



Arthur Chapman

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February 21, 2023

Via Email

Mr. Paul Nielsen
Tahoe Regional Planning Agency
PO BOX 5310
Stateline, NV 89449-5310

Re: TRPA Homewood Mountain Resort's Master Plan Update Letter

Dear Paul:

The following is in response to your February 4, 2023 letter concerning the Homewood Mountain Resort's master plan ("Master Plan"). This letter provides a broader historical summary of the evolution of Homewood's ski operations business plan. The letter also outlines our intention to preserve intact the Master Plan's key goals including the plan "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" through our membership pass and community access program and doing so while meeting the "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."

Background

The Homewood Ski Resort was purchased by Homewood Village Resorts, LLC ("HVR"), an affiliate of JMA Ventures, in 2006. On September 13, 2006, HVR initiated formal discussions with TRPA about a new ski area Master Plan for Homewood consistent with the Tahoe Basin Regional Plan. During the subsequent 5 years, hundreds of meetings were held with local residents, and organizations. The initiation of discussions on a new Master Plan was based on the fact that Homewood was bleeding money operationally and a new economic model and vision were needed if Homewood was to survive. During this period, we presented statements from our auditors that Homewood had lost over \$5 million since our original acquisition and was continuing to experience negative results from operations. Since the Master Plan approval in 2011, Homewood's business has steadily declined and become infeasible, while neighboring West Shore property owners have seen their home values triple.

During the discussions on the new Master Plan, we presented data showing that on weekends and holidays, Homewood was attracting a moderate number of "commuter" skiers, but on weekdays often less than 50-100 paid skiers visited the resort. The Master Plan contemplated new residential units on the mountain, a hotel, upgraded ski lifts, and food and beverage offerings to attract additional commuter visitors primarily on weekends and holidays but also on weekdays when attendance was lowest.

The EIR, EIS for the Master Plan were certified by TRPA and Placer County in 2011.

Ski Industry Transformation

At the time of the Homewood acquisition, the large neighboring ski areas of Squaw Valley (now Palisades) and Northstar were owned by local entities (Cushing Family and Booth Creek). However, in late 2010 there was a dramatic change in ownership of these resorts with the acquisition of Squaw by KSL and Northstar by Vail Resorts. Alpine Meadows was subsequently also purchased by KSL and merged with Palisades. The new and revised business model for the large multi-property ski operators soon became apparent with the advent of the Epic and Ikon passes, which offered interchangeable skiing at other large ski areas throughout North America. Reportedly, over 3,000,000 of these passes are sold each year throughout North America.

In Tahoe, the impact of the investments and business model shift from these mega resort operators is readily apparent – automobile gridlock on Highways 89 and 267 on weekends and holidays. On a recent non-holiday ski weekend, it was reported that it took 2 ½ hours just to travel from Truckee to Tahoe City. Commuting skiers cannot even get to Homewood on a ski weekend! To the contrary, Homewood’s skier capacity is capped, and the future business model is specifically designed with a lower skier volume in mind and will not cause comparable impacts.

The economic model that Homewood has depended on for decades, that of moderately increasing commuter ski attendance on holidays and more on weekends has been obliterated. Since the advent of the Ikon and Epic pass programs, commuter (non-local) visitor days have fallen by approximately 40%. Local West Shore attendance has remained flat and represents less than 35% of our decreased attendance, far less than the number required to sustain the operation, much less to pay for required ski lift replacements and other improvements. It is important to note that since the acquisition, JMA has invested another \$10 million in resort improvements including a new high speed detachable ski lift. Nevertheless, attendance has continued to decline.

Project opponents have used the term “private” to suggest that Homewood should continue to offer subsidized skiing as a public amenity, ignoring the fact that Homewood is a private business, and that any changes from such status quo represent changes to the Master Plan. Our future membership passholders – whether homeowners or not – are equally members of public and community. Much like both Palisades and all of the Vail Resorts properties changed their operating model in recent years by significantly incentivizing and increasing the amount of Epic and Ikon passholders, i.e., memberships, vs. day ticket purchasers, Homewood is also pursuing a membership pass program for its operating economic model that will be equally available to all, who opt to participate: to both homeowner at the resort and non-homeowners; to both the local community and those outside the Tahoe region.

Membership Pass Model and Community Benefits

To reiterate, the new ski operating model we are proposing does not exclude the local community or individuals that do not own homes at Homewood. As proposed, Homewood will construct approximately 180 residential units at the north and south bases of the ski area. This represents a reduction of approximately 20 percent from the total approved under the original Master Plan. Each owner of these units will receive a membership pass in the Homewood Mountain & Lake

Club that will permit the participation of up to 3 generations of family members in year-round recreational activities at Homewood. Equally, there will be membership passes offered to the general public, including local residents. Sale of these membership passes, together with a portion of the profits from the residential development will be used to pay for the needed ski resort improvements. While we do not yet have final construction costs for these improvements, they are estimated to cost in the tens of millions of dollars. Parking for all members will be accomplished on-site with no overflow parking on local streets or private property. This was an essential demand of local residents during the Master Plan approval process.

Furthermore, for those in the community who choose not to acquire a membership pass, Homewood intends to offer supplemental benefits. For example, the ski area will be open to the community every other week on select non-holiday, non-weekend days(s), the local children's ski teams will be offered for local families regardless of whether they acquire a membership pass, and there will be several additional philanthropic ski days, when locals and membership pass members will all pay for lift tickets with all proceeds going to local non-profit charitable organizations. Our community mountain access program and other project community benefits are outlined in the attachment to this letter.

In addition to these special ski access benefits, the Master Plan includes many other significant benefits to the local community. For example, Lot 4, on the corner of Fawn Street and Hwy 89, will include a long-desired-by-the-community small general store offering both daily basics as well as specialty and local items, deli, wine and liquor store, hardware section with seasonal outdoor equipment selection, as well as an ice cream stand in the summer, to be compatible and not competitive with other similar West Shore businesses. Lot 4 will also be the location for summer community events including arts and craft shows, farmers' markets, and other community-oriented events. Community hiking on the mountain in the summer will also be offered on the new and existing dedicated trail infrastructure pursuant to the conditions of approval.

Those that are currently trying to convince TRPA and others to block the approved Master Plan from moving forward are not being realistic. Some have complained that they rent their homes in the winter and that our plan will interrupt their income from rentals. The balance of those sending emails clearly want to preserve the status quo, which allows them to occasionally ski at Homewood at very attractive prices. Homewood cannot continue to operate and lose money just as it has for the last several decades. Homewood is not sustainable as a commuter and locals, day-ticket ski area, and unless an alternative business model is developed, the Tahoe basin and the West Shore community will lose this iconic part of our history and with it, all the environmental protections and safety improvements that are contemplated under the Master Plan. These enhancements and environmental protections include Homewood financing the retirement of almost 500,000 square feet of coverage, continuing the work done under the Community Enhancement Program ("CEP") program, daylighting of Homewood Creek, development of new water supply, retention and treatment improvements to further reduce sediment reaching the Lake, and new fire prevention improvements, including expanded fire prevention, shelter in place, and areas of refuge facilities. The work that Homewood has already undertaken has contributed significantly toward meeting the Basin's Total Maximum Daily Load ("TMDL") limitations under the Clean Water Act. Our forest management standards have been touted by nearly every fire service agency in the area.

There are those that suggest that we should simply build more parking on-site to accommodate more visitors should they decide to visit the ski area. But this is a misplaced solution for two reasons:

First, there is not sufficient local demand to support Homewood's operations. The data readily demonstrates this. Based on the review of our databases, a small percentage (~27%) of those writing to TRPA in opposition to the project are current season pass holders or even support Homewood's operating business in the winter at all. It is also interesting to note that in a review of visitation during the last month, on Tuesday, January 10th, we sold one day ticket to a West shore resident, on Wednesday February 1st, nine tickets and on Sunday, February 4th, not a single day ticket was sold to a local resident.

Second, as previously indicated, we are replacing a substantial portion of the environmentally challenging surface parking with environmentally sensitive underground parking. Given the challenging slope, hydrostatic pressure, water table, and structural issues involved, these underground spaces, together with the shelter in place air handling and exhaust improvements, cost over \$300,000 each. It is not economically feasible to add parking, nor is it defensible to increase traffic in the area if we were to do so.

While not directly related to the Homewood Master Plan, we understand that a neighbor of the Tahoe Inn has raised issues over its delayed demolition. We plan to commence demolition soon after the issuance of the Homewood Lot 5 building permit. Similarly, regarding the U.S. Forest Service ("USFS") question, Homewood operates on private land with two USFS permits for certain adjacent terrain and neither permit represents an impediment to the approved Master Plan. Based on direct discussions, USFS is aware of Homewood's business model transition in a few years.

Summary

In summary, the status quo is no longer feasible or sustainable! Over the past 10 years, largely due to concerns about wildfires, insurance rates have more than tripled, the cost of replacement ski lifts has more than doubled, construction costs have tripled, and the scarcity and cost of workforce housing has resulted in significant increases in labor costs, more than 25% this season alone. As previously explained, Homewood cannot survive on its current trajectory.

It is important to remember that Homewood is located on private property (as opposed to most ski resorts whose major portions sit on public lands) and just as those expressing concern about the loss of rental income on their vacation/second homes, we are also concerned about the longevity of Homewood and the devastating economic impacts to the local community that could occur if things do not change. Homewood is a private business concern, supported by private investments. There are no public subsidies at Homewood and we are attempting to implement a plan that will allow Homewood to remain viable, sustain the award winning environmental initiatives that we alone are funding, and continue to be an asset to the general public, local community, and to the Tahoe Basin. The alternative, unfortunately, will result in the loss of all that Homewood can be, which some opponents openly admit is their preferred outcome if they themselves cannot ski here anytime they please at a price that they like. Homewood cannot continue as a small commuter-oriented, day-pass, ski area. It cannot continue to sustain operational

losses, much less attract the tens of millions of dollars of needed additional funding to support required replacements and upgrades.

We understand that change is difficult, but clearly the Tahoe market has evolved significantly. Our good faith efforts to improve the mountain and implement the Master Plan should not be derailed due to a small group of individuals, most of whom have never supported the mountain, now unfairly claiming that Homewood should not be permitted to evolve its business model by selling membership passes to survive—an issue that, frankly, is well-beyond the scope of the Master Plan.

As explained, our intentions for the development are wholly consistent with the approved Master Plan. Indeed, Placer County recently completed a detailed review of Lot 5 plans and comparison to the 2011 Master Plan. It confirmed that the project meets all conditions of approval and requirements and issued a formal finding of Substantial Conformance. That finding found that the scale, density, land uses, and environmental impacts either meet or are superior to the 2012 Master Plan with no changes to the project’s CEQA analysis nor the Master Plan’s Conditions of Approval. A copy of the County conformance finding as well as a Conditions of Approval Analysis and an Environmental Benefit Summary are attached for your information. Homewood welcomes the opportunity to submit its plans to TRPA for the applicable ministerial review to demonstrate conformance with all such requirements. Based on our review of the Master Plan and the attached exhibit outlining the Conditions of Approval, there are no mandates or requirements dictating Homewood’s economic or business model.

Homewood is making significant contributions to the local community in numerous ways, including creating recreational opportunities by granting multiple paths to ski access, continuation of kids’ ski teams, and opening of summer trail access. Homewood is also substantially working to improve the environment. We intend to be a long-standing partner and steward in the region, and appreciate your cooperation in assuring that Homewood will continue to be an asset.

Very Truly Yours,



Art Chapman

Homewood Village Resorts, LLC

Attachments:

- Determination of Substantial Conformance Letter, Placer County, February 7, 2023
- Homewood Project Community Benefits Outline (Draft)
- Conditions of Approval Analysis
- Environmental Benefit Summary

c:

- Julie Regan, TRPA
- John Marshall, TRPA
- John Hester, TRPA
- Cindy Gustafson, TRPA
- Todd Chapman, JMA Ventures
- Jaqui Braver, JMA Ventures

Homewood Mountain Resort

Project Community Benefits Outline (Draft)

Workforce Housing

Background:

- As a well-publicized and critical issue for the Tahoe region, the shortage of workforce housing options for employees, especially in the tourism and service sectors, poses a threat to the local economy and the quality of life for residents.
- This issue has been exacerbated by the proliferation of short-term rentals in the area, including buyers purchasing homes with the primary intent of using them as Airbnb investment properties.
- Projects such as Homewood can provide stable year-round employment to improve the housing affordability to residents and deliver workforce units.

Current Plan:

- Homewood plans to develop more than 85 deed-restricted beds with a combination of off-site accommodations within a 25-mile radius and in-lieu fees.
- It is also expected to generate in excess of \$20-25M of annual property tax revenue that would help support County programs addressing the workforce housing.
- Homewood already acquired lodging property, which will provide approximately 25 beds of affordable housing for the local employee base.

Community Mountain Access

Background:

- Unlike most ski resorts in Tahoe and across the U.S., which are located on public lands, Homewood is located on private land. This distinction is, however, not widely understood by the community based on the feedback we've received. Homewood has always been run as a private business with access driven by business considerations and not as a public amenity.
- Over the past 15 years, Homewood has been continuously generating losses, which have been funded by outside capital, which is no longer sustainable.
- Putting aside operating cost inflation, required capital investments have been escalating at unprecedented rate with new gondola costing in excess of \$15M and a new snowcat \$500,000.

Current Plan:

- The following outlines the community mountain access plan to be implemented in the 2025/26 ski season following a 3-year initial transition period starting with the 2022/23 season and ending with the 2024/25 ski season.
- During this transition period, mountain access will generally follow the existing operations model.
- All access elements are subject to reasonable rules, requirements, and capacity from the Club management and subject to seasonal, weather, and construction limitations.

Summer Trail Access	Covering 8 months of the year, provide defined access to community trails per the CUP; Club-sponsored and guided community hikes subject to scheduling
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Non-Residential Memberships Passes	Offer Family Club memberships passes at market price to families not purchasing real estate and that are otherwise located in or out of the local community.
Off-Peak Community Ski Days	2x per month off-peak mid-week ski days (generally consistent with current mid-week visitation) on a first come/first serve reservation basis, consistent with emerging ski industry practice.
Foundation / Community Events	Introduce 3x per year community event days, where all (including members) will pay for lift access. These will be large events with local vendors and aim to raise substantial amounts for the community and including charitable donations by the Club.
Children’s Ski Teams	Continue to offer Children’s Ski Teams access subject to staffing capacity to members of the West Shore community.
Volunteer Ski Patrol Access	Continue to provide each active volunteer ski patrol member with a bank of days that they can use anytime for them or their immediate family, subject to certain limitations.
Employee Ski Access	Current resort employees in good standing can ski / ride on a select number of their off days and non-peak days.

Lot 4 Community Access Center

Background:

- Approved master plan allows for up to 10,000 sf of commercial space.
- Retail landscape has changed significantly in the decade since, with impact of online shopping shrinking retail footprints (e.g., full-service grocery stores going from 60-70K to 30K square feet).
- Our updated plan is also sensitive to viability of existing general store businesses on the West Shore (Tahoma Market, West Shore Market, and Obexers General Store), which have recently invested in major upgrades, and we want to support and not undermine other local businesses.
- Visibility from CA 89 and physical proximity to the bus stop makes Lot 4 it ideal for drivers as well as public transportation users.

Current Plan:

- In addition to parking to access the amenities listed below and for non-residential members, Lot 4 will serve as a community access center of the project.
- Cornerstone will be a general store including grocery store focusing both on daily basics as well as specialty and local items, deli, wine and liquor store, and hardware section with seasonal outdoor equipment selection.
- In the summer, it will include ice cream, coffee and shake stand, which will serve as a ticket / guest services space, gathering spot for children’s ski team, and other skier services in winter.
- Lot 4 will also incorporate outdoor community space for farmers’ markets, craft fairs, art exhibits, etc.
- To support clean transportation and tie into the Lake Tahoe bike path, Lot 4 will also include bike racks and charging station for e-bikes.
- Exact size of Lot 4 market will be determined based on discussions with prospective tenants and detailed space planning.

Tahoe Inn

Background:

- Due to the well-documented severe housing shortage in Tahoe, Homewood has had to rely on Tahoe Inn to compete in the tight labor market against the larger resorts.
- Together with delays of Homewood development due to prior litigation, this has delayed the Tahoe Inn demolition timeline.
- In the interim, Homewood has continued to invest into the property repair and maintenance as well as residential manager to provide on-site oversight.

Current Plan:

- Commence demolition soon after the issuance of the Homewood Lot 5 building permit.

Conditions of Approval Analysis

<u>Condition of Approval (COA#)</u>	<u>Mitigation Measure (MM#)</u>	<u>CONDITION DESCRIPTION</u>	<u>Lot #</u>	<u>Timing</u>	<u>Lead Agency</u>	<u>Master Plan (MP) Conformance</u>
PLACER COUNTY CONDITIONS OF APPROVAL (COAs)						
23	HYDRO-4a	Emergency response and evacuation plan to TRPA, ESD, and NTFPD	all	Per Lot development/project	TRPA, Placer County, & NTFPD	To be submitted on a per project basis. Current MP conforms to emergency response and evacuation plans contemplated with original approvals.
25	HYDRO-1d	TRPA BMP Monitoring	all	development/project	TRPA	To be addressed during and post construction
44	HYDRO-3b	Monitoring for groundwater infiltration systems	all	Per Lot development/project	TRPA, Placer County, & LRWQCB	To be addressed during and post construction
45		Requires review of improvement plans by TRPA & Lahontan	all	development/project	LRWQCB	Addressed for Lot 3; HW awaiting TRPA clearance for submittal of IPs for Lot 5
108	PS-2	Prepare & submit an emergency access plan to TRPA, County, NTFPD; also pay impact fees to NTFPD	all	Per Lot development/project	Placer County, TRPA, NTFPD	To be addressed and assessed on a per project basis. Current MP conforms to emergency response and evacuation plans contemplated with original approvals.
119	BIO-10	Forest Plan, including Fire Suppression and Management Plan	all	development/project	Placer County & TRPA	To be addressed and assessed on a per project basis. Forest Plan submitted with Lot 3. To be updated on a per project basis.
123	BIO-3	Homewood Creek culvert removal at South Base	South Base	Per Lot development/project	Placer County & TRPA	With South Base Conditional Permit application
209		Max bldg. height	all	Per Lot development/project	Placer County & TRPA	Maximum building height is regulated by TRPA Code of Ordinances (COO) Chapter 37, Subsection 37.5.9 'Additional Height for Special Projects within a Ski Area Master Plan'. Current MP developments comply with COO Chapter 37.
215	PEH-1	Develop "Homewood Employee/Workforce Housing Plan"	all	Complete; threshold demonstration	Placer County & TRPA	Executed August 2022; submitted to TRPA with Lot 3
MITIGATION FROM FEIR not included in COAs						
	LU-2a	Purchase and Transfer of Additional ERUs		Per Lot development/project	TRPA	To be addressed and assessed on a per project basis; commodities transfer completed for Lot 3.
	BIO-5A	Final Homewood Creek SEZ Restoration Plan	Lot 3 & South Base	Prior to project permitting; prior to approval of IPs for first developed phase at South Base	TRPA	Submitted with Lot 3. To be updated with South Base Conditional Permit process.
	BIO-5b	SEZ Restoration Plan for Gravel Parking Lot	3	Complete	TRPA	Completed with Lot 3 permit. Ongoing monitoring and conformance requirements during and post construction.
	SCENIC-2a	Slope Vegetation Management	all	Per Lot	TRPA	To be addressed and assessed on a per project basis.
	GEO-3	Comply with Excess Land Coverage Mitigation Program	all	Per Lot development/project	TRPA	To be addressed and assessed on a per project basis. Excess Land Coverage Mitigation fee assessed and paid with Lot 3 permit issuance.
	HYDRO-1e	Apply Project Security Fee Towards BMP and Stormwater System Improvements and/or Restoration Projects if Discharge Limits are Not Met	all	Per Lot development/project	TRPA	Security fee paid with Lot 3. Future project impact fees to be addressed and assessed on a per project basis.
	HYDRO-2a	TRPA Soils Hydrological Approval Conditions	all	Complete	TRPA	To be addressed and assessed on a per project basis. Soils Hydrological Study submitted with Lot 3 permit.
	HYDRO-2e	Implement the Homewood Creek SEZ Restoration Plan	South Base	Per Lot development/project	TRPA	Submitted with Lot 3. Will address with South Base Conditional Permit process.
	REC-1b	Maintain or Enhance Public Access to Public Lands	all	Per Lot development/project	Placer County	Conforming to this condition with trail access easement in Lot 5 conditions of approval/mapping process.
TRPA PERMITS CONDITIONS OF APPROVAL						
1		Outlines authorization to proceed with project as phased	all	Per Lot development/project	TRPA	Homewood's plans meet and are consistent with all Master Plan conditions of approval and requirements
2		Standard TRPA Conditions of Approval shall apply	all	Per Lot development/project	TRPA	Homewood's plans meet and are consistent with all Master Plan conditions of approval and requirements
3		Conditions of Approval per TRPA CEPP 2008-01123 shall remain in effect	all	Per Lot development/project	TRPA	Homewood's plans meet and are consistent with all Master Plan CEP conditions.
4		All construction details, any plan revisions, BMPs and mitigation measures from FEIS are required	all	Per Lot development/project	TRPA	Homewood's plans meet and are consistent with all Master Plan conditions of approval and requirements. Construction details, plan revisions, BMPs and mitigation measure consistency to be addressed on a project by project basis.

Conditions of Approval Analysis

<u>Condition of Approval (COA#)</u>	<u>Mitigation Measure (MM#)</u>	<u>CONDITION DESCRIPTION</u>	<u>Lot #</u>	<u>Timing</u>	<u>Lead Agency</u>	<u>Master Plan (MP) Conformance</u>
5A		Provide evidence in form of a report of compliance with permit conditions on construction plans (civil-site & architectural)	all	Per Lot development/project	TRPA	Homewood's plans will meet and are consistent with all Master Plan conditions of approval and requirements
5B		Submit revised final construction documents to TRPA for review & approval	all	Per Lot development/project	TRPA	Homewood's plans will meet and are consistent with all Master Plan conditions of approval and requirements
5C		Submit revised detailed construction schedule to TRPA for review & approval	all	Per Lot development/project	TRPA	Homewood provided a construction schedule with Lot 3. Future projects contemplated under the MP will submit their respective construction schedules with each building permit submittal.
5D		Submit any required revised plans, estimates, and installation schedule for all BMPs/water quality improvements for entire Phase 1 area	all	Per Lot development/project	TRPA	Homewood's plans will meet and are consistent with all Master Plan conditions of approval and requirements
5E		Obtain all required agency permits/permissions/approvals for all plan revision elements	all	Per Lot development/project	TRPA	Homewood's plans meet and are consistent with all Master Plan conditions of approval and requirements
5F		Submit revised grading and construction staging plans for project	all	Per Lot development/project	TRPA	Homewood's plans meet and are consistent with all Master Plan conditions of approval and requirements
5G		Submit 3 sets of final revised construction documents to TRPA	all	Per Lot development/project	TRPA	To be addressed on a project by project submittal basis for TRPA review.
6		Indemnify, defend TRPA from legal action including payment of TRPA legal expenses	all	Per Lot development/project	TRPA	To be addressed on a project by project submittal basis for TRPA review.
7		Onsite inspection by TRPA staff prior to grading or construction	all	Per Lot development/project	TRPA	To be addressed during and post construction
8		All mitigation measures from CEP and FEIS are required	all	Per Lot development/project	TRPA	Homewood's plans meet and are consistent with all Master Plan conditions of approval and requirements
9		Representation that all applicant information provided to TRPA is true & correct	all	Per Lot development/project	TRPA	Homewood's plans meet and are consistent with all Master Plan conditions of approval and requirements
OTHER TRPA APPLICABLE CONDITONS OF APPROVAL						
		TRPA Standard Conditions of Approval for Grading Project (Attachment Q)	all	Per Lot development/project	TRPA	Homewood's plans will meet and are consistent with all Master Plan conditions of approval and requirements
		TRPA Standard Conditions of Approval for Residential Projects (Attachment R)	all	Per Lot development/project	TRPA	Homewood's plans will meet and are consistent with all Master Plan conditions of approval and requirements

Environmental Benefit Summary

Environmental Benefits and Best Practices from the Homewood Master Plan

Environmental protection measures implemented since Homewood's acquisition of 2006 and which continue under Homewood's stewardship, cost and management include:

- Healthier forests planning and forest service permitting
- Participation in the PTHP Fuels and Fire Prevention Project lead by CalFire
- Firewise Community establishment
- BMP improvements and erosion control projects (North and South Base)
- Stormwater management improvements
- Watershed management protection and monitoring
- Retirement of antiquated snow cats

New MP Project Benefits Exceeding Standard TRPA and Placer County Requirements

We believe the proposed changes to the previous Homewood Ski Area Master Plan represent significant improvements in several areas, many of which are listed below:

- Implementation of New Employee Housing
- Extensive Storm Water Treatment
- Native Plant Materials & Landscaping
- LEED for Neighborhood Development (at Build and Operations)
- Rainwater & Snowmelt Capture
- Renewable Energy Integration
- SEZ Restoration and Homewood Creek Daylighting
- Reduction of sediment to Homewood Creek and Lake Tahoe
- Removal of Culvert & Bridging
- Restoration of South Base Stream
- Fanny Bridge impact fees
- Water quality, supply and infrastructure improvements
- Significant snowmaking infrastructure and water supply improvements reducing reliance on public resources
- Expanded NTFPD facilities and resource enhancements for wildfire protection and management
- Retirement of almost 500,000 total square feet of coverage
- New wildfire shelter in place and areas of refuge for broader Homewood community
- Continued Forest and Fuels Management (120 hours/week)
- Utility Undergrounding throughout Master Plan Area
- Transportation improvements including new bus turnout and signage improvements
- Relocation of mountain maintenance equipment to new mid mountain facilities
- Decommissioning of antiquated ski lifts
- Bike Trail and Safety Improvements along CA89 and Site itself
- Reductions of Building Footprints and Stair-stepping New Buildings
- Greater Scenic and Visual Preservation of the Natural Landscape
- Preservation of View Corridors from both Mountain and Lake Tahoe
- Traffic management reductions
- Elimination of off property and any overflow parking day skier parking that exists today
- Improved Trail Signage at Class I Cycling and Walking Trail
- Improved access and trail signage to Rim Trail
- Elimination of an auto-oriented ski area