

Additional Excerpts from Master Plan Executive Summary

- 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 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.

Additional Excerpts from Master Plan

Proposed North Base Area Improvements:

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. 1A) residential condominiums will be spread throughout the south base area in three buildings that will not exceed three stories (in Alt. 1A, 1 main condo building and 48 chalets).

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.

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.

Site Amenities	Existing	Proposed
Ice rink	0	1
Gondola	0	1
Community Pool	0	1
Amphitheater (Earthen)	0	1

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.

PAOTS and Lift Capacity

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

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.

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.

Base Area Alternative Transportation Plan:

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 sno-cat 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
- 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. Information on parking/lift ticket availability, non-auto transportation options, and Fanny Bridge traffic congestion can encourage travelers to make travel decisions that reduce auto impacts. This information will be provided through the Internet, text messaging, in-room or front desk displays, and/or low-wattage driver advisory radio. 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 summertime service provided by Chamberlands to Chambers Landing beach. A modest fare (consistent with TART fares) will be charged for passengers that are not HMR guests or residents.
- This service is expected to be particularly useful for West Shore residents visiting the resort in the summer to use the pool. 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.

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.

Workforce Housing

The plan also continues to include 13 workforce housing apartments that will wrap the perimeter of the day skier parking structure.

Architectural and General Design Character

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.

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. 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.

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

LEED / Development Initiatives

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.

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 an

Social Opportunities

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.

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.