear to be three story from street level as well as viewed from up slope. The roof pitch will contain residential units which is effectively the third level of the buildings; this taking advantage of the roof volume.

3. Deed restrictions are required in perpetuity for the use of MRBUs for affordable housing.

Response: Deed Restriction Requirements:
HMR is aware that use of MRBUs for affordable housing comes with a requirement that the resulting units be deed restricted as affordable units in perpetuity.

4. Transit oriented development:
To promote Transit Oriented Development, TRPA requires the proposed project to meet minimum density and floor area standards that promote transit and walkability.

Response: 8 UNITS PER ACRE MINIMUM:
The master plan density is roughly 10 units per acre between the north and south base areas. There is a similar density requirement for participation in the LEED for Neighborhood Development Pilot Program.
Parking/Transportation:

1. TRPA requires a parking analysis that provides details and commitments on the overall parking strategies including proposed on-site facilities, utilization of satellite parking to reduce on-site parking demands, links to existing transit system, shuttle system details, and water taxi details.

2. TRPA requires an estimate of VMT reduction, strategies and methodology.

3. A kiosk with signs, maps, etc., that provides linkages to schools, community facilities, bike paths will be required to be located on site in or near the transit center/shelter.

Response: PARKING DETAILS:

A detailed parking demand analysis will be provided once plans are finalized. Based upon parking codes, a review of parking requirements at similar mountain resort developments and the specific characteristics of the site, on-site parking will be provided adequate to serve the needs of the lodging, residential, fitness center, commercial land uses, as well as a portion of the day skier parking. To minimize both the impacts on the site as well as traffic on SR 89, day skier parking is planned to be limited to 400 spaces. In addition, on peak winter days all employees will be prohibited from parking on-site (other than for the on-site employee housing units).

The additional access required to address the limitations to on-site parking will be provided through the following transit strategies:

- **Employee Shuttle Bus** – Employee shuttle buses will be operated during both summer and winter seasons from employee housing areas on the North Shore and from intercept parking lots, thereby reducing employee vehicle traffic. Up to two vehicles will be operated to fully meet the ridership demand.

- **Employee Public Bus Transit Fares** – HMR will provide free passes for Tahoe Area Regional Transit services to all HMR employees, for those that find TART services more convenient than the employee shuttle buses.

- **Scheduled Shuttle Service** – A scheduled shuttle vehicle will be operated between Homewood and Tahoe City seven days a week, from 7 AM to 11 PM, during the summer and winter seasons. This service will be operated at least hourly, and will be scheduled to complement existing TART schedules. A modest fare (consistent with TART fares) will be charged for passengers that are not HMR guests or residents.

- **Winter West Shore Dial-A-Ride Service** – HMR will operate a Dial-A-Ride transit program serving the West Shore, with up to ten vehicles in operation at peak times in winter. Service will be provided as far north as Tavern Shores and Granlibakken, and as far south as Rubicon Bay (excluding the Talmont and Upper Ward Canyon areas), providing service from 8:00 AM to 6:30 PM. Within this service area, residents and visitors will be able to call for pick-ups for service to the HMR base area. Service could generally be provided within 15 minutes of a request. For major lodging centers (such as Sunnyside or Granlibakken), a specific schedule of service times could be established in order to better group passengers. In the opposite direction, specific departure times from the base areas would be established (such as once every half-hour), with passengers simply telling the driver their desired destination. This will be similar to the successful Dial-a-Ride program in the Northstar area, which carries 22 percent of local residents to and from the Northstar ski lifts.

- **Summer West Shore Dial-A-Ride Service** – An on-demand dial-a-ride service will be operated for persons traveling to or from HMR, seven days a week from 8 AM to 6 PM. Up to three vehicles will be used to operate this service, which will accommodate rides to/from the Resort in an area bounded by Granlibakken Road to the north and Sugar Pine Point to the
south. This is similar to the existing summertime service provided by Chamberlands to Chambers Landing beach. A modest fare (consistent with TART fares) will be charged for passengers that are not HMR guests or residents. This service is expected to be particularly useful for West Shore residents visiting the resort in the summer to use the pool.

- **Skier Intercept Shuttle Service** -- Skier shuttle services will be provided from off-site skier parking lots in the Tahoe City / Sunnyside area to the north and in Tahoma to the south. Up to four buses will be used in this service to meet the peak ridership demands.

- **Water Taxi Service** – A service will be operated using a vessel with at least a 25-passenger capacity between Homewood and Tahoe City. This service will be operated seven days a week between 9 AM and 8 PM, on at least an hourly frequency. HMR residents and guests will be served at no fare, while other passengers will be served as space permits for a modest fare. As this service will provide an opportunity to get out on the Lake while also avoiding the traffic congestion in the Fanny Bridge area, it is expected to be well utilized.

As the plans for HMR include a substantial reduction in day skier parking, another important element of the parking strategy will be to actively eliminate on-street skier and employee parking near the project site. While the alternative transportation program (specifically the intercept parking shuttles and Dial-A-Ride program) will be provided to accommodate day skier access, it will be important to control parking near the HMR base areas in order to reduce impacts on the resort’s neighbors. JMA Ventures is committed to a parking control program on nearby state and county roadways to eliminate shoulder parking by day skiers. This will include parking regulations, enforcement, and a monitoring program to ensure that the parking control program is effective.

Considering the limitations that will be placed on the peak number of skiers, the increase in skiers lodged on the site, the limitations on day skier parking, the limitations on employee parking, and these alternative transportation strategies, it is forecast that 200 off-site parking spaces will be required on a busy (10\(^{th}\) highest) winter day (92 for day skiers and 108 for employees). JMA Ventures is currently in negotiations with individual property owners to obtain rights to these spaces and it is premature to identify specific locations at present. We are confident that at least 200 spaces can be defined, with the majority in the Tahoe City / Sunnyside area and the smaller proportion in the Tahoma area (for skiers and employees approaching from the south). We are also confident that these spaces will not require new parking to be constructed solely due to the HMR parking needs. It is expected that most or all of these off-site spaces will be near existing TART bus stops. All sites – served by TART or not – will be served by HMR shuttle buses.

**Response: VMT REDUCTION:**
A full evaluation of VMT impacts will be presented in the project’s traffic/parking study, to be completed once plans are finalized. Key strategies planned to reduce VMT consist of the following:

- **Limiting Day Skiers** – JMA Ventures has committed to limiting the number of skiers at any one time to 3,300. The new residents and guests of the resort are estimated to result in 644 skiers on a peak winter day that wake up within an easy walk of the lifts. On a peak day, therefore, the number of day skiers will be no more than 2,656, which is a substantial reduction from current levels.

- **Intercept Existing Vehicle Trips** – One key transportation strategy is to minimize the need for travel. The limited commercial opportunities on the West Shore require that many trips require travel to Tahoe City, adding to traffic congestion. In particular, the lamented closure of Homewood Hardware now forces West Shore residents to travel to Tahoe City for the smallest of home repair needs. By providing a modest-sized hardware store within HMR, these existing
auto trips can be shortened or more easily replaced by a bicycle or walk trip. Expanding the range of grocery options in a manner that complements other existing markets on the West Shore can also reduce existing auto travel.

- **Transportation Information Strategies** – Providing accurate, “real time” information to HMR travelers can also help to reduce transportation problems. Information on parking/lift ticket availability, non-auto transportation options, and Fanny Bridge traffic congestion can encourage travelers to make travel decisions that reduce auto impacts. This information will be provided through the Internet, text messaging, in-room or front desk displays, and/or low-wattage driver advisory radio.

- **Alternative Transportation** – As discussed above regarding parking, numerous public transit strategies (both on the highways as well as on the water) will be implemented. Along with the following other elements, these transit improvements constitute HMR’s proposed “Alternative Transportation Program”:

  - **Extension of the West Shore Bike Trail** – The bike trail system along the West Shore is very well used: counts conducted in 2006 at Fawn Street indicated that up to 400 bicyclists and 100 pedestrians per day use the existing trail. This trail, however, has a key “missing link” from Fawn Street north to Cherry Street. As part of the North Lodge development plan, this bike trail will be extended to Silver Street, reducing the size of this gap.

  - **Electric Car Rental Service** – HMR will purchase five electric vehicles, and offer them for short-term rental to HMR residents and guests. In addition to encouraging use of zero emission vehicles, this service will also tend to encourage use of public transit options for persons arriving and departing the region (such as the North Tahoe Express van service from the Reno Tahoe International Airport), as it allows persons arriving without a car the opportunity to rent a car for only a day or two of their stay.

  - **Free “Bicycle Share” Service** – HMR will operate a “bike sharing” program, making bicycles available to any HMR guest or resident for up to a week at a time. This will encourage bicycle use, particularly for recreational trips between the resort and destinations along the West Shore.

Table A (included) presents an evaluation of the VMT reductions associated with reduced auto use associated with the Alternative Transportation Program elements. Ridership levels are estimated based upon preliminary evaluations of total trip generation, estimates of feasible transit mode shares of total travel, and observed ridership on similar systems serving other mountain resort centers. For those elements for which a reasonably accurate estimate can be made, the VMT reduction is estimated to equal 1,544 VMT on a busy summer day, and 2,136 on a busy winter day. Other elements (extension of bike trail, free bike rentals, electric auto rental) will have additional VMT reduction benefits, but quantifying these benefits would be a matter of conjecture.

**Response: TRANSIT STOP:**
Placer County Public Works, the operator of the Tahoe Area Regional Transit (TART) system, already provides stops in both directions along SR 89 both directly at the North Lodge as well as at the SR 28 / Tahoe Ski Bowl Way intersection to serve the South Lodge. Ridership data in the TART Short Range Transit Plan (LSC, 2004) indicates that these stops are some of the busier stops on the TART route network. The proposed project will include improvements to the southbound SR 89 stop at the North Lodge. In addition, a separate transit stop will be provided within the North Lodge site for HMR shuttle and Dial a Ride vehicles.

**Response: SIGNAGE & GRAPHICS:**
As part of the improved transit shelter to be constructed as part of the project, JMA Ventures commits to providing an information display in the shelter design. JMA Ventures further commits to maintaining this display with information on alternative transportation options (transit, bicycle trails, hiking/pedestrian trails), community facilities, and community events. This display will be integrated with the Master Signage Plan.

**Recreation:**

1. TRPA requires that any loss of Persons At One Time (PAOTs) be mitigated. The Plan Area Statement (PAS) 157 was anticipating that this area would grow for recreation purposes by a maximum of 1100 PAOTs; however, the proposal is reducing the capacity. Evaluate and specify how the reduction of PAOTs impacts the achievement of TRPA’s recreation threshold and specify how this will be mitigated.

2. In your presentations you described that the mid-station lodge would be available for the public to use (pool, access to hiking, etc.) In your pre-application, you limit this access substantially. Evaluate the potential impacts to the project associated with reduced public access to the mid-station lodge/pool and explain reasons why this change is desirable.

3. TRPA requires details and commitments on where and how five miles of hiking trails will be developed per the PAS 157.

**Response: RECREATION:**

HMR is not proposing to reduce PAOTs. Although the CEP submittal discusses limiting lift ticket sales to 3300 per day, that limit is due to the available on-site parking. Guests arriving by transit will not be subject to that limit. HMR’s intercept parking, dial-a-ride, and coordination with TART is designed to bring additional guests to the site on a daily basis. The goal is to improve the recreational experience for guests by spreading use more evenly through the week. Current maximum skier days have been over 4,000 on weekends, with weekday numbers in the range of 200 – 500. HMR expects that by giving guests the option of staying on site the average stay will be 3 - 5 days with skiers perhaps going off-site (hopefully by transit, shuttles, or waterborne transit) for one of those days.

Also, the replacement of aging facilities (such as the old fixed grip quad with a detachable quad lift this year), an 8 passenger gondola from the north base to mid-mountain, and addition of a new mid-mountain lodge, ski-school, and other amenities will greatly improve the recreational experience at HMR.

In addition, interconnection with the rehabilitated Nordic ski trails created for the Squaw Valley Olympics will provide improved dispersed recreation opportunities. Finally, the addition of the Gondola to the mid-mountain will enable non-skiers to visit the mountain, watch children and new skiers at the learn-to-ski area, have lunch on the mountain, and perhaps get married there. Although on-mountain weddings have been occurring for many years, the convenience of a tram ride to a modern lodge will significantly improve that experience year around.

**Response: MID MOUNTAIN LODGE**

Mid Mountain Lodge will be open to the public without restriction. It is designed primarily as a skier/winter facility, but will be available during the spring, summer, and fall for public use and private events such as weddings. The lodge is planned to have an adjacent swimming pool open only during the summer months. The swimming pool would be open for use by Homewood and other area West Shore residents upon proof of address. The pool is designed as an amenity for locals and would be accessible by gondola from the north base.

**Response: PAS 157 HIKING TRAILS:**
There is a historic public use of roads and trails on the mountain (albeit without authorization) and HMR is aware that it would be truly impossible to stop such use on a 1270 acre property. Therefore, in evaluating which roads and trails to restore to natural condition, and which roads are necessary for facility access, maintenance, timber harvest access, etc., we are also evaluating where trails should be retained so that hikers (both authorized and unauthorized) use the trails rather than disturbing new areas and/or areas which have just been restored. At this time, we are not prepared to identify the exact amount of hiking trails that will be established, or their location, HMR will provide the amount of hiking trails that can be made available without creating a threat to water quality, soil stability, and safety.

Basic Site Information:
1. TRPA requires verification of the existing land coverage, land capability, and units of use.
2. TRPA requires assurances that locations of proposed buildings and proposed transfers are not impacting sensitive lands.

Response: LAND COVERAGE, Units of use, etc.:
Land capability- Exhibit1 is a spreadsheet of the existing land coverage on the mountain which is under review by TRPA for verification. Also in this spreadsheet are the IPES scores on the various parcels (21) on the mountain and the Determinations of Allowable Coverage (DOAC) for each of these parcels.

There is an unresolved issue regarding the land capability of the base areas. TRPA has assigned preliminary land capability to these areas, but a land capability challenge is proposed to determine final land capability classifications of the lower mountain. HMR has retained a certified soil scientist who has completed soil sampling which confirms our belief that most of this lower area is high capability. An application for the land capability challenge will be submitted this spring. As noted above, although a land capability challenge is necessary to confirm the high capability, the areas proposed for facility development are high capability according to our soil scientist.

Units of Use- The existing recreation use of the property includes the historic skier capacity. There has also been historic use of the base lodges and portions of the mountain for weddings and related activities, but no CFA is recognized on the resort. The proposed new Mid-mountain Lodge is planned to support summer activities and uses including the pool for area residents, weddings, and at least limited food service. If these resort related summer activities and uses are determined to be other than accessory to the recreation use, CFA may be required. Discussions are underway with TRPA staff to determine the appropriate treatment of these activities/uses and what, if any, CFA is required.

Land Capability in areas of proposed uses- Ensure that locations of proposed buildings and proposed transfers are not impacting sensitive lands.

Miscellaneous CEP Items:
1. The proposed project requires changes to the current PAS 157 and would need to incorporate these into the Master Plan document. Evaluate the environmental impacts of the following changes:
   a. Multi-Family Residential and Timeshare Residential would be added to the permissible use list in this PAS/Master Plan Area
   b. Multi-Residential Incentive Program and Existing Development receiving area designations would be added to the PAS/Master Plan Area. This would be required to transfer in the MRBU, TAUs and CFA.
2. To make these changes above, Transit Oriented Development (TOD) findings will need to be made.
3. The project shall include some form of functional public art in proposed gathering places.

4. TRPA requires details on the number and types of proposed mix of uses for the site using TRPA Chapter 18, Permissible Uses as a guide.

5. TRPA requires commitments and details in relation to the proposed sign at the Tahoe City Y and an explanation of why this system is the most publicly beneficial as compared to other available means.

6. TRPA requires identification of public/private open spaces for residential housing and/or general public use within the mixed use development.

**Response: MISC. CEP ITEMS:**
- HMR proposes to amend the PAS (157) to add multiple family residential and Tourist Accommodation/Timeshare (residential design) as permissible uses in the base areas of the Master Plan.
- Multi-residential incentive program and existing development receiving area designations are requested in the HMR CEP application and Master Plan application.
- TOD findings require that the area be served by transit and those services are within a 10 minute walk. The proposed Master Plan will readily comply with both requirements in that a grocery store and hardware store, as well as restaurants will be included on site, and existing transit which serves the area will be augmented by dial-a-ride, private shuttles, loaner electric cars for resort guests, and waterborne transit on site or within a quick shuttle ride.

**Response: PUBLIC ART:**
The project will propose public art at the north base public plazas including near the main hotel lodge and at the skier services/drop-off area. JMA has a long history of supporting art in public places and is committing to carry on with this tradition with the Homewood master plan.

**Response: MIX OF USES:**
As noted in the attached Master Plan Development Program, the site is proposed to be developed as follows:
- **North Base Area**
  - 30 private penthouse condominiums (SFD)
  - 40 condo hotel (for sale) units, 20 of which will have lock-off units (TAUs)
  - 50 – 60 traditional hotel rooms (nightly rental TAUs)
  - ~12 employee housing affordable rental apartments
  - 42 residential condominium units, 30 of which are planned to be sold as fractional ownership residences.
  - Approximately 17,000 s.f. of CFA for hardware store, grocery store, and ice cream parlor.
- **Mid- Mountain**
  - ~8000 s.f. of CFA if summer use of these amenities is considered commercial
- **South Base Area**
  - 120 residential condominiums (ERUs)

**Response: SIGN AT TAHOE CITY “Y”:**
JMA Ventures commits to providing real-time signage near the Tahoe City “Y” on busy ski days to provide skiers with information regarding the availability of parking (and supporting shuttle services) at intercept parking areas. This sign will be either staffed or operated electronically to change messages as needed to provide timely information to arriving day skiers. A good example of the benefits of this strategy is the trailer-mounted sign used by Northstar-At-Tahoe to divert day skiers.
approaching Northstar in periods when there is no remaining day skier parking available at the resort.

**Response: PUBLIC & PRIVATE OPEN SPACE:**
Both base areas include open space areas for both public and private use. The base area master plan graphic is being updated to more clearly identify these areas. The North Base includes a public ice skating pond to the east of the main lodge/hotel building. The ice pond is surrounded by public plaza area that will include fire pits, bench seating and other such pedestrian oriented amenities. Please refer back to the first response relating to architectural height, scale, and massing for further delineation of the open space concept. The South Base will include private open space as an amenity to the residential development. This would include a swimming pool for residents and trail access to the base slope.