

homewoodmountainresort

PLACER COUNTYCA



Draft

Master Plan

Homewood Mountain Resort

Updated August 2011

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MASTER PLAN VISION

Vision & Goals

The vision of the Homewood master plan is to raise the bar for responsible resort redevelopment in the Western United States and to do so by redeveloping Homewood into a four-season resort that will exemplify concepts of social, economic and environmental responsibility. Environmental, economic and social sustainability are important considerations in the design and redevelopment of Homewood Mountain Resort.

The overall vision includes improving the Homewood resort property by updating aging infrastructure and creating a bed base that does not exist today. The vision also includes preserving Homewood’s basic personality as a small, un-crowded, family-friendly enclave for those who love winter sports and spending summers at Lake Tahoe. A central goal of that plan is to restore Homewood as a key gathering center for Lake Tahoe’s West Shore and to maintain the heritage of a ski resort that can be enjoyed equally by local residents and visitors. A primary objective of the master plan is to minimize impacts to traffic on the West Shore – if necessary, by limiting the number of ski tickets that are sold on any given day.

The master plan includes a commitment to state-of-the-art programs of reforestation, hydrology, and energy conversion programs in excess of the requirements of existing environmental regulations. Watershed protection and water treatment improvements have already been implemented and installed to insure that sediment laden water runoff is prevented from draining into Lake Tahoe. New demonstration projects that focus on the re-vegetation of the mountain to control run-off have begun. Research and monitoring of these treatment areas are using simulated rainfall to directly measure the benefits of treatment as compared to background and to other types of treated and untreated areas. Many of the water quality treatment initiatives around the existing base areas will ultimately be dismantled as the new resort takes shape and replaced with newer, updated initiatives. A commitment to this type of ground-breaking research should provide the data necessary to reduce the environmental impact on the Homewood mountain, and, ultimately, to help keep Lake Tahoe blue.

Ski areas such as Homewood traditionally generate sufficient revenues to sustain themselves by attracting as many visitors as possible to ski at their facilities. This formula has not been working at Homewood. Homewood today is a commuter ski area. There is no bed base and virtually every ski visit to Homewood is by car, requiring a trip to and from the area daily. California State Highway 89 is already over-crowded on peak ski days and there is inadequate parking to accommodate large skier turnouts. The new master plan is designed to insure that Homewood remains a viable resort. The plan calls for a limitation of peak skier visits and calls for attracting visitors who will stay at the resort for several days at a time, thereby helping to reduce daily traffic. The overall density of the Homewood Master Plan has been guided by 3 specific objectives based on extensive community input:

- 1) Consistency with the scale and character of Homewood.
- 2) Enhance the lifestyle and property values of west shore residents.
- 3) Generation of sufficient revenues to support the proposed environmental and fire safety improvements and ensure the continued viability of the ski operations.

While Homewood Mountain Resort (HMR) is committed to improving the property, including updating its aging infrastructure and financial viability –and, in so doing,

implementing a variety of environmental initiatives, HMR is equally committed to preserving Homewood’s basic personality as a small, no-crowds-on-the slopes, family-friendly enclave for those who love skiing.

Along with conserving the attributes of HMR that make it unique, HMR also needs to look toward the future and identify opportunities that will sustain its operation. If Homewood is to remain as a viable public recreational amenity, a new plan must emerge that limits peak skier visits, attracts visitors who will stay at the resort for several days, thereby reducing daily traffic, and continues to offer a convenient and quality skiing experience to local, west shore residents. The purpose of the HMR Master Plan is to set the course for improvements at the resort necessary to support and achieve the goals for the future resort. The following goals shaped the current master planning efforts and will continue to guide HMR as it strives to become a model for responsible land use and community planning:

- Restore Homewood as the community center of the west shore of Lake Tahoe
- Preserve the character of Homewood by developing new facilities that reflect the existing architectural quality and scale of the community
- Preserve HMR reputation as a small, no-crowds-on-the-slopes, family friendly enclave that can be enjoyed equally by local residents and visitors alike



Summer Time View Above Quail Lake

- Update infrastructure to improve the overall skiing and recreation experience
- Create a financially viable amenity along the west shore that is compatible and complimentary to other commercial enterprises
- Become a leader in environmental consciousness with the HMR sustainable mountain plan
- Minimize impacts to traffic on the west shore.

Purpose and Need

In 1990 the Tahoe Regional Planning Agency's (TRPA) Governing Board adopted the Ski Area Master Plan Guidelines to assist those involved in ski area master planning. Generally, the provisions set forth in the guidelines outline the requirements for approval of a master plan, as well as the goals and policies which guide ski area development. The following criteria provide the TRPA's purpose for developing a master plan that guides the development of ski areas.

Criteria 1 - Expansion of existing ski areas to meet increased demand and needs is preferable to the development of new ski areas in the Tahoe Region.

Criteria 2 - The location and citing of expanded ski terrain and facilities shall be responsive to both environmental concerns and site amenities.

Criteria 3 - Expansion of existing ski areas is both targeted and limited during the twenty year life (1987-2007) of TRPA's Regional Plan to expansion which accommodate a total of 12,400 new Persons At One Time.

Criteria 4 - Expansion of ski areas shall be consistent with TRPA's Regional Plan.

Criteria 5 - Expansion of ski areas shall be consistent with the availability of accommodations and infrastructure necessary to support visitors attracted to such ski areas.

Criteria 6 - All Expansion of existing ski areas shall be implemented so as to not permit the expansion of existing day-use parking facilities at such ski areas.

Criteria 7 - All proposed expansions shall comply with the applicable requirements of other local, state, and federal laws.

Criteria 8 - The planning time frame for master plans is recommended to be at least ten years.

Criteria 9 - The master plan shall achieve a balanced facility as measured by the following criteria: A. Cumulative Watershed Effects; B. Skier density; C. Uphill lift capacity/ ski run capacity; and D. Skier support facilities.

Despite lift replacements (Quail triple chair in 2005 and Quad detachable in 2007) HMR is experiencing a "Catch-22" dilemma: the capital expenditures required cannot be supported by the current level of operations, and the resort's market sustainability is limited by its lack of modernization and a bedbase on site. Depreciation and repair costs are outpacing revenues. Stated otherwise, the resort needs to modernize to attract more skiers, and improved market performance is needed to finance the cost of the improvements. This situation is further exacerbated by the need to recoup acquisition costs in an expensive Tahoe real estate market.

Unfortunately, the costs of construction, and the capital cost of acquiring the resort requires substantial additional capitalization that sale of lift tickets alone cannot begin to cover. The only way modern ski resorts can hope to finance improvements to on-mountain facilities and lifts is through the development and sale of lodging and other improvements. In addition to land costs, the costs of entitlements for both on-mountain and base facilities, and the cost of related development must be recouped from the sale of base area real estate development.

Ski area projects in the Tahoe Basin are reviewed by the Tahoe Regional Planning Agency (TRPA), pursuant to provisions of the Tahoe Regional Planning Compact (Public Law 91-148, 83 Statute 380, 1969; Public Law 96-551 94 Statute 3233, 1980; California Government Code Sections 66800, 66801. et.seq., 1980). Under this statute, TRPA must review each development project within the Tahoe Basin to identify and evaluate environmental impacts which may occur as a result of the project, and to determine whether or not the project complies with the Lake Tahoe Regional Plan and applicable ordinances, rules and regulations.

Placer County is the Responsible Agency for reviewing the project under California Environmental Quality Act (CEQA) and County requirements. Other agencies involved in the process include the California State Water Quality Control Board - Lahontan Region, the US Fish and Wildlife Service, and such local entities as the Tahoe City Public Utility District.



Existing North Base

MASTER PLAN PROCESS

Alternative Master Plan Process

The TRPA Code of Ordinance Chapter 16, Specific and Master Plans, outlines the process for preparing and adopting specific plans or project oriented master plans to augment plan area statements or community plans. The purpose of a specific or master plan is to provide more detailed planning to ensure that large projects and activities are consistent with the Regional Plan. Often projects that are subject to master planning requirements are phased over time because of their size and scale and master planning directs a more systematic environmental and project review process. A master plan takes a project through planning, permitting and implementation which includes the implementation of environmental control measures. A specific or master plan is not a project approval nor does its adoption guarantee approval of any level of development. All areas within the Tahoe Basin are eligible for a specific or master plan. Some areas like marinas, the South Lake Tahoe Airport and ski areas are required by the TRPA Goals and Policies, plan area statements, or the Code to have a TRPA approved specific or master plan.

The typical master plan process starts with the initiation of the process by the property owner (be it public or private). As part of initiating the master planning process a steering committee is formed to represent community interests. The Steering Committee establishes a planning team to prepare the specific or master plan. The planning team develops the work program that is then presented to the Steering Committee for its recommendation to the TRPA Executive Director. The following are the required process elements:

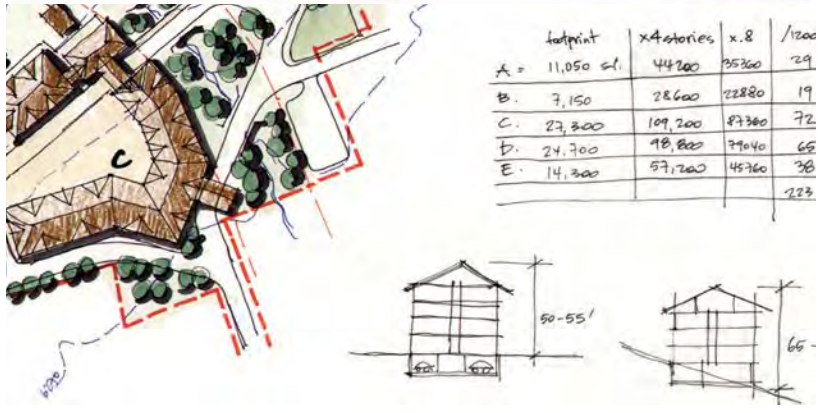
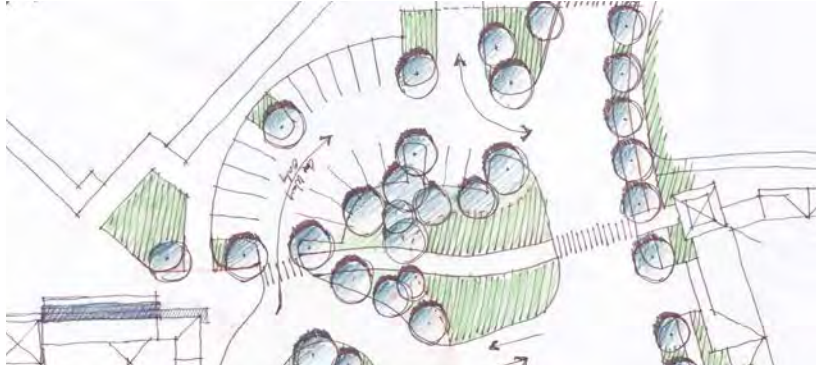
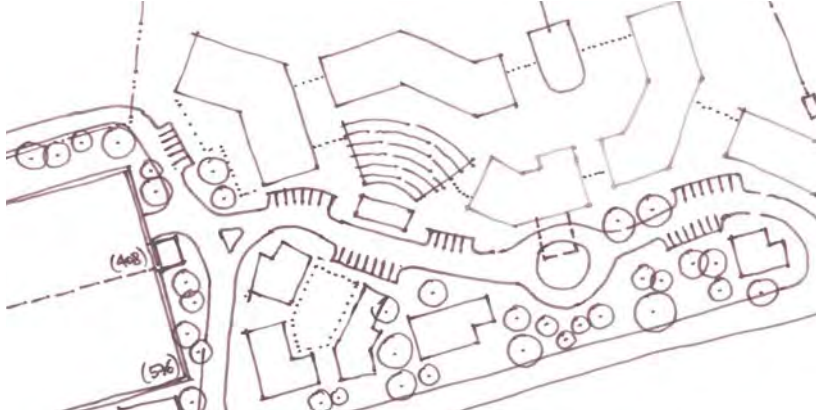
- Prepare a complete assessment of environmental opportunities and limitations.
- Refine inventory and needs assessment.
 - Identify applicable plan and ordinance standards and policies and development guidelines.
 - Develop draft alternative plans, including a preferred alternative.
 - Prepare draft environmental documents.
 - Submit draft master plan and draft environmental documents to TRPA for circulation and public and agency review.
 - Prepare recommended final plan and final environmental documents for TRPA and local government consideration.

Subsection 16.7.E of the TRPA Code identifies an alternative process that is different from the one outlined previously in a couple of ways. Specifically, the Code allows for alternatives to a steering committee, how the work program is developed, and who directs the drafting of the Master Plan. If TRPA finds that an alternate process would better facilitate the planning process while still meeting the objectives of Chapter 16, a modified or alternative process can be approved. The alternative approach does not amend any other section of the Code and it does not affect the required content elements of a Master Plan.

The alternative process elected by Homewood Mountain Resort Ski Area and agreed to by TRPA is one that substitutes a larger pubic engagement effort for the Steering Committee requirement and the public engagement process informs the development of the work program.

Homewood Mountain Resort is an important winter recreation amenity to the residents, second homeowners and visitors of the West Shore of Lake Tahoe. It has been considered the locals ski hill for several decades. A steering committee process for this master plan did not make sense because of the diversity of stakeholders and interests that exists beyond agencies and adjoining property owners. TRPA agreed to an alternative to the steering committee process that would serve a broader public base, engage the public through different means, and provide opportunities for the public to inform and affect outcomes.

Homewood Mountain Resort’s public engagement strategy has included community workshops and open-forum town hall meetings, homeowner and property owner association presentations, newsletters (11 volumes, with the first newsletter distributed in December, 2006), a frequently updated website, and individual interviews and coffee talks. Based on the contributions of the public engagement process the project has evolved to address the communities’ and agencies’ concerns and issues. The original project proposed 432 over-night accommodations, which included 197 residential units at the North Base, 235 residential units at the South Base, parking for approximately 1,150 cars, between both North and South Base areas, and 10,000 square feet commercial space. The original maximum height for the development was proposed at 75 feet. Through the series of workshops, meetings and one on one communications the proposed master plan project is now proposing 155



Evolution of the Design

over-night accommodations, 184 residential units, parking for 950 cars, and 25,000 commercial square footage. The maximum height now proposed for the development is approximately 65 feet above grade.

Outline of the Public Engagement Process

Public Engagement: Website goes public and first newsletter On the Homefront is distributed

- Public Engagement: The first open-forum town hall meeting held
- Submittal of Community Enhancement Program pre-application package
- Present project at public meeting in Kings Beach, address questions and solicit feedback during break-out session
- Revise project scope
- Public Engagement: Homewood Community Workshop
- Submittal of Master Plan Application Package
- Identification and Executive Director approval of Master Plan Working Group (to include the assigned TRPA planner)
- Master Plan Kick-off meeting with Working Group (develop meeting schedule)
- Master Plan Preparation
- Preparation of Environmental Document
- Circulate Environmental Document for Public Comment
- Public Presentation
- Revise Master Plan as appropriate
- Submit Final Draft of Master Plan and Environmental Document to TRPA and Placer County for Board reviews

Public Input

The HMR’s public engagement activities informed the master plan design and planning process. Based on the input provided by community members, neighbors, agencies, environmental groups and HMR’s clients key revisions were made to the original design concepts. The project has continued to evolve in order to accommodate individuals and the communities concerns. The following provides a list of key revisions and a brief summary of what the concerns the public had to the Homewood Master Plan.

Key Revisions to the Homewood Master Plan based on Public Input:

- Reduction in Residential Unit Count at South Base (from initial 235 units to current 99 units)
 - o Density reductions made due to neighborhood concerns and desire to have fewer units at the south base; first reduction took residential count to 170 units, then to 120 units and then to the current 99 units. Input indicated a desire for less density at the South Base whereas OK with a transfer of South Base density to the North Base to the extent feasible.
- Removal of rubber tire maintenance facility from South Base
 - o Immediate neighbors of the South Base maintenance facility expressed concern over the plan to relocate this facility further to the south of the existing building (concerns about equipment noise, etc.). In response, it was decided to completely remove the planned “rubber tire” maintenance facility and contract maintenance out to existing local garage.
- Removal of snow-based maintenance equipment from South Base to mid-mountain location
 - o In response to neighborhood concerns about equipment noise, etc., the master plan relocates all snow-based equipment to a new mid-mountain snow-based maintenance equipment facility away from the residential area.
- Removal of day-skier parking and access at South Base
 - o The original 2006 master plan had both residential and day-skier parking located at the south base. Public input indicated a preference for removal of day-skier access and associated traffic and the creation of a more private, residential enclave. The proposed master plan has all day-skier parking and access located at the north base in response.



Homewood Original Master Plan Concepts

- Relocation of workforce housing units from fronting Sacramento Street to back side of parking facility.
 - o Immediate neighbors of the proposed day skier parking and workforce housing facility were concerned about potential noise emanating from the workforce housing apartments. The original scheme had housing fronting the street in order to give a more residential appearance from the street and to help mask/conceal the day skier parking structure behind the apartments. The scheme was changed in response to neighborhood comment and now the workforce housing apartments are on the back side of the day skier parking facility and do not front the street.
- 50% reduction in “wings” off of hotel that were positioned to step up the mountain
 - o Some concern was expressed about the hotel building “wings” climbing up the tow of the ski hill and the visual impact this would have on the Homewood community. These “wings” were reduced in size (cut-back) by about half with some of the displaced residential density being re-assigned to the townhome enclave to the southwest.
- Small, neighborhood services commercial as opposed to larger commercial area
 - o Early community input expressed a desire for smaller, neighborhood oriented retail as opposed to a larger commercial village such as those found at Squaw Valley and Northstar. In response, the master plan proposes up to 25,000 sf of commercial space including a small grocer, hardware store, and ice cream/coffee shop.
- Reduction in density at North Base from initial 400+ residential units to current count
 - o In response to community concern over density/ numbers of units, the current master plan reflects a reduction in density from the original 2006 concept master plan.
- Enhanced day skier amenities and services at the North Base
 - o Community input expressed a long-standing desire for upgraded and expanded skier facilities at the North Base, which is exactly what the proposed master plan includes.

PROJECT DESCRIPTION

The HMR Master Plan is a plan to redevelop an aging ski resort into a mixed-use north base area, a residential south base area, and a mid-mountain lodge with beginner ski area. The proposed project includes the following:

North Base Area:

Encompassing approximately 18-acres on the mountain side of Highway 89 and within the community of Homewood on the west shore of Lake Tahoe, the north base will be transformed into a base lodge and neighborhood village. Included in the proposed improvements for the north base area are:

An 8-passenger, detachable gondola with a capacity of 2,400 persons per hour is proposed to replace the existing Madden chair (the Madden chair currently has a capacity of 1,800 people per hour).

A base lodge consisting of a high-quality boutique style hotel with up to 75 “traditional” hotel rooms. An additional 40 two bedroom/condo/hotel units, 20 of which with lock-offs, are also planned within the building. The top floor of the base lodge will include up to 30 individually owned, penthouse units.

Up to 36 residential condominium units and up to 20 fractional ownership units will be spread between 2 and 3-story buildings carefully sited throughout the north base. A few of the total units will also be located in mixed-use buildings above the village retail space.

Up to 13 on-site workforce housing units will be attached to the exterior of the parking structure to both screen it and to provide housing for full-time employees of the resort.

Up to 25,000 square feet of retail space (commercial floor area) that will likely include a grocery store, hardware store and ice cream parlor.

A new, approximately 30,000 square foot base mountain facility, will replace the existing day skier services. The base facility will include food and beverage service, adult and children’s ski school services, rental shop, locker facilities, rest rooms, first aid, and mountain administration and operations offices.

Approximately 730 total parking spaces will be provided at the North Base Area. This number includes approximately 270 day use parking spaces in a three-level parking

structure, approximately 50 limited surface parking spaces at the retail and skier drop off area, and around 410 underground parking spaces directly below the building footprint of the base lodge and skier services facility.

South Base Area:

The approximately 6-acre south base will be transformed into a residential area that compliments the existing neighborhood. The proposed improvements for the south base area include:

Up to 99 (95 for Alt. A1) residential condominiums will be spread throughout the south base area in three buildings that will not exceed three stories. The residential units will replace the current children’s facilities, ski school and day lodge buildings. All existing South Base day-skier access will be relocated to the North Base to reinforce the sense of a neighborhood residential area.



Proposed North Base Rendering



Proposed South Base Rendering

Up to 150 underground parking spaces located directly below the residential footprints, which utilize the excavation required for the building foundations and allows for more pervious landscape surfaces around the buildings in lieu of surface parking.

Snow based maintenance equipment will move to a new mid-mountain located facility, whereas rubber tire vehicle maintenance will be moved off-site and contracted out to an existing third party garage.

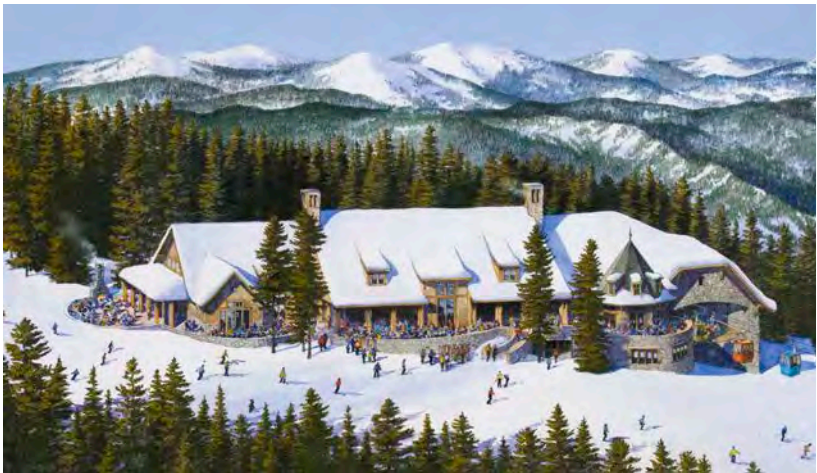
The South Base will include access to 16 proposed townhomes located slightly above the North Base off of an extended Tahoe Ski Bowl Way.

Alternative 1A:

Alternative 1A was developed in response to public comment during the review period of the public draft environmental impact report. There were specific concerns expressed about the planned location of the day skier parking/employee housing facility at the north base and it’s proximity to the existing residential neighborhood. At the south base, concerns centered on the size and scale of the proposed condominium buildings and compatibility with the existing neighborhood. Additional concerns focused on proximity of the condominium buildings to existing homes and removal of existing tree canopy. The following changes to the plan were designed to address these concerns.

North Base

Alternative 1A relocates the day skier parking structure and employee housing to the corner of Highway 89 and Sacramento Avenue providing a stronger relationship between parking and Village access. Retail is proposed on the ground floor. Up to 15 Residential units have been



Proposed Mid-Mountain Rendering

relocated to the previous parking structure location. These modifications have not changed the proposed Alternative 1 program with the exception of an additional 11 surface parking spaces.

South Base

As a way of improving the site design and architectural character for the South Base area, Alternative 1A reduces the massing of the residential units by creating smaller buildings with fewer units. This has resulted in a reduction of proposed units from 99 to 95 in alternative 1A . All residential parking is either underground at the central condominium lodge building or self-contained within each of the chalet residences.

Mid-Mountain:

The new mid-mountain lodge replaces the white tent structure and the existing concrete foundation located near the mid-mountain. This new facility could serve as an activity hub for the resort during both the winter and summer seasons. The proposed plans for the mid-mountain facility include:

An 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 existing composting toilet/rest room will be replaced with a facility connected to the public sewer system as required by Placer County Health and Human Services Department.

Up to an approximately 15,000 square foot vehicle shop/maintenance facility (coverage relocated from the south base area) along with two water storage tanks that will be located above the vehicle shop/maintenance facility. There will also be two water storage tanks located to the west of the maintenance facility.

Accessory buildings:

Several small accessory buildings will be associated with improved snowmaking operations (e.g., new/updat-ed pump houses) and micro-hydro generation. All build-ings will be situated to minimize disturbance to existing grade, but in some areas retaining walls and slope stabi-lization will be required to minimize the impacts associ-ated with new construction.

Roads:

On-site roads that are not decommissioned and restored will be used for mountain operations during the summer. The extension of Tahoe Ski Bowl Way will be available for year round private use. Off-site roads to be evaluated for potential improvements include SR 89, Silver, Fawn, Sacramento, and Tahoe Ski Bowl Way. Per Placer County standards, roadway plans shall include existing and proposed right-of-way extents, appropriate street improvements (e.g., existing pavement limits and proposed), and any necessary measures (e.g., drainage facilities, cut and fill slopes, street cross sections)

Linkages:

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

Additional Recreation:

A new outdoor earthen amphitheater is proposed for hosting outdoor concert events during the summer season. A cross-country ski connection, which is an extension of the old Olympic course, is proposed at the South Base. Existing downhill skiing and snowboarding, fishing, and five miles of hiking trails will continue to be available. Proposed recreation includes ice skating, a community swimming pool, biking, and a miniature golf course during the summer months where the ice pond is located.

Restoration and Water Quality:

Water quality improvements are planned to be coordi-nated 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 the adjacent riparian habitat re-stored. The current conceptual plan includes removal of



Existing Steam Environment Zone



Quail Lake

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. A minimum of 240,000 square feet of existing coverage is planned to receive Best Management Practices (BMP) retrofits and water quality improvements. To date, over 300,000 square feet of restoration and revegetation work has been completed.

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 as follows:

- Year-Round Program
- 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 West shore Dial-a-Ride Service
- Skier Intercept Shuttle Service
- Water Taxi Service
- Summer West Shore Dial-A-Ride Service

Additional strategies:

- 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

Table 1. Summary of Existing and Proposed Project Elements

	Existing	Proposed
Project Area		
Land Coverage (sq. feet)		
Total Land Coverage	1,761,337	1,521,452
Parking		
North Base Area		
Garage #spaces	0	682
Surface #spaces	700	47
Townhomes		64
South Base Area		
Garage #spaces	0	117
Surface #spaces	242	
Total On-site Parking	942	910
Total Off-site Parking	280	0
Tourist Accommodation Units		
North Base Area		
Hotel rooms (# and/or) square footage	0	75
Condo/Hotel Units	0	40 ⁽¹⁾
Fractional/Time-Share	0	20

South Base Area		
Hotel rooms (# and/or) square footage	0	0
Lock-off units for overnight rent	0	0
Fractional Ownership	0	0
Total Tourist Accommodation Units	0	135
Residential Units		
North Base Area		
Full-Ownership Condos	0	36
Full-Ownership Penthouse Units	0	30
Employee Housing	0	13
Townhouses	0	16
South Base Area		
Full-Ownership Condos	0	99
Townhouses	0	0
Single Family Dwellings	0	0
Total Residential Units	0	181 ⁽²⁾
Commercial Floor Area (sq. feet)	0	25,000
Accessory Uses		
North Base Day Lodge square footage	13,943	30,000
South Base Day Lodge square footage	7,300	2,000
Mid-Mountain Lodge	0	15,000
Vehicle shop/Maintenance Facility	3,884	8,000
Utilities underground	0	All
Site Amenities		
Ice rink	0	1
Gondola	0	1
Community Pool	0	1
Amphitheater (Earthen)	0	1

(1) 40 Condo/Hotel Units; 20 of which have “lock offs”

(2) Excludes Employee Housing

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 coverage associated with parking and ski facilities, lodges, etc., while the balance represents roads and trails on the mountain. To date, HMR has restored over 300,000 square feet of roads and trails on the mountain and plans to continue to restore unnecessary roads and trails once the master plan and Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) have been approved. 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.

HISTORY

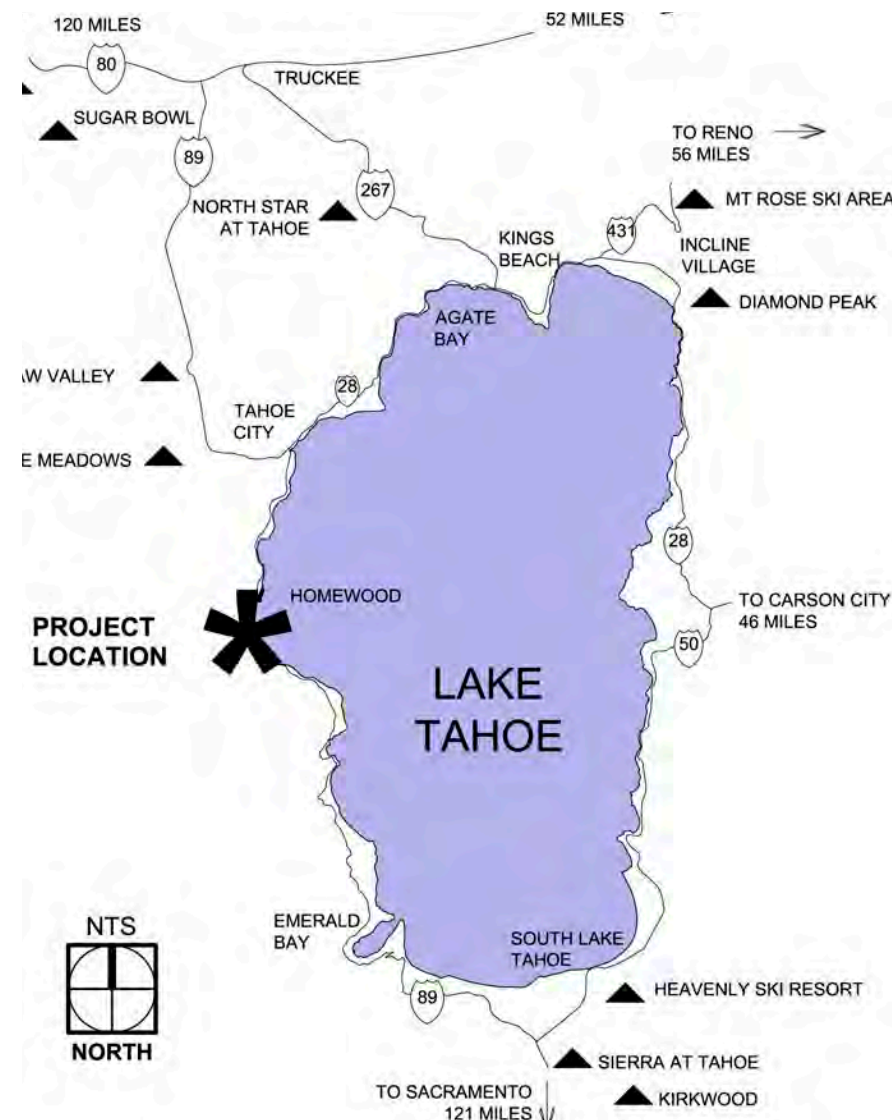
The ski resort was developed during the 1960s and expanded in the 1970s with the acquisition of Tahoe Ski Bowl, a small ski area located immediately south of what was then known as HOMEWOOD. In the 1980's Ski Homewood and Tahoe Ski Bowl were merged and began to operate as a single resort. Unfortunately, the economic viability of the resort was less than ideal due to the age and condition of the lifts, lodges and other facilities and the resort continued to lose money year after year. After a series of owners through the 1980's in mid-2006, the current owners, Homewood Village Resorts, LLC purchased the property and began evaluating the existing resort and its facilities with an eye to redevelopment of the resort to improve its economic viability.

Under new management, skier visitation has been steady in recent years. Nevertheless, struggling with the disrepair and aging equipment left from the prior undercapitalized

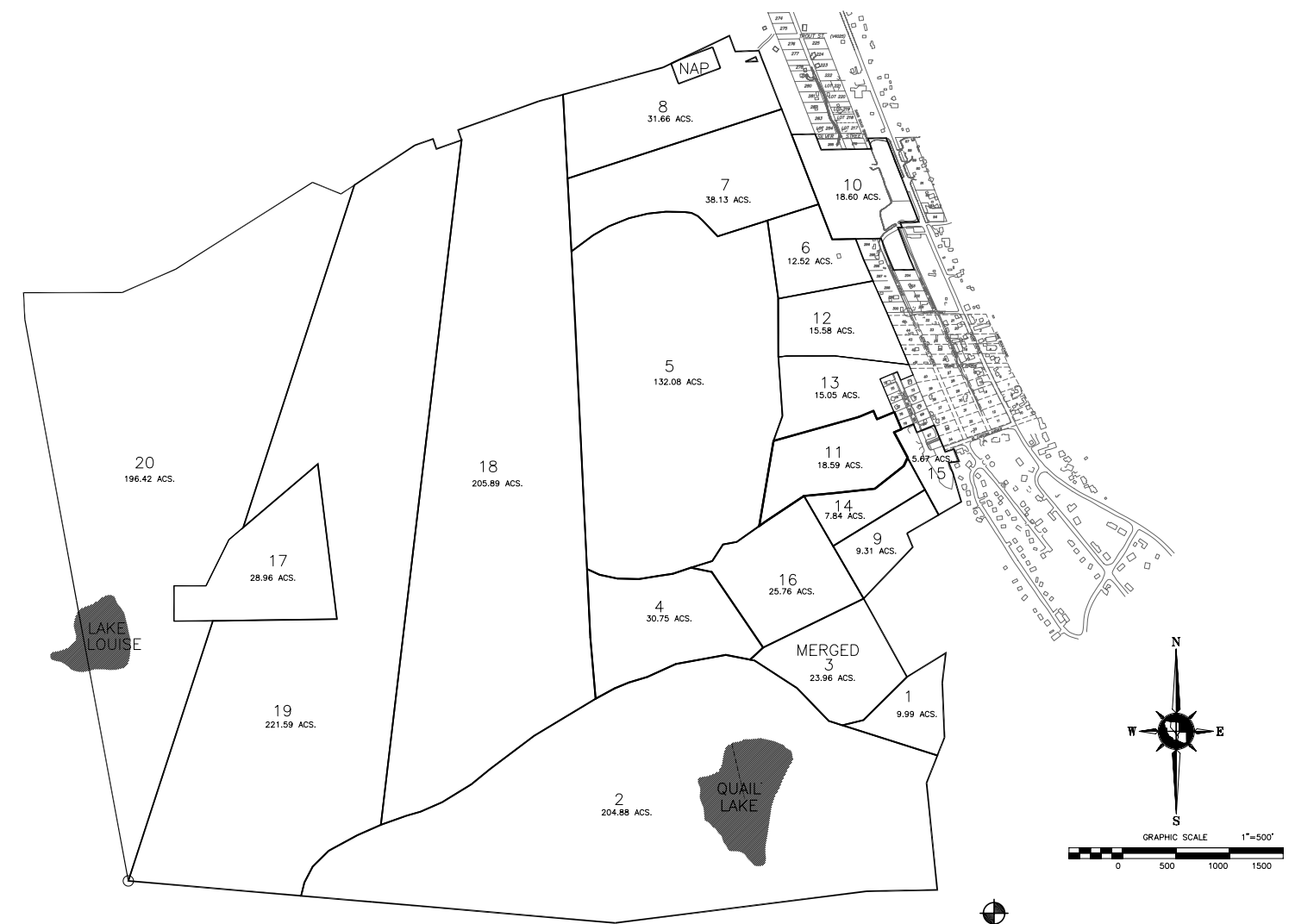
operation, the owners of Homewood Mountain Resort (HMR) found that they were subsidizing the resort every year to keep it going. The owners believe they have made considerable progress in the improving the operations at HMR, but that this facility is desperately in need of capital improvements for lifts and skier service facilities.

CONTEXT AND SETTING

Homewood Mountain Resort (HMR), on Lake Tahoe's western shore, encompasses approximately 1,000 acres of privately owned land in Placer County, California (see images below). The property is made up of twenty contiguous parcels surrounded on the east side by the community of Homewood, which consists of residences, a post office and several small businesses. The remainder of the surrounding property is undeveloped forestland administered by the U. S. Forest Service.



Project location map



Homewood and surrounding parcel plan





LEGEND

- | | | | | |
|---------------|----------------|-------------------|--------------|-----------|
| Express Lifts | Experts Only | Freestyle Terrain | Ski Patrol | ATM |
| Chairlift | Most Difficult | Ski Area Boundary | Tickets | Telephone |
| Surface Lift | More Difficult | Slow Skiing Zone | Food Service | Shuttle |
| | Easiest | | Restroom | Parking |

Existing Mountain Plan

With a peak altitude of 7,880 feet and over 1,600 vertical feet of skiable terrain, HMR offers spectacular views of Lake Tahoe and the surrounding mountains.

EXISTING CONDITIONS

On Mountain

Lifts

HMR currently operates a total of eight ski lifts (Quail Chairlift, Quad Chairlift, Mighty Mite, Madden Chairlift, Ellis Chairlift, Happy Platter, and Alpine Platter) including one quadruple chair, three triple chairs, and four surface lifts (including one T-bar, two platters, and one handle tow). The eight lifts have a total rated capacity of 8,238 passengers per hour and generate a total of 6.4 million Vertical Transport Feet (VTF) per hour. The lifts are all fixed grip technology and range in age from practically new (in the instance of the Quail chair) to the Ellis chair, which has now been in service for over 30 years. Specifications for the existing lifts are shown in Table 2.



Existing Lift Structure

Table 2. Existing Lift Specifications

Name	Rated Capacity (pph)	V.T.F/Hr (000)	Top elev. (ft)	Bottom elev. (ft)	Horiz. Dist. (ft)	Vert. Rise (ft)
Madden Chair	1,800	1,872	7,286	6,246	3,659	1,040
Mighty Mite	360	15	6,335	6,300	197	35
Ellis Chair	1,500	1,526	7,881	6,783	4,377	1,098
Quad	2,028	1,951	7,882	6,918	4,059	964
Quail Chair	1,637	619	7,062	6,300	2,328	762
North Happy Platter	500	73	6,360	6,245	528	115
Alpine Platter	419	29	6,340	6,243	531	97
Lifts to be Removed Banked Capacity	1,723 (to be confirmed)					
TOTALS	10,653	6,437				

Trails (Ski and Hiking)

The current ski trail system includes 62 numbered ski trails covering 411 acres for beginner, intermediate, and advanced skiers (see Table 3). HMR’s topography is organized with most of the beginner and novice terrain located on the upper portions of the mountain. This terrain is geographically separated from the base by fall line grades on the front of the mountain that average between 40 and 50 percent slope. There are no fall line beginner skiing routes on the front of the mountain to circulate skiers to the bottom either at lunch time or at the end of the day. A series of roadways have been constructed to serve as routes for beginning skiers to descend to the base of the mountain, but the routes are limited in width and in places exceed 25 percent grade (the upper limit for beginning skiers).

During the warmer months there are five miles of hiking trails at the resort.

The breakdown terrain acreage by ability is as follows (see Table 4):

- Beginner - 12.9%

Trail Name	Skill Class	Top Elev. (Ft.)	Bottom Elev. (Ft.)	Total Vert. (Ft.)	Slope Dist. (Ft.)	Average % Slope	Average Width (Ft.)	Slope Area (Ac.)	Skiers Density	Skiers Total
Madden Chair										
Rainbow Ridge/Chute	Low Intermediate	7,286	6,850	436	2,557	17%	158	9.3	24	220
Lombard Street	Low Intermediate	6,850	6,246	604	3,897	16%	57	5.08	24	120
The Nose	Expert	6,830	6,380	450	962	53%	251	5.53	12	70
The Face	Advanced	6,840	6,390	450	953	54%	208	4.56	9	40
Cradle	Low Intermediate	7,070	6,900	170	857	20%	123	2.42	24	60
Old Race Course	Advanced	6,890	6,370	520	1,437	39%	147	4.85	9	40
Glory Hole	Advanced	6,990	6,540	450	1,188	41%	256	6.99	9	60
Last Resort	Low Intermediate	7,010	6,730	280	1,125	26%	103	2.66	24	60
Ore Car	Low Intermediate	7,170	6,850	320	965	35%	228	5.05	24	120
Jimmy’s Run	Intermediate	6,920	6,350	570	3,605	16%	44	3.65	24	90
Total Madden Chair					17,547			50.09		880
Ellis Chair										
Rainbow Ridge	Novice	7,880	7,290	590	3,766	16%	122	5.28	30	160
Homeward Bound	Novice	7,200	6,785	415	3,554	12%	83	6.78	30	300
Homeward Bound	Low Intermediate	7,280	7,140	140	823	17%	139	2.65	24	60
Upper Homeward Bound	Intermediate	7,450	6,980	470	1,477	34%	108	3.65	24	90
Smooth Cruise	Intermediate	7,470	6,900	570	2,292	26%	137	7.19	24	170
Ivory Face	Advanced	7,580	6,900	680	2,533	28%	120	6.97	9	60
Big Dipper	Advanced	7,740	7,440	300	987	32%	68	1.53	9	10
Cassandra’s Crossing	Intermediate	7,000	6,870	130	870	15%	69	1.38	24	30
Dutch Treat	Advanced	7,760	7,050	710	2,005	38%	123	5.67	9	50
White Lightning	High Intermediate	7,810	7,480	330	902	39%	176	3.65	18	70
Upper Ego Alley	Advanced	7,850	7,620	230	832	29%	218	4.17	9	40
High Grade/Ego Alley	Intermediate	7,880	6,820	1,060	4,672	23%	166	17.76	24	430
Hidden Vein/Second Chance	Intermediate	7,890	6,850	1,040	4,570	23%	148	15.51	24	370
The Glades	Intermediate	7,760	7,000	760	4,190	18%	149	14.29	24	340
The Shoulder	Advanced	7,545	7,000	545	2,364	24%	112	3.75	9	30
Wally’s Folly	Expert	7,400	6,840	560	1,137	57%	589	9.08	12	110
55’ Chutes	Expert	7,540	6,920	620	1,118	67%	376	5.69	12	70
Noonchester Traverse	Advanced	7,610	7,550	60	2,601	2%	41	1.43	9	10
Show Off	Advanced	7,480	7,130	350	966	39%	336	440	9	40
Main Cirque	Expert	7,550	6,800	750	3,805	20%	97	4.89	12	60
Glade 1	High Intermediate	7,790	7,100	690	1,816	41%	658	27.44	4	100
Glade 2	Advanced	7,720	7,500	220	611	39%	206	2.88	2	10
Glade 3	Advanced	7,650	7,050	600	1,616	40%	446	16.53	2	30
Glade 4	Intermediate	7,550	6,950	600	1,935	33%	460	20.45	5	100
Hobbit Land Glade 5	Advanced	7,580	7,260	320	788	44%	300	5.43	2	10
Total Ellis Chair					52,238			198.37		2,650

Table 3. Existing Trail Inventory

Trail Name	Skill Class	Top Elev. (Ft.)	Bottom Elev. (Ft.)	Total Vert. (Ft.)	Slope Dist. (Ft.)	Average % Slope	Average Width (Ft.)	Slope Area (Ac.)	Skiers Density	Skiers at Area
Old Homewood Express										
Upper Lake Louise/Sluice B	Low Intermediate	7,880	6,940	940	5,314	18%	83	10.18	24	240
Lower Lake Louise	High Intermediate	7,680	7,280	400	1,408	30%	206	6.65	18	120
Upper Juniper/Upper Nugget	Low Intermediate	7,860	7,580	280	1,261	23%	235	6.81	24	160
Lower Nugget	Advanced	7,550	7,180	370	1,208	32%	150	4.17	9	40
Lower Juniper	Intermediate	7,500	7,130	370	1,574	24%	162	5.84	24	140
Miner's Delight	Low Intermediate	7,840	7,100	740	2,993	26%	171	11.75	24	280
Bonanza	Low Intermediate	7,760	6,920	840	3,580	24%	121	9.95	24	240
Bonanza	Low Intermediate	7,130	6,940	190	1,274	15%	58	1.70	24	40
Gilbert's Gulch	Intermediate	7,450	7,020	430	1,331	34%	154	4.71	24	110
Woody Fellers	High Intermediate	7,480	7,060	420	1,347	33%	300	9.28	4	30
Rainbow Ridge	Low Intermediate	7,880	7,290	590	3,766	16%	122	5.28	24	130
Total Quad Chair					21,291			76.32		1,530
Quail Chair										
Overload	Novice	7,060	6,820	240	1,890	13%	75	3.27	30	100
Short Cut	Low Intermediate	6,980	6,860	120	475	26%	136	1.49	24	40
Lower Homeward Bound	Novice	6,780	6,300	480	4,625	10%	53%	5.67	30	170
Drain Pipeline	Intermediate	7,040	6,770	270	807	36%	253	4.68	24	110
El Capitan	Intermediate	6,930	6,780	150	696	22%	122	1.96	24	50
Mighty Fine	Intermediate	7,060	6,680	380	1,422	28%	155	5.06	24	120
Martin Lane	Low Intermediate	7,040	6,660	380	1,259	32%	160	4.62	24	110
Prospector	Intermediate	6,960	6,710	250	706	38%	114	1.85	24	40
Sunny Side	Low Intermediate	7,060	6,620	440	2,136	21%	99	4.87	24	120
Spillway	Intermediate	6,640	6,330	310	952	34%	188	4.11	24	100
Exhibition	Advanced	6,670	6,320	350	947	40%	252	5.48	9	50
Double Trouble	Advanced	6,680	6,320	360	979	40%	123	2.77	9	20
The Shoulder	Advanced	7,545	7,00	545	2,364	24%	112	2.48	9	20
Wally's Folly	Expert	7,400	6,840	560	1,137	57%	589	6.30	12	80
55'Chutes	Expert	7,540	6,920	620	1,118	67%	376	3.95	12	50
Noonchester Traverse	Advanced	7,610	7,550	60	2,601	2%	41	1.00	9	10
Show Off	Advanced	7,480	7,130	350	966	39%	336	3.06	9	10
Main Cirque	Expert	7,550	6,800	750	3,805	20%	97	3.46	12	40
Total Quail Chair					16,893			66.07		1,260
Happy Platter	Novice	6,360	6,245	115	562	21%	144	1.86	30	60
Total Happy Platter					562			1.86		60
Alpine Platter	Novice	6,340	6,245	95	588	16%	119	1.6	30	50
Total Alpine Platter					588			1.6		50
Total all Lifts					21.1 Miles			411.5 Acres		6.870

Table 3. Continued. Existing Trail Inventory



Existing Three Person Lift



Existing Ellis Lift



View of Run From Ellis Lift

- Intermediate - 70.2%
- Advanced - 16.9%

Table 4. Existing Terrain by Ability Level

Area	Acres Served	Terrain		
		Beg.	Int.	Adv.
Madden	50.09	0%	76%	24%
Ellis	198.37	14%	66%	20%
Old Homewood Express	76.32	0%	97%	3%
Quail	66.07	22%	55%	24%
Happy Platter	1.86	100%	0%	0%
Alpine Platter	1.6	100%	0%	0%
TOTAL	411.51	12.9%	70.2%	16.9%

Mountain Capacity Analysis

The determination of an area’s Skier Carrying Capacity (SCC) is perhaps the most critical step in ski area planning. Often referred to as the “Comfortable Carrying Capacity” or “Skiers at One Time”, this figure represents the number of skiers that can be safely supported by an area’s lift and ski trail system, while providing a quality experience to each skier ability level. Skier Carrying Capacity is determined via the integration of lift capacity, operating hours, acceptable slope densities, slope gradients, skier skill classifications and vertical feet of lift-serviced terrain.

Each skier ability level places different demands upon an area’s lift and ski trail system. Empirical observations have determined that each skier ability level will ski a relative constant number of vertical feet per day. As the proficiency of the skier increases, the demand for vertical feet also increases.

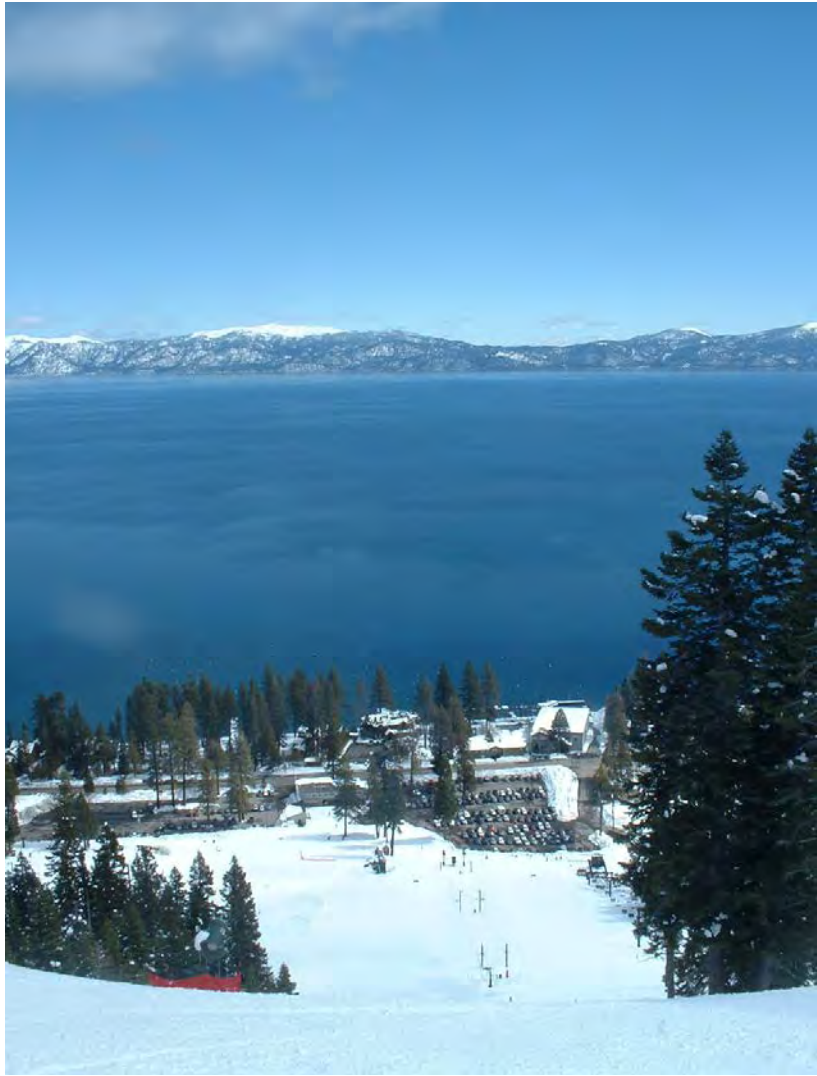
The ski trail densities used for evaluating Homewood are listed in Table 5. Acceptable skier slope densities tend to decrease as the proficiency of the skier increases. As listed, slope densities increase slightly on expert terrain since these steep, ungroomed slopes dictate controlled,



Snowy Run Above Quail Lake



South Base View From Mountain



North Base View From Mountain

short radius turns. Under these conditions, expert skiers have slower speeds and require less space for safe skiing.

Table 5. HMR Planning Parameters

Skill Classification	Skill Mix	Acceptable Terrain Gradients	Skier Demand VTF/Day	Skier Density	
				On Trail	At Area
Beginner	5%	8-15%	2,320	12	30
Novice	10%	15-25%	5,225	12	30
Low Intermediate	20%	25-35%	6,970	9	24
Intermediate	30%	30-40%	9,290	9	24
High Intermediate	20%	35-45%	12,540	7.5	18
Advanced	10%	45-60%	14,628	4.5	9
Expert	5%	60%+	20,904	6	12

To accurately portray the terrain balance of the mountain complex, HMR calculated the terrain available to each of the seven skier skill classifications and then multiplied by the skier densities exhibited in Table 5. This illustrates the distribution of Homewood’s skiing terrain available to each skier skill level. This exercise is often referred to as “area balancing” and provides management and the planning team with the data necessary to compare the mountain ski trail development with the apparent proportions of the skier market, also illustrated in Table 5.

Snow Making Facilities

The current snowmaking operations at HMR consist of a state-of-the-art system using airless, tower mounted SMI guns. The system has the capability to cover 23.8 acres and utilizes about 17,500,000 gallons of water per year. The existing water supplies available for Homewood snowmaking are:

- McKinney well – This well has been flow tested has potential for 1000 gpm
- South Base Area - Domestic water of 300 gpm available from 6 p.m. to 6 a.m. only and the water is around 44°F which needs a cooling tower installed to be more effective.

- North Base Area - Domestic water of 300 gpm available from 6 p.m. to 6 a.m. Plus the existing well in the gravel parking lot, when operational, will flow up to 800gpm. At the moment this is restricted to 500gpm by the size of the pipe on the discharge side of the well pump and the tank in the pump house. A new pumphouse with another pump is planned.

Table 6. North Side Snowmaking Capability

Trails covered include:	North Side				
Lower Rainbow/Chute	1500 ft	100ft	8”	9 Hydrants	3.4 Acres
Happy platter	500 ft	150ft	6”	3 Hydrants	1.7 Acres
Alpine Platter	500 ft	150ft	6”	5 Hydrants	1.7 Acres
Lombard street	2000 ft	40ft	6”	8 Hydrants	1.8 Acres
The Face	600 ft	100ft	6”	4 Hydrants	1.3 Acres
Pump House				1 Hydrant	

Table 7. South Side Snowmaking Capability

Trails covered include:	South Side				
South side base area	500ft	200ft	6”	3 Hydrants	2.3 Acres
Lower Homewood bound	600ft	80ft	6”	3 Hydrants	1.1 Acres

The existing pumping at Homewood includes:

- 500gpm North side Base Area
- 500gpm Water cooling
- 300gpm South side Base Area

Table 8. Existing snow gun summary:

2	Wizz Kid	Carriage	Manual
1	Wizz Kid	Carriage	Auto
2	Wizz Kid	Tower	Auto
3	Super Polecat	Tower	Manual/auto Valve
2	Super Pole Cat	Tower	Auto
1	Super Wizard	Tower	Auto
1	Super Wizard	Carriage	Manual
5	Super Polecat	Carriage	Auto
3	Polecat	Carriage	Manual
1	Pole Kid	Carriage	Auto
21	Existing Snow Guns		

Reservoirs and Water Tanks

Currently there are no reservoirs or water tanks that directly service mountain operations.

Buildings and Structures

In the early 2000s an on-mountain warming shelter began construction and the building foundation was completed prior to the decision to put the project on hold. The foundation components remain in place at the existing mid-mountain facility. A temporary white tent structure is also located in the same area and serves as a warming shelter.

Existing Capacity in PAOTs and Uphill Lift Capacity

The baseline measurement of area capacity is determined by three separate indices: delivery capacity, lift capacity, and terrain capacity. Each of these components of resort operations is necessary to provide adequate capacity to absorb skiers. Traditionally, resort capacity is discussed in terms of Skiers At One Time (SAOT). This capacity measurement indicates the number of skiers that can be

comfortably accommodated by the resort’s facilities at any one time.

In the Tahoe Basin, TRPA uses a capacity measure tool called Persons At One Time or PAOTs. PAOTs are both a target to be achieved and a limitation. This capacity measurement balances environmental goals with recreation goals. HMR’s current PAOT is 1,704 persons. The assigned future winter day-use PAOTs for Homewood is 1,100.

Homewood’s proposed Master Plan will not require any additional PAOT’s.



Temporary Tent Structure at Mid-Mountain



Quails Nest



Maintenance Building Adjacent to the South Base Parking Area

Table 9. Existing Skier Service Building Inventory

	North			South			
Service Functions	Admin. Bldg	Skier Service	Sub Total	Admin. Bldg	Skier Service	Sub Total	Total
Food Service Seating	1,734	0	1,734	0	1,455	1,455	3,189
Kitchen and Scramble	850	0	850	0	794	794	1,644
Bar/ Lounge	461	0	461	0	1,751	1,751	2,212
Rest Rooms	563	0	563	0	349	349	912
Ski School	0	68	68	0	0	0	68
Rental and Repair	1,678	0	1,678	0	0	0	1,678
Retail Sales	174	0	174	108	0	108	282
Ski Patrol/First Aid	0	558	558	0	556	556	1,114
Public Lockers	0	0	0	0	0	0	0
Nursery/ Daycare	0	0	0	0	2,093	2,093	2,093
Ticket Sales	340	0	340	0	136	136	476
Admin.	610	194	804	611	238	849	1,653
Employee Lockers	102	180	282	0	753	753	1,035
Storage/ Mechanical	667	0	667	138	923	1,061	1,728
Circulation/ Walls/Waste	2,250	0	2,250	80	1,240	1,320	3,570
Total	9,429	1,000	10,429	937	10,288	11,225	21,654



North Base Lift Ticket Office

Base Area

Parking facilities, transit, and shuttle stops

HMR currently offers parking at the North Base and South Base to accommodate over 3000 skiers, based on an average of 2.8 persons per car in a total of approximately 942 on-site parking spaces. Table 10 summarizes the existing parking available in Homewood’s seven parking lots, as well as parking available on Highway 89 and the neighboring subdivision roads.

Table 10. Existing Parking Summary

Parking Lots	Area (sq.ft.)	Spaces	Skiers		
			2.5/Car	2.8/Car	3.0/Car
Lot Totals	319,500	942	2,355	2,637	2,826

On-Street Parking Locations	Spaces	Skiers		
		2.5/Car	2.8/Car	3.0/Car
Hwy. 89-Silver to Trout	30	75	84	90
Hwy. 89-Silver to Mckinney (both sides)	53	133	148	159
Fawn Street	15	38	42	45
Tahoe Ski Bowl Way	22	55	62	66
Capitan Ave. (both sides)	30	75	84	90
Sacramento, Lagoon & Meadow	80	200	224	240
Satellite Spaces	50	125	140	150
On-Street Totals	280	700	784	840
Total Parking All Locations	1,222	3,055	3,421	3,666

Traffic conditions in the immediate Homewood area are relatively good, with only minimal delays for drivers. In addition, traffic volumes in the Homewood area have been declining in recent years – Caltrans counts of the average daily traffic volume in the month of August for SR 89 in Homewood peaked at 13,700 vehicles per day in 1999. In comparison, the 2005 value was 10,900, a 20 percent reduction.

The summer traffic problem on SR 89 at Fanny Bridge, however, is very serious. Due to a combination of high traffic volumes, pedestrians crossing the road and all those “fannies” on Fanny Bridge, northbound traffic queues form during the middle of busy summer days that can stretch back a mile or more, and result in delays of 30 minutes or more. Traffic levels at Fanny Bridge, moreover, have increased from a 1999 peak month average daily traffic volume of 26,500 to a 2005 volume of 27,500.



North Base Parking Lot



Surface Parking Lot at the North Base



Rental Center



North Base Ski School House

Parking along the shoulder of SR 89 is an issue in both summer and winter. In summer, boat trailers and their towing vehicles park along the shoulders, while on peak winter ski days skiers park along both highway shoulders as well as on local streets.

Public transit services in Homewood are limited, particularly in comparison with services provided in other resort areas. The TART service provided by Placer County is limited to hourly service (daytime only) seven days a week year-round between Sugar Pine Point State Park (Meeks Bay in Summer) and Tahoe City. Approximately 21,500 passengers are carried by TART services each year, and ridership has been growing over recent years. In the summer of 1997, the U.S. Forest Service also operated a free transit service between Tahoe City and Emerald Bay every two hours, which carried 4,400 passengers over the season. Limited winter evening service has also been initiated in the winter season under a program administered by the Truckee – North Tahoe Transportation Management Association.

Non-motorized facilities in the area consist of the paved multi-use West Shore Trail. This facility, maintained by the Tahoe City Public Utility District, connects Tahoe City with Sugar Pine Point State Park, but there is a substantial gap in the Homewood area. There is also a short section of sidewalk along SR 89 opposite the North Lodge area.

Building and Structures

A detailed inventory of the skier service buildings and structures at Homewood was performed in 1995. Table 9 summarizes the square footage by service function for each of Homewood’s major buildings. These buildings provide a total of 21,654 square feet of indoor skier service commercial space, of which 10,429 square feet is located in the North Base and the remaining 11,225 square feet in the South Base.

The South Lodge is a wooden, three-story building that contains a restaurant, offices, restrooms, and a food storage area. Immediately south of the South Lodge are two smaller, two-story wood buildings used for offices, lift ticket sales, and a children’s ski school. The base of the Quail ski lift is located west of the office building. The main HMR maintenance building is located southeast of the South Lodge. It is a single story steel frame

building. Gasoline and diesel fuels are stored in a nearby, above-ground state of the art tank.

The North Lodge area contains the main ski lodge, which is a two-story wood frame building. The lodge building contains a restaurant/snack bar, ski rental area, offices, restrooms, and storage areas. A single story wood frame building used for snowboard rental and retail sales is located immediately west of the North Lodge. A small maintenance building is located northwest of the lodge.

Utilities

Existing site is served by water, electric, telecommunications, gas and sewer.

Employee Housing

HMR does not currently offer employee housing.

II. proposed physical plan

II. PROPOSED PHYSICAL PLAN22

On Mountain22

Base Area26



Beautiful Views On Groomed Runs



Winter Activities for Everyone

On Mountain

Lifts

To meet today’s skier lift experience expectations the older Madden chair, which runs from the north base to the mid-mountain area, will be replaced by a new high speed gondola that will run in approximately the same alignment as the old Madden chair and will significantly reduce the travel time. The gondola is currently planned to include 8-passenger enclosed cabins and will connect the proposed base mountain lodge/hotel area to the new mid-mountain day lodge with an increase from 1800 to 2400 persons per hour.

Numerous lift replacements are recommended and some have already taken place. The quad fixed grip chair was replaced in 2007 with a high speed, detachable quad chair. The Quail chair, due to its recent addition and serviceable condition, is recommended to remain in place. However, due to age and the prospect for increasing call for maintenance capital, a schedule is recommended for replacement of the Ellis chair. It is assumed that the Madden chair would be replaced by the gondola. Skiers have come to expect this type of technology and investment in fixed grip technology for these lifts might result in capital investments with a relatively short life.

Snow Making Facilities

It is proposed that a vastly upgraded snowmaking system be installed at Homewood Mountain Resort in order to ensure early and late season snowpack. Homewood’s objectives are to cover several ski trails at the lowest elevations and with various sun and wind exposures. It is generally accepted that a ski trail requires a minimum of approximately 12” of packed snow over a fine groomed summer surface in order to provide a quality surface for skiing and snowboarding. Any less than this depth will result in the exposure of vegetation through the snow surface which can damage the vegetation and skiers’ or snowboarders’ equipment, as well as accelerate the melting of the snowpack. Having adequate snow depth will provide a predictable and safe sliding surface. Ideally, ski trails require in excess of four feet of snow to ensure a long lasting quality surface for a full season with typical weather conditions.

A general overview of the basics of snowmaking follows. When nature does not cooperate by providing natural

snow, snowmaking takes over. With a properly designed and operated snowmaking system, the variable of having cold conditions and precipitation occur simultaneously is removed. With snowmaking, HMR only needs cold temperature conditions to provide snow.

In summary, a snowmaking machine:

- a) breaks water into particles
- b) cools the water
- c) removes the heat of fusion
- d) nucleates the water

To cover one acre with one foot of snow requires around 200,000 gallons of water. In order to break the water droplets up into smaller particles, water pressures of at least 300 psi are advised.

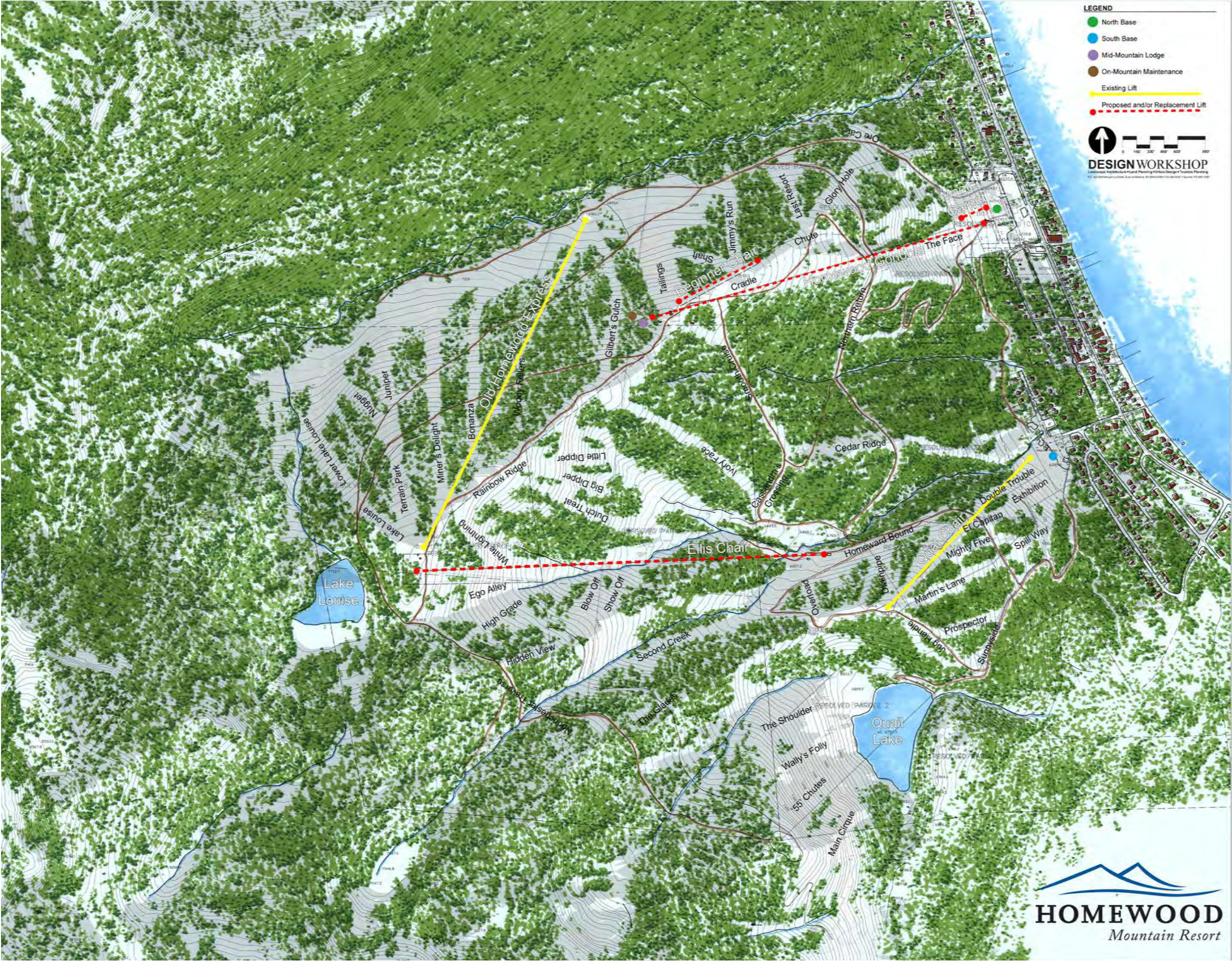
A proper snowmaking plan includes providing adequate water supply and distribution, appropriate electrical supply and distribution along with the snowmaking technology to convert these resources into snow.

Based on the two base areas of Homewood and the general mountain layout, the snowmaking system continues to break into two separate water systems as well.

PAOTS

Table 11. Persons At One Time (Paots)

Name	Current Capacity (pph)	Proposed Capacity (pph)
Madden Chair	1,800	2,400
Ellis Chair	1,500	2,400
Quad Chair	1,800	1,800
Quail Chair	1,637	1,637
South Happy Platter	630	0
North Happy Platter	500	0
Alpine Platter	419	0
Tailings T-Bar	0	0
South T-Bar	0	0
Magic Carpet	360	360
Spring Chair	0	0
Beginner @ Mid-Mountain	0	1,200
TOTALS	8,646	9,797





Mid Mountain Plan

In addition to the new day use lodge the maintenance center will be relocated to Mid Mountain.

Mid-Mountain Day Lodge

While great beginner terrain does not exist at the base area, it does exist at a mid-mountain location adjacent to the partially constructed warming facility on the Upper Madden site. The land below the top terminal of the Madden chair has a 10 percent slope and is the perfect environment to teach beginning skiers. One beginner lift is reflected in the proposed plan, below the proposed gondola terminal and the mountain restaurant for beginner skiers and snowboarders.

This is a strategic site in that it also offers the opportunity for on-mountain activities, and could serve as an activity hub for the resort. Potential uses include both night operations with on-mountain dining and a scenic gondola ride and summer operations for special events such as weddings, limited conferencing, and meetings. This site could accommodate the addition of terrain park features and host special exhibitions, such as big air or half pipe events, should adequate land be available the construction of a half pipe for both snowboarders and twin tip skiers. This facility is planned to be open to the general public.

Gondola to Service New On-mountain Activity Center

An 8-passenger, detachable gondola with an hourly capacity of 2,400 persons per hour is proposed to replace the existing Madden chair. This lift would terminate at the on-mountain activity center, providing beginner skiers with great ski terrain, mountain views, outstanding lake views, and the ability to return to the base village via gondola (a less intimidating way down for beginners). This lift would support summer use and night use, if permitted, which would in turn support special event and food and beverage operations. The final alignment of all proposed chair replacements and the gondola will be revisited during the master planning process for base facilities.

Maintenance Center

Maintenance facilities for Snow Cats and other heavy equipment will be relocated up mountain. As a result, unsightly equipment storage, and noise and diesel odors from this equipment will similarly be eliminated from the south base.

A new mid mountain maintenance building is proposed to house both vehicle and lift maintenance. In addition, this building would contain four work bays, parts, offices, a welding shop, and a large layout work space for lift maintenance. Rubber tire maintenance is planned to be contracted to a local garage.



Mid-Mountain Day Lodge

The Mid-Mountain Day Lodge offers dining and a scenic gondola ride and summer operations for special events such as weddings, limited conferences, and meetings.

Base Area

Transportation, Circulation and Parking and Shuttle Stops

In recognition of the importance of transportation issues and to address the impacts associated with development, Homewood Village Resorts, LLC is committing to a series of transportation strategies, including an “Alternative Transportation Program,” to accompany the planned improvements to Homewood Mountain Resort. As described below, this Program is intended to expand alternatives to the private automobile for guests, visitors and customers of HMR as well as for other West Shore residents. This program is a key strategy in maximizing the sustainability of the development and improving the West Shore for both residents and visitors. It is also hoped that HMR innovations in transportation can serve as a nucleus on which further expansions in alternative transportation services can grow.

Year-Round Program Elements

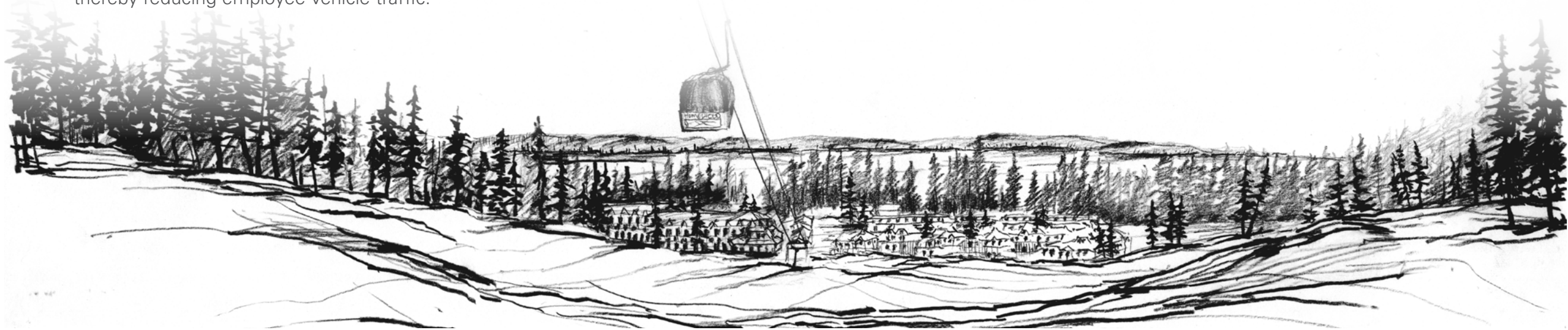
- Extension of the West Shore Bike Trail – The bike trail system along the West Shore is very well used: counts conducted in 2006 at Fawn Street indicated that up to 400 bicyclists and 100 pedestrians per day use the existing trail. This trail, however, has a key “missing link” from Fawn Street north 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.
- Employee Shuttle Bus – Employee shuttle buses are planned to be operated during both summer and winter seasons from employee housing areas, thereby reducing employee vehicle traffic.

- Employee Public Bus Transit Fares – HMR plans to 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 is planned to 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 is planned to be operated at least hourly, and 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.
- North Base – South Base Shuttle Service – A shuttle service (such as golf carts in the summer and a snowcat in the winter) is planned to be operated to connect the North Base and South Base areas, without travel on public roadways. While technologies are currently being researched, it is HMR’s intent that these vehicles be alternatively fueled.
- Electric/Hybrid Car Rental Service – HMR plans to procure five electric and/or hybrid 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 plans to operate a bike pool program, making bicycles available to any HMR guest or resident on an as-desired or as-

required basis free-of-charge. This will encourage bicycle use, particularly for recreational trips between the resort and destinations along the West Shore.

Winter Program Elements

- Winter West Shore Dial-A-Ride Service – HMR plans to 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 serve 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.
- Skier Intercept Shuttle Service – Skier shuttle services are planned to be provided from off-site skier parking lots in the Tahoe City / Sunnyside area to the north and in Tahoma to the south. Combined with controls on day skier parking in the Homewood area, this service will significantly reduce day skier traffic in Homewood. Summer Program Elements





Summer Concert Series

- Water Taxi Service – A service is planned to be operated using a vessel with up to a 25-passenger capacity between Homewood and Tahoe City. This service is planned to 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 is designed to 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.
- Day Skier Parking Control – The plans for HMR include a substantial reduction in day skier parking. 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. Homewood Village Resorts, LLC 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.
- Transportation Information Strategies – Providing accurate, “real time” information to HMR travelers can also help to reduce transportation problems. Informa-

tion 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. In addition, real-time signage is planned to be provided near the Tahoe City Wye on busy ski days to provide skiers with information regarding the availability of parking (and supporting shuttle services) at intercept parking areas. 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.

Summer Program Elements

- Summer West Shore Dial-A-Ride Service – An on-demand dial-a-ride service is planned to be operated for persons traveling to/from HMR, seven days a week from 8 AM to 6 PM. Up to three vehicles are planned for this service, which will accommodate rides to/from the Resort in an area bound by Granlibakken Road to the north and Sugar Pine Point to the south. This is similar to the existing summer-time 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. The service parameters identified above represent the minimum levels that would be provided at completion of the proposed project. Services could potentially expand beyond these parameters, such as to serve other destinations or hours of the day.
- 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.

- Accommodate Summer Boat Trailer Parking on Skier Lots – A portion of the HMR day skier garage parking area is being designed to be used as boat trailer parking areas during the summer, reducing the impacts that boat trailers have along the public roadways. This program will be focused on the daily boater who currently launches at Obexer’s Marina and parks along SR 89, often blocking driveways and creating noise and dust problems. During peak periods, a valet system is planned to shuttle vehicles and trailers to the parking area. HMR will also work with local governments to restrict on-street trailer parking.
- Partnering to Achieve Regional Transportation Solutions – Many of the region’s most intractable transportation problems – such as the summer traffic congestion in the Fanny Bridge area – are regional in nature and will require regional solutions. Homewood Village Resorts, LLC is committed to working with other public and private organizations in the region to effect solutions to these problems.
- An improved 5 mile network of interconnected trails will be officially designated as a summer element of the master plan (see page.26, Illustrative Proposed Trails Plan). The trail network takes advantage of opportunities to provide shorter loops as well as longer “in and back” trails that take hikers to spectacular sites with unobstructed views of the entire Lake Tahoe Basin. The 5 mile trail network primarily makes use of existing roads and trails. The designated trail network will include signage to assist with trail users’ wayfinding.

Buildings and Structures

There has been an overall reduction in the number of proposed residences in the master plan based on additional public input and a continuing refinement of planning efforts. The most marked change has been at the South Base. The original project application included 120 residential condominiums at the South Base replacing the existing lodge and ancillary facilities as well as the paved parking areas. The residential condominiums are planned in a series of separate, three story (two full stories and residences in the roof volume) lodge-type buildings oriented towards the mountain and the Lake. The current plan includes a reduction from 120 residences to a maximum of 99 (95 for Alt. 1A) residences. Note that at the inception of the proposed Homewood master plan,



there were 235 residential condominiums proposed at the South Base. The current count of 99 (95 for Alt. 1A) residential condominiums represents a 58% reduction in density from the original master plan proposal. This reduction will further help reinforce the more residential quality of the neighborhood and fit onto the landscape in a more optimal way.

In reducing the number of residences at the South Base, HMR has been able to relocate some of them to the North Base area, which is the main center for skier access. The North Base will have fourteen additional condominium residences for a total of 66. This is still significantly fewer than the 197 residential units originally planned at the North Base. The balance of the proposed master plan remains largely as is including the hotel/lodge, which is now being planned for up to 75 traditional hotel rooms in response to programmatic requirements of the 5-star hotel brand operators HMR is currently considering. HMR is not, however, increasing the overall square footage of the hotel and will be making reductions in other areas within the hotel/lodge in order to accommodate additional room count (prior room count was 50-60). The hotel/lodge still includes up to 40 two-bedroom hotel/condo residences. The plan also continues to include 13 workforce housing apartments that will wrap the perimeter of the day skier parking structure and 16 townhomes to the west. The small commercial area including a grocer, hardware store, and ice cream parlor/coffee shop are still in the plan as are the upgraded day skier facilities.

The North Base will be transformed to include a base lodge as well as a small neighborhood village to be used by Homewood and West Shore residents and visitors. Additionally, underground parking will be built for use by resort visitors who are staying more than a day.

Base Lodge:

- A 5-star boutique hotel with up to 75 rooms Approximately 40 two-bedroom (20 with lock-off), two-bath, individually-owned condo hotel suites Approximately 30 individually-owned penthouse condo units (top floor) Lodge with a full service restaurant, spa and fitness facility
- Approximately 13 on-site workforce housing apartments for full-time employees
- Approximately 36 residential condominiums and up to 20 fractional ownership units will be distributed among 1, 2, and 3-story buildings dispersed throughout the North Base area.

Up to 25,000 square feet of retail space designed to include: (Mid-Mountain lodge contains about 8,000 square feet)

- Grocery store
- Hardware store
- Ice cream parlor

Skier Services A new state-of-the-art base mountain facility across from day skier parking structure including:

- Food and beverage services
- Ski school Rental shop Lockers
- Administrative and operations offices

Parking:

- Underground parking for hotel and residential
- Above-ground parking structure, for day skiers in the winter and boat trailer parking in the summer
- Lockers
- Limited time surface parking (for retail/drop-in guests)

The hotel at the north base ranges in height from two to four levels and is set back from Highway 89 at the toe of the slope to the west. Closest part of the hotel to the highway is approximately 175 feet back from the highway with the majority of the hotel structure being approximately 250= feet back from the highway.

There will be no day skier facilities at the south base. It will be entirely relocated to the north base. As a result, the hundreds and, on some days, thousands of skiers who park in the area including neighborhood streets will be eliminated. There will be NO day skier, public or above ground parking at the south base. As such, there is no reason for the public to drive on Tahoe Ski Bowl.

It is envisioned that the South Base will become a residential enclave designed to compliment the existing neighborhood and will include the removal of both day skier access and the existing maintenance facility.

South Base Area Highlights

- Up to 99 (95 for Alt. 1A) multi-family condominium residences, up to three stories, replacing the current lodge and ski school site.
- Access to 16 townhomes located on the north end of Tahoe Ski Bowl overlooking Lake Tahoe and the North Base.
- Relocation of all day skier access and parking to the North Base.



Improved Forest Health

The north base proposal has been accepted into and will be designed under the Leadership in Energy and Environmental Design (LEED) for Neighborhood Development Pilot Program as an example of exemplary green and sustainable development. The south base, although not a part of the LEED for Neighborhood Pilot Program, will also be designed to stringent sustainable development standards using the LEED criteria as a template.

Utilities and Infrastructure

The existing utility services and infrastructure that serve the site will be upgraded to meet the needs of the proposed project. This includes electric, gas, telecommunications, water, and sewer. Preliminary meetings with service providers have occurred and methods for accommodating the demand have been discussed. However, as part of the Green Development Initiatives (described later) reducing the utility and infrastructure needs from typical methods for base villages will be a priority for Homewood. Opportunities for providing alternative energy sources will also be explored. Plans include exploration of renewable energy sources such as micro-hydro, solar, geothermal, biomass, and wind energy for serving the proposed Homewood master plan.

Density

Based on the Plan Area Statement for Homewood, residential density is determined based on a 15 unit per acre calculation. However, the current TRPA Code reduces the allowed density when other land uses such as commercial are proposed as part of a project. The Community Enhancement Program (CEP) process has been structured to revisit this issue, particularly where the project stacks these uses and promotes smart growth principles for mixed use development which is a key element in the Homewood master plan.

Employee Housing

The construction of on-site, affordable workforce housing for those employed in and around Homewood is a proactive way for the development to address the needs of its community. In addition to on-site workforce housing, HMR will also provide off-site affordable workforce housing close to the proximity to Homewood as possible.

Architectural and General Design Character

The new Homewood Resort design is conceived as an alpine village community in the architectural style of the classic old Tahoe lodges. 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 rink, hotels, shops and restaurant venues. Two story structures are located along highway 89 with taller structures placed further up the slope, the village pedestrian plazas occupy the space between.

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 (NPS) structures, exemplified by such buildings as The Ahwahnee Hotel and Timberline Lodge stand powerfully on the land, expressing the theme of man and nature simultaneously. The Homewood design seeks to convey this kind of presence on a site. Taking advantage of the wooded site and the placement of shorter 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 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.

TRPA’s Code of Ordinances subsection 22.4 allows for additional height for certain buildings (public service, tourist accommodations and recreation uses). Most applicable to HMR’s needs are the policies that allow for additional height for recreation buildings within adopted ski area master plans, additional height for tourist accommodation buildings within community plan areas, and additional height in special height districts (limited to areas within adopted redevelopment plans and adopted community plan areas). These allowances for additional height are all based on a measurement standard that does not support a clustered development pattern as it stair-steps up a slope.

Despite the policies that allow for additional height, the project building heights do not comply with TRPA Code of Ordinances height standards (TRPA 1987). To remedy the inconsistency with the height standards, HMR’s Ski Area Master Plan includes amending Chapter 22 of TRPA Code of Ordinances to include a new height calculation methodology for sloped areas that incorporate a clustered village development pattern.

To address compliance with height standards, the Ski Area Master Plan proposes to amend TRPA Code of Ordinances Chapter 22 – Height Standards by adding new §22.4.G and amending §22.7(6) to allow additional building heights for special projects located in a Ski Area Master Plan and designated through Resolution 2008-11. Table 12 below provides data on the heights for individual buildings Proposed within the Ski Area Master Plan in relation to the proposed amendments to Chapter 22.

The proposed amendment to chapter 22 would adopt the Placer County methodology of measuring height. The height amendment, if approved, will allow building heights up to 77 feet as currently measured using TRPA Code Chapter 22 Height measurement methods. However, the amendment proposes an alternative method for measuring height in circumstances where large footprint buildings are stair-stepped up a hillside. Under this method, the

height would be measured at the point of average natural grade (point between highest and lowest grade along the building footprint) and height would be the distance from the ground elevation at that average point of natural grade to the peak of the highest ridge or roof line of the building. Using the proposed method to measure height (taking the difference between highest roof ridge and average natural grade rather than lowest point of natural grade), no proposed building would exceed 50 feet in height. As shown in the following North and South Base Maximum Allowable Heights Table figures (pg. 33), the visual impact of attached buildings on a slope is similar to detached buildings on a slope using this method. Revising the height calculation methodology to use the average slope to roof pitch instead of the lowest grade to roof pitch, results in the same overall visual effect. Therefore, the amendment will not allow greater visual impact or overall height, rather it revises the calculation methods to better reflect the true height of large footprint/attached buildings on sloped areas. The amendment is limited to qualifying ski area master plan areas addressed by TRPA Governing Board Resolution 2008-11, which solely includes the HMR Ski Area. Consequently, the code amendment would not apply to other parts of the Lake Tahoe Basin.

Under the amendment, new structures requesting additional height along SR 89 need to be setback at least 40 feet from the edge of SR 89 pavement. Two to three-story buildings would be allowed closest to SR 89, while buildings up to four stories would be allowed at the rear of the site. Under the proposed height methodology, no building would be allowed to exceed 50 feet in height. Using the proposed measurement method for the HMR Ski Area, the proposed amendment would allow maximum permissible height for structures with a minimum setback of 40 feet from the SR 89 right of way to be 42 feet, with a minimum roof pitch of 5:12. Buildings setback at least 200 feet, but not more than 675 feet, would be allowed to have heights up to 50 feet, with a minimum roof pitch of 2:12. The South Base area would have a maximum height of 50 feet, with a minimum roof pitch of 5:12. The maximum height for structures located in the Mid-Mountain Base area would be 35 feet, with a minimum roof pitch of 2:12.

To qualify for additional height under the proposed §22.4.G amendment, buildings must meet the eligibility requirements included in the amendment and comply with §22.7 findings 1, 3, 6 (with proposed amendment to allow additional height in ski area master plans), 8, and 9. The Proposed Project (Alternative 1) must also meet

Table 12. Height Requirements

Additional Height Eligibility Criteria	HMR Ski Area Plan Compliance
1. The project incorporates Pedestrian Transit-Oriented Design Features consistent with Subsection 13.7.D(3) (specifically a-e), including buildings to be oriented to the street, sidewalks, alternative parking strategies, mixed uses, integration of the private and public open spaces and circulation routes.	Master Plan proposes an alternative transportation plan that increases pedestrian and bike paths and improved alternative mode choices other than the private automobile. Mixed uses and buildings oriented to the public street are also proposed.
2. The project located within the Special Height District retains and treats the 50-year, one-hour storm utilizing on-site and off-site systems incorporating best available technologies.	Master Plan Alternative 1 proposes a stormwater system to treat the 50-year, one-hour storm event. Stormwater treatment systems are proposed for the North Base, South Base, Tahoe Ski Bowl Way extension, Mid-Mountain area and off-site Caltrans/Placer County/HMR EIP project.
3. The project shall implement a minimum of two Environmental Improvement Program (EIP) projects.	Master Plan proposes to implement or contribute to EIP projects #86, 632, 725, 775, 855, and 996.
4. The project shall be certified under the United States Green Building Council's Leadership I Energy and Environment Design (LEED) or under an equivalent sustainable/green building program.	The Master Plan proposes to pursue LEED certification. The North Base area has been accepted into and will be designed under the Leadership in Energy and Environmental Design (LEED) for Neighborhood Development Pilot Program as an example of exemplary green and sustainable development. The South Base area, although not a part of the LEED for Neighborhood Pilot Program, will be designed to stringent sustainable development standards using the LEED criteria as a template.
5. The project shall ensure the required public benefit(s) set forth above and in the master plan are implemented consistent with the provisions of Subsection 22.4.D(5) of the TRPA Code of Ordinances.	The Master Plan proposes to obtain necessary permits and funding prior to construction. HMR will provide TRPA with assurances regarding the intent and ability to complete the project prior to permit acknowledgement.
6. The project results in a permanent reduction of no less than 10 percent of existing land coverage within the project area.	Master Plan proposes a minimum of 13 % land coverage reduction. At least 10% of the land coverage reduction will be permanently retired.

the following required conditions included in the Ski Area Master Plan to be eligible for additional building height under the amendment.

Within the HMR Ski Area Master Plan, the North Base Buildings A (skier services), B (hotel/lodge), and P (parking structure/affordable housing) are set back more than 200 feet from SR 89 and meet the criteria for the 50-foot height limit. These buildings would be 47, 47, and 48 feet in height as measured using proposed Codes. Project Buildings C, D, and E are setback at least 40 feet, and would have allowable heights up to 42 feet. These buildings would be 42, 31, and 33 feet in height. South Base area Buildings A, A1, and B are not visible from SR 89 and are located more than 650 feet from the edge of pavement. Therefore, these 49-foot buildings meet the conditions for the

50-foot height limit in the proposed height amendment.

Signage

As an area dependent on the tourism industry, the appearance and aesthetic features of the Region takes on an economic importance. The design quality of the signs to be crafted for the HMR ski area are an important element in the overall appearance of the resort and the Homewood community settings. It is the intention of this ski area master plan that all of the man-made elements come together to create a visually attractive and enticing facility for both visitors and residents.

In order to maintain and improve the overall quality of the built environment in the Lake Tahoe Region, Placer County

and TRPA have adopted minimum design standards which include sign standards. All signs within the HMR Ski Area Master Plan project area will be designed and located to be complimentary and compatible with the resort and the community surrounding HMR. Careful attention will be paid to craft signs that in terms of size, shape, color, texture and lighting provide needed wayfinding without being obtrusive. Graphic simplicity and compatibility with building architecture, are the basic principles that HMR will incorporate when designing an effective and attractive system of signage for the ski area.

Green Development Initiatives

Numerous opportunities exist to incorporate green development principles and practices for the area. The most significant lies in the potential micro-hydro development on Madden Creek and Quail outlet stream. Technology has advanced to the point where even the smallest of plants can make a big difference. It is conceptually possible, given the discharge of Madden Creek and up to 5-6 months of the year in operation, that sufficient electricity could be developed to markedly offset the demand for all lifts on the mountain. Other opportunities include:

- Biomass heat recovery
- Use of biodiesel for all on mountain groomers
- LEED certifications for all public commercial buildings
- “Build green” certification for residential buildings
- Innovations in public transit from Tahoe City and other destinations in the basin, to perhaps include some form of intercept parking for visitors from outside the basin
- Exceeding BMPs for storm water retention and water quality management on the mountain
- Four-cycle motors for snowmobiles
- Electrical power cogeneration
- Solar and wind power

Sustainable practices have also been explored as part of HMR the base area planning process and are incorporated into the Sustainable Best Practices document.

The environmental impacts of the built environment at Homewood will be considered with the same regard as the impacts to the natural environment. The construction process is inherently full of practices that diminish the quality of the environment. Homewood is taking a proactive stance by creating a sustainability plan that addresses all

of the concerns associated with the building process. All of the members of the development team will play a role in helping to minimize environmental impacts.

Architectural design at Homewood will consider the “life-cycle” costs of the infrastructure and buildings used in the resort. The positioning of the buildings will play a huge role in how much energy is expended throughout the year. By assessing the path of the sun during the planning stages of the development, it is possible to maximize the heating opportunities during cooler months, minimize the heating impacts during the summer and design buildings to avoid dark, cold, uninviting areas all year long. The benefits of energy savings in the long run are well worth the time spent upfront in the planning phases.

Development Initiatives

The LEED certification standards put a great emphasis on the reuse of building materials and the limiting of waste disposal for previously developed sites. Homewood Mountain Resort has a number of existing buildings that will be taken down as part of the redevelopment process. The architecture of the new buildings will utilize the existing materials from these dismantled structures. The opportunities for reuse are not limited solely to the architecture. The components from old chair lifts can be used when building new chair lifts on-site or at other local ski resorts. The ability to implement the sustainable practice of material reuse and decreasing waste production will be one more way that Homewood can help to minimize their impact on the environment.

The energy efficiency of the buildings is dependent on many things, but a building that is not well insulated in our climate is a giant drain on resources. The buildings at Homewood will be well insulated with tight construction and the use of non-toxic and/or recycled materials. Efficient mechanical systems such as boilers and chillers can be purchased that are easy to install or remove if problems arise. There are systems on the market today that fulfill a number of uses and help to eliminate the need for separate machines. Boilers that utilize their waste energy (like the biomass system mentioned earlier) to heat radiant floor systems, domestic hot water, laundry needs, pools, hot tubs and other places that require heat will greatly enhance energy efficiency. These systems also provide a benefit for landscaping needs. The condensation produced with a gas powered boiler system can be collected and used to water plants around the development.

The electrical systems require the same consideration as

any other system in sustainable design. How a building is lit is as important as how it is heated and cooled. The lighting of a building not only affects the mood of a space, but it contributes to how that space is utilized. An improperly lit space does not make for a healthy living or working environment. The ideal space utilizes the sun for lighting purposes, helping to offset dependence on artificial lighting. This sustainable concept of daylighting is not always an option. For those spaces that require artificial lighting, there are new, highly evolved opportunities for high efficacy lighting. It is possible to utilize fluorescent and LED fixtures that greatly lower the energy costs associated with making spaces conducive to both living and working.

In addition to the options in fixtures, light colored interiors and well placed windows can make spaces much more comfortable. A sustainable working environment addresses the energy efficiency of the building as well as the impacts to the health of those who work in the space.

Homewood is creating a “Green Guide” or sustainability plan that addresses the concerns associated with the building process. Architectural design at Homewood will consider the “life-cycle” costs of the infrastructure and buildings used at the resort. Below are a few of the green building principles that are planned to be implemented during the redevelopment effort:

Building Orientation: The proper positioning or orientation of the buildings can play a significant role in how much energy is expended throughout the year. Reuse of

Building Materials: Homewood Mountain Resort has a number of existing buildings that will be de-constructed as part of the redevelopment process. The materials from the de-constructed buildings are planned to be re-cycled for use in new buildings. The components from old chair lifts can potentially be re-used at other ski resorts.

Building Energy Efficiency: The buildings at Homewood will be well insulated with tight construction and the use of non-toxic and/or recycled materials. Plans will include exploring ways to re-capture waste heat from boilers for uses such as radiant heat systems, domestic hot water, laundry needs, pools, hot tubs and other places that require heat.

Building Electrical Systems: For spaces that require artificial lighting, new highly evolved opportunities exist for high efficiency lighting that utilize fluorescent and LED fixtures helping to greatly lower energy costs.

Social Opportunities

The sustainability of the social environment at Homewood is part of the three tiered approach to the redevelopment of the site. The consideration and respect for those who live and work at the resort as well as those who visit is a key element of the principles behind a socially responsible development.

The community of Homewood plays a vital role in the success of this project. By locating mixed-use buildings along State Route 89 South, the architecture of the Resort establishes a vibrant commercial and residential presence. The resort will act as the ‘Village Core’ for the greater community. Neighborhood serving businesses, such as a small market and hardware store will welcome locals and visitors alike.

The construction of on-site, affordable workforce housing for those employed in and around Homewood is a proactive way for the development to address the needs of its community. Opportunities for on-site childcare will help to alleviate the stress that parents have to deal with when they have to go back to work. A healthy and safe work environment and access to health care and fair wages make Homewood Mountain Resort a place that truly cares about their employees. The implementation of progressive labor practices throughout the lifetime of this project highlights an area of sustainability rarely touched upon in the business environment.

An extensive transit system will change the way people come to the resort. Dial-a-ride programs with alternative energy vehicles, a water-borne taxi and incentive- based carpool arrangements are ideas being considered in an effort to diversify transportation options and reduce automobile impacts. Bike trails and sidewalks that connect the surrounding communities will make Homewood a place that promotes alternative methods of transportation rather than the personal automobile.

Master Plan Implementation Phasing

It is expected that a project being constructed under a Master Plan will be accomplished over time. TRPA’s master plan guidelines anticipates the phasing of the project and requests that the master plan document describe, in general terms, when specific project elements will be constructed. HMR anticipates a ten (10) year time frame for the build out of their master plan. The following outlines the anticipated development phasing.

Phase 1 – North Base - Implementation in years 1 thru 5

- 1a Mid Mountain Day Lodge
Hotel/Lodge
Day Skier Services Building and Residential Units
Commercial and Landscape/Ice Pond Area
Workforce Housing and Day Skier Parking
Structure
LEED Commissioning
- 1b Residential Building Adjacent to Highway 89
- 1c Residential Building Adjacent to Highway 89

Phase 2 – South Base – Implementation in years 6 thru 10

- 2a Residential Building (southern)
- 2b Residential Building (northern)
- 2c Townhomes (access from South Base, situated west/southwest of North Base)

As is expected with any master planned project there are support facilities and programs as well as environmental improvements that are implemented parallel with the project development. HMR has identified transportation and parking improvements, water quality improvements,

forest health and management improvements. The following outlines the phasing of the implementation of these improvements and programs.

Phase 1 – North Base - Implementation in years 1 thru 5

- 1a All permanent BMPs installed as construction is completed
Satellite parking and shuttle services initiated
Forest health and fuels reduction projects continue
Cumulative Watershed Effects (CWE) is initiated
- 1b Scenic enhancement strategies are employed
- 1c Continued on-Mountain revegetation and erosion control work continues

Phase 2 – South Base – Implementation in years 6 thru 10

- 2a All permanent BMPs installed as construction is completed
- 2b Project Area is fully BMPed, landscaped, revegetated
- 2c Same as 2b

Proposed Project (Alternative 1) Building Heights and Setbacks

Building	Grade (%)	Roof Pitch	Setback from SR 89 ROW (ft)	Allowable Height (ft) *	Proposed Height (ft) **
North Base					
A (Skier Services/ Residential)	18%	6:12	283	50’	47’
B (Hotel/Residential)	11%	6:12	248	50’	47’
C (Retail/ Residential/Fractional)	3%	6:12	53	42’	42’
D (Residential/ Fractional)	2%	6:12	42	42’	31’
E (Residential/ Fractional)	1%	6:12	45	42’	33’
P (Parking/Employee Housing)	1%	2:12	237	50’	48
South Base					
A (Residential/Skier Services)	9%	6:12	--	50’	49’
A1 (Residential)	13%	6:12	--	50’	49’
B (Residential)	13%	6:12	--	50’	49’
Mid-Mountain					
Gondola	23%	2:12	--	35’	24’
Gondola Entry/ Skier Services	23%	2:12	--	35’	33’
Restaurant	23%	6:12	--	35’	31’

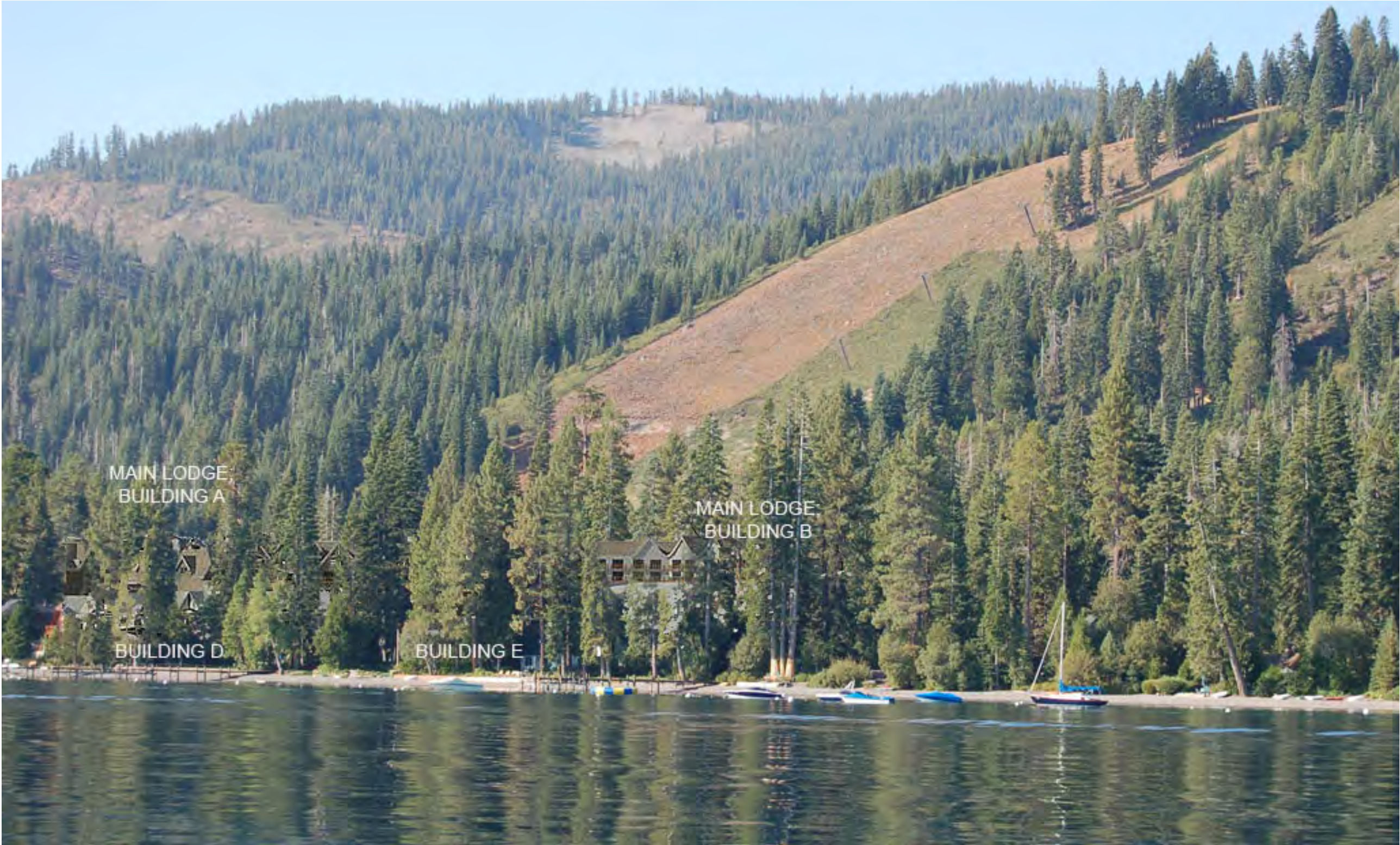
Notes:

* Allowable Height as calculated using the proposed TRPA Code of Ordinances Chapter 22 height amendment. .

** Proposed Height based on the method for calculating height included in the proposed TRPA Code of Ordinances Chapter 22 height amendment (Appendix F).



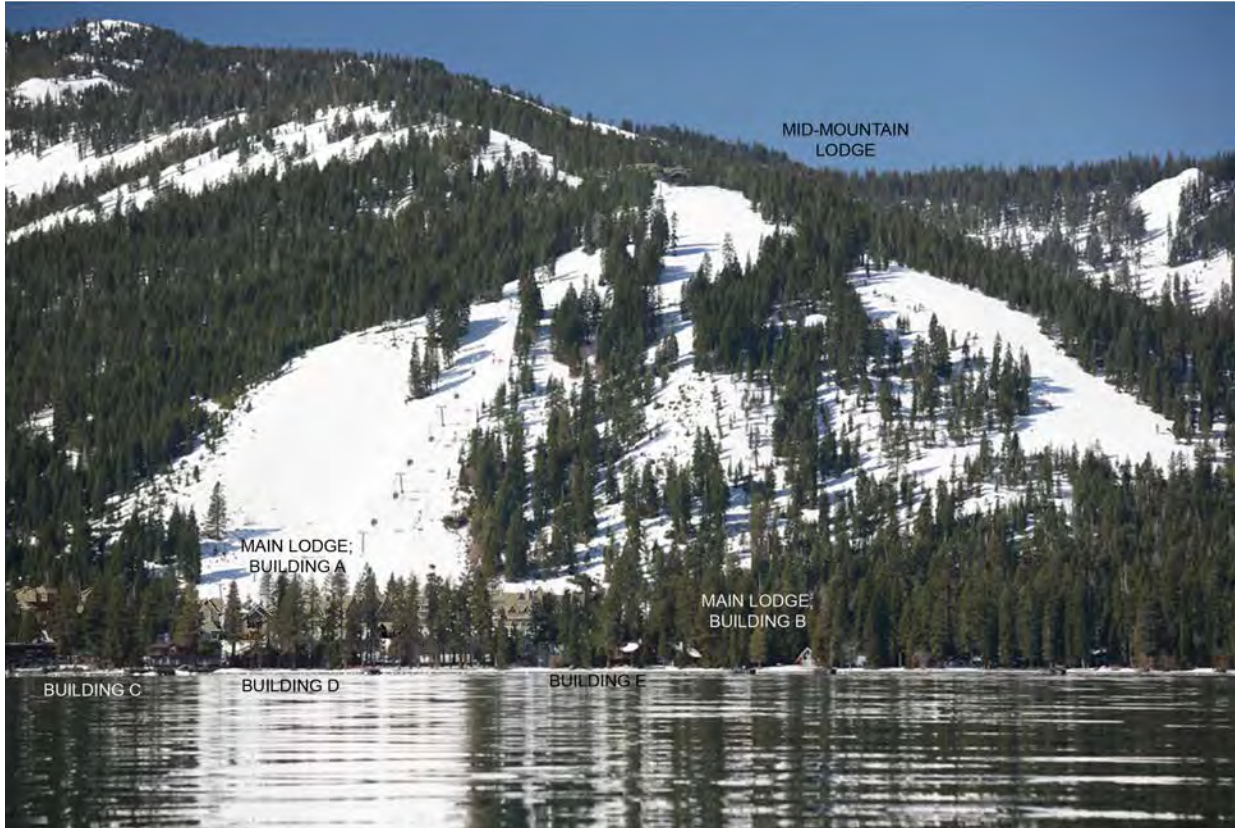
North Base
The North Base will be transformed to include a base lodge as well as a small neighborhood village to be used by Homewood and West Shore residents and visitors. Additionally, underground parking will be built for use by resort visitors who are staying more than a day.



Summer Simulation Looking South West



Summer Simulation Looking West Over West Shore Cafe



Winter Simulation Looking West



Summer Simulation Looking West over Obexer's Marina



View of entrance at corner of Sacramento and Highway 89



View toward main entrance of hotel



View looking south along Highway 89 in Homewood



**Amphitheater and Slope Side of North Base Lodge/
Hotel**

The strategic location of the amphitheater offers the west shore an venue for events to be held, helping to bring the community together, and still allows for guests to relax pool side with little conflict.



Ice Pond Village Center North Base

At the heart of the North Base is the ice rink nestled among informal gathering areas, fire pits and great shopping.



South Base
It is envisioned that the South Base will eliminate day skier access and the maintenance facility and be transformed into a residential enclave designed to compliment the existing neighborhood.

III. regulatory consistency

III. REGULATORY CONSISTENCY42

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- TRPA Regional Plan
- Placer County West Shore General Plan
- California Water Quality Control Board - Lahontan Region
- Inconsistencies to be addressed



Lift Staging



Overview

REGULATORY CONSISTENCY

The proposed project will be reviewed for consistency with regulatory requirements under the Tahoe Regional Plan, USDA Forest Service Lake Tahoe Basin Management Unit Plan, Placer County West Shore General Plan and California Water Quality Resources Control Board (Lahontan Region) standards. Each of these agencies requires that the project demonstrate consistency with their rules. TRPA requires the completion of a Master Plan for the proposed ski area expansion. Placer County requires the issuance of a Conditional Use permit. Lahontan requires the installation of improved drainage, paving and infiltration devices to meet current Best Management Practice standards.

Depending on the outcome of the environmental review process and completion of the entitlement process with TRPA and Placer County, amendments to the applicable Plan Area Statements and TRPA Code of Ordinances, as well as the Placer County West Shore Plan may be required.

TRPA Regional Plan

Planning and development issues have often been a source of controversy in the Tahoe Basin, due to the value placed on Lake Tahoe as a unique environmental and recreational resource, and due to the competing and often conflicting interests of private property owners, visitors, and the numerous federal, state and local agencies that have jurisdiction over the Lake Tahoe Basin. The current regional framework for planning was established in 1969, with the adoption of a Bi-State Compact between California and Nevada. 1980 amendments to the Tahoe Regional Planning Compact resulted in the reorganization of the TRPA and the subsequent development of the 1987 Regional Plan.

Thresholds

Certain components of the Tahoe Regional Plan, including the establishment of environmental thresholds, have been in effect since 1982. Thresholds were adopted for eight environmental components: water quality, air quality, soils, wildlife, fisheries, vegetation, scenic quality and recreation. Thresholds set limits identifying particular events, circumstances or conditions that were considered “unacceptable” changes, and indirectly defined the capacity of the Region to accommodate additional development.

Certain environmental thresholds, such as air quality and water quality, were readily quantifiable. For example, air quality thresholds were established based on State and Federal standards for quantifiable carbon monoxide, ozone and particulate matter concentrations. In contrast to These, the recreation threshold was set forth in the more generalized format of a policy statement:

Recreational Policy Statement:

“It shall be the policy of the TRPA Governing Board in development of the Regional Plan to preserve and enhance the high quality recreational experience including preservation of high-quality undeveloped shorezone and other natural areas. In developing the Regional Plan, the staff and Governing Board shall consider provisions for additional access, where lawful and feasible, to the shorezone and high quality undeveloped areas for low density recreational uses.

It shall be the policy of the TRPA Governing Board in development of the Regional Plan to establish and ensure a fair share of the total Basin capacity for outdoor recreation is available to the general public”.

In other words, environmental capacity was to be reserved for outdoor recreation in terms of water supply, land coverage, and air and water quality. The concern arose that the more rapidly occurring private residential and commercial development might outpace recreation development, jeopardizing the potential to reserve a minimal “fair share” of environmental capacity for recreation.

Persons-At-One-Time (PAOTs)

To make sure capacity was reserved for recreational development, it became necessary to develop a quantifiable procedure for estimating the minimum capacity needed. Estimates of recreational opportunities and needs were collectively prepared by TRPA, other agencies and private establishments with responsibility for providing recreational opportunities. It was understood that these estimates were based on plans that had not secured funding were, therefore, preliminary in nature. Realistically, in the recreation sector, development occurs when, and where, funding can be obtained. As stated in Goal #1, Policy #3 of the Developed Recreation Subelement of TRPA’s Goals and Policies:

“....Ability to build depends on availability of public funds or the willingness of private investors. Therefore, scheduling is not possible for this Plan. It is estimated

that 11% of the capacity may be developed in the first 5 to 10 years..”

These preliminary estimates of recreational opportunities and needs were expressed as Persons-At-One-Time, a unit of measure already employed by the USDA Forest Service and other recreation providers. The PAOT calculations contained in this assessment and the proposed Master Plan comply with the TRPA Ski Area Master Plan Guidelines.

The 1987 TRPA Regional Plan was adopted with an assignment of 1,100 PAOTs to HOMEWOOD.

Ski Area Master Plan Guidelines

The TRPA Governing Board adopted the Ski Area Master Plan Guidelines in November, 1990, to assist those involved in ski area master planning. Generally, the provisions set forth in this document set forth the requirements for approval of a master plan, as well as the goals and policies which guide ski area development. The overall policy direction was established by the recreation thresholds policy statement discussed above. Other applicable provisions from the Developed Recreation Subelement of TRPA’s Goals and Policies are listed below:

Goal #1: PROVIDE A FAIR SHARE OF TOTAL BASIN CAPACITY FOR OUTDOOR RECREATION

As discussed above, a concern raised in the 1980s was that private residential and commercial growth might outstrip recreational development in the race for resources. Another concern was that some recreational facilities were being operated at a “low standard” service level, and that quality of the recreational experience in the Tahoe Basin was declining. Based on criteria of the California Department of State Parks and Recreation and the USDA Forest Service, TRPA agreed that:

“...the use of existing facilities warrants expansion of facilities to prevent deterioration of the quality of experience and to prevent resource damage”.

To make sure capacity would be available for such expansion, 12,400 PAOTs were reserved in 1986 for winter day-use facilities. The implication behind the figure was that this was a reasonable reservation to ensure that capacity remained to accommodate Tahoe’s slower-developing recreational activities. It was not necessarily intended to be a maximum ceiling. In fact,

when PAOTs were first discussed in conjunction with the 1984 plan, TRPA staff stated explicitly that PAOTs were used for analytical and estimating purposes only, and that they were not going to be used a maximum limits (TRPA, 1984). Based on conferences with various Consensus Workshop participants, it appears that throughout the process for understanding behind PAOTs was that some reasonable minimum capacity needed to be reserved for recreational development. In this respect, PAOT allocations differed from residential, expressly designated as maximum ceilings in TRPA’s Goals and Policies.

Of the 12,400 PAOTs assigned to winter day-use activities in the Tahoe Basin, 4,471 were used in the Heavenly Valley Master Plan. 929 remaining PAOTs continue to be assigned to the Heavenly Valley Plan Area, and are potentially available for future upgrades pursuant to the Master Plan or potential Master Plan revisions. This buffer of reserved PAOTs gives Heavenly additional flexibility to respond to changing market demands.

HOMEWOOD’S proposed Master Plan improvements will not require any additional PAOTS. Additionally, to enable flexibility to replace existing lifts with newer equipment and otherwise respond to changing market demands, HOMEWOOD is anticipating that the remaining 980 PAOTS assigned to HOMEWOOD in the PAS will continue to be available for possible future upgrades. While the Master Plan proposes the installation of several new lifts immediately, some of the existing lifts are in sufficiently good shape to be kept for a numbers of years. However, within the 20 year life of the Master Plan it may be necessary to replace existing lifts (the normal life span of a lift is 10-20 years). The need to replace lifts is not anticipated within 10 years or so but they will likely need replacement within the life of the plan.

When a future decision is made to replace lifts, HOMEWOOD wishes to have the flexibility to replace them with equipment that is consistent with skier preferences. To the extent possible, such changes will be proposed in a manner that can be tiered off the approved (and potentially revised) Master Plan and environmental documentation.

GOAL #2: PROVIDE FOR THE APPROPRIATE TYPE,



Before



After

Rainbow Ridge Dirt Road (now decommissioned road)

LOCATION, AND RATE OF DEVELOPMENT OF OUTDOOR RECREATION USES.

POLICY#1: EXPANSION OF RECREATIONAL FACILITIES AND OPPORTUNITIES SHOULD BE IN RESPONSE TO DEMAND.

1. HOMEWOOD does not provide sufficient interior space to meet current standards. It provides approximately half of the interior space recommended as “average” by the USDA Forest Service in 1977. In addition to the fact that not enough service space is provided, the quality of the existing space is deteriorating and needs renovation.
2. HOMEWOOD needs new lifts. Several of the resort’s lifts are over 20 years old and exceed normal age standards. HOMEWOOD also needs more high speed detachable quads to accommodate consumer preferences. Over 60% of the lifts installed nationwide during recent years were detachables, in response to skier demands indicated in National Ski Area Association’s (NSAA) National Skier/Boarding opinion surveys. According to Design Workshop’s recommendations, HOMEWOOD needs to replace the Ellis fixed triple chair with a detachable quad, and the Madden fixed triple chair with an 8 passenger gondola.

The proposed expansion of HOMEWOOD is intended to remedy these problems, better accommodate ski market demands, and improve the quality of recreational experience.

POLICY #10: TRANSIT OPERATIONS, INCLUDING SHUTTLE-TYPE BOAT SERVICE, SHOULD SERVE MAJOR RECREATION FACILITIES AND ATTRACTIONS.

As discussed previously in this document, SKI HOMEWOOD management has been extensively involved for several years in planning activities promoting the use of mass transit, including the Truckee North Tahoe Transportation Management Association (TNTTMA), the West Shore Working Group of the Lake Tahoe Transportation and Water Quality Coalition (LTWQC), and the West Shore General Plan Team. The possibility of water borne transportation is also being actively pursued by HOMEWOOD through ongoing discussion with local marinas and others interested in this transit option.

As mentioned already, existing transit to the resort is provided with hourly stops by TART. HOMEWOOD is, as discussed elsewhere in this report, proposing to work

with TART to expand service and establish a dial-a-ride system to serve neighborhoods and a series of intercept parking lots on the West Shore.

HOMEWOOD continues to be actively involved with the TNTTMA and others interested in improving the efficiency of mass transit and shuttle service in the area.

POLICY #11: EXPANSION OF EXISTING SKI FACILITIES MAY BE PERMITTED BASED ON A MASTER PLAN FOR THE ENTIRE SKI AREA. THE PLAN MUST DEMONSTRATE (1) CONSISTENCY WITH THE OTHER GOALS AND POLICIES OF THIS PLAN AND THE REQUIREMENTS OF THE COMPACT, (2) THAT THE EXPANSION IS CONSISTENT WITH THE AVAILABILITY OF ACCOMMODATIONS AND THE INFRASTRUCTURES TO SUPPORT VISITORS WHEN THEY ARE OFF THE SKI AREA, AND (3) EXPANSION OF EXISTING PARKING FOR DAY-USE DOES NOT OCCUR.

The Concept Plan contained in the Master Plan has been developed since 2006, and has been tailored to better address local recreational, social, economic, and regulatory needs. The Draft EIS/EIR was distributed as part of the Master Plan process in early 2011.

The two Master Plan requirements stated in Policy 11 are briefly discussed below.

1. Consistency with the other Goals and Policies of the Plan and the Requirements of the Compact.

The Plan has been revised to demonstrate consistency with existing regulatory provisions to the extent possible. Plan Area Amendments and Ordinance amendments are requested to refine the range of permissible uses and other elements as needed to allow approval and implementation of the Master Plan.

ECOSIGN initially recommended the addition of a lift to reach Ellis Peak from the Blackwood Valley area (Plan Area 162), but this has since been deleted from the proposal to eliminate conflicts with the land use requirements of Conservation PAS 162 and other provisions of the TRPA Regional Plan.

DESIGN WORKSHOP recommended an interconnect lift to make it easier for guests to access the mid-mountain lodge and other lifts on the north side of the resort. Although initially included in the proposed Master Plan, this lift has since been deleted as unnecessary. Instead, a ground access between the North and South Base areas

has been proposed to allow guests at the South Base to use the new gondola for mid-mountain access. South Base guests can also access the mid and upper mountain areas by taking the Quail lift, skiing to the bottom of the Ellis chair to reach the top of the mountain, and then skiing down from the top of the resort to any area they choose.

Other potential changes from the original DESIGN WORKSHOP CONCEPT PLAN proposal is that all Tourist Accommodation Units have been deleted from the South Base area and replaced with 99 (95 for Alt. 1A) residential condominiums in response to comments from the surrounding residents. Additionally, the North Base now includes all Tourist Accommodation Units as well as 30 penthouse condominiums on top of the hotel, up to 75 hotel rooms in the hotel and 40 two bedroom condo-hotel units of which 20 units have lockoffs, 20 interval ownership units, 13 employee housing units and 36 residential condominiums. The final mix of uses and number of the various types of lodging units will depend on HOMEWOOD economic considerations but will not exceed these totals. As a CEP project, HOMEWOOD has reserved approximately 23,000 SF of commercial floor area (CFA) allocations, 50 Tourist Accommodation Bonus Units, and 12 Residential Bonus Units (ERUs) (for affordable housing for employees). HOMEWOOD VILLAGE RESORTS has, through a variety of resources, obtained an assortment of banked ERUs, Tourist Accommodation Units (TAUs), and residential Development Rights that are proposed to be transferred to the site in conjunction with Master Plan and Project approvals. Additional residential allocations are being requested from Placer County for future years to complete the proposed development plan.

In order to implement the proposed project that was submitted as a CEP project and encouraged by the TRPA Board to proceed with planning, design, permitting and environmental review, HOMEWOOD must complete the proposed Master Plan and Environmental Review and obtain approvals from TRPA and Placer County. Required approvals include:

- Modification of the TRPA Plan Area Statements, and Placer County West Shore Plan and lists of permissible uses, modification of the Plan Area Boundaries and Urban Boundary.
- Approval of subdivisions for both tourist and residential uses (both single family and multi family).

- TRPA Ordinance amendments to increase the maximum allowable height for proposed structures.
2. *The expansion is consistent with the availability of accommodations and infrastructures to support visitors when they are off the ski area.*

As documented herein, there is only a very minor “expansion” of PAOTs to accommodate the replacement of the aging Madden chair with the gondola. While there is an addition of both tourist accommodations and residential units associated with the implementation of the Master Plan in order to provide economic viability to the resort, existing water and sewer capacity exists in sufficient quantities to accommodate visitors both on and off the ski area.

HOMWOOD clearly needs to expand its portion of “walk-in” clientele, and therefore must build tourist accommodation and residential units in the areas of the North and South Bases. Such units will help to create the notion of a one stop destination resort, which is currently the favored model in the ski resort industry. A “walk-in” ski resort increases the resort’s market attractiveness, while simultaneously helping to reduce local traffic and parking congestion. Lake Tahoe’s Visitor’s Authority data indicates that average stays in the Tahoe Basin range from 2.5 – 7 days. A lodging bed-base at the resort is needed to enable those guests wishing to stay longer to reside on-site and thereby reduce traffic impacts.

The proposed strategic and complimentary real estate investments such as the proposed residential or tourist accommodation development are critical to the economic viability of HOMWOOD. Besides providing an on-site supply of residents and skiers, such diversification supports the capital investment required for mountain development.

PLACER COUNTY WEST SHORE GENERAL PLAN

The West Shore General Plan was adopted on October 19, 1998. Proposed HOMWOOD improvements appear to be consistent with the land use provisions set forth in that plan, with key exceptions:

1. Tourist and residential units are to be used as part of the Master Plan, and the applicable Plan Area Statements

must permit HOMWOOD to be a receiving area for transfer of existing development, allocations, and bonus units.

2. In order to include the proposed multiple family residential units, condominiums, condo-hotel units, and other uses proposed, a number of changes may be required to the existing West Shore Plan as discussed in the Master Plan.

Alternatively, the County may process a separate General Plan Amendment involving changes to one or more Plan Area Statements involving portions of HOMWOOD. These revisions also need to be authorized by TRPA in its considerations of HOMWOOD Master Plan issues.

CALIFORNIA WATER QUALITY CONTROL BOARD - LAHONTAN REGION

Finally, the project will require the design and installation of drainage and runoff treatment improvements pursuant to State Water Quality Control standards. Generally, the intent of the rules is to require the installation of facilities capable of accommodating the volume of runoff from a six hour storm of a two year recurrence probability. Eroding and denuded areas will need to be stabilized and re-vegetated. These improvements will be explained in detail in the Master Plan, Waste Discharge Report, BMP Plan, County Improvement Plan, and Environmental Impact Statement.

From a business perspective, the Best Management Practices, upgrading lifts and other on-mountain facilities, and completing base area improvements required for an area as large as HOMWOOD involve considerable expense. To offset the magnitude of the proposed investment in both on and off-mountain improvements, HOMWOOD needs the economic market returns anticipated from the project as a whole.

PLANNING ISSUES TO BE ADDRESSED

Based on the proposed master plan there are aspects of the project that will require amendments to existing codes and policies. While the environmental analysis and process will provide a detailed review, analysis and mitigation recommendations, the following is a summary of what changes are needed to implement the master plan.

TRPA and Placer County Plan Area Boundary Lines

Expand TRPA and Placer County Plan Area 158 (McKinney Tract Residential) boundary to include entirety of South Base Development Area currently located in Plan Area 157.

Expand TRPA Plan Area 159 (Homewood Commercial) boundary to include entirety of North Base Development Area currently located in Plan Area 157.

Expand TRPA Plan Area 159 (Homewood Commercial) boundary to include North Base Gravel Parking Area currently located in Plan Area 158.

Expand Placer County Plan Area 159 (Homewood Commercial) boundary to include entirety of North Base Development Area currently located in Plan Area 157.

TRPA and Placer County Plan Area Allowable Uses

Add Personal Services, Participant Sports Facility, and Privately Owned Assembly and Entertainment to Plan Area 157 - Homewood Tahoe Ski Bowl Recreation

Add Multi-Family Dwellings to Plan Area 158 - McKinney Tract Residential

Add Transfer Development Rights (TDR) Receiving Area for Existing Development to Plan Area 158 - McKinney Tract Residential

Add Multi-Family Dwellings to Plan Area 159 - Homewood Commercial

TRPA Code of Ordinances

Add Special Height District for Homewood North Base Area, Mid Mountain and South Base Area (Chapter 22 Height)

Add groundwater interception for underground parking in a ski area masterplan; already permitting in a redevelopment community plan.

Modify Density based on Mixed Use Zoning (Chapter 21)

LAFCO (North Tahoe Fire Protection District)

Amend NTFPD service boundary to include the mid-mountain lodge. This would require an amendment of their service boundary through LAFCO.

IV. operations and management

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Operations and Management

With the improvements proposed as part of the master plan for the base and on mountain, the operations and management plan will be updated to reflect the approved improvements. One example of how Homewood is moving forward with improving the conditions of the mountain resulting in modifications to operations is reflected in the Best Management Practices that Homewood started in 2006 (described below). Included in the appendix is the current site operation plan for Homewood. This plan will be revised once an understanding of the alternative energy and sustainable practices are developed in greater detail. Aspects of the plan that will be updated will include:

- Period of seasonal operations
- Traffic and Circulation
- Commercial Operations
- Primary and Accessory Uses
- Grooming and Snow Making
- Water Supply and Distribution



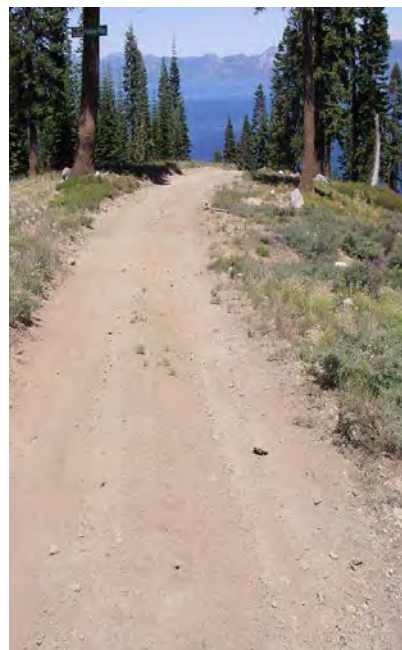
Parking Best Management Practices

Drainage improvements being installed for the north base parking area.



Forest Health

Unhealthy forest prior to fuel reduction.



Decommissioned Road

Since 2006, HMR has restored over 240,000 square feet of roads and trails on the mountain and plans to continue to restore unnecessary roads and trails.



Parking Best Management Practices

Final BMP's for the north base parking area.



Forest Health

Implemented forest thinning to reduce the threat of wild land and catastrophic fire.

Best Management Practices

To-date, Homewood Mountain Resort has treated over 400 acres of forested areas helping to reduce the threat of wild land and catastrophic fire. HMR is currently implementing a plan that continues the forest thinning/ fuels management work with the ultimate goal being to treat all forested areas within the 1,000 acre Homewood Mountain Resort. The fuels management program makes use of a state-of-the-art chipper that grinds up fuels waste and spreads the resulting chip material onto the forest floor. This in turn helps to reduce storm water runoff and maintain a healthier forest floor.

Snow-making Operations

It is proposed that a vastly upgraded snowmaking system be installed at Homewood Mountain Resort in order to ensure early and late season snowpack. It is generally accepted that a ski trail requires a minimum of approximately 12” of packed snow over a fine groomed summer surface in order to provide a quality surface for skiing and snowboarding. Any less than this depth will accelerate melting of the snow pack, as well as exposure of vegetation through the snow surface which can damage the vegetation and skiers’ or snowboarders’ equipment. Having adequate snow depth will provide a predictable and safe sliding surface. Ideally, ski trails require in excess of four feet of snow to ensure a long lasting quality surface for a full season with typical weather conditions. This is especially important at Homewood due to its southern exposure and proximity to the lake.

A general overview of the basics of snowmaking follows. When nature does not cooperate by providing natural snow, snowmaking takes over. With a properly designed and operated snow system, the variable of having cold conditions and precipitation occur simultaneously is removed. With snowmaking, HMR only needs cold temperature conditions to provide snow. Snowmaking requires large volumes of water, energy and temperature conditions below 28°F.

- In summary, a snowmaking machine:
- a) breaks water into smaller molecules
 - b) cools the water
 - c) removes the heat of fusion
 - d) nucleates the water
 - e) provides throw to reduce grooming costs

A proper snowmaking plan includes providing adequate water supply and distribution, appropriate electrical supply and distribution along with the snowmaking technology to convert these resources into snow.

It is generally recognized that snowmaking is a non-consumptive use of water as up to 80% of water used in snowmaking is recharged into the ground plane.

Water Supply and Distribution

Water Supply

The Homewood snowmaking water requirements can be summarized as follows: To open the totals are 11.82M and 5.28M gallons per side of the mountain. The snowmaking trails require around 17.1 million gallons to open. Per season, it could be 35.46M and 15.84M per side of the mountain for a 3 to 4 foot depth. Anticipated total water usage per season would be 51.3 to 68.4 million gallons. The actual operating water consumptions would average between 1900 gpm and 2100 gpm.

The existing water supplies available for Homewood snowmaking are:

1. McKinney well – This well has been flow tested has potential for 1000 gpm. McKinney Well (subject to final agreement with the Tahoe City Public Utility District)
2. South Base Area - Supplemental domestic water of 300 gpm available from 6 p.m. to 6 a.m. only and the water is around 44°F which needs a cooling tower installed to be more effective.
3. North Base Area - Supplemental Domestic water of 300 gpm available from 6 p.m. to 6 a.m. Plus the existing well in the gravel parking lot which will flow up to 800gpm. At the moment this is restricted to 500gpm by the size of the pipe on the discharge side of the well pump and the tank in the pump house. A new pumphouse with another pump is suggested.

The water delivery system could also be utilized for fire protection in the forests and buildings on the mountain.

V. mitigation plan

VI. Mitigation Plan52

A. Water
Water Quality Protection Program
Construction Methods Plan
B. Air and Transportation
1. ..
2. ..
C. Scenic
1. ..
2. ..
D. Biological Resources
1. ..
2. ..
E. Earth and Soils
1. ..
2. ..

F. Recreation
1. ..
2. ..
G. Noise
1. ..
2. ..
H. Hazards and Safety
1. ..
2. ..
I. Land Use

Water

Water Quality Protection Program

The thing that makes skiing great is the same thing that creates a high potential for runoff and erosion: steep, mountainous slopes. When those slopes are undisturbed, they tend to stay put and the streams that run through them tend to run clear. But when development takes place, disturbance can drastically accelerate erosion.

However, development and erosion don’t have to go hand in hand. Careful planning and consideration of watershed processes are two critical elements in reducing or eliminating erosion in ski resorts. The third critical element is applying the right protections against erosion. In other words, once identification of erosion risks occur, the best tools to do the job must be available.

Homewood is engaged in a process to 1) look at the entire watershed and place the future of the ski resort and its related activities within that context, and 2) not only apply the best tools to protect water quality, but, where those tools don’t exist, help develop them. With that in mind, Homewood is teaming with Integrated Environmental, as well as Nichols Consulting Engineers to develop a whole watershed plan. This plan will serve as the foundation of all other management and development activities as the resort moves forward. Many developments consider only the immediate surroundings. Homewood and Integrated Environmental Restoration Services/Nichols are beginning down the road of looking at the whole watershed, including streams, drainage areas, uplands, forests, meadows, structures and the myriad of other elements that make up the watershed, and beginning to get an idea of how that watershed is functioning, how it can be protected, improved, etc. The key to moving forward is to fit management into that context rather than try to make the watershed fit into a cookie cutter management plan.

Watershed planning can be complex, and it also provides extremely useful information. For instance, it would be good to know how much erosion is currently coming from the mountain and as the project moves forward, how does removing dirt roads restore hydrologic function. The planned monitoring program, at watershed level will be better able to quantify the improvements in water quality and habitat quality.

Homewood has been discussing a range of energy saving and energy production alternatives. Watershed planning

will allow us to understand, for instance, how well small hydroelectric plants might work and whether they may have an impact on the overall watershed.

Another approach that Homewood and IERS is taking is to understand where knowledge of watershed restoration is limited, and, in those cases, tackle that head-on by setting up test or experimental plots that can be measured. These plots can provide us and others with critical information that can be used at Homewood and elsewhere through the Tahoe Basin and beyond. The IERS team has been working on this issue for a number of years, working with the local Water Quality Control Board, TRPA, UC Davis researchers, the Sierra Business Council and our own team of specialists to develop and apply restoration and water quality protection technologies that mimic nature and ultimately result in a higher level of water quality.

Ski runs, roads and other disturbed areas are ultimately field laboratories. Implementation of on-going opportunities to learn how to develop and apply management practices that can result in high levels of environmental protection is the objective. This information, when put into the context of an overall watershed management plan, will provide management strategies that are realistic and will ultimately improve the Lake Tahoe environment and help improve Lake clarity. This approach can lead the way into the future of watershed planning, environmental protection and restoration practices.

Construction Methods Plan

Air and Transportation

Scenic

Biological Resources

Earth and Soils

Recreation

Noise

Hazards and Safety

Land Use

VI. monitoring plan

V.	Mitigation Plan	56		
J.	Water		O.	Recreation
1.	Resource Mitigated		1.	Resource Mitigated
3.	Monitoring Methods		2.	Monitoring Methods
4.	Monitoring Responsibilities		3.	Monitoring Responsibilities
K.	Air and Transportation		P.	Noise
1.	Resource Monitored		1.	Resource Mitigated
2.	Monitoring Methods		2.	Monitoring Methods
3.	Monitoring Responsibilities		3.	Monitoring Responsibilities
4.	..		Q.	Hazards and Safety
L.	Scenic		1.	Resource Mitigated
1.	Resource Mitigated		2.	Monitoring Methods
2.	Monitoring Methods		3.	Monitoring Responsibilities
3.	Monitoring Responsibilities		R.	Land Use
M.	Biological Resources		1.	Resource Mitigated
1.	Resource Mitigated		2.	Monitoring Methods
2.	Monitoring Methods		3.	Monitoring Responsibilities
3.	Monitoring Responsibilities			
N.	Earth and Soils			
1.	Resource Mitigated			

Water

Resource Mitigated

Monitoring Methods

Monitoring Responsibilities

Air and Transportation

Resource Monitored

Monitoring Methods

Monitoring Responsibilities

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