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## **23 RESPONSE TO COMMENTS ON THE DEIR/EIS**

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### **23.1 INTRODUCTION**

This document is a Final Environmental Impact Report and Environmental Impact Statement (FEIR/EIS) prepared on behalf of Placer County and the Tahoe Regional Planning Agency (TRPA) pursuant to the California Environmental Quality Act (CEQA) and the Tahoe Regional Planning Compact and the TRPA Code of Ordinances. On January 21, 2011, Placer County and TRPA distributed to public agencies and the general public a Draft Environmental Impact Report and Environmental Impact Statement (DEIR/EIS) for the Homewood Mountain Resort Ski Area Master Plan Community Enhancement Program Project (Project).

In accordance with Article VII(a) of the Tahoe Regional Planning Compact, Article 6.13.b of the TRPA Rules of Procedure, and TRPA Code of Ordinances Section 5.8.A(4), a 60-day public review period was provided for the DEIS. This 60-day public review period for TRPA included and extended the 45-day review period required under CEQA. The review period was extended by 30 days to April 21, 2011 based on a request by local non-profit groups. Three public hearings were held in February 2011 to solicit comments on the DEIR/EIS. The TRPA conducted hearings before the before the Advisory Planning Commission on February 9, 2011 (TRPA Board Rooms, South Shore) and the Governing Board on February 23, 2011 (North Tahoe Event Center, Kings Beach, CA). Placer County conducted a public workshop on the DEIR/EIS at the Planning Commission meeting on February 17, 2011 (Granlibakken, CA).

JMA, LLC is pursuing a mixed-use, redevelopment project at the existing Homewood Mountain Resort (HMR) in Homewood, CA that is being considered under the TRPA's Community Enhancement Program (CEP). The CEP seeks "net gain solutions for the Lake Tahoe Basin which implement environmental improvements, enhance quality of life for residents, improve the visitor experience, and contribute to the long-term economic vitality of the Region." The focus of the CEP is to encourage community revitalization and substantial environmental, as well as social and economic benefits, by providing incentives for mixed-use development projects on existing disturbed or underutilized sites.

The HMR Project area currently consists of ski trails, access roads, and facilities in support of skier services and amenities at the North and South Base Areas and at the Mid-Mountain. At the North Base Area there are food services/bar, restrooms, ski school, rentals and repairs, retail sales, ticket sales, ski patrol employee lockers, storage, mechanical rooms, and administrative offices. At the South Base Area there are food services/bar, restrooms, retail sales, daycare/nursery, ticket sales, ski patrol, employee lockers, storage, mechanical rooms, and administrative offices. There is an existing white tent structure and concrete foundation that serves as a warming shelter at the Mid-Mountain. The Project area consists of a total of 1,253 acres on 20 distinct parcels.

The DEIR/EIS evaluated the potential environmental impacts associated with the Proposed Project (Alternative 1), No Project (Alternative 2), and four separate redevelopment Alternatives (Alternatives 3, 4, 5 and 6). Written and oral comments were received from State and local agencies and from organizations and individuals. Pursuant to Article 6.14 of the TRPA Rules of Procedure, "at the conclusion of the comment period, TRPA shall prepare written responses to all written comments received during the comment period, and may respond to oral or late comments."

Pursuant to CEQA Section 15088 (PRC 21083): “(a) The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The Lead Agency shall respond to comments received during the noticed comment period and any extensions and may respond to late comments; (b) The lead agency shall provide a written proposed response to a public agency on comments made by that public agency at least 10 days prior to certifying an environmental impact report; (c) The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed Project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the Lead Agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail giving reasons why specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice; (d) The response to comments may take the form of a revision to the draft EIR or may be a separate section in the final EIR. Where the response to comments makes important changes in the information contained in the text of the draft EIR, the Lead Agency should either: (1) Revise the text in the body of the EIR, or (2) Include marginal notes showing that the information is revised in the response to comments.”

This FEIR/EIS has been prepared to respond to comments received on the DEIR/EIS, to make appropriate revisions to the DEI and to present analysis for the Revised Proposed Project (Alternative 1A). Section 23.5 of this FEIR/EIS summarizes comments received during the public review period for the DEIR/EIS and provides responses to significant environmental issues raised in those comments. Some comments warrant revisions to the text of the DEIR/EIS. The DEIR/EIS revisions are presented in Chapter 24 of this FEIR/EIS.

## **23.2 REQUIREMENTS FOR EIS CERTIFICATION AND FUTURE STEPS IN PROJECT APPROVAL**

The FEIR/EIS is intended to be used by the Placer County Planning Commission and the TRPA Governing Board when considering approval of the Proposed Project or an Alternative to the Proposed Project. In accordance with Article 6.16 of the TRPA Rules of Procedure, TRPA must certify the FEIS by making “a finding that the Final EIS is in compliance, procedurally and substantively, with Article VII of the Compact, Chapter 5 of the Code, and these Rules of Procedure.” Before consideration of the FEIS by the TRPA Governing Board, the Advisory Planning Commission must review and make a recommendation to the Board regarding certification. The Board must provide an opportunity for comment on the FEIS and has the discretion to limit such comment to the responses to comments or other new information in the proposed FEIS. Before action by the Board on the Project, the Board shall certify the FEIS. The Board cannot approve the Project before certification of the FEIS. The TRPA Governing Board will hold a public hearing to consider certification of the FEIS and to decide whether or not to approve the Proposed Project or an Alternative to the Proposed Project.

In accordance with CEQA Section 15090 (PRC 21083) for certification of the FEIR: “(a) Prior to approving a project the lead agency shall certify that: (1) The final EIR has been completed in compliance with CEQA; (2) The final EIR was presented to the decision-making body of the lead agency, and that the decision-making body reviewed and considered the information contained in the final EIR prior to approving the project; and (3) The final EIR reflects the lead agency’s independent judgment and analysis; and (b) When an EIR is certified by a non-elected decision-making body within a local lead agency, that certification may be appealed to the local lead agency’s elected decision-making body, if one exists. For example, certification of an EIR for a tentative subdivision map by a city’s planning commission may be appealed to the city council. Each local lead agency shall provide for such appeals.”

### 23.3 USE OF COMMENT SUMMARIES

The full text of the written comments is included in Appendix EE, as presented by the numbered comment letters. A comment number in the margin identifies each comment; responses use the same corresponding number system, for example: Comment Letter 1, Comment 1. To facilitate reading the response to comments, a summary of each comment is inserted in italics just prior to each response. This summary does not substitute for the actual comment and the reader is urged to read the full original text of written comments. The responses are prepared as an answer to the full text of the original comment and not to the abbreviated summary.

### 23.4 COMMENT LETTERS RECEIVED ON THE DEIR/EIS

Each comment letter received on the DEIR/EIS is numbered and is included in Appendix EE. The following public comments were received on the DEIR/EIS and are addressed in Section 23.6 as Comment Letters 1 through 359:

- Letters from 10 governmental agencies;
- Letters, petitions and surveys from 10 non-governmental agencies;
- Letters from individuals stating opposition to the Project but submitting no comment on the DEIR/EIS content or adequacy;
- Letters and petitions from individuals stating support for the Project but submitting no comment on the DEIR/IES content or adequacy; and
- Letters from individuals submitting comments on the content or adequacy of the DEIR/EIS.

### 23.5 FORM PETITIONS AND SURVEYS STATING SUPPORT OR OPPOSITION FOR THE PROJECT

Comments that state a position for or against a specific Alternative are appreciated, as this gives the Lead Agencies a sense of the public's feeling and beliefs about a proposed course of action. Such information can only be used by the decision maker(s) in arriving at a decision and not for improving the environmental analysis or documentation. The following list summarizes the comments, petitions and surveys that offer statements for or against the approval of the Project, Alternatives or specific components of the Project or Alternatives, but provided no comment on the merits or content of the DEIR/EIS. The opinions are noted for the project record, but no further response is necessary. Appendix EE contains the individual petitions and surveys, including signatures for documentation, which have been grouped together and addressed under the comment letter and comment number indicated below.

Comment Letter - Comment Number	Survey/ Petition Type	Summary
13e-1	Friends of the West Shore - Survey	200 surveys were submitted, 8 are duplicative. Of 192 surveys, 176 oppose the Project for one of more of the five topics and 16 support the Project. 44 people signed the petition (comment 13f-1) and submitted the survey (comment 13e-1). <i>{SURVEY - Homewood Mountain Resort</i>

Comment Letter - Comment Number	Survey/ Petition Type	Summary
		<p><i>Please help make West Shore community voices heard. Friends supports a revitalized Homewood Mountain Resort BUT the current proposal is simply TOO BIG. We are concerned about the size and scale of the current project and feel that it is not compatible with the long-standing character of Homewood and the West Shore. The Project height, density, increase in traffic and change in groundwater run-off will all negatively impact the environment, lake clarity, and community character. Make your concerns heard by TRPA and Placer County. Please note whether you agree or disagree with the statements below and add additional comments at the bottom of the page. We appreciate your support and passion to Keep the West Shore the Best Shore! 1. The current size and scale of the proposed HMR development is not compatible with the long-standing character of the West Shore and Homewood and needs to be downsized. 2. The population density from 349 units (approx. 1400 – 1500 people at peak times), number and height of buildings, and the parking garage will have a negative impact on Homewood. 3. All requirements of current building codes and the TRPA Community Enhancement Program (CEP) should be followed. 4. Traffic that will result from the Project will seriously impact the West Shore. We are against new traffic impacts and any traffic mitigation must be done on site, not by paying fees. 5. The diversion in the natural groundwater run-off to the lake and the increase in air, water and noise pollution will have a significant negative impact on the West Shore environment. }</i></p> <p>A list of the signatories to this survey is included in Appendix EE.</p>
13f-1	Friends of the West Shore – Parking Structure Petition	<p>The Friends of the West Shore (FOWS) submits a petition <u>list</u> opposing a three-story parking garage with 72 signatures. FOWS submits an <u>electronic petition</u> opposing a three-story parking garage with 135 signatures. Combined signatures are 193 (207 total with 14 duplicative; 44 people signed petition list and also submitted an electronic petition of the same language). Petition comments regarding the parking garage include: too large, too many cars, views affected, no suitable for Homewood, emergency response, general scenic, incompatible use, out of character for community, no support of garage during off season, no parking garage at all, HMR stores snow on private property, Homewood is not Squaw, don't need another Eagle Rock, keep Hwy 89 two lanes, keep rural atmosphere, Project area is "residential/no commercial", keep family oriented, water consumption, refuse production, code enforcement, density, low income housing, transients, population explosion, height, consider the residents that have lived in Homewood for 30 plus years, will set precedent, mother nature should win, Westshore Cafe = dislike, boat museum = like, privacy, no high-rises, no amusement park, JMA is selfish, no development on west shore, accommodate 100% of traffic with a shuttle, not of character or scale for Homewood. Comments also include questions about employee housing (amount, location, impacts to traffic). Treat stormwater runoff.</p> <p>A list of the signatories to this petition is included in Appendix EE.</p>

Comment Letter - Comment Number	Survey/ Petition Type	Summary
359-1	Petition of Support	<p>Approximately 1,023 Members of the Public Submitted a Petition in Support for the Project: <i>"Please accept this document as my endorsement of support for the HMR Ski Area Master Plan located at Homewood CA on Lake Tahoe's West Shore. The proposed master plan for the HMR Ski Area demonstrates that it will significantly improve the existing resort, help to reinforce a sense of community center, help to booster the local economy, and implement a number of positive environmental improvements such as renewable energy, alternative transportation and continuing lad restoration. My signature below signifies my sport for the proposed HMR Ski Area Master Plan."</i></p> <p>A list of the signatories to this petition is included in Appendix EE.</p>

### 23.6 RESPONSE TO UNIQUE WRITTEN COMMENTS

Review of the comments made on the DEIR/EIS showed that a number of comments from commenting parties are similar in content. **Master Responses** have been prepared for those topics that were frequently raised. Where appropriate in the responses to comments of this final document, the reader is referred to the **Master Responses**. Responses to written comments not addressed in the **Master Responses** are provided following the **Master Responses**. The 21 **Master Responses** included in this FEIR/EIS are:

1. TRPA Community Plan/Master Plan Steering Committee Decisions
2. Appropriate Range of Alternatives
3. Financial Feasibility and Project Need/Viability
4. Authority to Make Amendments, Use of Amendments in the Analysis, and Amendment Findings
5. TAU Transfers
6. CEP and Urbanization
7. Community Character
8. Height Calculations
9. Traffic Analysis Technical Adequacy
10. Trip Generation
11. Peak Hour Analysis/Existing Conditions
12. Parking Analysis

13. Impacts on Pollution and Air Quality
14. Impacts on Lake Tahoe Air Basin
15. Impacts of Project-Generated Ozone on Health and the Environment
16. Impact on Noise
17. TRPA Land Coverage
18. Water Quality
19. Effects of Climate Change
20. Mitigation Measures
21. Water Supply Assessment

### **Master Response 1 – TRPA Community Plan/Master Plan Steering Committee Decisions**

*Comment Summary – TRPA Community Plan/Master Plan Steering Committee Decisions - Public comments request additional information regarding the TRPA decision towards preparation of a Homewood Mountain Resort (HMR) Ski Area Master Plan prior to a Homewood Community Plan. Public comments request additional information regarding the TRPA decision towards an alternative approach to the formation of a Master Plan Steering Committee.*

Based on the following provisions contained in the TRPA Goals and Policies, Plan Area Statements and Code of Ordinances, and Regional Plan for the Lake Tahoe Basin Ski Area Master Plan Guidelines (Ski Area Master Plan Guidelines), adoption of a Homewood Community Plan is not required prior to the adoption of the Homewood Ski Area Master Plan/Project:

- 1) TRPA Goals and Policies, Land Use Element, Goal #2, Policy 2 states, “Specific land use policies shall be implemented through the use of Plan Area Statements. More detailed plans, called Community Plans, may be developed for designated commercial areas. Other detailed plans, such as Airport Master Plans, Ski Area Master Plans, and Redevelopment Plans, may also be developed.” As such, the Goals and Policies allow for the discretionary use of more detailed plans for projects located in plan area statements through either the community plan process **or** the master plan process.
- 2) TRPA Code Chapter 16, Specific and Master Plans, Section 16.0, Purpose, states, “In accordance with the Goals and Policies, TRPA **may** adopt area-wide specific or project-oriented master plans to augment plan area statements **or** community plans. Specific or master plans are needed to provide more detailed planning to ensure that projects and activities are consistent with the Goals and Policies, the Plan Area Statements or community plans, and the Code.” (Emphasis added.) The Governing Board is required to consider all proposed specific and master plans as a regional plan amendment and approve, deny, or modify the specific or master plan pursuant to TRPA Code of Ordinances § 16.7.D. In this instance, the HMR Project is a proposed ski area master plan. Ski area master plans, per the Code, are required to be consistent with either the Plan Area Statement or an adopted community plan, whichever is applicable. The proposed HMR Ski Area Master Plan would be consistent with the applicable Plan Area Statements as amended. As described in Master

Response 4 below, amending the Code of Ordinances and Plan Area Statements to be consistent with the proposed HMR Ski Area Master Plan Project is within TRPA's authority.

- 3) TRPA Plan Area Statement 157, Homewood/Tahoe Ski Bowl, states, "This area should continue to provide opportunities for downhill skiing within guidelines prepared through ski area master plans..." In the event that a Community Plan were to be pursued, Special Policy 1 of Plan Area Statement 157 states that "A coordinated Homewood Community Plan should include this Plan Area as well as Plan Area 159, Homewood/Commercial." While Plan Area Statement 157 policy supports a coordinated planning approach between Plan Area 157 (Recreation) and Plan Area 159, a Tourist and Commercial Plan Area, a discretionary community plan is not being pursued at this time. As described in the EIR/EIS, the HMR Ski Area Master Plan provides a coordinated planning approach between Plan Area 157 (Recreation) and Plan Area 159 (Tourist). Furthermore, only Plan Area 159, Homewood/Commercial, is actually designated as a potential community plan area with a prescribed tentative community plan boundary, which currently does not include the Homewood Ski Area property located in Plan Area 157.
- 4) The Ski Area Mater Plan Guidelines establish criteria to guide future planning and development of ski areas, including requiring consistency with Plan Area Statements and adopted Community Plans. As discussed in Master Response 4 below, the proposed HMR Ski Area Master Plan would be consistent with the applicable Plan Area Statements as amended by adoption of the Ski Area Plan and such amendments within TRPA's authority. Such amendments are also contemplated by the Ski Area Master Plan Guidelines, which provide: "Existing TRPA-approved [ski area] master [plans] shall be amended prior to an expansion of use which is not already a part of an approved master plan." (See Ski Area Mater Plan Guidelines, p. 10.) Because existing ski area master plans are required to include uses consistent with the a PAS, an amendment to an approved master plan for a use not already part of the plan would necessarily include an amendment to the existing PAS to include the use.

The following discussion outlines TRPA's reasons for approving an Alternative Master Plan Steering Committee Process for the HMR Ski Area Master Plan development.

TRPA Code Section 16.0 states that TRPA may adopt area wide specific plans or project oriented master plans to augment plan area statements or community plans. As set forth in this section of the Code, specific or project oriented master plans are needed to provide more detailed or in-depth planning to ensure that projects and other activities are consistent with TRPA Goals and Policies, Plan Area Statements or community plans, and the Code of Ordinance. The goal of a specific or master plan is to provide a framework for the phasing of future development, systematic environmental and project review, and implementation of environmental control measures.

TRPA Code Chapter 16 also provides requirements for the adoption of specific plans or project oriented master plans. The requirements are incorporated into and expanded upon in the Ski Area Master Plan Guidelines, which establish the required TRPA process, specific format and general content of a master plan document. The guidelines also include provisions to conduct any necessary environment analyses, and carry out recommended or required site planning, design and water quality protections. The guidelines are specifically designed to achieve planning goals and objectives, and to ensure compliance with all TRPA Code of Ordinances and Goals and Policies. TRPA Code of Ordinances § 16.7.E (2) as well as the Ski Area Mater Plan Guidelines, allows for an alternative Master Plan process subject to TRPA approval and the finding that the alternate process would better facilitate the master planning process while still meeting the objectives of Chapter 16 of the TRPA Code. The TRPA Code further

provides that approval of the alternate process shall not alter the requirements of any other section of the Code applicable to specific or master plans. The following is a brief outline of how objectives of Chapter 16 have been satisfied.

- (1) Prepare a complete assessment of environmental opportunities and limitations.

A thorough assessment of environmental opportunities and limitations was carried out through the compilation and review of the TRPA Initial Environmental Checklist, a checklist to determine environment impact and through Placer County's Environmental Checklist for assessing environment impacts through CEQA prior to the development of the Project's scope of work. Further in September 2008 TRPA Staff brought the proposed Project to the TRPA Advisory Planning Commission (APC) and Placer County staff conducted Public Scoping to ensure that any environmental consequences of a major development project are known and available to the public before decisions are made and actions are undertaken.

- (2) Refine inventory and needs assessment.

In investigating further feasibility of the proposed Project, a needs assessment for the HMR Ski Area Master Plan was prepared in January 2009 which identifies the economic and market viability of the existing ski mountain operations and the resorts needs for capital improvements in order to ensure the long term survival of the resort. Also while assessing its own business and planning needs, HMR was involved in discussions with local area residents and homeowners' groups, as well as making presentations to County Commissioners, TRPA Advisory Planning Commission and Governing Board, North Tahoe Regional Advisory Committee to Placer County, and others on strategies for optimizing the existing winter skier experience and the introduction of a year round use of the site while responding to changes in technology, market trends and user preferences.

- (3) Identify applicable plan and ordinance standards and policies and development guidelines.

The HMR Ski Area Master Plan Project falls under the jurisdiction of the Tahoe Regional Planning Agency (TRPA) and Placer County along with other agencies with jurisdiction over resources in the Tahoe Basin or parcels in the Project Area. As such the Project will require permits and/or approvals for the Proposed Project and Alternatives from these agencies and jurisdictions. Chapter 3.13 of the Environment Document entitled, Required Permits and Approvals, lists each permitting agency's responsibility relative to the Project, as well as the goals, policies, and standards in the TRPA Regional Plan, Placer County General Plan, and West Shore Area General Plan with which the Proposed Project and Alternatives must demonstrate compliance.

- (4) Develop draft alternative plans, including a preferred alternative.

In accordance with TRPA Code of Ordinances §5.3.A and §15126.6 of the State of California CEQA Guidelines, an environmental document must include an analysis of alternatives that would feasibly attain most of the Project's objectives. In preparing the joint Environmental Impact Report/Environmental Impact Statement (EIR/EIS) to analyze the environmental impacts of the proposed Master Plan and related projects the DEIR/EIS analyzed six alternatives: a no action/no Project, the proposed Project, and four additional alternatives. The alternatives described in the DEIR/EIS include variations in development intensity, residential type, and land

use locations which provide flexibility to TRPA and Placer County in selecting the alternative that best meets the needs of the community and the environment.

- (5) Prepare draft environmental documents.

The DEIR/EIS was prepared, printed in anticipation of the January 21, 2011 Notice of Availability, (NOA) which provides notice to the public that the Draft EIS has been completed.

- (6) Submit draft master plan and draft environmental documents to TRPA for circulation and public and agency review.

On January 21, 2011 notice was given to inform the public of the availability of the Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS) and the 60 day comment that ended on March 21, 2011. The comment period was subsequently extended to April 21, 2011 based on requests from the reviewing public. Comments were solicited during the public comment time frame and were incorporated into the final Environmental Document.

- (7) Prepare recommended final plan and final environmental documents for TRPA and local government consideration.

This document is the joint FEIR/EIS for the Project. The FEIR/EIS includes a summary of the revisions made to the DEIR/EIS as well as responses to the more than 350 public comment letters received on the DEIR/EIS.

The following discussion provides a brief outline describing why TRPA staff approved an alternative Master Plan process for the Homewood Mountain Resort Ski Area Master Plan that satisfies the required provisions of the TRPA Code of Ordinances § 16. 7. C Specific and Master Plan Process. This information was originally drafted and made available to TRPA Executive Staff on November 8, 2008. On August 25, 2011 additional explanation was added to demonstrate how the provisions for TRPA Code of Ordinances § 16.7.C were satisfied over the course of the preparation of the Environmental document.

In July 2006, JMA Ventures, the current owner of the Homewood Mountain Ski Resort, submitted an application to TRPA for the development of a Ski Area Master Plan. The Master Plan describes the long-range development goals for the Homewood Mountain Resort. The overall plan proposes to convert the current winter day use ski area into a year round destination mountain resort. The plan further proposes upgrading existing on-mountain facilities, and development of a new base of mountain amenities, which includes a mix of new housing, tourist accommodations and commercial uses at the north base of the mountain and a mix of housing accommodations at the south.

In July 2007, TRPA and Pathway 2007 partners launched the Community Enhancement Program (CEP), formerly known as the Demonstration Projects program, designed to provide incentives to developers interested in creating mixed-use, transit-oriented development in Lake Tahoe. The overriding goal of the CEP is to seek out projects that will demonstrate revitalization opportunities for local communities in a manner and context of the needs of those communities in which they are being proposed. In April 2008, JMA submitted an application for participation in the program and to pursue the Master Plan Development through the CEP, requesting development commodities for their commitment in initiating measurable threshold based environmental benefits. These environmental benefits include water quality improvements, retirement of sensitive lands and an overall reduction in land coverage.

As a part of the Environmental Document and master plan review process, the work program for the DEIR/EIS and Master Plan elements were brought forward for discussion and scoping review at the

September 11, 2008 TRPA Advisory Planning Commission as well as a September 23, 2008 Placer County Public Scoping Meeting and workshop.

On November 4, 2008 an initial discussion of an alternative Master Plan process was brought forward by the Executive Director of TRPA, TRPA Staff, Placer County Staff, HMR and TRPA's Environmental Consultant (HBA). Discussed was the need to document how Homewood's alternative approach to the master plan process would meet TRPA requirements. It was determined that if HMR could document how their outreach program has involved the Sierra Business Council and the general public in helping to shape the Homewood Master Plan then this outreach program could take the place of the traditional steering committee requirement. TRPA would then incorporate the request for an alternative process along with the documentation into a letter that outlined the acceptance of the alternative process by the agency.

On December 5, 2008 the continued discussion of an alternative Master Plan Process was presented to TRPA partner agencies U.S. Forest Service - Lake Tahoe Basin Management Unit, Placer County Redevelopment Agency, State of California – Lahontan Water Quality Control Board for their input and with the explanation that a traditional Master Plan process would have included their respective agencies as members of a steering committee. It was decided that an alternative process which centered on HMR's recent launching of a website containing the Ski Area Master Plan details as well their series of public meetings and other forms of outreach would suffice providing that HMR document receipt of comments and their use of a list of contacts to distribute information about the Project. Further based on discussions with its Legal Department, TRPA staff determined that the alternative Master Plan development process being discussed was consistent with Chapter 16 requirements. HMR committed to putting together a document with the specific steps taken to provide for public discussion and participation in the Project.

On December 16, 2008 JMA submitted documentation outlining proposed Master Plan Revisions that were based on input from public agencies and the general public. In January 2009 HMR submitted a document entitled Homewood Mountain Resorts, Summary of Public Outreach and Communications (HMR Ski Area Master Plan Appendices). This document provides a chronology of HMRs public outreach efforts which include the launching of their informational website, public workshops, a newsletter, meetings with Placer County representatives, various HOAs, and the Sierra Business Council.

After reviewing the Public Outreach documentation compiled by JMA, TRPA Staff concluded that the alternative master plan process for the Homewood Mountain Resort Ski Area Master Plan consisting of various avenues for public participation; including workshops, public meetings, newsletters, a website, one on one meetings, and the involvement of the Sierra Business Council is adequate to meet the objectives of TRPA Code of Ordinances Subsection 16.E, Alternative Process, for master plan development.

## **Master Response 2 – Appropriate Range of Alternatives**

*Comment Summary – The EIR/EIS does not include a reduced Project Alternative and excludes an Alternative that complies with current codes of ordinances and PASs.*

CEQA Guidelines (AEP 2010) defines a reasonable range of alternatives in Section 15126.6 (p. 140): 15126.6 Consideration and Discussion of Alternatives to the Proposed Project. (a) Alternatives to the Proposed Project. An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision

making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason. (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553 and *Laurel Heights Improvement Association v. Regents of the University of California* (1988) 47 Cal.3d 376).

Please see Section 15126.6(b) through 15126.6(f) for CEQA guidance concerning: b) Purpose; c) Selection of a Reasonable Range of Alternatives; d) Evaluation of alternatives; e) No Project Alternative; and f) Rule of Reason (The range of alternatives required in an EIR is governed by a “rule of reason” that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making.).

TRPA Code of Ordinances Subsection 5.8.A(2) requires that when preparing an EIS, TRPA shall: “study, develop and describe appropriate alternatives to recommended courses of action” (p. 5-3). The DEIR/EIS analyzes the Proposed Project (Alternative 1) No Project (Alternative 2) and Action Alternatives 3, 4, 5 and 6, as defined in Chapter 3 of the document. Section 3.4 presents alternatives considered but rejected from further detailed analysis.

The public suggested several alternatives during the Project Scoping process through written and oral comments. While the specific components varied with each comment, three main types of alternatives were suggested: A Reduced Size Alternative, an Existing Land Coverage Alternative, and a Conservation Alternative. These alternatives were suggested to reduce or avoid potential project-related impacts to air and water quality, noise, traffic, biological resources, and compatibility with adjacent communities. The alternatives were considered during initial alternative development and in response to public scoping, but were rejected for further, detailed consideration as described in Section 3.4. Table 3-3 summarizes the comments received during scoping that requested further analysis of additional alternatives and identifies the DEIR/EIS consideration of such alternatives.

A number of public comments on the DEIR/EIS continue to request consideration of a "Reduced Size Alternative" that includes fewer residential/tourist accommodation uses and smaller resort facilities, reducing the size and scale of the Project. Alternative 6 is a Reduced Project Alternative developed by TRPA that reduces the number of total tourist accommodation and residential units proposed for the Master Plan from 336 (Proposed Project) to 284. According to HMR prepared financial documentation (See Master Response 3), Alternative 6 fails to meet the minimum number of residential/tourist accommodation units required for HMR to feasibly achieve the number of skier visits needed during the winter mid-week period to achieve a key project objective (generate sufficient revenues to support the proposed environmental and fire safety improvements and ensure the continued viability of the ski operations). Although Alternative 6 is potentially infeasible for these reasons, for comparison purposes in the DEIR/EIS, TRPA and the County decided to analyze in detail an alternative that would reduce development proposed in the HMR Ski Area Master Plan by approximately 15 percent. Thus, the DEIR/EIS includes detailed analysis of an alternative consisting of a reduced number of residential units.

TRPA and the County will make a determination, based on all the evidence in the record, of whether Alternative 6 substantially lessens or avoids the Proposed Project’s significant environmental effects, whether Alternative 6 meets project objectives, and whether Alternative 6 is feasible. The evidence upon which TRPA and the County will base this determination will include the analysis of Alternative 6 in the

EIS/EIR, the information submitted by HMR regarding the feasibility of Alternative 6, and any other information that is received regarding these issues. The EIS/EIR provides information on the environmental effects of Alternative 6, in comparison to those of the Proposed Project.

Some commenters requested that the EIR include detailed analysis of an alternative that further reduces the size and scale of development, over and above the reductions embodied in Alternative 6. Generally, these comments were not specific regarding the size of the alternative for which they requested analysis. The comments stated that the number of units should be further reduced, and that overnight lodging should be reduced or eliminated.

The alternatives analyzed in the EIS/EIR already consists of a reasonable range of potentially feasible alternatives. For this reason, the detailed analysis of another alternative is not required.

In addition, an alternative consisting of further reductions in the size and scale of development is considered infeasible and would not attain most of the basic objectives of the Proposed Project. The project objectives include:

- Construct onsite residential and tourist accommodation units to support increased HMR skier visits during mid week operations;
- Generate sufficient revenues to support the proposed environmental and fire safety improvements and ensure the continued viability of the ski operations.

(DEIR/EIS, pp. 3-8 – 3-9.)

HMR has submitted information showing that Homewood's current winter operations are financially infeasible to sustain. Homewood had an operating loss of approximately \$5 million during the period 2006-2009. That loss did not take into account additional capital investments that need to be made on an ongoing basis in order to remain competitive within the ski industry. Based on its attendance figures, HMR has concluded that Homewood's mid-week, non-holiday attendance figures are too low to support ski operations. The key project objective, therefore, is to construct improvements at Homewood that will boost mid-week, non-holiday attendance figures. Boosting mid-week, non-holiday patronage would also attract visitors during the time of the week when traffic is relatively light, such that impacts on the surrounding area would be minimized. The traffic analysis confirms that, due to the shift from weekend/holiday to mid-week patronage, the Proposed Project would not have a significant impact on winter-time traffic levels of service.

An alternative that eliminates overnight lodging would be inconsistent with HMR's objective to transform Homewood into an overnight destination, rather than a resort patronized primarily by day-skiers. In addition, an alternative that reduces further the number of residential units would be financially infeasible. HMR has provided TRPA and the County with an analysis by Bay Area Economics. The analysis concludes that Alternative 6 (282 units) would generate an insufficient rate of return in order to be feasible. Alternatives consisting of fewer than the 282 units included in Alternative 6 would likewise be financially infeasible, in that such alternatives would further reduce the number of mid-week, non-holiday skiers. For further information regarding financial feasibility and Homewood's objectives for the Proposed Project, please see Master Response 3.

A number of public comments on the DEIR/EIS request consideration of an Alternative that complies with all current TRPA Codes and Plan Areas. There is no legal requirement that an alternative be considered that complies with all Regional Plan documents (e.g., Code of Ordinances, Goals and Policies, Plan Areas) without amendment. As described above, the TRPA Code of Ordinances Subsection 5.8.A(2)

only requires that an EIS include appropriate alternatives to the proposed action. The TRPA Rules of Procedure do not provide additional requirements regarding alternatives that must be considered in an EIS.

The “No Project Alternative” does not require amendments to the TRPA Codes or Plan Areas and is evaluated in the EIS/EIR as required under CEQA (See DEIR/EIS, p. 3-48). Alternative 4 is an Estate Lot Alternative developed by HMR to comply with existing Codes and Plan Area guidance. Alternative 4 would close the ski resort and convert the mountain into 16 residential estate lots and one commercial lot. Alternative 4 includes a proposal to convert the existing North Base ski area parking area into a commercial use. Plan Area 157 allows commercial uses, but does not allow for transfer of development rights (e.g., the transfer of commercial floor area into the Plan Area). To accommodate transfer of commercial floor area to PAS 157, one PAS amendment is required, adding transfer of development rights for existing development. No other Code of Ordinance or PAS amendments would be required for Alternative 4 (See DEIR/EIS, p. 3-53).

### **Master Response 3 – Financial Feasibility and Project Need/Viability**

*Comment Summary – Comments request additional information from the Project Applicant to document the financial feasibility of the proposed Project, need (or viability) for the Project, and assurance that the Project (or phases) would be completed once initiated.*

This Master Response addresses public comment on: 1) Homewood Mountain Resort viability given existing economic conditions; 2) additional documentation of the need for the Homewood Mountain Resort Ski Area Master Plan Project; and 3) Guarantee for Project Completion to the Homewood Community and the TRPA CEP.

#### 1) Homewood Mountain Resort Viability:

HMR prepared a financial analysis for agency review to support the number of tourist accommodation and residential units they have proposed in their Master Plan application. The typical ski season on average consists of 110 days, 72 of which are non-holiday mid-week days. Non-holiday mid-week days have historically averaged around 300 skier visits per day. HMR’s financial analysis states that the Ski Resort needs to increase mid-week ticket sales by an average of 400 skier visits per day in order to generate sustainable revenues and at minimum cover cost of operations. HMR’s analysis states that weekends and holidays have sufficient skier visits and related revenue generation to cover operating expenses, but that the marked decline in skier visitation during the mid-week period has been an impediment to balancing the overall annual cost of operations with revenue.

In order to increase mid week visitation to generate 400 additional ticket sales per day, HMR states that a minimum of 316 onsite tourist accommodation and residential units are required. Their analysis assumes that each unit will be occupied by an average of 2.25 skiers and will have an average occupancy rate of 55 percent resulting in approximately 400 additional skier visits per day during the mid-week period (316 tourist accommodation and residential units (336 including units with lock-offs) times an average of 2.25 occupants per unit times 55 percent average occupancy rate equals approximately 400 skier visits). The occupancy rate and average number of occupants per unit that was modeled in the HMR analysis was derived from historic data of area resorts and other tourist accommodations tracked by the North Lake Tahoe Resort Association.

HMR retained Bay Area Economics (BAE) to perform a third-party analysis of the Proposed Project, and the skier revenues needed in order to ensure the long-term viability of the resort. BAE’s report is generally consistent with HMR’s analysis. BAE concludes that the proposed lodging and residential uses

are necessary in order to increase the number of overnight guests, as opposed to the day-skiers that currently comprise the majority of Homewood's patrons. Increasing the number of overnight guests, and transforming Homewood into a "destination" resort, will increase the number of mid-week, non-holiday skiers. The number of tourist accommodation and residential uses proposed should generate sufficient return to ensure the long-term viability of ski operations. A reduction in the number of tourist accommodation and residential uses, however, will threaten that viability.

## 2) Need for the Project:

As discussed above under Master Response 2, key project objectives include:

- Construct onsite residential and tourist accommodation units to support increased HMR skier visits during mid week operations;
- Generate sufficient revenues to support the proposed environmental and fire safety improvements and ensure the continued viability of the ski operations.

(DEIR/EIS, pp. 3-8 – 3-9.)

Homewood is currently operating at a loss. Current skier numbers are insufficient to cover daily expenses, or to provide revenue for capital improvements that are needed in order to remain competitive with other ski resorts in the region. The central objective of the Proposed Project is to increase the number of skiers during mid-week, non-holiday periods, as those are the days when the resort is currently under-utilized. The transformation of the resort from a day-skier venue to an overnight destination is expected to result in increased patronage during mid-week, non-holiday periods. This objective also would serve to avoid an increase in crowds on those peak weekends and holidays when resort attendance can result in congestion in area. The aim, therefore, is to boost attendance during periods when roadways have the most capacity to handle traffic.

Additional information on the purpose and need for the Project is included in the report submitted to TRPA and the County by BAE.

## 3) Guarantee for Project Completion:

Mitigation measures adopted as part of the project or permit conditions developed by agencies will be enforceable. (Pub. Resources Code, § 21.81.6.) For further information regarding how these measures will be monitored and enforced, please see the Mitigation Monitoring and Reporting Program (FEIR/EIS Chapter 21) to be adopted by Placer County and TRPA.

## **Master Response 4 – Authority to Make Amendments, Use of Amendments in the Analysis, and Amendment Findings**

*Comment Summary – Comment Summary – Comments suggest that because the 1987 Regional Plan was adopted more than 20 years ago and some thresholds are not in attainment, TRPA lacks the authority to make amendments to the Regional Plan and Code and cannot make the necessary findings for the amendments. These comments also assert that TRPA did not properly analyze the proposed amendments in the DEIR/EIS.*

***Authority to Make Amendments and Ability to Make Required Findings***

When adopting Regional Plan or Code of Ordinance amendments, TRPA must make two general sets of findings pursuant to TRPA's Code of Ordinances.

First, TRPA must make certain findings under Chapter 5 of the Code of Ordinance for each significant adverse effect identified in the DEIR/EIS. These findings relate to whether changes or alterations have been required or incorporated that avoid or reduce the significant adverse environmental effects of the Project itself (including the proposed amendments) to less than significant levels, and whether economic, social or technical considerations make infeasible the mitigation measures or project alternatives discussed in the DEIR/EIS. These findings are related to the environmental analysis of the proposal and must be made by TRPA when it considers whether to approve the proposal.

Second, TRPA must make additional findings under Chapter 6 of the Code of Ordinance for amendments to the Regional Plan and the Code of Ordinances. TRPA evaluates making those findings when considering the substantive merits of the proposed amendments in relation to the Regional Plan. The key finding for those purposes is whether the Regional Plan or Code of Ordinance as amended will continue to lead to achieving and maintaining the TRPA environmental thresholds. These later findings relate to how well the amended Regional Plan as implemented through the Code of Ordinance achieves and maintains thresholds. TRPA's duty to apply this metric and consider making these findings is outside the scope of this DEIR/EIS and its environmental analysis of the proposal. Therefore, comments regarding the ability of TRPA to consider the substantive merits of the amendments do not relate to the adequacy of this DEIR/EIS and no further response to this issue will be provided here.

During the consideration of the proposed Project, TRPA will make these second set of findings regarding whether the amended Regional Plan as implemented through the Code of Ordinance will achieve and maintain thresholds and will specifically address these comments in that context.

***Use of Amendments in the Analysis***

The proposed amendments are analyzed as part of the Project and Alternatives, and each amendment is addressed in the DEIR/EIS with draft findings. The Project is analyzed with the amendments to provide a thorough analysis of the amendments themselves and how the Project complies with the proposed amendments. The Project recognizes potential impacts with the TRPA Code and is proactive in that it integrates amendments into the Project to eliminate further mitigation. Had the Project been analyzed against existing Plan Area Statements, Code of Ordinances and Goals and Policies, a significant impact would result and mitigation would be proposed to reduce the significance of the impact. The recommended mitigation measures may have included proposed amendments necessary to require the Project, and the subsequent analysis of those amendments for potential environmental impacts. The same results and conclusions ultimately occur regardless of the methodology. It becomes a matter of whether the Project is proactive, recognizes the issues and integrates measures to rectify these issues as part of Project implementation, or whether the Project should be reactive and propose amendments as mitigation measures.

The DEIR/EIS discloses that without the proposed amendments to the Code of Ordinances, Goals and Policies and Plan Area Statements, the Project would be inconsistent with existing policies and codes and plan area direction. This is disclosed in the DEIR/EIS Chapter 4.0 that concludes consistency with the Regional Plan would only occur with a proposed amendment in certain

circumstances. The DEIR/EIS concludes that “inconsistencies” with the TRPA Code and Plan Area Statements are not significant environmental impacts themselves. To the extent that the proposed Code and Plan Area Statements changes would result in direct or indirect physical environmental effects, the DEIR/EIS addressed all such effects for the Project. Therefore, no further mitigation is required as explained in the DEIR/EIS, particularly Chapters 3.0, 6.0 and 10.0. This same analysis would apply to proposed amendments to Placer County policies and plans. The proposed amendments, analyzed as part of the Project and Alternatives, are listed below.

### *Alternative 1/1A*

#### **Amendments to TRPA and Placer County Plan Area Statement Boundary Lines**

**PAS 158 – McKinney Tract Residential** – Expand TRPA and Placer County PAS 158 boundary to include entirety of South Base area currently located in PAS 157. Create a “Special Area” for the expanded portion of PAS 158.

**PAS 159 – Homewood Commercial** – Expand TRPA PAS 159 boundary to include entirety of North Base area currently located primarily in PAS 157. A portion of the North Base area is currently located in the McKinney Tract Residential – PAS 158.

The Placer County PAS 159 boundary is different than TRPA PAS 159 boundary. Placer County PAS 159 includes the existing North Base area paved parking lot immediately west of SR 89. The proposed amendments would also expand Placer County PAS 159 boundary to include the entirety of the North Base area currently located in PAS 157.

#### **Amendments to TRPA and Placer County Plan Area Statement Allowable Uses**

**PAS 157 – Homewood Tahoe Ski Bowl Recreation - Add Personal Services (S) and Participant Sports Facility (S)** as permissible uses.

**PAS 157 – Homewood Tahoe Ski Bowl Recreation - Add TDR Receiving Area for Existing Development (commercial)** to newly created Special Area 1 (that includes the Mid Mountain Lodge).

**PAS 157 – Homewood Tahoe Ski Bowl Recreation – Modify Special Policy 6 to allow commercial at the mid mountain lodge.**

**PAS 157 – Homewood Tahoe Ski Bowl Recreation – Modify Special Policy 8 to allow commercial uses pursuant to a Ski Area Master Plan.**

**PAS 158 – McKinney Tract Residential - Add Multi-Family Dwellings (S) and Skiing Facilities (A)** as permissible uses to the newly created “Special Area 1”.

**PAS 158 - McKinney Tract Residential - Add TDR Receiving Area for 1) Existing Development, and 2) Multi-Residential Units** to the newly created “Special Area 1”.

**PAS 158 - McKinney Tract Residential - Add Multiple Family Dwellings (Special Area 1 only)** to Maximum Densities with a Maximum Density of 15 units per acre.

**PAS 159 – Homewood Commercial - Add** Multi-Family Dwellings (S) and Privately Owned Assembly and Entertainment (S) as permissible uses to the newly created “Special Area 1”.

**PAS 159 – Homewood Commercial - Add** TDR Receiving Area for Multi-Residential Units (to Special Area 1 only).

**PAS 159 – Homewood Commercial - Increase** Multiple Family Dwellings (Special Area 1 only) and Employee Housing Maximum Densities to 15 units per acre (from a current Maximum Density of 8 units per acre).

### **Amendments to TRPA Code of Ordinances**

**Chapter 22 Height – Add** a new Code Subsection 22.4.G outlining procedures to obtain additional height for Ski Area Master Plans. The proposed height amendment also requires amendments to several goals and policies to allow for additional height for projects in Ski Area Master Plans.

**Chapter 22 Height - Amend** Code Subsection 22.7(6) to allow additional height in Ski Area Master Plans as well as Community Plans as follows:

(6) The building is located within an approved community plan **or Ski Area Master Plan**, which identifies the Project area as being suitable for the additional height being proposed.

**Chapter 33 Allocation of Development – Amend** Code Subsection 33.4.A(3) to allow for use and distribution of additional tourist accommodation units in Ski Area Master Plans as well as Community Plans as follows:

(3) Maximum Number And Distribution Of Allocations For Additional Tourist Accommodation Units: A maximum of 400 additional tourist accommodation units may be approved for construction. After January 1, 2007, the original 200 tourist accommodation bonus units (with 172 units remaining) shall be limited to special projects (in accordance with sub-section 33.3.D.(3)) and shall only be permitted when matched by transfers of existing units (pursuant to Chapter 34) from sensitive lands that have been restored. After January 1, 2007, TRPA shall allocate the 200 tourist accommodation bonus units, (with 170 units remaining) to projects within adopted community plans **or Ski Area Master Plans** in accordance with Chapter 35. Distribution of units within the community plan **or Ski Area Master Plan** shall be pursuant to the provisions of the adopted community plan **or Ski Area Master Plan** and the following criteria:

**Chapter 35 Bonus Unit Incentive Program – Amend** Code Section 35.3 and Subsection 35.3.B to allow for use and distribution of tourist accommodation bonus units in Ski Area Master Plans as well as Community Plans as follows:

35.3 Tourist Accommodation Bonus Unit Program: Tourist accommodation bonus units may be approved by TRPA only on parcels located within an adopted community plan **or Ski Area Master Plan** and only when at least one existing tourist accommodation unit is transferred in accordance with Chapter 34 for each tourist accommodation bonus unit approved.

35.3.A Assignment Of Bonus Units: A maximum of 400 tourist accommodation bonus units may be approved by TRPA.

35.3.B Criteria: Projects receiving tourist accommodation bonus units pursuant to this chapter shall comply with the following criteria:

- (1) The proposed density, including any tourist accommodation bonus units, shall not exceed the maximum density limits set forth in the adopted community or redevelopment plan **or Ski Area Master Plan**.
- (2) Tourist accommodation units shall be designated in the plan area or community plan as an allowed use, or a special use for which the findings required in Section 18.1 have been made.
- (3) The Project shall be located on a parcel designated in an adopted community or redevelopment plan **or Ski Area Master Plan** as being eligible to receive tourist accommodation bonus units and the project shall not exceed the density set forth in the community or redevelopment plan.
- (4) All tourist accommodation bonus units shall be allocated in accordance with Chapter 33.

**Chapter 64 Grading– Amend** Code Subsection 64.7.A(2)(i) to allow for the consideration of groundwater interception for below-grade parking in Ski Area Master Plans as follows:

(i) It is necessary to provide below grade parking for projects qualifying for additional height under Subsection 22.4.D **or 22.4.G**, to achieve environmental goals including scenic improvements, land coverage reduction, and area-wide drainage systems; and measures are included in the project to prevent groundwater from leaving the Project area as surface flow and that groundwater, if any is interfered with, is rerouted into the groundwater flow to avoid adverse impacts to hydrologic conditions, SEZ vegetation, and mature trees.

**Amendments to TRPA Goals and Policies**

**Chapter II Land Use Element – Amend** Land Use Goal 2, Policy 5, Subparagraph “Tourist Accommodation” to allow for use and distribution of tourist accommodation bonus units in Ski Area Master Plans as well as Community Plans as follows:

Tourist Accommodation: There is a limited need for additional tourist accommodation units. Based on demonstrated need, projects may be permitted additional units as specified within a community plan **or Ski Area Master Plan** and as provided for in Goal #3, of the Development and Implementation Priorities Subelement. The total number of additional tourist accommodation units shall not exceed 400 units. (See Goals #2 and #3 of the Development and Implementation Priorities Subelement for more detail.)

**Chapter VII Implementation Element – Amend** Development and Implementation Priorities Goal 3, Policy 2.B, to allow for use and distribution of tourist accommodation bonus units in Ski Area Master Plans as well as Community Plans as follows:

As provided in Goal #2 of this subelement and Goal #2 of the land Use Subelement, up to 400 additional units may be granted as bonus units in conjunction with transfer of development. Ordinances shall establish detailed provisions which shall allow bonuses of varying amounts in relation to a unit transferred, depending on the public benefits being provided by the project. No bonuses shall be allowed for projects outside adopted CPs **or Ski Area Master Plans**. Benefits to consider shall include extent of coverage planned, transportation improvements, water quality improvements, scenic improvements, and accessory services provided.

### *Alternative 3*

With the exception of amendments to Code Chapter 22 (Height), Alternative 3 requires the same Code of Ordinance and PAS amendments as the Proposed Project (Alternative 1). The PAS boundary amendments are larger under Alternative 3 than Alternative 1 to accommodate the larger building footprint (e.g., 4 acres at the North Base area and 3.5 acres at the South Base area). As with the Proposed Project (Alternative 1), an amendment to Code Chapter 64 is required to allow for exceptions to groundwater interception for below ground parking facilities. Under Alternative 3 there is no amendment proposed for Code Chapter 22 (Height), so the Code Chapter 64 amendment requires the insertion of a new Subsection 64.7.A(2)(k) as follows:

**Chapter 64 Grading– Add Code Subsection 64.7.A(2)(k) to allow for the consideration of groundwater interception for below-grade parking in Ski Area Master Plans as follows:**

**(k) It is necessary to provide below grade parking for buildings located within the Homewood Mountain Resort Ski Area Master Plan that are designed to step up the slope; incorporate community design features such as steep pitched roofs, articulated facades, articulated roof planes; use of earth tone colors consistent with the Design Review Guidelines; and achieve environmental goals including scenic improvements, land coverage reduction, and area-wide drainage systems; and measures are included in the project to prevent groundwater from leaving the Project area as surface flow and that groundwater, if any is interfered with, is rerouted into the groundwater flow to avoid adverse impacts to hydrologic conditions, SEZ vegetation, and mature trees.**

### *Alternative 4*

Alternative 4 requires no amendments to the Code of Ordinances; although Alternative 4 would still require an amendment to Plan Area 157 to add transfer of development rights for the proposed commercial uses as an allowable use.

### **Amendments to TRPA and Placer County Plan Area Statement Allowable Uses**

**PAS 157 – Homewood Tahoe Ski Bowl Recreation - Add TDR Receiving Area for Existing Development (commercial) to newly created Special Area 1 (that includes the North Base area parking lot).**

### *Alternative 5*

Alternative 5 implementation will require an amendment to TRPA Code of Ordinances Chapters 22 and 64 for additional building height and exceptions for groundwater interception, and

amendments to TRPA and Placer County PAS boundaries, allowable uses, density, and special policies. The required amendments for Alternative 5 implementation are described below.

**Amendment to TRPA and Placer County Plan Area Statement Boundary Lines**

The same amendment to Plan Area 159 – Homewood Commercial, described above for Alternative 1, is proposed under Alternative 5. An amendment to the boundary lines of Plan Area 158 is not proposed.

**Amendments to TRPA and Placer County Plan Area Statement Allowable Uses**

**PAS 157 – Homewood Tahoe Ski Bowl Recreation - Add** Personal Services (S), Participant Sports Facility (S) and Privately Owned Assembly and Entertainment (S) as permissible uses.

**PAS 157 – Homewood Tahoe Ski Bowl Recreation - Add** TDR Receiving Area for Existing Development (commercial) to newly created Special Area 1 (that includes Mid Mountain Lodge).

**PAS 157 – Homewood Tahoe Ski Bowl Recreation - Add** TDR Receiving Area for Existing Development (TAU) to newly created Special Area 2 at the North Base (area that includes non-residential Buildings A, B, and P located west of PAS 159 Special Area 1).

**PAS 157 – Homewood Tahoe Ski Bowl Recreation – Modify Special Policy 6 to allow commercial at the mid mountain lodge.**

**PAS 157 – Homewood Tahoe Ski Bowl Recreation – Modify Special Policy 8 to allow commercial uses pursuant to a Ski Area Master Plan.**

**PAS 159 – Homewood Commercial - Add** Multi-Family Dwellings (S) as a permissible use to the newly created “Special Area 1”.

**PAS 159 – Homewood Commercial - Add** TDR Receiving Area for Multi-Residential Units (to Special Area 1 only).

**PAS 159 – Homewood Commercial - Increase** Multiple Family Dwellings (Special Area 1 only) and Employee Housing Maximum Densities to 15 units per acre (from a current Maximum Density of 8 units per acre). Note: Under Alternative 5, density would exceed Plan Area maximum if lands outside the proposed PAS 159 boundary cannot be used to calculate density.

**Amendments to TRPA Code of Ordinances and TRPA Goals and Policies**

The same amendments to the TRPA Code of Ordinances (Chapters 22, 33, 35, and 64) and TRPA Goals and Policies (Chapters II and VII) listed for Alternative 1 are proposed for Alternative 5.

***Alternative 6***

Alternative 6 implementation will require an amendment to TRPA Code of Ordinances Chapters 22 and 64 for additional building height and exceptions for groundwater interception, and amendments to TRPA and Placer County PAS boundaries, allowable uses, density, and special policies. The required amendments for Alternative 6 implementation are described below.

**Amendment to TRPA and Placer County Plan Area Statement Boundary Lines**

The same amendment to Plan Area 159 – Homewood Commercial, described above for Alternative 1, is proposed under Alternative 6. An amendment to the boundary lines of Plan Area 158 is not proposed.

**Amendments to TRPA and Placer County Plan Area Statement Allowable Uses**

**PAS 157 – Homewood Tahoe Ski Bowl Recreation - Add Personal Services (S) and Participant Sports Facility (S) as permissible uses.**

**PAS 157 – Homewood Tahoe Ski Bowl Recreation - Add TDR Receiving Area for Existing Development (commercial) to newly created Special Area 1 (that includes Mid Mountain Lodge).**

**PAS 157 – Homewood Tahoe Ski Bowl Recreation – Modify Special Policy 6 to allow commercial at the mid mountain lodge.**

**PAS 157 – Homewood Tahoe Ski Bowl Recreation – Modify Special Policy 8 to allow commercial uses pursuant to a Ski Area Master Plan.**

**PAS 158 – McKinney Tract Residential - Add Multi-Family Dwellings (S) as a permissible use to the newly created “Special Area 1”.**

**PAS 158 - McKinney Tract Residential - Add TDR Receiving Area for 1) Existing Development, and 2) Multi-Residential Units to the newly created “Special Area”.**

**PAS 158 - McKinney Tract Residential - Add Multiple Family Dwellings (Special Area 1 only) to Maximum Densities with a Maximum Density of 15 units per acre.**

**PAS 159 – Homewood Commercial - Add Multi-Family Dwellings (S) and Privately Owned Assembly and Entertainment (S) as permissible uses to the newly created “Special Area 1”.**

**PAS 159 – Homewood Commercial - Add TDR Receiving Area for Multi-Residential Units (to Special Area 1 only).**

**PAS 159 – Homewood Commercial - Increase Multiple Family Dwellings (Special Area 1 only) and Employee Housing Maximum Densities to 15 units per acre (from a current Maximum Density of 8 units per acre).**

**Amendments to TRPA Code of Ordinances and TRPA Goals and Policies**

The same amendments to the TRPA Code of Ordinances (Chapters 22, 33, 35, and 64) and TRPA Goals and Policies (Chapters II and VII) listed for Alternative 1 are proposed for Alternative 5.

**Other Findings Required to Adopt the Proposed Amendments**

PAS amendments are necessary under Alternatives 1/1A, 3, 5, and 6 to expand the existing urban plan area boundary and allow specific land uses as discussed in Impact LU-1 and LU-2. These amendments to the PAS boundaries place the various mix of proposed land uses into the PAS that best accommodates the proposed land use (e.g., tourist and commercial in Plan Area 159, residential in Plan Area 158 and recreation in Plan Area 157). Alternative 3 is the project alternative that requires no code amendment for building height (as titled and described, p. 3-48 of DEIR/EIS). Alternative 4 requires no amendments to the Code of Ordinances (although

Alternative 4 would still require an amendment to Plan Area 157 to add transfer of development rights for the proposed commercial uses).

The proposed amendments and required findings for the Proposed Project and each of the Alternatives are discussed in detail in the DEIR/EIS, primarily in Chapters 6.0 - Land Use and 10.0 Scenic Resources. Amendments to the Plan Area Statements are analyzed in Impact LU-1, specifically findings under TRPA Code of Ordinances Subsection 13.7.D.2. As stated, the amendments satisfy criteria "b" - The amendment is to enable TRPA to make progress toward one or more environmental thresholds without degradation to other thresholds as measured by the Chapter 32 indicators. Table 6-2 outlines the project benefits and progress toward environmental thresholds and the DEIR/EIS analysis chapters discuss project maintenance of thresholds. Impact LU-1 also discusses amendments to the list of permissible uses and includes findings in accordance with TRPA Code of Ordinances Subsection 18.1.B and Transit Oriented Development. Amendments to the County's West Shore Area General Plan are also discussed in Impact LU-1. Chapter 10.0 analyzes the height amendment in Impact SCENIC-1, and includes findings under Section 22.7. Please see these chapters for a discussion that concludes the appropriate findings can be made and that applicable thresholds can be met with implementation of the amendments.

Pages 10-33 through 10-35 of the DEIR/EIS discuss the height amendment findings for Alternative 1. Pages 10-43 through 10-50 discuss height amendment findings for Alternative 5; however, Alternative 5 would be inconsistent with finding #3. Findings for Alternative 6 are discussed on pages 10-55 through 10-57.

TRPA Code of Ordinances Subsection 13.7.D.2 documents the findings required to expand an existing urban plan area boundary. Findings to expand the urban plan area boundary are analyzed on pages 6-20 through 6-24 for Alternatives 1, 3, and 6 and on pages 6-32 through 6-33 of the DEIR/EIS for Alternative 5. The analysis concludes, "As a result, finding 13.7.D(2)(b) can be made for the proposed amendments to the urban plan area boundary based on the environmental benefits and protections included in the proposed Master Plan and documented progress toward achievement of the soil conservation, scenic and recreation thresholds."

Proposed special uses, as listed in Table 6-3, will require TRPA Code of Ordinances Subsection 18.1.B(1-3) findings for approval. According to Subsection 13.7.B of the TRPA Code, modifications to permissible land uses shall be amended by ordinance. Under 13.7.D, the Code includes specific findings for amendments to add multi-family housing as a permissible use. To include multi-family housing, the plan area must be suitable for transit-oriented development (TOD). Plan Area Amendments regarding permissible uses are analyzed on pages 6-24 through 6-29 of the DEIR/EIS for Alternatives 1, 3, and 6, pages 6-30 through 6-31 for Alternative 4, and pages 6-32 through 6-33 for Alternative 5.

The amendment to Code of Ordinances Subsection 64.7.A(2)(K) would allow for fully mitigated groundwater interception, as is already permissible for projects implementing underground parking structures in TRPA approved community plans. The amendment adds Ski Area Master Plans and the appropriate groundwater interception findings must still be met. See Chapter 15 and Appendix D, which contains the analysis of groundwater interception included in the TRPA Soils Hydrologic report.

### **Amendments and the CEP**

Although the CEP states that it is "not a code avoidance program" it does not say that code amendments are forbidden. In addition, the CEP FAQ sheet states:

"The CEP encourages combining environmental gains with development incentives, and giving wide latitude at the start would foster the most innovative ideas. Therefore, guidelines were left intentionally open-ended at the start. The CEP is based on TRPA's current Code requirements; therefore, the environmental effects of any proposed increases in height or density beyond the current Code provisions are not guaranteed. They must be analyzed and debated as part of the environmental impact statement (EIS) that will be prepared for those projects before TRPA indicates any approval of changes to the current Code standards."

While the program is not designed to allow projects to dismiss Code requirements, it allows projects to develop new approaches and designs that innovatively promote threshold attainment, some of which may be contrary to existing code. Requests to eliminate code amendments from CEP projects are beyond the scope of this Project and is a matter for the TRPA to consider separately. As noted above at the beginning of this Master Response, in December 2008, the TRPA Governing Board provided TRPA staff with direction that CEP projects (including proposed regional plan amendments) could be processed in advance of the current Regional Plan Update process. The Governing Board also recognized that the Proposed Project includes proposed amendments to the Code of Ordinances and Plan Area Statements when approving Resolution Number 2008-11 allowing the Project to continue as a CEP Project.

Table 2-2 in the DEIR/EIS presents a summary of the environmental benefits that will be achieved under the CEP alternatives (Alternatives 1, 3, 5 and 6). Appendix FF of the FEIR/EIS includes a TRPA staff prepared analysis of HMR's compliance with the CEP resolution adopted by the Governing Board. As documented in the resolution compliance matrix, the HMR Project (Alternative 1/1A) is in compliance with the Resolution's requirements for HMR's continued participation in the CEP.

### **Master Response 5 – TAU Transfers**

*Comment Summary – Comments question the process required for TAU transfers.*

A number of comments addressed Tourist Accommodation Units (TAUs), particularly allowing TAU transfers in Ski Area Master Plans, the analysis of impacts on the sending sites, the size of the proposed TAUs, and the remaining need for additional TAUs.

#### **Allowing Transfers in Ski Area Master Plans**

The Project proposes an amendment to Chapter II of the TRPA Goals and Policies Land Use Goal 2, Policy 5, Subparagraph "Tourist Accommodation" to allow for use and distribution of tourist accommodation bonus units in Ski Area Master Plans as well as Community Plans. The amendment allows TAU bonus units within a Ski Area Master Plan just as is currently allowed for Community Plans. This means that a Ski Area Master Plan may include bonus units if stated in the Ski Area Master Plan that the transfer of TAUs is allowed. The Ski Area Master Plan must be approved by TRPA to allow the TAU bonus units. The amendment does not automatically grant any Ski Area Master Plan the eligibility to utilize TAU bonus units without revision of the Ski Area Master Plan and approval of TRPA. In practice, this amendment only applies to Homewood because the two other Ski Area Master Plans in the Tahoe Basin do not allow TAUs

or their transfer. The other Ski Area Master Plans would first require an amendment to allow TAUs and their transfer, which would require environmental review and TRPA approval. In addition, CEP goals must be met to obtain bonus units. Appendix FF contains the Project's CEP compliance determinations by TRPA Staff. Further, had a Community Plan been developed for Homewood, it would already be eligible to receive bonus units if the Community Plan indicated that TAUs and their transfer were allowed.

### ***Impacts on Sending Sites***

Please see the first two paragraphs on page 6-39 of the DEIR/EIS, which discuss impacts on the NSCP sending sites:

“Many of the TAUs proposed for transfer are from the NSCP area. However, approximately 45 of the TAUs have already been removed and banked on the site of the Tahoe Inn and as a result, are not being physically removed as a result of the proposed transfer. The parcels from which these TAUs originated were overdeveloped at the time of their construction and exceeded the allowable land coverage limits. In addition, a portion of the Tahoe Inn units were located within sensitive low capability Class 3 lands that are being restored to earn bonus TAUs from TRPA's special project pool. Although the transfer of 139 TAUs associated with the Tahoe Inn would result in a decrease in the available TAUs in the NSCP, it would also contribute to water quality and scenic quality improvements, helping to meet other applicable Community Plan goals.

The physical effects at the Project TAU receiving site have been analyzed in the DEIR/EIS and will be mitigated where necessary to avoid significant impacts. The proposed TAU transfer will reduce existing development potential in the NSCP. However, the Boulder Bay CEP Project is currently proposing to utilize 31 bonus TAUs available from the NSCP and a transfer of 136 TAUs (40 bonus TAUs and 96 Boulder Bay owned TAUs) into the NSCP. Therefore, slightly more units will be added to the NSCP (from bonus pools and Washoe and El Dorado County transfers) under Alternatives 1 and 3 than will be transferred out for the HMR Project, helping to balance the overall TAU supply in the NSCP.

Specific comments were submitted regarding the effect that transferring units would have on evacuation. Project impacts on evacuation are discussed in Chapter 17.0 - Hazards. Transferring TAUs out of the NSCP would improve evacuation conditions, so further analysis beyond that already included in the DEIR/EIS would not alter the conclusions or present an unidentified issue.

It is correct that the TAUs will be transferred from another hydrologic unit; however, DEIR/EIS Chapter 6 analyzes impacts of the TAU on the project area and provides mitigation as needed to ensure environmental impacts do not result.

TRPA requires sending units be deed restricted if the sending site is located on sensitive land and restored for the purpose of obtaining bonus units. Otherwise, TRPA does not require deed restrictions and the land may be developed in the future if units are transferred back to the sending site.

Excess TAUs will not be an issue, as additional TAUs are needed (See Mitigation Measure LU-2a).

### **TAU Size**

TRPA regulations do not require that the size of the proposed TAU be limited to the size of the sending TAU being transferred. The average size of TAUs proposed for the Project was considered when analyzing potential impacts of the Proposed Project and Alternatives. As stated above, the environmental analysis in the DEIR/EIS (Chapters 6.0 through 20.0) includes the impacts of developing TAUs on the project area, and the size of the proposed TAUs is analyzed in relation to its impact on the environment, such as traffic, land coverage and utility consumption, among others. The analysis shows that the increased size of the new units does not result in impacts to environmental thresholds. Some of the TAUs for transfer to the Project area may be converted and used as ERUs and the conversion to ERUs means the average size of those TAU units converted to ERU units will increase. However, the impact analysis utilized the proposed size and type of use when determining effects. TRPA does not require new units to mimic the size of the sending unit, only that impacts from the new unit be analyzed, which occurs through the environmental analysis of the DEIR/EIS.

Other comments have suggested that a TAU should be limited to “one bedroom.” In TRPA’s regulatory scheme, a TAU is a unit of use that, like a residential unit, describes the function of an inhabitable space. TRPA Code of Ordinances Chapter 2 (page 2-33) defines a TAU in the following manner: “One bedroom, or a group of two or more rooms with a bedroom, with or without cooking facilities, primarily designed to be rented out by the day or week and occupied on a temporary basis.” Under TRPA’s definition, a TAU must have at least one bedroom. A TAU can also be a group of two or more rooms with “a bedroom,” which is not limited to any particular number of bedrooms, as the numeric qualifier in the first clause with the indefinite article “a” in the second clause. In other words, if TRPA had intended to maintain a maximum limit on the number of bedrooms, TRPA would have carried the limitation to “one” bedroom through to read “a group of two or more rooms with *no more than* one bedroom.” TRPA did not do that. Under this reading, a TAU must be a dwelling unit because it must include a bedroom; a TAU may, however, consist of a single hotel room, a suite, or an apartment.

TRPA’s intent to not limit the number of bedrooms in a TAU is indicated by other provisions of the TRPA Code of Ordinances including the definition of “lock-off unit” in TRPA Code, Chapter 2. In this definition, TRPA confirms TRPA’s practice of counting TAUs based on the functioning unit regardless of the number of bedrooms, rather than dependent on the total number of bedrooms. This intent is also demonstrated in TRPA’s focus on the function of the TAU rather than its size or number of bedrooms as illustrated in its approach to conversions between residential units of use and TAUs in Chapter 33 of the TRPA Code of Ordinance. Under TRPA Code of Ordinances Section 33.7, Election of Conversion of Use, TRPA allows existing residential units of use (which can contain any number of bedrooms) to be converted to TAUs and vice-versa.

### **Additional TAU Needs**

Mitigation Measure LU-2a states that additional development rights are needed to implement future Master Plan phases, which HMR "shall demonstrate that the transfer of these additional units does not result in negative impacts to the Plan Area or Community Plan from which the purchased units came. Preferably, the units will be transferred from a nearby Plan Area or Community Plan area located in Placer County, and will be associated with the restoration of sensitive lands."

Mitigation Measure LU-2a also requires future sending sites be environmentally analyzed before approval of the transfer. This method is acceptable by TRPA and there is no mandate that all sending units be identified prior to the approval of a project or by a certain timeframe. Recognizing this situation, TRPA requires an environmental analysis and mitigation to ensure there are no adverse environmental impacts once the sending units are identified. The Project cannot develop those units until a sending TAU is identified, analyzed and approved by TRPA.

Mitigation Measure LU-2a only defers analysis of the sending sites that have not yet been identified. Until additional sending TAUs are identified, the document is unable to analyze the impacts on the sending site as currently there is no sending site to analyze. It would be speculative to analyze an unknown site, and therefore, the mitigation requires this be done prior to transfer. If the analysis identifies significant impacts that cannot be mitigated, then the transfer could not proceed. Without enough sending units, the subsequent phases of development of TAUs and ERUs would not occur until adequate units are obtained.

In regard to the cumulative impact of the transfer of these additional units, the DEIR/EIS assesses impacts based on available data and is not required to analyze potential impacts from every possible future project that has not yet been reasonably anticipated, identified or partially recognized.

## **Master Response 6 – CEP and Urbanization**

*Comment Summary – Defining the Project Area as an Urban Area or Urban Core. Appropriateness of transit oriented development under CEP.*

### ***Urban Areas or Urban Core***

Various comments state Homewood is not an urban area because it is not like South Shore or North Shore and is merely a “rustic” area. The Homewood area is not as developed as other communities in the Basin. It is also more developed than other areas with uses that are considered “urban.” The Homewood area is clearly not a conservation area. The three Plan Area Statements within the Project area are designated as: PAS 157) Homewood/Tahoe Ski Bowl - Recreation, PAS 158) McKinney Tract – Residential, PAS 159) Homewood/Commercial – Tourist. TRPA Code Chapter 2 defines "Urban Area" as follows: "Urban areas are those areas designated as residential, tourist, or commercial/public service by the plan area statements." By definition, the portions of the project area within PAS 158 and 159 are defined as urban. In addition, although PAS 157 is designated as a Recreation plan area, it allows the same urban use categories (tourist accommodation, commercial, residential and public service) as PAS 158 and 159.

Other comments question the Project area as an urban core as defined by the CEP, specifically in relation to CEP Special Project Goals and Objectives 6 - Rehabilitate substandard development: create consolidated commercial and mixed use development in the urban core. The CEP does not define the urban core as containing any specified number or type of structures. Each community with commercial uses has an area that can be considered its urban core. Likewise, the objective is to create commercial and mixed-use in the urban core to rehabilitate substandard development, not to limit such uses to an undefined "urban core". The focus on this goal is rehabilitating substandard development in a way that better utilizes a site to its maximum potential to avoid sprawling commercial uses. It is important to recognize the intent. While this is not an urban core area comparable to South Shore or communities on the North Shore, it is still considered an urban core for the relatively quieter West Shore.

Please see Impact LU-1, which discusses the findings to support the expansion of the urban plan area, as well as findings to support new land uses (DEIR/EIS page 6-26).

### ***Transit Oriented Development***

Some comments state the Project cannot be considered transit oriented development because it is either too small to be considered a transportation hub or is not suitable for transit oriented development. However, the Project provides both residential and tourist accommodations, including affordable housing for employees, neighborhood commercial services, and recreation facilities that would benefit from transit options, as would the entire surrounding community. The Project would provide various transit options, from buses and shuttles to biking, water transport, and pedestrian facilities, all of which serve populations on site and within the greater community. These transit improvements address a need for improved transit access and promote environmental goals. These features are part of transit-oriented development. The mixed uses and blended opportunities for residential and tourist populations represent transit oriented development as discussed in full on page 6-28 of the DEIR/EIS.

### ***CEP***

As stated in both Chapters 2.0 and 3.0, the Project was developed under the guidelines included in the Tahoe Regional Planning Agency's (TRPA) Community Enhancement Program (CEP) in August 2007. Chapter 1.0 states, "The Project has been proposed to achieve the goals and objectives established by TRPA in the Community Enhancement Program (CEP). TRPA adopted a resolution (No. 2008-11) in February 2008 listing minimum requirements for HMR's continued participation as a qualified CEP project. As required by the CEP, an analysis of the Project's compliance with Resolution 2008-11 will be prepared by TRPA staff and provided to the TRPA Governing Board during review of the project application. The analysis will document measures included in the action alternatives to comply with each item in the resolution, and if necessary, will identify additional measures necessary to meet the objectives of the CEP program." The goals of the CEP are to: 1) Create/enhance mixed-use community centers, 2) Create multi-modal transit future, 3) Strengthen and create gathering places and economic centers, 4) Promote projects that result in the construction of threshold-related environmental improvements 5) Promote transfer of development that results in substantial environmental benefits, 6) Rehabilitate substandard development, 7) Inform the new Regional, Local and Community Plan updates, 8) Promote projects that feature a public/private partnership for cooperative implementation, and 9) Create a model process for multi-jurisdictional review of project permits, implementation and monitoring. The DEIR/EIS analysis (Goals 4, 5), project design (Goals 1, 2, 3, 6, 7, 8, and 9), and descriptions of the project benefits (see Table 6-2) demonstrate how the Project meets these goals.

### ***Urban Expansion and Sprawl***

Some comments suggest that the Project will create sprawl. The Project will result in an increase in commercial, mixed-use, tourist and residential uses, clustered along SR 89 where other commercial and tourist features are found or are considered allowable land uses in the community. While the Project would increase the number of uses on the HMR site, the uses would be limited to and concentrated on the existing HMR development areas. This Project does not alter the location of urbanization along SR 89 in the Homewood area or open new areas for development. By locating mixed uses in one location, the Project attempts to allow for redevelopment without resulting in sprawl. The Project also reduces land coverage in environmentally sensitive areas. Development on soft surfaces, particularly when trading

coverage on low capability land for coverage on high capability, does not automatically indicate sprawl, but it does indicate more responsible development. New development is not equivalent to sprawl. Sprawl is defined as widespread development that encourages car dependency and segregation of land uses, whereas this Project includes mixed-use development with a variety of transit options. The Project does not meet the definition of, or encourage, sprawl.

## **Master Response 7 – Community Character**

*Comment Summary – Comments suggest community character will be adversely impacted due to size and density of the Project.*

Comments express concern that the size, density, and massing of the Project, as well as the mix of uses, will change the community character of Homewood. The Proposed Project will result in an increase in commercial, mixed-use, tourist and residential uses, clustered along SR 89 where other commercial and tourist features are currently found in the community. While the Project would increase the number of uses on the site, this change does not alter the location of urbanization along SR 89 in the Homewood area. Visual elements of the new structures, including the “Old Tahoe” architectural design and improved landscaping help maintain the "rustic" character of the area.

Many portions of the community include residences spread throughout the landscape. The community does not have the development intensity of other areas such as South shore. However, this Project does not propose to transform the community into an area that resembles South shore. In particular, the inclusion of new mixtures of uses does not disturb the community character if designed, located and placed correctly.

Please see Chapters 6.0 and 10.0 regarding the Project's compatibility with the surrounding community. Chapter 6.0 discusses the compatibility of the proposed mix of land uses on the project area, while Chapter 10.0 discusses the visual compatibility between the Project and the existing community.

The West shore is not as densely developed as other communities around the lake, such as the South shore referenced in many of the comments; however, the West shore includes urban features and is identified as an area appropriate for a community plan, which indicates that this is an urban area.

### ***Community Character Impacts from Expansion of the Urban Plan Areas and Alteration of Land Use***

Please see Impact LU-1, which discusses the findings to support the expansion of the urban plan areas, as well as findings to support new land uses (page 6-26 of the DEIR/EIS). It is important to note that this is not just a residential area as PAS 158 is defined. This is also a tourist/commercial (PAS 159) and recreation (PAS 157) area. The community is not solely defined by the residential uses. Recreation, commercial and tourist uses also comprise the character of the community, and that includes facilities that support them such as tourist accommodation units, recreation, and entertainment.

#### ***Commercial, Recreational and Entertainment Uses:***

The Project proposes commercial uses (personal services) onsite and would expand recreational and entertainment uses with the addition of ice skating, a swimming pool, and amphitheater. As stated in the TRPA Code of Ordinances Chapter 18, Personal Services are, "Establishments primarily engaged in providing non medically related services generally involving the care of persons...." This includes beauty and barber shops, spa services, shoe repair, laundromats,

cleaners, and the sale of related products. While other establishments, such as funeral parlors, are included in this category, the uses most likely to occupy such space would be those serving resort patrons and residents, such as a beauty salon or laundry services, which are typical services found near residential areas. Locating such services within the community and near other existing commercial services reduces trips outside the community and focuses commercial uses near existing commercial uses to maintain the overall character along SR 89. Neighborhood commercial uses exist in the community and the addition of neighborhood commercial uses on the project area would result in a land use currently found in the surrounding Homewood community.

Participant Sports Facilities are, "Facilities for various outdoor sports and recreation including, but not limited to, tennis courts, swim and tennis clubs, ice skating rinks, and [non-professional] athletic fields." Because ski facilities are located onsite, the addition of an ice skating rink or swimming pool would be compatible with the existing uses and community. TRPA Code of Ordinances Section 18.1.B states that findings must be made to allow special uses as discussed on pages 6-26 through 6-30 of the DEIR/EIS. The addition of a skating rink or other recreation facility within an existing ski facility would be an appropriate recreational addition and would not result in a substantial change in the use of the site, increase noise or traffic, or alter the surrounding community. A skating rink or similar facility would be used by ski facility visitors and the community, providing a wider range of recreational services to the local population. As discussed throughout the DEIR/EIS, the addition of such recreational facilities would not be injurious to the environment and would be beneficial to the community. The addition of such recreational uses would not change the overall character of the area as it would enhance the recreational opportunities of an existing recreational site and would serve the community with needed recreational facilities.

#### *Residential and TAU Density:*

Please see 5 regarding the transfer of units. The Project proposes to add Multi-Family dwellings as a special use within "Special Area 1" of PAS 158 and PAS 159. Both PAS 158 and 159 would be TDR Receiving Areas for Multi-Residential Units and the maximum density for multi-family dwellings would be 15 units per acre. The current density in PAS 159 is 8 units per acre. The density would increase and would allow for more intense density found in high intensity urban areas; however, this density would be confined and limited to the site and would not be widespread throughout the community. For this reason, the density would not result in a substantial shift in the community character. This amended density would not substantially change the character of the overall Homewood community due to siting limitations, and the overall low-density development character would persist as low-density residential units comprise the majority of the community.

Chapter 7.0, page 7-3 states there were 1,396 single-family homes and condominium units and 80 renter-occupied apartments in Homewood in 2007. Renters occupied 21 percent of housing units. "Vacant" housing units in Homewood totaled 1,027 (74% of the total) indicating that a large proportion of the housing stock was either vacation homes used exclusively by their owners or seasonal rentals (U.S. Census Bureau 2000). The 2000 census data for census tract 201.01 (the Project area) lists 1,438 units of which 1,348 units are single detached units, 18 are single attached units, seven are two-unit structures, 46 are three or four-unit structures, seven are 20 to 49-unit structures and 12 are mobile homes. Overall, the majority of units (95%) are single-family units. The Project and Alternatives would result in the following unit break down:

**Table 7.1**

Homewood Mountain Resort Ski Area Master Plan Alternatives Unit Count

	Alt 1	Alt 1A	Alt 3	Alt 4	Alt 5	Alt 6
<b>NORTH BASE AREA</b>						
Hotel						
Rooms	75	75	75	0	75	50
Condo/Hotel Units	40*	40	40*	0	0	25
Penthouse Condos	30	30	30	0	0	0
Residential Condos	36	36	36	0	225	145
Fractional Condos	20	20	20	0	0	0
Townhouses	16	16	16	0	0	0
Residential Lots	0	0	0	8	0	0
Workforce (Employee) Housing	13	0	13	0	12	12
<b>SOUTH BASE AREA</b>						
Residential Condos	99	95	99	0	0	50
Residential Lots	0	0	0	8	16	14

\* Under Alternatives 1 and 3, up to 20 of the Condo/Hotel units would have lock-offs so that each unit could be divided and used as two units. As such, the lock-off units are treated as two tourist accommodation units rather than one.

**Table 7.2**

Homewood Mountain Resort Ski Area Master Plan Unit Totals

	Alt 1	Alt 1A	Alt 3	Alt 4	Alt 5	Alt 6
Multi-Family Residential Units	181 Units	177 Units	181 Units	0 Units	225 Units	195 Units
Employee/Workforce Multi-Family Residential Units	13 Onsite Units	13 Onsite Units	13 Onsite Units	0 Units	12 Onsite Units	12 Onsite Units
Single Family Residential Units	0 Units	0 Units	0 Units	16 Units	16 Units	14 Units

**Table 7.2**

**Homewood Mountain Resort Ski Area Master Plan Unit Totals**

	<b>Alt 1</b>	<b>Alt 1A</b>	<b>Alt 3</b>	<b>Alt 4</b>	<b>Alt 5</b>	<b>Alt 6</b>
Tourist Accommodation Units	155 Units	135 Units	155 Units	0 Units	75 Units	75 Units
Total Units	349	325	349	16	328	296
Maximum Multi-Family Residential Density	NB - 15 du/ac SB - 15 du/ac	NB - 15 du/ac SB - 15 du/ac	NB - 15 du/ac SB - 15 du/ac	1 du/parcel	NB - 45 du/ac SB - 1 du/parcel	NB - 15 du/ac SB - 15 du/ac

Current allowed multi-family housing density in Homewood ranges from 15 dwelling units per acre in Plan Area 157 to 8 dwelling units per acre in Plan Area 159 to 0 dwelling units per acre in Plan Area 158. The Project would increase the allowed density of multi-family units in Plan Areas 158 and 159 to 15 dwelling units per acre. Alternative 1 would result in 194 multi-family residential units, while Alternative 1A would result in 190 multi-family residential units. This increases multi-family units in the area from approximately 60 units to 250 units and changes the housing stock from four percent multi-family units to 15 percent multi-family units. The percentage of single-family units would decrease from 95 percent to 85 percent. Although more multi-family units will be constructed with the Project, the substantial majority of housing units in the area would remain single-family units. A ten percent change in housing stock is not considered substantial enough to alter the character of the community.

Comments indicate that additional tourist units, and the mere use of tourist units in the summer will alter the community character. Many existing homes near the Project are second homes or vacation homes inhabited primarily during the winter ski season or during the summer. Both the transitory and non-transitory nature of existing community would be mirrored by residents or visitors of the proposed new units. While some residents may remain year-round, others will visit seasonally. While the number of persons present in the area will increase, the overall character and nature of use of the area would not be significantly affected. People currently visit the area largely to participate in recreational activities in both the Summer and the Winter. That use will remain true if the Project is approved. Summer use is specifically addressed in finding 3 of Impact LU-1.

**Scenic Character**

Comments express concern that views of the natural landscape will be blocked and replaced with views of massive structures.

The CEP criteria require qualifying projects to "enhance visual quality...." The criteria do not require projects to have no visual change or to be undetectable from the lake, scenic roadways, shoreline units, or resource areas. Visual quality is not just the measure of the natural landscape within a viewshed, and includes man-made features, architecture, and other features. Enhancement of the visual quality indicates that changes improve the visual quality and views,

which can occur through improved architecture, the addition of natural features and landscaping, and removal of structures that detract from the visual character. Structures and architecture that can enhance the visual quality are those that represent the style of the area or region and that complement the natural features and blend into the natural landscape. As discussed and illustrated in Chapter 10 of the DEIR/EIS, Scenic Resources, the Project would not inhibit views of the lake from the ski facilities or area roadways, and views of the site from the lake would not be reduced or their quality lessened.

As shown in Figures 10-5 through 10-8 of the DEIR/EIS, views of the site from the lake include some change and buildings are somewhat visible from the lake; however, these figures also show that the views of structures from the lake are obscured and not readily visible unless one is specifically looking for such structures. In addition, the Project proposes mitigation for the Mid-mountain area through structural design and landscaping to further reduce visibility. Structures would be located below the tree canopy level. The structures would not overwhelm the view of the mountain and structures would be subordinate to the natural beauty of the mountain and vegetation.

Figures 10-10 through 10-13 of the DEIR/EIS provide visual simulations of the structures as viewed from SR 89. Views of the site from SR 89 show that while there is new development and the number and presence of structures increases with the Project, this does not negatively affect the community character and that the structures add visual interest at a specific location with the use of "Old Tahoe" architecture characteristic of the community as well as the introduction of landscaping to maintain the natural appeal of the community. The mountain and existing mountainside vegetation would remain visible. Structures would be below the tree canopy level. This analysis also discusses how Alternative 5, with its large and more massive structures does impact the character and is found too massive as currently designed. With the proposed structures, views of the mountain ridgeline in the background as well as proposed foreground landscaping and natural vegetation persist. A visual change of the existing site is not equivalent to a significant alteration of the community character.

### ***Alterations to Community Character as a Result of Building Heights and Design***

Please see Impacts SCENIC-1 regarding height compatibility and 8 regarding structural heights. Although the structures are new, they are designed with the "Old Tahoe" architecture, and provide improvements to correct deficiencies noted in the TRPA Scenic Quality Assessment (See Chapter 10 of the DEIR/EIS). The amendment for additional height is limited to the project area and requires the Project to meet additional conditions. 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 (finding 6 is proposed to be amended to allow additional height in Ski Area Master Plans as well as Community Plan areas), 8, and 9. In addition, the Project must also meet required conditions (eligibility criteria) included in the Ski Area Master Plan to be eligible for additional building height under the amendment. The following illustrates how the Project meets these required conditions:

Additional Height Eligibility Criteria	Alternative 1 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.

Any future projects or height amendments would be subject to TRPA environmental review and approval, and would be required to show that findings can be made and the additional required conditions be met. Building heights outside the project area would continue to follow existing TRPA height limits and the community would not be overwhelmed with an influx of “high-rises” alluded in the comments.

As analyzed in Impact SCENIC-1 and illustrated in the visual simulations in Chapter 10.0, the building heights would not overwhelm the community character. With the tallest structures located away from the roadway, nestled into the mountain, the additional height is less perceptible and obtrusive. The tree canopy remains above the rooflines, the mountain and vegetation remain visible. Shorter structures nearest the roadway and building articulation reduce the magnitude of the additional height.

**Maintaining the “Rustic” Character**

While some may feel that the “rustic” ski facilities add to the charm of the area, the scenic resources inventory indicates otherwise. In fact, the rustic facilities cause the overall scenic character of the area to suffer (See Chapter 10 of the DEIR/EIS). The Proposed Project would improve the visual quality of the area and the community character by improving the visual quality of man-made structures and adding other visual interests such as landscaping.

**Increased Population Density and Health and Safety Issues**

The visitor population is addressed by Impact LU-2 and analyzed by TAU, ERU and MRBU (Table 6-4). Impact PEH-1 analyzes changes to permanent resident population resulting from employment generated by the Project. Impact PEH-2 analyzes new permanent population from the Project, including permanent residents and employee/workforce. Full time residents in Homewood, CA as of 2007 were 906. Single-family homes and condos totaled 1,396 and renter-occupied homes totaled 80%. Vacant housing units (1,027) comprised 74% of the total. Fulltime resident population may increase by up to 471 persons under Alternatives 1 and 3, 42 under Alternative 4, 627 under Alternative 5 and 543 under Alternative 6 (p. 7-17). These estimates are a worst-case assumption, because based on recent real estate trends, 50-70% of the proposed units would typically be sold to second homeowners not permanently residing in the units. Available data indicates that occupancy rates of vacation homes, hotels, and other tourist accommodating units range from 7% for second homes to 45% for hotels. (Dean Runyan Associates, *The Economic Significance of Travel to the North Lake Tahoe Area -- 2003-2008p Detailed Visitor Impact Estimates* (August 2009), p. 8.) Based on this data, an assumed occupancy rate of 50% is conservative, and may overstate actual occupancy rates. Under this assumption, this equates to up to 236 persons under Alternatives 1 and 3, 21 persons under Alternative 4, 314 persons under Alternative 5, and 272 persons under Alternative 6. An additional 48 to 52 employees are added to the totals because of on-site workforce housing. Visitor populations are not counted in official population census totals or planned growth rates for the area. The increase in permanent residents, including employees in employee/workforce housing on-site and employees located nearby in off-site units, would be up to 327 persons under the Proposed Project (Alternative 1/1A) and Alternative 3, 39 persons under Alternative 4, 403 persons under Alternative 5, and 355 persons under Alternative 6. This represents a range of population increase in the Placer County portion of the Basin (14,588 persons) from 2.7% for Alternative 5 to 0.3% for Alternative 4. For the Placer County West Shore Area General Plan Area which includes 1,940 persons per the 2010 U.S. Census, this equates to a 20.8% increase under Alternative 5, a 16.9% increase under Alternatives 1/1A and 3, an 18.3% increase under Alternative 6 and a 2.0% increase under Alternative 4. Growth in and of itself is not an adverse environmental impact. The expected population increase resulting from the Proposed Project (Alternative 1/1A) and Alternatives 3, 4, 5, and 6 is expected to be less than significant since plan documents allow for the transfer of development within the Lake Tahoe Basin, and project mitigation measures are included to address effects related to increased population (e.g., traffic Mitigation Measures TRANS-1 and TRANS-3 and law enforcement and water infrastructure Mitigation Measures PSU-1a and PSU-1c).

The DEIR/EIS does not indicate health and safety issues will result from Project development and the Project includes elements to improve the health and safety of the area.

***The Project Should be Guided by a Community Plan Defining Community Character***

Comments imply a Community Plan would result in an entirely different vision for the Project area. The Project does not propose to control all development within the community. The Ski Area Master Plan does not encompass the entire community, just the existing ski area boundary. The Project has included community input in order to address the community needs as well as its own and to integrate itself into the community and become a part of the community as a whole. The Project provides commercial, transit, recreational, and other services that benefit the project area, but also benefit the surrounding community. Actions have been taken to obtain community input on the Project and elements of the Project. The Project has been altered to meet many (though not all) of the requests of the community. An additional alternative (1A) is included to amend the Ski Area Master Plan to further address local concerns. While this is not the Community Planning process, these actions reflect a desire for the Project to integrate with and be beneficial to the Homewood community and not just address the desires of the proponent. While the Ski Area Master Plan affects the Homewood community, and may lead to changes at the Project site, the Ski Area Master Plan does not dictate what occurs outside the project area in the Homewood community and does not prevent a Community Plan from being developed. Please refer to 1 regarding the Community Planning process.

***Alternative 1A***

While the DEIR/EIS finds that the proposed structures under Alternative 1 and 3 are compatible with the community, the Project Applicant has nonetheless proposed a revision to the Ski Area Master Plan to address issues raised by the community and commenters. The proposed revisions are analyzed in the FEIR/EIS as Alternative 1A. This alternative is an amended version of Alternative 1 and revises the location of some buildings. Alternative 1A includes a location swap between the North Base parking garage and the units along SR 89 to locate residential units near existing residences. Alternative 1A also minimizes units at the South Base to provide two-unit chalets which are also moved further away from homes and in better keeping with the residential character at that location. Please see the proposed changes and analysis of Alternative 1A and additions to Chapter 3.

At the North Base Area, Alternative 1A would provide 738 parking spaces, including 272 day use parking spaces in a four-level parking structure located adjacent to Building P (adjacent to SR 89 north of Fawn Street), 56 limited surface parking spaces in two locations adjacent to Buildings A and C, and 410 underground valet parking spaces. Alternative 1A locates Building C within the existing gravel parking area south of Fawn Street and across from existing single-family homes along Sacramento Avenue. The commercial floor area included in Building C under Alternative 1 will be included on the northwest side of the parking structure (Building P) under Alternative 1A, to remain adjacent to the proposed pedestrian plaza. All other features at the North Base would be the same as Alternative 1.

At the South Base Area under Alternative 1A, two of the condominium buildings (A1 and B) will be replaced with 24 Chalet buildings, each containing two multi-family residential units for a total of 48 units. Nine of the Chalets would be located in the approximate footprint of building A1 and 15 of the Chalets would be located in the approximate footprint of Building B. The northern most Chalets would be located farther up the hillside from Tahoe Ski Bowl Way than Building B under Alternative 1 to provide greater separation from existing single-family homes. Up to an additional 47 multi-family residential condominiums would be provided in Building A, for a total of 95 residential units on the South Base Area under Alternative 1A. Under Alternative

1A, 49 spaces would be provided underground below Building A, along with two-car garages for each multi-family residential unit located in the Chalets, totaling 145 parking spaces. All other features at the South Base would be the same as Alternative 1.

Chapter 10.0 provides a visual analysis of Alternative 1A, including visual simulations. As shown in the simulations, the structures would result in a similar visual impact as Alternative 1 and the impact analysis reveals similar impact results as Alternative 1. The intensity of the structures as viewed from the adjacent residences would decrease under Alternative 1A as an increase in structural setbacks and decrease in structural massing would result.

### **Master Response 8 – Height Calculations**

*Comment Summary – Comments request the inclusion of height calculation methods using the existing Code of Ordinances and updated tables.*

Comments indicated that the analysis should include the height of the proposed buildings using the existing TRPA height calculation methods so that readers can have better understanding of the building heights. The following height calculation tables have been amended to include this data. Please note that Table 10-6 has not been revised as no height amendment or alternative height calculation methods are proposed for Alternative 3 and the numbers presented were calculated with the existing height calculation methods. Although this data is provided for reference and disclosure, it does not alter the conclusions of the analysis.

**Table 10-5**

Proposed Project (Alternative 1) Building Heights in Relation to Amended TRPA Height Standards (§22.4.G).

Building	SR 89 setback <sup>1</sup>	Amended §22		Existing §22		Meets required findings for additional height under §22.7 (Y/N)?				
		Maximum allowed height with setback <sup>2</sup>	Proposed Building height	Maximum allowed height	Proposed Building height	1	3	6 <sup>3</sup>	8	9
<b>North Base Area</b>										
A (Skier Services/ Residential)	283	50	47	<u>35'8"</u>	<u>76</u>	Y	Y	Y	Y	Y
B (Hotel/ Residential)	248	50	47	<u>33'8"</u>	<u>77</u>	Y	Y	Y	Y	Y
C (Retail/ Residential/Fractional)	53	42	42	<u>31'8"</u>	<u>43</u>	Y	Y	Y	Y	Y
D (Residential/ Fractional)	42	42	31	<u>31'8"</u>	<u>33</u>	Y	Y	Y	Y	Y
E (Residential/ Fractional)	45	42	33	<u>31'2"</u>	<u>33</u>	Y	Y	Y	Y	Y
P (Parking/Affordable Housing)	237	50	48	<u>26'5"</u>	<u>49</u>	Y	Y	Y	Y	Y
<b>South Base Area</b>										
A (Residential/Skier Services)	650-1,200	50	49	<u>33'2"</u>	<u>59</u>	Y	Y	Y	Y	Y
A1 (Residential)	650-1,200	50	49	<u>34'2"</u>	<u>60</u>	Y	Y	Y	Y	Y
B (Residential)	650-1,200	50	49	<u>34'2"</u>	<u>61</u>	Y	Y	Y	Y	Y
<b>Mid-Mountain Base Area</b>										
Gondola	n/a	35	24	<u>31'11"</u>	<u>34</u>	Y	Y	Y	Y	Y
Gondola Entry/ Skier Services	n/a	35	33	<u>31'11"</u>	<u>42</u>	Y	Y	Y	Y	Y
Restaurant	n/a	35	31	<u>36'8"</u>	<u>42</u>	Y	Y	Y	Y	Y

Source: HMR and Hauge Brueck Associates, 2010

Notes.

1. Setback as measured from edge of pavement.
2. Maximum building heights with setbacks as provided in proposed §22.4.G. amendment.
3. Pursuant to finding 6 in §22.7A(6) as under the proposed amendment.

**Table 10-5A**

**Proposed Project (Alternative 1A) Building Heights in Relation to Amended TRPA Height Standards (§22.4.G).**

Building	SR 89 setback <sup>1</sup>	Amended §22		Existing §22		Meets required findings for additional height under §22.7 (Y/N)?				
		Maximum allowed height with setback <sup>2</sup>	Proposed Building height	Maximum allowed height with setback	Proposed Building height	1	3	6 <sup>3</sup>	8	9
<b>North Base Area</b>										
<b>A (Skier Services/ Residential)</b>	<u>283</u>	<u>50</u>	<u>47</u>	<u>35'8"</u>	<u>76</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>
<b>B (Hotel/ Residential)</b>	<u>248</u>	<u>50</u>	<u>47</u>	<u>33'8"</u>	<u>77</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>
<b>C (Retail/ Residential/Fractional)</b>	<u>237</u>	<u>50</u>	<u>37</u>	<u>31'8"</u>	<u>37</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>
<b>D (Residential/ Fractional)</b>	<u>42</u>	<u>42</u>	<u>31</u>	<u>31'8"</u>	<u>33</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>
<b>E (Residential/ Fractional)</b>	<u>45</u>	<u>42</u>	<u>33</u>	<u>31'2"</u>	<u>33</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>
<b>P (Parking/Affordable Housing)</b>	<u>40</u>	<u>42</u>	<u>40</u>	<u>31'8"</u>	<u>39</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>
<b>South Base Area</b>										
<b>A (Residential/Skier Services)</b>	<u>650-1,200</u>	<u>50</u>	<u>42</u>	<u>31'6"</u>	<u>49</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>
<b>Chalet Units A1-1 to A1-9 (Residential)</b>	<u>650-1,200</u>	<u>50</u>	<u>up to 43</u>	<u>31'6" - 35'0"</u>	<u>up to 51</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>
<b>Chalet Units B1 to B15 (Residential)</b>	<u>650-1,200</u>	<u>50</u>	<u>up to 50</u>	<u>32' - 35'2"</u>	<u>up to 60</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>
<b>Mid-Mountain Base Area</b>										
<b>Gondola</b>	<u>n/a</u>	<u>35</u>	<u>24</u>	<u>31'11"</u>	<u>34</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>
<b>Gondola Entry/ Skier Services</b>	<u>n/a</u>	<u>35</u>	<u>33</u>	<u>31'11"</u>	<u>42</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>
<b>Restaurant</b>	<u>n/a</u>	<u>35</u>	<u>31</u>	<u>36'8"</u>	<u>42</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>	<u>Y</u>

Source: HMR and Hauge Brueck Associates, 2010

Notes.

1. Setback as measured from edge of pavement.
2. Maximum building heights with setbacks as provided in proposed §22.4.G. amendment.
3. Pursuant to finding 6 in §22.7A(6) as under the proposed amendment.

**Table 10-7**

Alternative 5 Building Heights in Relation to Amended TRPA Height Standards (§22.4.G).

Building	SR 89 setback <sup>1</sup>	Amended §22		Existing §22		Meets findings for additional height under §22.7 (Y/N)?				
		Allowed height with setback <sup>2</sup>	Building height	Allowed height with setback	Building height	1	3	6 <sup>3</sup>	8	9
<b>North Base Area</b>										
A (Skier Services)	283	50	27	<u>34'2"</u>	<u>42</u>	Y	Y	Y	Y	Y
B (Hotel/Lodge)	248	50	20	<u>34'2"</u>	<u>50</u>	Y	Y	Y	Y	Y
C (Southern Most Residential)	247	50	54	<u>31'8"</u>	<u>55</u>	Y	NO <sup>4</sup>	Y	Y	Y
D (Retail/Residential)	41	42	54	<u>31'8"</u>	<u>54</u>	Y	NO <sup>4</sup>	Y	Y	Y
E (Residential)	41	42	50	<u>31'8"</u>	<u>53</u>	Y	NO <sup>4</sup>	Y	Y	Y
P (Parking/ Affordable Housing)	237	50	37	<u>27'11"</u>	<u>43</u>	Y	Y	Y	Y	Y
<b>Mid-Mountain Base Area</b>										
Gondola	n/a	35	24	<u>31'11"</u>	<u>34</u>	Y	Y	Y	Y	Y
Gondola Entry/ Skier Services	n/a	35	33	<u>31'11"</u>	<u>42</u>	Y	Y	Y	Y	Y
Restaurant	n/a	35	31	<u>36'8"</u>	<u>42</u>	Y	Y	Y	Y	Y

Source: HMR and Hauge Brueck Associates, 2010

Notes.

1. Setback as measured from edge of pavement.
2. Maximum building heights with setbacks as provided in proposed §22.4.G.
3. Pursuant to finding 6 in §22.7A(6) as under the proposed amendment.
4. In order to use previously disturbed areas (e.g., existing parking lots) for all of the residential units, the Alternative 5 design places residential Buildings D and E along SR 89 in the location of the existing paved parking lot, and Building C in the existing gravel parking lot. Because there would be fewer uses in buildings above the existing parking areas, Alternative 5 results in lower height structures (skier services Building A and hotel Building B) away from SR 89. Placement of taller structures near SR 89 blocks views through the Project area to the ski terrain and mountain side views associated with the ski resort. Buildings C, D, and E also exceed proposed height limits included in the Code Chapter 22 amendment.

**Table 10-8**

Alternative 6 Building Heights in Relation to Amended TRPA Height Standards (§22.4.G).

Building	SR 89 setback <sup>1</sup>	Amended §22		Existing §22		Meets required findings for additional height under §22.7 (Y/N)?				
		Maximum allowed height with setback <sup>2</sup>	Building height	Maximum allowed height with setback	Building height	1	3	6 <sup>3</sup>	8	9
<b>North Base Area</b>										
A (Skier Services/ Residential)	283	50	47	<u>34'2"</u>	<u>62</u>	Y	Y	Y	Y	Y
B (Hotel/ Residential)	248	50	40	<u>34'2"</u>	<u>70</u>	Y	Y	Y	Y	Y
C (Retail/ Residential/Fractional)	53	42	42	<u>31'8"</u>	<u>43</u>	Y	Y	Y	Y	Y
D (Residential/ Fractional)	42	42	42	<u>31'8"</u>	<u>42</u>	Y	Y	Y	Y	Y
E (Residential/ Fractional)	45	42	38	<u>31'8"</u>	<u>41</u>	Y	Y	Y	Y	Y
P (Parking/Affordable Housing)	237	50	37	<u>27'11"</u>	<u>43</u>	Y	Y	Y	Y	Y
<b>South Base Area</b>										
B (Residential)	650-1,200	50	49	<u>34'2"</u>	<u>61</u>	Y	Y	Y	Y	Y
<b>Mid-Mountain Base Area</b>										
Gondola	n/a	35	24	<u>31'11"</u>	<u>34</u>	Y	Y	Y	Y	Y
Gondola Entry/ Skier Services	n/a	35	33	<u>31'11"</u>	<u>42</u>	Y	Y	Y	Y	Y
Restaurant	n/a	35	31	<u>36'8"</u>	<u>42</u>	Y	Y	Y	Y	Y

Source: HMR and Hauge Brueck Associates, 2010

Notes.

1. Setback as measured from edge of SR 89 pavement.
2. Maximum building heights with setbacks as provided in proposed §22.4.G.
3. Pursuant to finding 6 in §22.7A(6) as under the proposed amendment.

### ***Height calculation methods***

The amendment proposes an alternative method for measuring height in circumstances where large footprint buildings are stair stepped up a hillside. The proposed amendment to chapter 22 would adopt the Placer County methodology of measuring height, which measures height 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. Revising the height calculation methodology to use the average slope to roof pitch instead of the lowest grade to roof pitch, results in a similar overall visual effect, but would allow one large building rather than smaller buildings stepped up the hillside.

Please see Figures 10-14 and 10-14A on pages 10-37 and 10-38, which show the visual impact of large attached buildings located on a slope that is similar to detached buildings located on the same slope. The figures show how a large attached building stepped up a hillside can visually appear the same as a group of smaller detached buildings placed at intervals up the hill under TRPA's existing height measurement methods. The view corridor from the roadway remains the same under the proposed height calculation methods.

### ***Story poles/Balloon Study***

Many comments requested the use of story poles to obtain a better understanding of the height and verify the accuracy of the visual simulations. On August 19, 2011, TRPA and HMR conducted the visual story pole study using tethered helium filled balloons to mark and document the ridgelines of proposed buildings at the north and south base areas in response to requests from the community and commenters. Using GPS coordinates and CAD files to determine the appropriate distance above the existing ground elevation, helium filled balloons were placed in the field by a surveyor to represent the tallest ridgeline height of north base area buildings A (Skier Services), B (Hotel), and P (Parking Structure). Photographs were taken of the balloons from the locations used in the DEIR/EIS visual simulations to compare to the height of building ridgelines portrayed in the DEIR/EIS visual simulations. Appendix GG provides the combined images of the balloon study photographs with the DEIR/EIS visual simulations prepared by the HMR architects using their photo simulation software. These combined images document that the visual simulations included in the DEIR/EIS accurately represent the height of the proposed structures as viewed from the selected SR 89 viewpoints.

At the south base area, balloons were also placed on the tallest ridgeline of Building A (Condo building). Appendix GG also provides the combined image of the balloon study photograph with the DEIR/EIS visual simulation prepared for the south base area under Alternative 1A. The image documents that the visual simulation prepared for Alternative 1A and included in the FEIR/EIS accurately represents the height of the proposed Building A as viewed from the selected south base area viewpoint.

### ***Visual impact of height on the community***

Please see 7 regarding the visual impact of height on the community character, as well as the analysis found in Impacts SCENIC-1 and SCENIC-2 in Chapter 10.0.

## Master Response 9 – Traffic Analysis Technical Adequacy

*Comment Summary – Comments question the technical adequacy of the Traffic analysis and conclusions presented in the DEIR/EIS.*

CEQA Guidelines, § 15151 provides that “An EIR is not legally inadequate simply because experts in a particular environmental subject matter dispute the conclusions reached by the experts whose studies were used in drafting the document, even where different conclusions can reasonably be drawn from a single pool of information. In such instances, the EIR need only summarize the main points of disagreement and explain the lead agency’s reasons, if any, for accepting one set of judgments instead of another.”

Chapter 11 of the DEIR/EIS provides a detailed analysis of the impacts of the Proposed Project, and of each Alternative, on Transportation, Parking and Circulation. The DEIR/EIS concludes that all Transportation, Parking and Circulation impacts are less than significant as mitigated with the exception of impacts on summer queuing at the SR 89/SR 28 and SR 89/Pedestrian Crossing intersections, which are identified as significant and unavoidable impacts on a project-level and cumulative basis. As discussed in the DEIR/EIS, other studies (e.g., SR 89 Fanny Bridge Alternatives Traffic Study) have identified improvements to relieve congestion and reduce queuing on Fanny Bridge. Once these improvements are implemented the Project’s impact on these intersections will be less than significant. However, funding for the improvement project (particularly state funding) has not been secured; therefore, the impacts are considered significant and unavoidable in the DEIR/EIS.

The Fanny Bridge improvement project is identified in the Lake Tahoe Regional Transportation Plan’s Project Strategies (Short Term), and is partially funded by two sources: the Federal Transportation Improvement Program for the work being done by the Tahoe Transportation District and Placer County Capital Improvement Program traffic impact fees. More recently, following publication of the DEIR/EIS, the TMPO (Tahoe Metropolitan Planning Organization) and TRPA released the NOP for the Tahoe Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) Program EIR/EIS on August 24, 2011. The RTP includes a long list of projects from the Tahoe Transportation District’s (TTD) Capital Improvement Program. Table 1 in the NOP lists the “First Phase High Priority” CIP Projects. The Fanny Bridge improvement project is identified as a First Phase High Priority project. TTD and Caltrans have determined the Fanny Bridge improvement project will require an EIR/EIS. TTD is the lead agency under CEQA and Caltrans (under delegation authority from FHWA) will be the lead agency under NEPA. The NOP/NOI for the Fanny Bridge improvement project is currently scheduled to be released later this year. Level of Service impacts at Fanny Bridge are still considered significant and unavoidable despite HMR’s obligation to pay its fair share fees for the cost of this improvement because the record does not indicate sufficient funding is in place to guarantee construction of the Fanny Bridge improvement project. Construction of these improvements is likely, and the Proposed Project will contribute its share. Because these improvements are not assured, however, the impact is significant and unavoidable.

Comments suggest that the analysis and conclusion in the DEIR/EIS regarding the Proposed Project’s impacts on Transportation, Parking and Circulation are inadequate or wrong. These comments are specifically addressed in the individual responses to comments in this Chapter. After considering the issues raised by commenters, including traffic consultants and public agency commenters, TRPA and the County accept the assumptions, evidence, and conclusions included in the DEIR/EIS based on expertise and experience of the transportation consultants who prepared Chapter 11 – Transportation, Parking and Circulation of the DEIR/EIS. TRPA and the County conclude that the traffic analysis in the DEIR/EIS has been prepared by qualified experts, and is based on data, assumptions and methods that meet the standards of industry practice, and are consistent with TRPA and County guidance.

Fehr & Peers Transportation Consultants prepared Chapter 11 – Transportation, Parking and Circulation of the DEIR/EIS. Fehr & Peers prepared the traffic analysis for HMR in accordance with professional standards. The analysis represents our independent evaluation of the Project’s transportation characteristics and impacts. Fehr & Peers is a highly regarded engineering firm that focuses exclusively on transportation planning and traffic engineering. Fehr & Peers was retained by TRPA and Placer County to perform the analysis, and received direction from the agencies with respect to the appropriate methods to use; HMR did not direct Fehr & Peers’ work.

The following section describes Fehr & Peers’ experience and qualifications.

### ***Fehr & Peers Qualifications***

Fehr & Peers has been in business for over 30 years, specializing in transportation planning and engineering. The company currently has approximately 200 employees in 12 offices throughout the west. Fehr and Peers employees work on projects throughout the United States and internationally in China, UAE, Canada, South Korea, and several other nations.

Fehr & Peers is considered a leader in the industry with respect to transportation planning and engineering. Staff serves on boards and technical advisory committees for numerous professional organizations such as Transportation Research Board (TRB), Urban Land Institute (ULI), Institute of Transportation Engineers (ITE), Association of Pedestrian and Bicycle Professionals (APBP), and several others. Fehr and Peers employees are leaders in transportation research and development and have advanced our field with respect to mixed-use development travel characteristics, travel demand modeling, transit ridership estimates, bicycle and pedestrian planning, green-house gas/sustainability planning, and complete streets.

Fehr & Peers has worked on over 4,300 transportation impact studies over the past 15 years. and has worked on dozens of projects in the Tahoe Basin over the last ten years including 15 traffic sections of environmental documents.

The DEIR/EIS was diligently prepared to present accurate analysis of trip generation, traffic operations, and other transportation related issues. Any assumptions presented throughout the analysis are founded on the best data available and/or engineering judgment based on logic and specialized expertise in the field. All analysis was performed using national state-of-the practice methods for conducting traffic impact studies.

### **Master Response 10 – Trip Generation**

*Comment Summary – Comments question the validity of trip generation rates used in analysis.*

As stated in the DEIR/EIS, the trip generation analysis was prepared using trip generation rates from the Institute of Transportation Engineers’ (ITE) Trip Generation, 8th Edition and the TRPA Trip Table, which is standard practice for a traffic impact analysis in the Lake Tahoe Basin.

As stated in the DEIR/EIS, ITE and TRPA do not provide standard trip generation rates for a destination ski resort; therefore, the foundation for winter season trip generation calculations in the DEIR/EIS analysis is resort occupancy, maximum carrying capacity of the mountain, the fluctuation or “turnover” of resort residents and guests, and trips generated by other land uses on the Project area. A detailed explanation of the trip generation methodology is provided on pages 11-25 through 11-46 of the DEIR/EIS.

Trip generation rates are adjusted to account for “internal” and alternative mode trips. This methodology is consistent with the ITE Manual and with standard professional practice in the industry. Internally captured trips are from one use to another within the project area. Such trips do not use the external road network and therefore should not be included in estimating the amount of traffic the Project will generate for purposes of assessing levels of service on area roadways. For example, someone who is staying at the hotel may go shopping at the retail use without generating an external trip. The ITE and TRPA trip generation rates are “raw” rates that look at each land use as a stand-alone use. The “raw” rates do not consider other land uses that may be connected or within walking distance of other compatible land uses. Therefore, internal capture rates must be calculated separately. These internal trips are then deducted from the raw trip generation based on standard trip generation rates, for purposes of analyzing the Project’s impact on area roadways. The internal capture rates used in the analysis are based on data from the National Household Travel Survey, which provides information about the type of trips people make.

Alternative mode trip reductions account for trips made by a mode other than a personal vehicle, such as walking, bicycle, or transit. As an element of the project description, Homewood will provide a shuttle service between Homewood and Tahoe City, a Dial-a-Ride service, a water taxi, and a free bike-share service during the summer season, as well as a skier shuttle service and Dial-a-Ride service during the winter. Alternative mode reductions were calculated based on estimated ridership and vehicle occupancy rates of vehicles removed from the road. Trips created by the shuttles and other service vehicles were included in the overall vehicle trip generation of the Project.

Given the mixed-use character of the Proposed Project and the availability of alternative modes of transportation on site, it is expected that resort guests will have some of their needs met without having to leave the site in their personal vehicle. Currently, Homewood provides day skier accommodations, requiring guests to drive to the site in the morning and leave the site at the end of the day. The Project will change the character of the mountain to cater to overnight guests who will lodge, dine, and ski at Homewood, creating more internal trips and fewer external vehicle trips. The Project will also provide non-vehicular transit options; these options will further reduce external vehicle trips. Data indicates that traffic has declined since counts were collected, but the DEIR/EIS has retained the 2008 traffic counts in order to be conservative.

### **Master Response 11 – Peak Hour Analysis/Existing Conditions**

*Comment Summary – Comments question the selection of the peak hour analysis period used for the PM peak hour analysis.*

The Friday PM peak period was selected as the analysis period for summer traffic operations analysis, as this is when the highest trip generation is expected for the Project. As stated on page 11-25 of the DEIR/EIS, “The Friday PM peak hour is usually selected for analysis, as it is generally when peak traffic volumes occur on the roadways. In addition, the TRPA regional transportation model evaluates traffic on a typical summer Friday in August.” TRPA uses traffic volumes throughout the Basin to determine when peak traffic occurs. TRPA’s transportation model is designed to analyze the peak traffic period which is the Friday PM peak period in August.

Traffic volumes collected in 2008 were collected on Fridays and Saturdays between August 22, 2008 and September 6, 2008, which encompasses Labor Day weekend (one of the busiest weekends of the year). The traffic volume data collected at that time is considered representative of peak Summer traffic, and therefore represents accurate information regarding the existing environmental setting with respect to traffic.

During the winter, the Friday PM peak hour was also analyzed in light of the fact that the purpose of the Proposed Project is to attract skiers to the site. As stated on page 11-35 of the DEIR/EIS, the Friday PM peak hour is expected to have the biggest change in operations compared to existing conditions. Currently Homewood serves day skiers who arrive at the resort in the morning and leave in the evening. Traffic generated by the existing site is directionally swayed depending on the time of day. The proposed Project is expected to cause the largest change in the directional flow of project-generated traffic on Friday during the PM peak hour. At that time, Friday day skiers will still be leaving, but resort guests will also be arriving, shifting the flow of traffic from predominantly one-directional to two-directional. On a Saturday traffic volumes will likely decrease, since a high percentage of skiers visiting Homewood will also be guests at the resort, who will arrive on Friday or earlier in the week and leave on Sunday. Since the character of the mountain will change to cater more to resort guests, fewer day skiers are expected. Therefore, less traffic is expected to be generated on a Saturday. Traffic volumes on Sunday will be similar to existing traffic volumes. As stated on page 11-35 of the DEIR/EIS, “the number of day skier parking spaces will be reduced by approximately 55%, and the Project is expected to generate fewer vehicle trips due to the mix of attendees. Currently, all of the skiers are day skiers who leave the resort at the end of the day. With the Project, the smaller number of day skiers will still be leaving during the Sunday peak hour, as well as the people who are lodging at the Project area. The trip generation on a winter Sunday will be similar for the Project and the existing facility; therefore, the Project will not result in new trips to the roadway network.”

## Master Response 12 – Parking Analysis

*Comment Summary – Comments question the selection of the peak period used for parking analysis and the methods used to calculate parking demand.*

The parking analysis presented in the DEIR/EIS was prepared to present accurate analysis of parking supply and demand. Any assumptions presented in this analysis are founded on the best data available and/or engineering judgment based on logic and specialized expertise in the field. The parking analysis was performed using national state-of-the-practice methods for conducting parking studies.

The parking analysis was performed for a peak winter Saturday. The parking analysis period does not match the traffic operations analysis period because peak traffic volumes and peak parking demand will be on different days. Parking demand will be the highest on weekend days when resort guests are at the site with their cars parked (not driving on the outside roadway network), and day skiers are also present. This conclusion is borne out by the Project Applicant’s observations at the existing Homewood resort; according to HMR, parking lots are generally at their fullest on Saturdays during the winter.

Parking demand for the Project was determined using standard parking rates presented in the *Standards and Guidelines for Signage, Parking and Design: Lake Tahoe Region of Placer County*. Similar to trip generation rates, these standards rates are “raw” rates that do take into account internal capture and alternative modes of travel. These factors must be considered. As shown in Table 1 of the Homewood Mountain Resort Parking Study (Appendix K3), reductions were taken to account for trips made within the site that will not require a separate parking space for each use. Additionally, alternative mode reductions were taken for people who may use a shuttle or other means of transportation that does not require a parking space.

Mitigation Measure TRANS-2 requires HMR to provide adequate parking to meet Placer County requirements. HMR is proposing to park employees and day use skier overflow at off-site parking sites to meet demand on peak winter days when on-site parking spaces are not adequate to meet estimated demand. To document that adequate parking supplies are available at off-site locations, Mitigation Measure TRANS-2 has been revised as follows to document the minimum standards required for off-site

parking locations (e.g., comply with Placer County Land Development Manual regulations for paved parking, comply with TRPA BMP requirements, available for winter use, capable of being plowed, etc.) and provide a list of the type of spaces that could be utilized by HMR. By complying with the identified standards for the selection of off-site parking locations, impacts associated with the use of off-site parking locations (e.g., water quality, noise from snow removal, circulation related to access) will be less than significant.

Mitigation: **TRANS-2. Provide Adequate Parking to Meet Placer County Requirements**

The Project Applicant shall implement a winter and summer Parking Management Plan to ensure adequate parking is available both during construction and post-construction. The plan shall be reviewed and approved by the Development Review Committee (DRC) prior to Improvement Plan approval for any and each subsequent project phase. The Parking Management Plan shall address the ~~proposed~~ anticipated off-site peak winter ski day employee parking and any other on-site parking deficiencies. This plan shall be approved by the County and the TRPA with each project phase and will ensure that adequate parking and shuttle service operations are maintained in order to accommodate the ~~proposed~~ required off-site peak ski day employee parking. As part of the Parking Management Plan, HMR may propose to provide Placer County Transit passes to employees to encourage their use of public transit from the Tahoe City Transit Center to the Homewood Project. Off-site parking locations used by HMR shall comply with Placer County parking standards and shall be paved with required BMPs, available for winter weekend use by HMR, designed for adequate snow removal operations (e.g., include properly designed areas for snow storage) and located near SR 89 for convenient access by employees, resort guests and shuttle drivers. Types of existing parking that may be used by HMR for off-site parking needs include but are not limited to commercial establishments, churches, and private recreational facilities. Public parks, community centers or transit centers not fully utilized during winter months may be available if an agreement can be reached with the public agency responsible for the operation of the facility. Based on a review of these types of existing facilities along the SR 89 corridor near HMR and north to Tahoe City, there are hundreds of available parking spaces for potential use by HMR, subject to agreements with the property owners. The Project Applicant shall provide an employee shuttle service between the designated employee off-site parking location(s) and Homewood Mountain Resort (HMR).

Additionally, the Parking Management Plan shall address the following: communication and management strategies for alerting people of when and where parking is available on-site and off-site (e.g. changeable message signs in Tahoe City); an employee parking plan with regulations and off-site parking locations; a boat trailer parking plan for times when boat trailers from adjacent businesses can be parked in the parking structure, including regulations and boat trailer parking locations; special event parking plan that addresses on and off site parking locations for guests of special events; and an enforcement plan to address neighborhood parking.

If additional environmental impacts, other than those already identified, analyzed, and mitigated (if necessary) as part of this DEIR/EIS are created as a result of any of the proposed on-site or off-site parking areas or shuttle service operations, the Improvement Plans shall not be approved until subsequent environmental review has been completed.

The Project Applicant has committed to eliminating the existing day skier parking along SR 89 and along County roadways. The Parking Management Plan, to be approved by

the County and the TRPA and revised by the Project Applicant as necessary for subsequent County/TRPA review and approval with each project phase, shall outline the measures proposed to fulfill this commitment, including signage, parking enforcement, surveys of on-street parking during peak ski days, and annual reporting to Placer County by May 1 of each year that surveys are required. Surveys shall be required until two years after completion of any new development phase of the Project. All costs associated with the surveys and parking management report are the responsibility of Homewood Mountain Resort.

Timing / Implementation: An agreement between the County, TRPA and the Project Applicant to implement the Parking Management Program, along with the detailed plan, shall be signed before Improvement Plans for any and each subsequent project phase are approved.

Comments suggest that the analysis and conclusions in the DEIR/EIS regarding the Project's impacts on parking, including but not limited to on-street parking in the area, are inadequate or wrong. These comments are specifically addressed in the individual responses to comments in this Chapter. As discussed in Master Response 9, TRPA and the County have considered the issues raised by commenters, including traffic consultants and public agency commenters. TRPA and the County conclude that the analysis set forth in the DEIR/EIS is reasonable and appropriate, and has been prepared by qualified experts using appropriate assumptions and methodologies in accordance with TRPA and County guidance. This analysis is reflected in Chapter 11 – Transportation, Parking and Circulation of the DEIR/EIS.

### **Master Response -13 – Impacts on Air Pollution and Air Quality**

*Comment Summary – Comments question the conclusions of the analysis on pollution and air quality.*

Multiple comments expressed concern that implementation of the Project would contribute to air pollution and reduce air quality. As discussed in the Draft and FEIR/EIS, the Project and Alternatives have the potential to impact air pollution and air quality through construction, operation, and increased traffic congestion.

#### ***Project Construction***

Construction of the Project (Alternatives 1/1A) and Alternatives 3, 4, 5, and 6 would generate short-term emissions of particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), carbon monoxide (CO), and ozone precursors (nitrogen oxides [NO<sub>x</sub>] and reactive organic gases [ROG]). Construction-related emissions are described in Impact AQ-1 in Chapter 12 of the DEIR/EIS and Chapter 24 of the FEIR/EIS. As shown in Tables 12-9 through 12-14 in Chapter 24 of the FEIR/EIS, construction of the Project (Alternative 1/1A) and Alternatives 5 and 6 would result in PM<sub>10</sub> emissions in excess of the Placer County Air Pollution Control District's (PCAPCD) significance threshold of 82 pounds per day. Emissions of both PM<sub>10</sub> and PM<sub>2.5</sub> generated by Alternative 3 will exceed the PCAPCD's significance threshold. Implementation of Alternative 4 will not exceed any PCAPCD thresholds.

Mitigation Measure AQ-1 is provided to reduce construction emissions of PM<sub>10</sub> and PM<sub>2.5</sub> generated by the Project (Alternative 1/1A) and Alternatives 3, 5, and 6. Mitigation Measure AQ-1 includes best management practices (BMPs) recommended by the PCAPCD and includes, but is not limited to, the following:

- Preparation of a Construction Emission/Dust Control Plan, Traffic Plan, Landscaping Plan, and Construction Enforcement Plan.
- Development of a comprehensive equipment inventory.
- Compliance with PCAPCD rules and regulations.
- Maintenance of public thoroughfares.
- Enforcement of a 15 mile per hour speed limit and a 5 minute idling time for heavy-duty equipment.
- Suspension of grading operations when winds exceed 25 miles per hour.
- Prohibition of open burning and daily grading activities in excess of 15 acres.
- Use of ultra-low diesel fuel and clean fuel generators.

PCAPCD staff indicates that compliance with Mitigation Measures AQ-1 can reduce construction PM<sub>10</sub> and PM<sub>2.5</sub> emissions by 50%. For the Proposed Project (Alternative 1/1A), implementation of Mitigation Measure AQ-1 will reduce PM<sub>10</sub> emissions to 79.68 pounds per day and 79.73 pounds per day, respectively. Mitigated emissions for the Proposed Project (Alternative 1/1A) are below the PCAPCD's significance threshold of 82 pounds per day. As mitigated, this impact is considered less than significant

For Alternatives 3, 5, and 6, depending on the alternative selected, Mitigation Measure AQ-1 will result in a reduction of 174 to 213 pounds per day in PM<sub>10</sub> and 37 to 45 pound per day of PM<sub>2.5</sub> during construction. Implementation of Mitigation Measure AQ-1 will therefore reduce PM<sub>2.5</sub> emissions below 82 pounds per day for Alternative 3. However, short-term emissions of PM<sub>10</sub> will still exceed PCAPCD's significance threshold for Alternatives 3, 5, and 6.

As disclosed in Impact AQ-1, construction emissions of PM<sub>10</sub> generated by Alternatives 3, 5, and 6 are considered significant and unavoidable. If an alternative is selected that has significant and unavoidable impacts, Placer County, as the lead agency under CEQA, would adopt a Statement of Overriding Consideration in order to identify substantive evidence that specific benefits would outweigh the significant environmental impacts. Pursuant to TRPA's Compact, TRPA would be required to make a similar action.

### ***Project Operations***

Operation of the Project and Alternatives would generate long-term emissions of ROG, NO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and CO from mobile, stationary, and area sources. These sources are described in Impact AQ-2 in Chapter 12 of the DEIR/EIS and Chapter 24 of the FEIR/EIS. Mobile sources include increased vehicle traffic (e.g., vehicle miles traveled [VMT]) and water taxis. Area sources include natural gas use, landscaping equipment, generators, and architectural coatings. Maximum daily emissions generated by both mobile and area sources are presented in Tables 12-17 through 12-26 in Chapter 24 of the FEIR/EIS. These tables demonstrate that the Project (Alternative 1/1A) and Alternatives 3, 4, 5, and 6 will result in increases of most criteria pollutants. However, emission increases will neither exceed PCAPCD thresholds nor result in a significant impact to air quality.

As shown in Table 12-27 in Chapter 24 of the FEIR/EIS, implementation of the Project (Alternative 1/1A) and Alternatives 3, 5, and 6 will generate 7,199, 5,176, and 4,624 new VMT compared to the No

Project (Alternative 2), respectively. The TRPA considers any net increase in VMT to result in a significant impact to air quality. To reduce VMT related effects to less than significant, the Project Applicant will implement Mitigation Measure AQ-2a for the Project (Alternative 1/1A) and Alternatives 3, 5, and 6. This mitigation requires the payment of mitigation fees in accordance with Chapter 93—Traffic and Air Quality Mitigation Program of the TRPA Code of Ordinances. By contributing to TRPA's Mitigation Program, the Project effectively mitigates air quality emissions through VMT reductions achieved through the Mitigation Program. Funds paid under the Air Quality Mitigation Program are used for activities that reduce VMT or otherwise reduce air pollutant emissions from automobiles. Section 93.5 of the TRPA Code of Ordinances identifies permissible uses of these funds. It states:

Use And Distribution Of Mitigation Funds: TRPA shall deposit air quality mitigation funds in a trust account. Interest accruing to the trust account shall remain in the account until used on air quality mitigation projects. TRPA shall keep track of the amount of funds collected for each local jurisdiction, with interest, and shall disburse funds to the local jurisdiction, or to the Tahoe Transportation District, at their request, for expenditure within the jurisdiction of origin, provided TRPA finds that the expenditure is consistent with TRPA's Regional Transportation Plan or the 1992 Air Quality Plan.

As discussed on pages 12-43 and 12-44 in the DEIR/EIS, specific regional and local VMT reduction strategies that may benefit from the mitigation include, but are not limited to:

- Expansion of existing transit facilities;
- Addition of bicycle lanes;
- Transportation Systems Management measures such as bicycle facilities, pedestrian facilities, and use of alternative fuels in fleet vehicles; and
- Provision of connectivity between multi-use paths for bicycles and pedestrians.

Payment of fees under an adopted ordinance or program is recognized as a permissible means of mitigating impacts addressed by activities carried out under that program. For more information regarding TRPA's Mitigation Program, please see TRPA Code of Ordinances Chapter 93, Traffic and Air Quality Mitigation Program.

Stationary sources associated with the Project and Alternatives include natural gas combustion and wood burning appliances. Table 12-28 in Chapter 24 of the FEIR/EIS presents natural gas emissions and indicates that daily emissions of NO<sub>x</sub> under the Project (Alternative 1/1A) and Alternatives 3 would exceed TRPA threshold of 24.2 pounds per day. Alternatives 4, 5, and 6 would not exceed any thresholds. Construction of North and South Base facilities using U.S. Green Building LEED standards will reduce NO<sub>x</sub> emissions generated by the Project (Alternative 1/1A) and Alternative 3 to 19.7 pounds per day, which is below the TRPA threshold. There are no wood burning appliances proposed as part of the Project; however, there is potential for future owners, operators, and residents to install these devices. Consequently, the Project Applicant will implement Mitigation Measure AQ-2a, which prohibits the installation of wood-burning appliances through standard building codes.

### ***Traffic Congestion***

Traffic congestion at intersections affected by the development has the potential to result in localized increases of CO concentrations. This is described in Impact AQ-3 in Chapter 12 of the DEIR/EIS and Chapter 24 of the FEIR/EIS. Modeled CO concentrations plus background CO levels from the nearest

monitoring station are presented in Table 12-29. The point of significance for the exposure of sensitive receptors to CO concentrations is the TRPA threshold. TRPA has the discretion to select the evaluation year, which for the Project, is the time of completion (i.e., build-out year or future year, rather than existing year). As shown in Table 12-29, CO concentrations generated by the Project (Alternative 1/1A) and Alternatives 3, 4, 5, and 6 are not expected to result in increased CO concentrations, relative existing conditions, under future year conditions. Therefore, based on TRPA analysis requirements, neither the Project nor the Alternatives would result in a significant impact to CO concentrations.

## **Master Response -14 – Impacts on Lake Tahoe Air Basin**

*Comment Summary – Comments question the conclusions of the analysis on the Lake Tahoe Air Basin*

Multiple comments expressed concern that implementation of the Project will negatively affect the Lake Tahoe Air Basin (LTAB). Air quality impacts to the LTAB are assessed through an evaluation of conflicts with regional air quality plans (Impact AQ-4 in the DEIR/EIS) and an analysis of cumulative criteria pollutant emissions (Impacts AQ-CC-1 through AC-CC-3 in the Draft and FEIR/EIS).

### ***Conflicts with Regional Air Quality Plans***

The federal and state governments have established national ambient air quality standards (NAAQS) and California ambient air quality standards (CAAQS), respectively, to protect air quality and human health. The TRPA has adopted the Lake Tahoe Regional Plan to ensure the LTAB will achieve and maintain these air quality standards. The PCAPCD's and TRPA's emissions thresholds (Table 12-7 in the DEIR/EIS) will be adopted to ensure development projects do not hinder attainment of the Lake Tahoe Regional Plan, and thus, the NAAQS and CAAQS. Projects that do not violate air district thresholds will therefore not conflict with local, state, and federal efforts to improve regional air quality in the LTAB.

Construction and operational emissions generated by the Project were compared to the PCAPCD and TRPA threshold of significance (see Impacts AQ-1 through AQ-3 in the DEIR/EIS and FEIR/EIS). Based on these analyses, the Project (Alternative 1/1A) will not generate emissions that exceed applicable air district thresholds after implementation of Mitigation Measures AQ-1, AQ-2a, and AQ-2b (refer to Master Response-14 for additional information). Because these thresholds are adopted to ensure attainment of regional Air Quality Plans, the Project (Alternative 1/1A) will not conflict with the Lake Tahoe Regional Plan or result in significant impacts to air quality in the LTAB.

Impact AQ-1 in the Draft and FEIR/EIS indicates that Alternatives 3, 5, and 6 will generate construction emissions in excess of the PCAPCD's threshold for PM10 (Alternative 3 will also exceed the PM2.5 threshold). The Project Applicant will implement best management practices (BMPs) recommended by the PCAPCD for controlling fugitive dust (Mitigation Measure AQ-1). However, even after implementation Mitigation Measure AQ-1, PM10 emissions emitted by Alternatives 3, 5 and 6 will exceed the PCAPCD threshold. Consequently, as disclosed in Impact AQ-4, these alternatives will conflict with implementation of the Lake Tahoe Regional Plan and significantly impact regional air quality in the LTAB.

### ***Cumulative Criteria Pollutant Emissions***

The cumulative analysis presented in the Draft and FEIR/EIS evaluates Project-emissions in combination with criteria pollutants generated by proposed development projects within the Lake Tahoe area. The cumulative analysis is therefore an indicator of regional impacts to the LTAB as it considers all past, present, and reasonable foreseeable projects. The cumulative analysis completed for the Project and Alternatives includes two different types of regional impacts: short-term and long-term.

Impact AQ-C1 analyzes the Project's cumulative short-term impact. As stated on Page 12-58 of the DEIR/EIS, Impact AQ-C1 considers potential construction emissions from future projects that will be constructed in the LTAB. It is anticipated that these projects will be required to implement best management practices (e.g., Mitigation Measures AQ-1) to reduce construction related emissions. Because the Project effectively mitigates all construction emissions to less than significant, it will not contribute to a cumulative impact. However, emissions generated by Alternatives 3, 5, and 6 will exceed the PCAPCD's project-level significance thresholds for PM10 and will therefore contribute to a cumulative, regional impact on the LTAB.

Impact AQ-C2 evaluates the Project's cumulative long-term impact on air quality. Table 12-3 in the DEIR/EIS defines the PCAPCD's cumulative threshold for the evaluation of potential long-term regional impacts as 10 pounds per day of ROG or NOX. PCAPCD's cumulative threshold is based on EPA mandated emissions reduction goals for Placer County and anticipated future growth. The cumulative threshold identifies the maximum amount of operational emissions that could be generated by each future project without resulting in a violation of the County's emissions reduction goals. This is different from project-level thresholds (e.g., 82 pounds per day of PM<sub>10</sub>), which do not consider total emissions contributions from regional projects. However, the cumulative threshold of 10 pounds per day threshold should still be applied to emissions generated by the Project, rather than combined emissions from the Project and other regional sources (as this additive effect is already accounted for in the threshold itself). The DEIR/EIS includes an evaluation of long-term regional impacts (Impact AQ-C2). This analysis compares project-level emissions to PCAPCD's 10 pounds per day cumulative threshold. Operational emissions are quantified in Table 12-17. As this table indicates, operational emissions of ROG and NOX will each exceed 10 pounds per day. The County and TRPA have consulted with PCAPCD regarding appropriate mitigation for this impact. PCAPCD staff has stated that the payment of funds under TRPA's Traffic and Air Quality Mitigation Program will also serve as mitigation for the Project's cumulative contribution to ROG and NOX emissions. As explained above, TRPA's program is designed to address a net increase in VMT associated with a project. Thus, in reducing VMT under TRPA's program, ROG and NOX emissions will also be reduced. As mitigated with the payment of these fees, neither the Project nor Alternatives 3, 4, 5, and 6 would contribute to a cumulative long-term impact.

### **Master Response -15 – Impacts on Project-Generated Ozone on Health and the Environment**

*Comment Summary – Comments question the conclusions of the analysis on project generated ozone and its effects on human health and the environment.*

Several commenters expressed concern that implementation of the Project would generate ozone emissions, which are harmful to human health and the environment. Environmental affects of ozone are discussed on page 12-2 of the DEIR/EIS. The NAAQS and CAAQS, which have been adopted by the federal and state governments, respectively, establish primary and secondary emissions standards for ozone (see Table 12-1 in the DEIR/EIS). The primary standard is designed to protect human health, including the health of "sensitive" populations such as asthmatics, children, and the elderly, within an adequate margin of safety. The secondary standard is designed to protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.

As discussed in Master Response14, the PCAPCD's and TRPA's emissions thresholds (Table 12-7 in the DEIR/EIS) will be adopted to ensure development projects do not hinder attainment the NAAQS and CAAQS. Projects that do not violate the appropriate air district thresholds are therefore not anticipated to exceed the NAAQS or CAAQS, which are established to protect human and environmental health.

The Draft and FEIR/EIS evaluated mass emissions of ozone precursors (NOX and ROG) that will be generated by Project construction (Impact AQ-1) and operation (Impact AQ-2). As shown in Tables 12-9 through 12-14 in Chapter 24 of the FEIR/EIS, construction-related emissions of NOX and ROG are well below the PCAPCD's threshold of 82 pounds per day for the Project and all Alternatives. Likewise, Tables 12-17 through 12-25 in Chapter 24 of the FEIR/EIS demonstrate that operational-related emissions of NOX and ROG will not exceed 82 pounds per day, when compared to the No Project Alternative. Because the Project-related emissions of ozone precursors (NOX and ROG) will not exceed the PCAPCD's thresholds during construction or operations, implementation of neither the Project nor Alternatives will result in a significant impact to human health or the environment from increases ozone levels.

### **Master Response 16 – Project Construction and Operation will Lead to Increased Noise and Noise Impacts**

*Comment Summary – Comments question the conclusions of the analysis on construction and operational noise levels.*

This response is intended to address multiple comments regarding noise impacts resulting from the Project. The DEIR/DEIS evaluated noise impacts associated with Project construction and operations.

Construction noise and vibration impacts were evaluated in Impact NOI-1: Will construction (including blasting activities) of the Project expose the public to high noise levels or vibration? Construction noise impacts were evaluated using equipment construction noise and vibration levels based on Federal Transportation Administration construction noise and vibration data and standard sound and vibration propagation and attenuation factors. Because the specific construction equipment is not currently known at this time, the construction noise analysis utilizes a worst-case analysis, with the three loudest pieces of construction equipment that would be expected to be used operating concurrently over a one-hour period. The analysis also evaluated potential vibration and airblast impacts from blasting using airblast data from Caltrans.

The construction noise and vibration analysis concluded that blasting activities had the potential to exceed the TRPA's threshold of 1.0 PPV and U.S. Office of Surface Mining and Reclamation Enforcement's recommended threshold of 133 dBA. Consequently, Mitigation Measures NOI-1a: Employ Measures to Reduce Airblast and Vibration from Blasting and NOI-1b: Conduct Building Inspection Prior to Blasting) were identified to reduce impacts related to blasting activities to less than significant.

Placer County's noise ordinance establishes a daytime (7:00 AM to 10:00 PM) construction noise limit of 55 dBA,  $L_{eq}$  and nighttime (10:00 PM to 7:00 AM) construction noise limit of 45 dBA,  $L_{eq}$  outside of the exempted hours of 6:00 AM to after 8:00 PM, Monday to Friday and 8:00 AM to after 8:00 PM, Saturday and Sunday. TRPA exempts construction activities during the hours of between 8:00 AM and 6:30 PM. Because of Placer County and TRPA's construction noise exemptions during daytime activities, construction noise impacts are considered less than significant during daytime activities. However, nighttime construction activities have potential to exceed Placer County's noise ordinance. Consequently, Mitigation Measure NOI-1c: Employ Noise-Reducing Construction Practices was identified to reduce construction noise to a less than significant level.

Operational impacts from and mobile sources such as traffic and additional trips generated by the shuttle, dial-a-ride, and water taxi were evaluated under Impact NOI-2.

Traffic noise levels were estimated using traffic segment volumes provided by the Project traffic engineers and a spreadsheet model based on the FHWA's Traffic Noise Model (TNM), while the skier

shuttle, dial-a-ride, and water taxi vehicle trips are discussed qualitatively because these trips will be consistent with existing traffic and boating activity in the area.

The results of the traffic noise modeling indicate that increases in traffic noise associated with the Project are, relative to existing conditions, 0.4 dBA under the Project (Alternatives 1/1A) and Alternative 3, 0.1 dBA under Alternative 4, and 0.3 dBA under Alternative 5. Relative to future conditions, increased traffic noise associated would be 1.2 dBA with the Project (Alternative 1/1A), Alternative 3, Alternative 5, and Alternative 6; and 1.1 dBA under Alternative 4. The Project area currently exceeds the PAS thresholds (55 and 60 dBA), so any increase in noise, relative to existing conditions, would result in a significant noise impact. Consequently, the Project and Action Alternatives would result in a significant noise increase.

Mitigation Measure NOI-2: Employ Measures to Ensure Project-Related Traffic Noise does not Increase Relative to Existing and Future No Project Conditions was identified to reduce traffic noise impacts to less than significant. Mitigation Measure NOI-2 reduces traffic noise levels by establishing a noise reduction performance standard (1.2dB) that must be met, while also identifying potential mitigation strategies and the effectiveness of these strategies to meet this performance standard. As a result, Mitigation Measure NOI-2 identifies the specific amount of noise reduction that must be achieved, in addition to feasible measures that may be implemented to achieve the noise reduction. The DEIR/DEIS concluded that noise from the shuttles and dial-a-ride vehicles would be consistent with current noise on local roadways, while noise from the water taxi will be consistent with other boating activities in the Tahoe City and Homewood areas, resulting in a less than significant impact.

In addition to traffic noise, operational impacts include stationary sources such as snowmaking, the proposed amphitheater, and other noise sources (i.e., HVAC systems, cooling towers/evaporative condensers, loading docks, lift stations, emergency generators, and outdoor public address systems), were evaluated under Impact NOI-3.

Impacts on noise from snowmaking were based on noise levels obtained from noise monitoring, while other stationary sources, including the outdoor amphitheater, were discussed qualitatively.

Snowmaking typically occurs at nighttime, so the analysis assumed that snowmaking would occur every night of the ski season from midnight until 7:00 AM, and for 3 continual days per week for two weeks in the beginning of the season to represent a worst-case scenario. It is currently unknown how many new snowmaking guns will be used and the exact locations of the guns relative to existing and proposed noise sensitive land uses. Because the number and type of guns as well as the location of each gun is currently unknown, the noise levels from snowmaking cannot be quantified. Snowmaking currently exceeds noise standards at the residential uses near the North and South Base areas. For this reason, new snowmaking activities that result in an increase in snowmaking noise would result in a significant noise impact. Mitigation Measures NOI-3a: Design New Residences to Reduce Interior Noise Below 45 dBA,  $L_{dn}$  and NOI-3c: Implement Measures to Ensure Noise Levels at Existing Residences are Reduced to Meet the Adjacent Plan Area Statement (PAS) CNEL Limit were identified to reduce impacts related to snowmaking activities to less than significant. These mitigation measures identify specific noise performance standards that must be met. They also identify options available in order to ensure compliance with these noise standards. Acoustical studies are required at the time specific designs are submitted in order to confirm compliance with these standards. These studies will be reviewed by TRPA and the County in order to confirm compliance.

The amphitheater was evaluated qualitatively due to the lack of the amphitheater design information, as it is not currently possible to determine the number or magnitude of events that would occur at the amphitheatre. Based on the information available for the evaluation, it was concluded that amphitheater

noise would be less than significant due to implementation of Mitigation Measures NOI-3a and NOI-3b, the orientation of the amphitheater in relationship to noise-sensitive land uses, and the TRPA and County Special Use Permit (SUP) that would be needed for amphitheater events (including the existing concerts that occur periodically throughout the year, as noted on page 13-35 of the DEIR/DEIS) that would specify hours of activities and sound level limits.

### **Master Response 17 – TRPA Land Coverage**

*Comment Summary – Comments question the legality of existing land coverage and the process for land coverage transfers based on land coverage banking application approval.*

TRPA land coverage analysis for the project area is presented under impact GEO-3: *Will the Project result in compaction or covering of the soil beyond the limits allowed in the land capability system, including coverage within sensitive Class 1a and 1b lands?* Impact GEO-3 addresses issues covered by TRPA Initial Environmental Checklist II items 1a and 4a, TRPA Code of Ordinances Chapter 20 and Lahontan Basin Plan Chapter 5.4. The significance threshold is the exceedance of TRPA land coverage allowances per land capability district (LCD). This Master Response addresses comments regarding 1) the TRPA land coverage and land capability verification processes, 2) the legality of existing land coverage, and 3) the August 30, 2011 banking approval for 243,428 square feet of land coverage associated with on-mountain dirt access roads that were removed and restored between 2006 and the present.

*Item 1: TRPA Land Coverage Verification and Land Capability Verification Processes –* TRPA Code of Ordinances Subsection 20.2 describes the Land Capability System set forth for the Lake Tahoe Basin. Subsection 20.2.C describes how the field verification process shall be conducted and regulated. Subsection 20.2.D provides the process for Land Capability Challenges, a process that HMR completed for the developed portions of the project area illustrated in DEIR/EIS Figure 14-3 (i.e., North and South Base Areas, Mid-Mountain Area and Tahoe Ski Bowl Way). The Hearings Officer approved the HMR Land Capability Challenge (TRPA File # LCAP2008-0179) on August 8, 2009. TRPA received no formal appeals during the appeals period for the Land Capability Challenge. As explained on DEIR/EIS page 14-18 and supported by Appendix U, land capability for the remainder of the project area was verified in October 2010 (TRPA File # LCAP2010-0304) including a determination of allowable base land coverage for the upper mountain portions the project area that were not verified as part of the HMR Land Capability Challenge.

Many comments on the DEIR/EIS focus on land coverage verifications and not on land capability verifications. Land capability verifications determine the allowable base land coverage under the TRPA Code of Ordinances for LCDs 6, 5, 4, 3, 2, 1a and 1b found in the project area. If verified existing land coverage exceeds the LCD limitations of TRPA allowable base land coverage, a significant impact results under the TRPA Code of Ordinances. Similarly, if proposed land coverage exceeds TRPA allowable base land coverage, a significant impact would also result under the TRPA Code of Ordinances. DEIR/EIS Table 14-6 presents the proposed land coverage comparison by alternative. Mitigation measure GEO-3 outlines the requirements of the Excess Land Coverage Mitigation Program that must be met in order to reduce potential impacts from existing excess land coverage to a level of less than significant under the TRPA Code of Ordinances. (It should be noted that land coverage impacts under the TRPA Code of Ordinances do not necessarily result in adverse environmental impacts under CEQA. That is because TRPA's Code regulates both existing land coverage, and proposed land coverage. CEQA focuses on changes to the physical environment that will be caused by a proposed Project, and therefore focuses on changes in existing land coverage that a project will cause. TRPA's regulations encompass this issue, but are also broader, in that they also regulate existing land coverage, without regard to proposed changes to land coverage that a project will cause.

Some public comments suggest that HMR and the DEIR/EIS did not follow “the Code’s coverage requirements”. The analysis presented in the DEIR/EIS follows the procedure of Code Subsection 20.3.D – Method of Calculation of Land Coverage for the project area (Subsection 20.3.D(1)) and was performed in concert with TRPA Staff.

Some commenters appear to confuse TRPA’s land coverage transfer procedures, which require classification of land coverage as hard coverage or soft coverage from the sending parcel to the receiving parcel, with TRPA’s land coverage relocation procedures, which do not discern between hard and soft land coverage within a project area. Neither the Project nor Alternatives propose transferring land coverage into the project area. Therefore, the project area does not function as a receiving parcel under the land coverage transfer procedures as defined in TRPA Code of Ordinances Subsection 20.3.C. Rather, land coverage to be used on site or the resultant land coverage will come from verified existing land coverage that is either retained at its current location or relocated from comparable and lower land capability districts 6, 5, 4, 3, 2 and 1a within the project area in accordance with TRPA’s land coverage relocation procedures (TRPA Code of Ordinances Subsection 20.5.C). This code section allows for existing land coverage to be relocated on the same project area if TRPA makes four relocation findings. The DEIR/EIS discusses the four relocation findings on pages 14-59 to 14-61. Item 2 below addresses public comment concerning the legality of the verified existing land coverage and the land coverage verification actions taken within the project area.

Comment 13a-32 states that TRPA “*Staff’s Field Verifications Do Not Transform Non Coverage Into Coverage. A staff field verification is not a TRPA approval to create land coverage. The TRPA Code does not endow staff with any authority to make binding land coverage decisions. TRPA’s treatment of land coverage field verifications by its staff as binding final decisions would be an illegal regulation that is ultra vires because it was not adopted by the TRPA Governing Board.*”

In response to this and similar comments, TRPA notes that it uses the best available science and planning practices to review each project individually so that Lake Tahoe can continue to be an Outstanding National Resource Water for this and future generations. TRPA provides for the verification and “banking” of several types of legally existing development for use onsite at a later date or for transfer to another parcel. The agency uses the term “banking” to describe the recording of a particular amount of previously existing development with TRPA that is now available for use. Only development verified as legally existing prior to TRPA’s regulation of land use, i.e. existed prior to TRPA’s first Code, February 10, 1972, and was present on October 15, 1986 or was approved between February 10, 1972 and October 15, 1986, and was present on October 15, 1986 is eligible to be banked. The TRPA Board has delegated certain project approval decisions to the Executive Director and staff through Chapter 4 of the Code, including action on land capability and land coverage decisions. These decisions can be appealed to the Board, but absent an appeal, the staff decision is in fact final.

There is generally a two-step process for verification and banking of existing development, which is outlined as follows:

Step 1 - Submittal of a complete application, including a site plan and appropriate documents verifying legally established use and/or land coverage (i.e. Handwritten assessor’s records, building records, dated photographs, utility bills, rental agreements, tax bills, previous permits, etc.). The Project’s coverage verification for roads that were retired and restored began in 2005. In this case, a U.S. Forest Service Aerial photograph taken in 1969 (Appendix II-1) was also used to verify the legal existence and extent of the roads on the Homewood Mountain Resort site. In addition, road maps developed from field surveys were overlaid onto the aerial photo by Tri State Surveying in 2005 and 2006 to confirm the accuracy of both the survey maps and aerial photograph. Road widths for coverage verifications were then measured in the field with the road width dimensions overlaid on the aerial photograph by Tri State Surveying.

Step 2 - To bank the use and/or coverage, TRPA staff make a second or subsequent field inspection of the subject site. These inspections verify that the existing development and/or coverage has been removed in accordance with an approved restoration plan. Restoration plan approvals come in the form of grading applications, which TRPA has on file along with any associated approvals. If the restoration work is deemed to be complete, TRPA provides written confirmation identifying that the land coverage has been banked in TRPA records.

Finally, as a planning tool, the land coverage verification process does not bind TRPA's Governing Board when it examines the Proposed Project and determines amount of land coverage that should be recognized as legally existing. Should the Governing Board find that TRPA staff erred in its Land Coverage Verification, the Board may correct those errors by either reducing or increasing the amount of existing land coverage based upon the evidence before the Board. Therefore, there is nothing "illegal" about the LCV process itself nor does staff "create coverage" by verifying it as existing.

*Item 2: Legality of Existing Land Coverage* – DEIR/EIS Appendices U and V present the land coverage verification letters documenting existing land coverage that was verified in the late 1990's through 2006 along with the land coverage data submitted in support of the two concurrent boundary line adjustments (TRPA File #'s 2001762STD and LLAD2008-0083) and the HMR Land Capability Challenge. Appendices U and V present the data supporting the GEO-3 impact analysis. No public comments were received on the content of these appendices. Rather, public comments question TRPA's verification process for the project area, whether or not verified existing land coverage was in existence on February 10, 1972, or whether a TRPA permit is on file approving land coverage constructed since this date.

Public comments requested additional information to verify the DEIR/EIS land coverage figures and tables. The following excerpt is from Appendix HH-1 of the FEIR/EIS detailing the HMR Ski Area Master Plan EIR/EIS Methodology for Tracking Land Coverage Banking Memorandum (TRPA Staff August 23, 2011):

"In October 2005 HMR made application for a Grading/Road Restoration permit for the restoration of existing roads on the mountain at Homewood Mountain Resort, using various re-vegetation, mulching, soil treatments, re-contouring and other techniques. As a result of restoration work from 1998, it was determined that some road segments and other facilities were adequately restored and the land coverage for those facilities was banked in the amount of 126,324 square feet of coverage, see TRPA File 970662. Over the course of several months, beginning in 2005 and continuing through 2006, several additional applications for the verification of existing land coverage from restored roads and other facilities were submitted to TRPA for Homewood Mountain parcels identified in Attachment A. The purpose of the verifications was to substantiate the continued removal and restoration of unused facilities and unpaved road segments throughout the rest of the Homewood project area. The methodology used to substantiate the completed restoration work was based on the review of historic aerial photographs, field measurements, and site reconnaissance of road segments that were subjected to various de-compaction and restoration techniques as described in Attachment B; Homewood Mountain Resort Road Coverage Removal Summary. As a result of this process TRPA was able to verify the existence of 1,090,078 square feet of soft coverage associated with the onsite roads and another 9,485 square feet of coverage associated with accessory ski facilities, for a total of 1,099,563 which is now eligible to be restored and banked."

In moving forward with the completion of the banking application it was necessary to reconcile differences in the previous parcel configuration used for the land coverage verification process and the new, reconfigured parcels used for the banking application. Appendix HH-1 provides a description of the boundary line adjustment, land coverage verification and land capability processes needed to complete the land coverage banking process. Respectively, Attachments C and D of Appendix HH-1 show the previous parcel configuration that was used to complete the land coverage verifications and the new configuration

following the boundary line adjustments that were used to complete the Land Coverage Banking process to date. The 1969 aerial photo displayed in Appendix II-1 served as the base map for the TRPA land coverage verifications discussed above.

*Comment 13a-27 states: “The development project’s coverage calculations are an abuse of discretion because the existing coverage claimed by Homewood is not coverage as defined by TRPA’s Code of Ordinances.”*

In response to this and similar comments, TRPA notes that area calculations for the Land Coverage Verification consist of unpaved roads, identified as ‘dirt roads’ in the TRPA verification letters and ski facilities (e.g., ski lift tower footings, lift shacks, cable wheel platforms, lift terminals and other structures). A U.S. Forest Service Aerial photograph taken in 1969 was used to verify the legal existence and extent of the roads on the Homewood Mountain Resort site. The road segment lengths and widths were then compared to the 1969 aerial photograph and TRPA verification letters. Based on the submitted site plan and other materials, in addition to a site visit by staff, TRPA has verified that 243,428 square feet of previously verified coverage has been removed and that these areas have been successfully restored and re-vegetated.

It should be noted that in order to reconcile verified land coverage areas with total areas of road restoration, TRPA Staff used the 1969 U.S. Forest Service aerial photograph overlaid with road segments of identified widths, prepared by Tri State Surveying, and date stamped received by TRPA, Feb 21, 2006. Many of the identified road widths on the aerial photograph were narrower than the widths associated with restoration work. For purposes of the banking approval the narrower road width dimensions were used for land coverage banking calculations. The remaining 58,998 square feet of land area and/or width associated with the restoration work is recognized as being applied toward land coverage disturbance restoration credit. This means that the restoration work is recognized as successfully completed but that no existing verified land coverage is associated with the area and thus no land coverage can be banked for relocation, transfer or permanent retirement.

*Comment 13a-28 states: “Existing Coverage Does Not Include A Substantial Portion Of The North Base Paved Parking Lot That Did Not Exist As Of February 10, 1972 And Was Never Permitted By TRPA.”*

In response to this and similar comments, TRPA notes that in 2001 TRPA staff conducted a site visit for the purpose of carrying out an existing land coverage verification, TRPA File Number 20010384. As a result of the site visit staff was able to verify the following existing land coverage on the following Assessors Parcels numbers (Table 17.1) that make up the existing North Base Paved parking lot area. Review of the 1969 aerial referenced above confirms the use of a majority of the existing North Base area parking. Aerials from 1970 and 1972, and a site plan depicting existing conditions dated 1972 (see Appendices II-2 to II-4) confirms the existence of the current configuration of the north base parking.

**Table 17.1**

North Base Parking Lot Land Coverage

APN	Type of Coverage	Amount of Coverage (Square Feet)
097-130-05 (north portion paved lot)	AC Paving	58,061
097-130-11 (south portion paved lot)	AC Paving	19,539
097-130-12 (middle portion paved lot)	AC Paving	34,386
097-130-13 (west portion paved lot)	AC Paving	8,100

097-130-14 (west portion paved lot)	AC Paving	19,500
097-140-33 (west portion paved lot)	AC Paving	16,200

*Comment 13a-29 states: “The Existing Coverage Does Not Include the Fawn Street Overflow Parking Area Which Was Neither Covered Nor Used For Parking As Of February 10, 1972.”*

In response to this and similar comments, TRPA notes that the 2001 Land Coverage Verification identifies Assessors parcel 097-140-03, the associated Fawn Street Parcel as having 1,428 square feet of AC Paving land coverage. The TRPA 2009 Land Capability Challenge, TRPA File Number LCAP2008-0179 states that the area commonly known as the ‘gravel parking’ APN 097-140-03 was developed/cleared of vegetation sometime between 1962 and 1971 per evidence obtained from aerial photographs. The HMR LCC also states that the specific use and amount associated with the excavation and/or imported fill material on the parcel for that time period was unclear. The area was evidently used for parking and snow storage by the Homewood Ski area for decades. Approximately in 2002, Lahontan approved the importation of gravel fill material as an erosion control strategy. At present the parcel remains largely covered with gravel with some natural ground cover occurring on the east, west, and south perimeters of the parcel.

*Comment 13a-30 states: “Numerous Dirt Roads Claimed By Homewood As Restored Soft Coverage Are Not Coverage Because They Did Not Exist As Of February 10, 1972.”*

In response to this and similar comments, TRPA notes that area calculations for the Land Coverage Verification consist of unpaved roads, identified as ‘dirt roads’ in the TRPA verification letters. A U.S. Forest Service Aerial photograph taken in 1969 was used to verify the legal existence and extent of the roads within the project area. Individual road segment lengths and widths were then compared to the 1969 aerial photograph and TRPA verification letters. Road maps developed from field surveys were overlaid onto the aerial photo by Tri State Surveying in 2005 and 2006 to confirm the accuracy of both the survey maps and aerial photograph. Road widths for coverage verifications were then measured in the field with the road width dimensions overlaid on the aerial photograph by Tri State Surveying. For restoration purposes, the mapped road segments were broken into ‘project sites’ of varying lengths based on widths of restored areas that were field measured after undergoing Tier 1, 2, or 3 restoration techniques, (described in the Homewood Mountain Resort Road Coverage Removal Summary), Attachment B. By comparing the restored area road widths and lengths with the recorded road widths on the aerial photo, TRPA Staff was able to calculate the total square footage of restored land coverage eligible for banking and the total square footage of restored disturbed area eligible for restoration credit. It should be noted that the total amount of land coverage available for banking cannot exceed the total amount of land coverage that was verified by TRPA in 2005 and 2006.

Based on the submitted site plan and other materials, in addition to a site visit by staff, TRPA has verified that 243,428 square feet of previously verified coverage has been removed and that these areas have been successfully restored and re-vegetated.

The TRPA Regional Plan provides for the verification and “banking” of several types of legally existing development (land coverage) for use onsite at a later date or for transfer to another parcel. TRPA uses the term “banking” to describe the recording with TRPA of a particular amount of previously existing development that is now available for use. Only development verified as legally existing prior to TRPA’s regulation of land use, i.e. existed prior to TRPA’s first Code, February 10, 1972, and was present on October 15, 1986 or was approved between February 10, 1972 and October 15, 1986, and was present on October 15, 1986 is eligible to be banked. Please see item 3 below for a description of actions taken towards further verification of existing verified land coverage that is available for banking.

Item 3: TRPA August 30, 2011 Land Coverage Banking Approval – Please see FEIR/EIS Appendix HH-2, for a copy of the following permit - EXISTING ROAD RESTORED LAND COVERAGE BANKING, ASSESSOR’S PARCEL NUMBER (APN) 097-060-016, ET AL, 5145 WEST LAKE BLVD., PLACER COUNTY, TRPA FILE NUMBER VBOC2011-0237.

The following tables (17.2 to 17.4) and discussion are taken from TRPA File Number VBO2011-0237 and document the amount of existing on mountain land coverage that has been restored at HMR and banked as of August 2011.

**Table 17.2**

Land Coverage Characteristics of On-Mountain Access Roads

Parcel	Road Name	Road ID	Land Class	Rd. Length	Rd. Width	Banked Land Coverage (SF)	Restored Coverage for Restoration Credit (SF)
Parcel 4 Formerly portions of							
097-050-021	Ellis Road 2	ELS2	Class 3	305	14	4,273	0
097-050-024	Lower Ego Alley	LEA	Class 3	238	14	3,336	1429
097-050-040	Road 37	37	Class 1a	696	14	9,741	3479
097-050-042	Road 37	37	Class 3	89	14	1,245	444
	Upper Wedding Road	WDG	Class 3	188	14	2,636	187
Parcel 5C Formerly portions of							
097-050-021	Creek Road	CKR	Class 3	105	13	1,368	0
097-050-022	Creek Road	CKR	Class 5	811	13	10,542	0
097-060-007	Creek Road	CKR	SEZ	35	13	453	0
097-060-010	Road 33	33	Class 3	300	10	3,003	901
097-060-012	Smooth Cruise Road	SCD	Class 5	64	13	827	317
Parcel 6A Formerly portions of							
097-060-007 097-060-010 097-060-012	Lower Lombard	LL	Class 2	232	14	3,249	0
097-060-012							
Parcel 16 Formerly portions of							
097-050-021	Lower Wedding Road	WDG	Class 1a	164	14	2,296	0
097-050-022	Upper Wedding Road	WDG	Class 1a	158	14	2,217	158
097-050-024	Upper Wedding Road	WDG	Class 3	1,127	14	15,779	1127
097-050-040							
097-050-042							
Parcel 17 Formerly							
097-050-034	Rainbow Ridge Road	RBR	Class 4	101	10	1,010	504
Parcel 18 Formerly portions of							
097-050-033	Division Spur Road 1	DSR1	Class 1a	467	14	6,543	0

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097-050-035	Division Spur Road 1	DSR1	Class 3	404	14	5,661	0
097-060-019	Division Spur Road 2	DSR2	Class 1a	347	14	4,860	0
	Division Spur Road 2	DSR2	Class 3	335	14	4,685	0
	Division Spur Road 2	DSR2	SEZ	29	14	409	0
	Ellis Road 1	ELS1	Class 1a	550	12	6,597	0
	Ellis Road 1	ELS1	Class 3	375	12	4,499	0
	Ellis Road 2	ELS2	Class 3	224	12	2,684	0
	Homeward Bound 0	HB0	Class 3	596	53	31,579	0
	Homeward Bound 0	HB0	Class 4	35	53	1,850	0
	Homeward Bound 0	HB0	Class 6	13	53	712	0
	Homeward Bound 1	HB1	Class 3	226	18	4,062	0
	Rainbow Ridge Road	RBR	Class 4	225	9	2,023	1347
	Road 31	31	Class 3	263	10	2,631	3157
	Road 33	33	Class 1a	652	13	8,473	0
	Road 33	33	Class 3	497	13	6,458	0
	Road 5	rd5	Class 1a	651	13	8,457	7155
	Road 5	rd5	Class 3	334	13	4,343	3675
	Smooth Cruise Road	SCD	Class 1a	216	12.5	2,699	1188
	Smooth Cruise Road	SCD	Class 3	819	12.5	10,236	4503
	Smooth Cruise Road	SCD	Class 5	517	12.5	6,467	2845
	Smooth Cruise Road	SCD	SEZ	11	12.5	132	58
Parcel 19 Formerly portions of							
097-050-033	Homewood Canyon Creek	HCC	Class 3	1,225	10	12,253	6126
097-050-035	Homewood Canyon Creek	HCC	Class 5	42	10	416	207
097-060-019	Rainbow Ridge Road	RBR	Class 2	237	10	2,367	1183
	Rainbow Ridge Road	RBR	Class 4	1,647	10	16,469	8234
	Rainbow Ridge Road	RBR	Class 5	264	10	2,644	1321
	Rainbow Ridge Road	RBR	Class 6	142	10	1,420	709
	Road 5	rd5	Class 1a	640	15	9,601	5761
	Road 5	rd5	SEZ	157	15	2,352	1410
Parcel 20 Formerly portions of							
097-050-033	Rainbow Ridge Road	RBR	Class 3	50	12.5	631	125
097-060-019	Rainbow Ridge Road	RBR	Class 5	579	12.5	7,242	1448
<b>TOTALS</b>						<b>243,428</b>	<b>58,998</b>

The following excerpt from Appendix HH-1 of the FEIR/EIS presenting the HMR Ski Area Master Plan EIR/EIS Methodology for Tracking Land Coverage Banking Memorandum (TRPA Staff August 23, 2011) explains the banking approval actions taken to date:

“Area calculations for the Land Coverage Verification consist of unpaved roads, identified as ‘dirt roads’ in the TRPA verification letters and ski facilities consisting of; (ski lift tower footings, lift

shacks, cable wheel platforms, lift terminals and other structures). A U.S. Forest Service Aerial photograph taken in 1969 was used to verify the legal existence and extent of the roads on the Homewood Mountain Resort site. In addition road maps developed from field surveys were overlaid onto the aerial photo by Tri State Surveying in 2005 and 2006 to confirm the accuracy of both the survey maps and aerial photograph. Road widths for coverage verifications were then measured in the field with the road width dimensions overlaid on the aerial photograph by Tri State Surveying. For restoration purposes, the mapped road segments were broken into ‘project sites’ of varying lengths based on widths of restored areas that were field measured after undergoing Tier 1, 2, or 3 restoration techniques, (described in the Homewood Mountain Resort Road Coverage Removal Summary), Attachment B. By comparing the restored area road widths and lengths with the recorded road widths on the aerial photo, TRPA Staff was able to calculate the total square footage of restored land coverage eligible for banking and the total square footage of restored disturbed area eligible for restoration credit. It should be noted that the total amount of banked land coverage cannot exceed the total amount of land coverage that was verified by TRPA in 2005 and 2006. It should also be noted that to present the most conservative land coverage calculations for existing conditions, the land coverage totals have been calculated to exclude lands beneath public ROWs within the South Base area per TRPA Code of Ordinances Section 20.3.D(1)(b). 20,110 square feet has been excluded from the calculations as it is unclear if land coverage beneath the public rights-of-way (ROW) was included or excluded from a review of the analysis completed for the boundary line adjustments within the Project area”.

“In July 2011 JMA Ventures submitted an application for the banking of restored roadway land coverage on the upper reaches of the Homewood Mountain Resort. TRPA staff carried out field reconnaissance to determine the effectiveness of the various tiers of restoration treatment and road lengths and widths. In order to complete the Banking approval, staff requested that the Project Applicant provide an assembly of additional mapping details depicting the parcel configuration after the 2009 Boundary Line Adjustment, the verified Land Capability mapping overlaid onto the updated parcel map, and a table of restored road segment lengths and widths by parcel. The road segment lengths and widths were then compared to the 1969 aerial photograph and TRPA verification letters. From this information staff was able to verify that 243,428 square feet of land coverage requested to be banked was legally existing and had been removed and restored. As such, Staff is prepared to approve the banking application identified as TRPA File Number VBOC2011-0237.”

**Table 17.3**

Homewood Mountain Land Coverage Verification Approvals –  
On-Mountain Access Roads

Date	Parcel Number	TRPA File Number	Road Coverage (SF)
March 1, 2006	097-050-24	20050793	57,232
March 1, 2006	097-050-33	20050789	494,229
March 1, 2006	097-050-34	20050794	41,426
March 1, 2006	097-050-35	20050795	184,742
March 1, 2006	097-050-40	20050796	133,591
March 1, 2006	097-050-42	20050797	72,704
March 1, 2006	097-060-12	20050801	106,154
<b>TOTAL</b>			<b>1,090,078</b>

**Table 17.4**

Homewood Mountain Land Coverage Verification Approvals Table – Ski Facilities

Date	Parcel Number	TRPA File Number	Ski Facility Coverage (SF)
March 1, 2006	097-050-24	20050793	969
March 1, 2006	097-050-33	20050789	2,836
March 1, 2006	097-050-34	20050794	750
March 1, 2006	097-050-35	20050795	679
March 1, 2006	097-050-40	20050796	2,723
March 1, 2006	097-050-42	20050797	1,378
March 1, 2006	097-060-12	20050801	150
<b>TOTAL</b>			<b>9,485</b>

For additional information on the TRPA land coverage analysis, please see responses to comments 13a-81, 14a-3, 14a-4, 14a-5, 14a-6, 14a-10, 14a-12, 14a-67, 19-31, 19-33, 19-49, 19-50, and 19-67.

**Master Response 18 – Water Quality/Air Quality/VMT: Clarification of how the Project Supports the Lake Tahoe TMDL/Lake Clarity Challenge**

*Comment Summary – This Master Response addresses public comments concerning three topic areas: 1) Potential for water quality and air quality impacts from changes in VMT; 2) Project’s contribution towards the Lake Tahoe TMDL; and 3) Project effects on Lake clarity from changes in Project area water quality and/or air quality.*

- 1) Potential for water quality and air quality impacts from changes in VMT: Please see Master Responses 9, 10, 11 and 12 regarding the Traffic Analysis technical adequacy, Trip Generation, Peak Hour Analysis Period/Existing Conditions, and Parking Analysis, respectively. Several commenters expressed concern that the DEIR/EIS does not adequately address impacts to water quality and air quality because it relies on a flawed traffic study. As discussed in these responses, the traffic study prepared for the Project utilizes methodologies and modeling procedures that have been approved by the Institute of Transportation Engineers (ITE), the TRPA, and Caltrans. The analysis procedures and results were verified by the appropriate local and state transportation agencies during the Project review period. The traffic study is therefore determined to be technically adequate and capable of supporting traffic-related impact analyses, including air quality.
- 2) Project’s contribution towards the Lake Tahoe TMDL: The Project supports the TMDL through 1) overall reduction in land coverage (See Impact GEO-3); 2) reduction in stormwater runoff volumes from base area (See Impact HYDRO-2); 3) reductions in sediment loading from base areas (See Impact HYDRO-1); 4) reductions in Project area watershed sediment yields (See Impact HYDRO-1); 5) on-going disturbance restoration and sediment source control projects (See Impacts HYDRO-1 and GEO-3); 6) SEZ restoration and Homewood Creek channel improvements (See Impact HYDRO-3 and BIO-5); 7) installation of low impact development (LID) strategies (See Impacts HYDRO-1 and HYDRO-2); 8) improved snow storage and management (See Impact HYDRO-1). Please see comment 7-1 submitted by the Regional Water Quality Control Board, Lahontan. Lahontan staff have provided review of the Administrative DEIR/EIS and the DEIR/EIS analyses, permanent BMPs and stormwater treatment systems designs, and construction and operation dewatering plan mitigations measures and have participated on the CWE analysis steering committee. Lahontan staff have concluded that the DEIR/EIS analysis adequately addresses impacts and required mitigation

measures. Consistent with staff recommendations, the Lahontan Board will need to make a determination in accordance with State Board Resolution No.68-16 that the DEIR/EIS contains sufficient information when making the required anti-degradation analysis determination for the Project.

- 3) Project effects on Lake clarity from changes in Project area water quality and/or air quality: The opinion of a number of the public comments received on the DEIR/EIS is that the degree of change in land use within the Project area will create negative effects to water quality and air quality. However, Impacts HYDRO-1 (Surface water quality and beneficial uses), HYDRO-2 (stormwater treatment), GEO-4 (construction, grading and earthwork), AQ-1 (construction air emissions analysis) and AQ-2 (operational air emissions) conclude that Project impacts to these resources would be less than significant after mitigation.

From Impact HYDRO-1 analysis: “Atmospheric sources are determined to contribute to surface water quality degradation, as more than half of the nitrogen loading in Lake Tahoe is delivered by air (TRPA and NDEP 2008). Several sources of airborne pollutants include motorized vehicle exhaust, dust and particulates from unvegetated slopes and driving on unpaved access roads during summer operations, and pulverized road salts and abrasives. Short-term impacts to water quality from construction dust will be reduced to a level of less than significant through compliance with TRPA codified requirements (e.g., TRPA Erosion and Sediment Control Plan) and Lahontan NPDES permit requirements (e.g., SWPPP). These plans require the application of dust abatement actions during construction activities. Dust abatement is analyzed in Chapter 12, Air Quality. Long-term, potential impacts to surface water quality from atmospheric deposition will be reduced through project design and maintenance, including watering of roadways during periods of high use and reductions in vehicle miles traveled (VMT), which is described in Chapter 11, Transportation and Circulation. Revegetation and landscaping of slopes and disturbed areas within the Project area will protect surface water quality by covering bare soils, stabilizing slopes and reducing sediment sources.” (p. 15-54)

From Impact GEO-4 analysis: “Construction of the Proposed Project (Alternative 1/Alternative 1A) and Alternatives 3, 5 and 6 will involve varying degrees of grading, excavation and fill activities, trenching, removal of vegetative cover, and other earthwork activities. These activities could cause temporary increases in runoff, erosion and sedimentation from the Project area if precautions and measures are not taken to contain runoff and erosion on site and to stabilize disturbed soils.

The Project will implement a number of compliance measures to contain runoff and erosion onsite, minimize wind erosion, stabilize disturbed areas, and reduce potential impacts from erosion, loss of topsoil, or unstable soil conditions to a level of less than significant. These compliance measures and associated plans are required by TRPA or Placer County for project-level approval and permitting and include the following:

- TRPA Erosion and Sediment Control and BMP Plan (including Winterization Plans per TRPA Code Chapters 25, 64 and 81)
- Properly Locate and Protect Stockpile Areas (TRPA Code Chapter 64, Placer County standard mitigation measure)
- Landscaping/Revegetation Plan (per TRPA Code Chapters 20 and 77);
- Stormwater Pollution Prevention Plan (SWPPP – required for NPDES General Construction Permit for projects with disturbance areas greater than one acre);
- SEZ Protection and Restoration Plan; and
- Conformance to TRPA Ordinances and Placer County Grading, Erosion, and Sediment Control Ordinance.

Construction activities (e.g., ground disturbance) associated with all Alternatives 1, 3, 5 and 6 will require installation of site-specific temporary BMPs and maintenance and monitoring to ensure that disturbed soils are protected during precipitation events and for over wintering. The Project Applicant will prepare a site-specific Erosion and Sediment Control BMP Plan that will be finalized based on the preferred alternative to further define and map temporary BMPs for the control of erosion and runoff from ground disturbing activities. BMPs will be installed in accordance with Chapter 25 of the TRPA Code of Ordinances and are considered part of the Project. An Erosion and Sediment Control BMP Plan is required by TRPA and Placer County. TRPA's BMP requirements are outlined in the Handbook of Best Management Practices (TRPA 1988) and for Placer County BMPs are designed according to the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development/Redevelopment, and/or for Industrial and Commercial, and/or other similar source. The permanent underground stormwater galleries and bioretention areas (see Impact HYDRO-2 for stormwater runoff analysis and preliminary grading plan Sheets C10 to C13 and C15 to C18 for proposed drainage and BMP details) will be constructed during initial site grading and will serve as detention facilities during the construction period. Mitigation measure GEO-4a outlines the requirements for Placer County BMPs to control erosion and contain sediment on-site.

Placer County considers impacts from grading and earthwork potentially significant unless standard mitigation measures are applied to assure compliance with codified regulations to avoid and minimize construction-related impacts to soils. Improvement Plan submittal is required after project permitting, and at such time final grading plans are reviewed and approved as part of the Improvement Plans as detailed in mitigation measure GEO-4b. Recommendations and mitigation measures from final geotechnical reports must be incorporated into the Improvement Plans, as detailed in mitigation measure GEO-1 (see Impact GEO-1).

Placer County requires that stockpiling and/or vehicle staging areas be identified on the Improvement Plans and located as far as practical from existing dwellings and protected resources in the area. If blasting is required for the installation of site improvements, the developer must comply with applicable County Ordinances that relate to blasting and use only State licensed contractors to conduct these operations. Mitigation measures GEO-4c and GEO-4d detail stockpiling and blasting requirements for compliance with Placer codified regulations.

Ground disturbance within the Project area will exceed one acre and is subject to the construction stormwater quality permit requirements of the NPDES program. The Project Applicant must obtain this permit from Lahontan and provide evidence of a state-issued WDID number or filing of a Notice of Intent (NOI) and fees prior to start of construction, as outlined in mitigation measure GEO-4e.

A SWPPP is required under Board Order No. R6T-2005-007 (General Permit No. CAG616002) for discharges of stormwater runoff associated with construction activity involving land disturbance in the Lake Tahoe hydrologic unit. The SWPPP will be designed to address the following objectives:

1. All pollutants and their sources, including sources of sediment associated with construction, construction site erosion and all other activities associated with construction activity are controlled;
2. Where not otherwise required to be under a Lahontan permit, all non-storm water discharges are identified and either eliminated, controlled, or treated;
3. Site BMPs are effective and result in the reduction or elimination of pollutants in storm water discharges and authorized non-storm water discharges from construction activity to the Best Available Technology Economically Achievable (BAT)/Best Conventional Pollutant Control Technology (BCT) standard;

4. Calculations and design details as well as BMP controls for site run-on are complete and correct, and
5. Stabilization BMPs installed to reduce or eliminate pollutants after construction are completed.
6. To demonstrate compliance with requirements of the NPDES permit, the Qualified SWPPP Developer will include information in the SWPPP that supports the conclusions, selections, use, and maintenance of BMPs.
7. The discharger will make the SWPPP available at the construction site during working hours while construction is occurring and shall be made available upon request by a State or Municipal inspector. When the original SWPPP is retained by a crewmember in a construction vehicle and is not currently at the construction site, current copies of the BMPs and map/drawing will be left with the field crew and the original SWPPP shall be made available via a request by radio/telephone.

The proposed landscaping plan and revegetation strategies are presented in the project description provided in Chapter 3.” In summary, compliance with applicable sections of Article 15.48 of Chapter 15 and Article 12.32 of Chapter 12 of the Placer County Code (Placer County 2006), Placer County General Construction Specifications (Placer County 1994), goals and policies of the Regional Plan for the Lake Tahoe Basin (Tahoe Regional Planning Agency 2004b), TRPA Code of Ordinances (Tahoe Regional Planning Agency 2004a), the Handbook of Best Management Practices and the Water Quality Management Plan for the Lake Tahoe Region (TRPA 1988) and Lahontan’s waste discharge requirements and construction permits serves to avoid, reduce and minimize potential impacts associated with runoff, erosion, sedimentation and unstable soils to a level of less than significant.”

The analysis of Impact AQ-1 addresses direct emissions from construction emissions that could potentially settle into Lake Tahoe and affect lake clarity. The analysis states: “The point of significance for construction emissions is the PCAPCD’s thresholds of 82 pounds per day of ROG, NO<sub>x</sub>, SO<sub>x</sub>, and PM<sub>10</sub> and 550 pounds per day of CO. Because these thresholds have been implemented to ensure that the CAAQS are met, they are also an appropriate proxy in determining if the proposed action is in compliance with TRPA standards. As shown in Tables 12-9, 12-10, 12-12, and 12-13, the Proposed Project (Alternative 1) and Alternatives 3, 5, and 6 would result in PM<sub>10</sub> emissions in excess of PCAPCD’s threshold of 82 pounds per day. Likewise, Alternative 3 will generate PM<sub>2.5</sub> emissions in excess of 82 pounds per day.<sup>1</sup> This is a significant impact. To reduce construction emissions, the PCAPCD recommends implementation of Mitigation Measures AQ-1.

**Mitigation Measure AQ-1: Implement PCAPCD Best Management Practices (BMPs) to reduce pollutant emissions during construction.**

The Project Applicant shall implement the following recommended mitigation measures, which were provided by the PCAPCD. These measures shall be implemented prior to and during the construction phase. In addition, construction of the Project is required to comply with PCAPCD rules and regulations (see section 12-2).

**Dust Control Plan:** The Project Applicant shall submit a Construction Emission/Dust Control Plan to the PCAPCD. This plan must address the minimum Administrative Requirements found in PCAPCD Rule 228, Fugitive Dust, Sections 300 and 400. The Project Applicant shall not break ground prior to receiving PCAPCD approval of the Construction Emission/Dust Control Plan.

**Equipment Inventory:** The Project Applicant shall submit a comprehensive inventory (i.e. make, model, year, emission rating) of heavy-duty off-road equipment (50 horsepower or greater) that will be used an aggregate of 40 or more hours for construction.

**Enforcement Plan:** An enforcement plan shall be established and submitted to the PCAPCD for review, to evaluate weekly project-related on-and-off- road heavy-duty vehicle engine emission opacities, using standards as defined in California Code of Regulations, Title 13, Sections 2180 - 2194.

**Compliance with Rule 202:** Construction equipment exhaust emissions shall not exceed District Rule 202, Visible Emission limitations.

**Compliance with Rule 228:** Grading operations shall be suspended if fugitive dust exceeds PCAPCD Rule 228 (Fugitive Dust) limitations. Water shall be applied to control dust, as required by the rule, to prevent dust impacts off-site. Operational water truck(s) shall be on-site, at all times, to control fugitive dust. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site.

**Pre-Construction Meeting:** If required by the Department of Engineering and Surveying and/or the Department of Public Works, the contractor shall have a pre-construction meeting for grading activities. The contractor shall invite the PCAPCD to the pre-construction meeting in order to discuss the construction emission/dust control plan with employees and/or contractors.

**Maintenance of Public Thoroughfares:** The Project Applicant shall keep adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall “wet broom” the streets if silt, dirt, mud or debris is carried over to adjacent public thoroughfares. Dry mechanical sweeping is prohibited.

**Traffic Limits:** Traffic speeds on unpaved surfaces shall be limited to 15 miles per hour or less.

**Wind Restrictions:** Grading operations shall be suspended when wind speeds (including instantaneous gusts) exceed 25 miles per hour and dust is impacting adjacent properties.

**Idling Restrictions:** Idling time shall be limited to a maximum of five minutes for diesel-powered equipment.

**Open Burning Restrictions:** No open burning of removed vegetation shall be allowed during construction. Removed vegetative material shall be either chipped on-site or taken to an appropriate disposal site.

**Ultra-Low Diesel Fuel:** ARB ultra low diesel fuel shall be used for diesel-powered equipment and low sulfur fuel shall be utilized for stationary equipment.

**Clean Power Sources:** Existing power sources (e.g., power poles) or clean fuel generators shall be used rather than temporary diesel power generators.

**Compliance with PCAPCD Permit Regulations:** On-site stationary equipment which is classified as 50 horsepower or greater shall either obtain a State issued portable equipment permit or a PCAPCD issued portable equipment permit. Pursuant to PCAPCD Rule 501, General Permit Requirements, the Project may need a permit from the PCAPCD prior to construction. In general, any engine greater than 50 brake horsepower or any boiler with heat greater than 1,000,000 Btu per hour requires a PCAPCD permit.

**Compliance with NESHAPs:** The demolition or remodeling of any structure may be subject to the National Emission Standard for Hazardous Air Pollutants (NESHAPs) for Asbestos. This may require that a structure to be demolished be inspected for the presence of asbestos by a certified asbestos inspector, and that asbestos materials are removed prior to demolition.

**Traffic Plans:** If a Traffic Plan is required the PCAPCD shall be provided receive a copy for review. PCAPCD recommendations within the plan may include, but not be limited to: use of public transportation and satellite parking areas with a shuttle service.

**Landscaping Plan:** The Project Applicant shall provide a landscaping plan for review and approval by the Design/Site Review Committee. As required by the PCAPCD, landscaping shall include native drought-resistant species (plants, trees and bushes) and no more than 25% lawn area to reduce the demand for irrigation and gas powered landscape maintenance equipment. The Project Applicant shall include irrigation systems which efficiently utilize water (e.g., prohibit systems that apply water to non-vegetated surfaces and systems which create runoff), use Project Applicant shall install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls, rain “shut off” valves, and other devices as reviewed and approved by the Design Site Review Committee.

**Limit Daily Construction Activities:** Daily soil disturbance activities shall be limited to 15 acres per day.

The analysis of Impact AQ-2 addresses direct emissions from motor vehicles, which could potentially settle into Lake Tahoe and affect lake clarity. As discussed in Chapter 12 of the DEIR/EIS under Impact AQ-2, operational emissions quantified for the Project directly rely on traffic-data summarized in the Project's traffic study. Specifically, estimates of VMT and trip generation rates are used to model mass emissions of daily criteria pollutants, while peak-hour intersection volumes are used to model localized carbon monoxide (CO) concentrations. The evaluation of potential air quality impacts from Project-generated traffic utilizes thresholds of significance that have been adopted by the PCAPCD and TRPA (Please see Master Response13 for additional information of the air quality analysis). Because the traffic study for the Project has been found to be technically accurate by local and state transportation agencies, and the operational air quality analysis is consistent with PCAPCD and TRPA requirements, the DEIR/EIS adequately addresses and evaluates potential impacts to air quality.

## Master Response 19 – Effects of Climate Change on the Project

*Comment Summary – Comments question the potential effects of climate change on the Project.*

Multiple comments suggested the DEIR/EIS consider potential effects of changing climatic conditions on the Project and Alternatives. Specifically, impacts from increased energy consumption, wildlife risk, water demand, and emissions of Project-generated greenhouse gases (GHG) should be addressed.

Climate change is a complex phenomenon that has the potential to alter local climatic patterns and meteorology. Although modeling indicates that climate change will result, among other things, in sea level rise and changes in regional climate and rainfall, a high degree of scientific uncertainty still exists with regard to characterizing future climate characteristics and predicting how various ecological and social systems will react to any changes in the existing climate at the local level.

Appendix G of the CEQA Guidelines does not include an entry for the effects of climate change on projects. However, the Guidelines state, “[t]he sample questions in this form are intended to encourage thoughtful assessment of impacts, and do not necessarily represent thresholds of significance.” The absence of an issue from Appendix G therefore does not mean that it may not be meaningful to a particular project and therefore worthy of analysis (*Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 117 Cal.App.4<sup>th</sup> 590).

Based on the CEQA Guidelines and comments received on the DEIR/EIS, a brief summary of potential impacts from anticipated regional changes in climate has been added to Chapter 24, Section 19.4.2, page 19-21. The following specific changes in Northern California climate are addressed:

- Warmer average annual temperatures.
- Variable annual precipitation.
- Increased precipitation as rainfall.
- Increased large precipitation events.
- Decreased stream flow and freshwater availability.
- Decreased snowpack.
- Increased occurrence and magnitude of high-heat days.
- Increased wildfire risk.

While the Project will likely be affected by climate change, a quantitative appraisal of how the Project and Alternatives will react to any changes in the existing climate is speculative. Reduced snowfall and warmer annual temperatures may lead to increased snowmaking operations and air conditioning, placing additional demand on electrical utilities and water resources. Extreme heat events and warmer annual temperatures may also increase wildlife risk, which may not only threaten HMR facilities, but also human health due to exposure to smoke. To the extent that climate change causes a physical and social change in the existing environment, Project-generated GHG emissions may be increased or decreased relative to what was analyzed in Chapter 19 of the DEIR/EIS. However, for the analysis included in the DEIR/EIS, the best available information associated with climatic modeling and socio-ecological responses has been used, but the severity of potential climate change impacts on the Project and Project-generated GHG emissions are currently unknown.

## Master Response 20 – Mitigation Measures

*Comment Summary – Comments suggest that mitigation measures that require preparation of final plans and/or implementation of plans and programs required for compliance with local, State, and federal regulations is deferred compliance.*

TRPA Code of Ordinances Section 5.8.B(5) requires an EIS to include the “Mitigation measures which must be implemented to assure meeting standards of the region.”

While CEQA Guidelines §15126.4 specifically forbids the deferral of mitigation measures to a later date, it states “mitigation measures may specify performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way.” Certain mitigation measures in the DEIR/EIS require the preparation of reports or plans at a later date, and incorporate the specific recommendations of those reports into the construction plans prior to commencement of construction activities. Examples of these situations include preparation of a Homewood Employee/Workforce Housing Plan (Mitigation Measure PEH-1) and development of plans for off-site parking, if necessary (Revised Mitigation Measure TRANS-2).

The measures described above do not “defer” mitigation to a later date because: 1) the mitigation measures in the DEIR/EIS specify certain performance standards that must be met by both the mitigation measures and the required studies, and 2) these mitigation measures are adequate to reduce impacts to a less-than-significant level. Further, any mitigation measures in the DEIR/EIS requiring the preparation of plans and/or programs designed to meet local, State or federal regulations does not defer mitigation to a later date because compliance with the applicable regulatory scheme ensures that the Project will comply with the identified performance standards.

Deferral of the specifics of mitigation is permissible where the public entity commits itself to mitigation and lists the alternatives to be considered, analyzed and possibly incorporated into the Project. (Defend the Bay v. City of Irvine (2004) 119 Cal.App.4th 1261, 1276; see also California Native Plant Society v. City of Rancho Cordova (2009) 172 Cal.App.4th 603, 619-623; 172 Cal.App.4th 603, 619-623.) Finally, deferral may be permitted for kinds of impacts for which mitigation is known to be feasible, but where practical considerations prohibit devising such measures early in the planning process, in which case the agency can commit itself to eventually devising measures that will satisfy specific performance criteria articulated at the time of project approval. (Sacramento Old City Assn. v. City Council of Sacramento (1991) 229 Cal.App.3d 1011.1028-1029.)

Specifically, the measures in the DEIR/EIS contain performance standards against which the further details of the future mitigation will be measured to determine whether they achieve the necessary

reduction of the impacts to a less-than-significant level. The DEIR/EIS also contains sufficient information to demonstrate that achieving the identified performance standard is feasible (CEQA Guidelines, CCR Section 15126.4(a)(1)(B).)

For example, in this case, mitigation measures to address snowmaking and amphitheater noise identify specific performance standards that must be met, and list ways in which these performance standards can be achieved. (See Mitigation Measures NOI-3a, 3b, 3c.) The mitigation measures do not identify the specific design or construction methods to be used, however, because these methods cannot be determined until detailed design and engineering plans are prepared for residences, snowmaking equipment and the amphitheater. Under such circumstances, the approach taken in the EIR is both appropriate and consistent with CEQA's requirements.

## **Master Response 21 – Water Supply/Water Supply Assessment**

*Comment Summary – Comments question the technical adequacy of the water supply analysis and adequacy of water supply mitigation included in the Draft EIR/EIS and the draft final water supply assessment circulated with the Draft EIR/EIS.*

Comments suggest that the draft Water Supply Assessment (WSA) (Nichols Consulting Engineers 2010) circulated with the DEIR/EIS does not comply with CEQA or TRPA requirements. Senate Bill (SB) 610 (Water Code, §§ 10910-10915) requires that when a proposed development is subject to CEQA, and is a “project” within the meaning of SB 610, a WSA is required. Although the proposed Project may not qualify as a “project” within the meaning SB 610 (Water Code § 10912), a final WSA for the Project that comports with the requirements of SB 610 was prepared in response to comments on the adequacy of the water supply information in the DEIR/EIS. This Final WSA is included as Appendix AA to the FEIR/EIS.

The Final WSA updates the analysis included in the draft WSA to include information from Tahoe City Public Utility District's 2010 Urban Water Management Plan (UWMP), which TCPUD adopted after the release of the DEIR/EIS. The Final WSA also updates information regarding Madden Creek Water Company (MCWC) water supplies and Project water demands, based on consultation with TCPUD and MCWD. Lastly, the Final WSA adds a discussion of snowmaking supplies and demands and an appendix discussing fire flows. The County and TPRA will consider the WSA in determining whether to approve the proposed Project.

In addition to the WSA, the DEIR/EIS analyzed the Project's impacts on water resources and the adequacy of the proposed water supply and infrastructure to serve the Project (Draft EIR/EIS, Chapter 15.0 “Hydrology, Water Rights, Surface Water Quality and Groundwater”; Chapter 16.0, “Public Services and Utilities”). The FEIR/EIS updates the DEIR/EIS's analysis based on the revisions to the Final WSA and in response to comments on the DEIR/EIS.

This Master Response, MR-21, provides an overview of the Project's water supply, updates the information presented in the DEIR/EIS where necessary, and provides additional background that was not available at the time the DEIR/EIS was prepared. Mitigation Measure PSU-1a has also been revised based on the Final WSA.

**Water Supply Overview.** The Project's South Base area is within the service area of the TCPUD, specifically the TCPUD McKinney/Quail Sub-district; the North Base area is within the service area of the privately operated MCWC; the Mid-Mountain area and parcel APN 097-060-035 are currently outside of any water service area and inclusion of these areas into either the TCPUD or MCWC service area through TCPUD Board and/or MCWC approval would be required. Because no single water system

serves the Project area, the information contained in the Final WSA was prepared in consultation with both TCPUD and MCWC.

As reflected in the Final WSA, approximately 20.1 million gallons per year (MGY) of water will be required to meet the Project's residential, commercial and irrigation water demands at build-out, including fire flow. A total of 60.8 MGY will be required to meet Project snowmaking demands, for both existing and proposed terrain. Although the Project is proposed to be developed in phases, the Final WSA conservatively assumes 20.1 MGY for consumptive and irrigation demands and 60.8 MGY for snowmaking demands would be required to meet the Project's near-term (i.e., opening day) demands.

To meet the Project's residential, commercial and irrigation water demands, the Final WSA presented two water supply alternatives. Snowmaking demands would be met identically under either water supply alternative. Under Water Supply Alternative 1 ("Alternative 1"), the Project's residential, commercial and irrigation water demands would be met exclusively with TCPUD supplies. Annexation into the TCPUD service area or TCPUD approval of a contract for water service outside its boundaries would be required for TCPUD to serve the North Base, Mid-Mountain area, and APN 097-060-035 under Alternative 1.

Under Water Supply Alternative 2 ("Alternative 2"), MCWC would provide water to the North Base, as true under existing conditions. TCPUD would provide water to the South Base, APN 097-060-035 and the Mid-Mountain. Annexation or TCPUD approval of a contract for water service outside its boundaries would be required for TCPUD to serve APN 097-060-035 and the Mid-Mountain area under Alternative 2.

Under either water supply alternative, existing and proposed snowmaking demands at Homewood would be met through the TCPUD McKinney Well No. 1 and the HMR-owned well in the North Base.

The Final WSA concludes that with implementation of water treatment and infrastructure to provide additional TCPUD surface water to the McKinney/Quail sub-district and to the Project area, in combination with groundwater supplies, there is a reasonable likelihood that sufficient water will be available to meet Project and existing and planned future water demands in normal, dry, and multiple dry years through 2030. This conclusion is based on the following facts:

- Alternative 1: Based on the supply projections included in TCPUD's 2010 UWMP (UWMP Table 4.1), within the McKinney/Quail Sub-district, TCPUD projects a supply of 35 MGY of Lake Tahoe surface water in normal, dry and multiple dry years through 2030 and a supply of 26 MGY of groundwater in normal, dry and multiple dry years through 2030 (WSA, Table 19). The 35 MGY of Lake Tahoe surface water would be made available to TCPUD through TCPUD's planned new intake (replacing existing abandoned intakes) and a new water treatment plant (TCPUD, 2011 [TCPUD 2010 UWMP, § 4.1]). The new intake and water treatment plant are included in TCPUD's five-year Capital Improvement Program (Final WSA, Appendix D). As shown in Table 19 of the Final WSA, when added to existing and planned demand within the McKinney/Quail Sub-district, the Project would create a deficit of 18.8 MGY in 2015, 19.6 MGY in 2020, 20.4 MGY in 2025 and 21.2MGY in 2030.

The water supply deficit shown in Final WSA Table 19 is not based on lack of sufficient TCPUD water to meet water demands, including the proposed Project's water demands; instead, the deficit is the result of insufficient planned capacity for the proposed TCPUD McKinney/Quail WTP (Nichols Consulting Engineers, 2011). As explained in the Final WSA and based on communications with TCPUD (see Homolka 2010), TCPUD intends to modify its plans for its proposed McKinney/Quail WTP in order to accommodate the proposed Project. TCPUD is currently investigating two alternatives for the WTP:

1. Use TCPUD's existing Chamber's Landing lake intake and build a new WTP facility at one of two potential locations. This alternative could also involve approximately 1,200 feet of raw water pipe from the existing Chamber's Landing intake to the new WTP facility, as well as connections to the existing distribution system.
2. Retrofit and use TCPUD's existing lake intake at the McKinney Shores Homeowners Beach and build a new WTP facility at Homewood Mountain Resort's (HMR) South Lodge area. This alternative could also involve approximately 2,400 feet of raw water pipe from the lake intake to the new WTP facility, as well as connections to the existing distribution system.

(Final WSA, p. 23, citing Homolka, 2010)

The offsite water treatment plant and raw water supply infrastructure improvements that may be required for the Project will be addressed through a separate environmental documentation and review process administered by TCPUD. The new WTP would be sized for TCPUD's domestic water needs (constructed at TCPUD's expense) and the proposed Project's domestic needs (paid for by HMR). It is likely the facility would be sized to include some amount of regional expansion capacity to serve adjacent water companies, which would be constructed at TCPUD's expense. The new WTP is anticipated to be constructed in 2013, prior to project operations. With the new WTP in place, sufficient TCPUD water supply would be available to meet TCPUD's water demands within the McKinney/Quail Sub-district, including the proposed Project's water demands (WSA, p. 23).

- Alternative 2: Under Alternative 2, MCWC has sufficient water supplies to meet existing and planned future water demands within its service area, including the proposed Project's water demands for the North Base area. With respect to the South Base (including APN 096-060-022 and the Mid-Mountain area), with inclusion of the proposed Project, TCPUD would experience a deficit of 5.0 MGY in 2015, 5.8 MGY in 2020, 6.6 MGY in 2025, and 7.4 MGY in 2030 (Final WSA, Table 21). This deficit is associated with insufficient planned water treatment facility capacity, rather than with inadequate water supplies. For the same reasons discussed under Alternative 1 above, this deficit would be addressed through TCPUD's new McKinney/Quail WTP. With the new WTP, TCPUD would have sufficient supplies to meet its existing and planned water demands in normal, dry and multiple dry years through 2030, including the proposed Project's demands (Final WSA, pp. 23-24).
- Snowmaking: Existing and proposed snowmaking operations at the HMR site are anticipated to require 60.8 MGY. The TCPUD McKinney Well No. 1 and the HMR can supply a total of 140.76 MGY (60.6 MGY from HMR well and 78.2 MGY from McKinney Well No. 1), which is more than sufficient to meet the existing and proposed snowmaking demands of 60.8 MGY. A portion of the water used for snowmaking would be recharged into the aquifer along with natural snow (Final WSA, p. 22).

Placer County and TRPA recognize that there is a degree of uncertainty with respect to TCPUD's water supply as a result of the Truckee River Operating Agreement (TROA). Section 204 of the Truckee-Carson-Pyramid Lake Water Rights Settlement Act (Title II of Public Law 101-618) ("Settlement Act") limits California water diversions in the Lake Tahoe Basin to 23,000 acre-feet per year. Section 205 of the Settlement Act requires the development of an operating agreement for the Truckee River reservoirs, including Lake Tahoe. This operating agreement is referred to as the "TROA." All signatory parties signed the TROA in September 2008; however, there are a number of additional actions that must take place in order for the TROA to enter into effect and be implemented. These actions include resolution of ongoing litigation brought by the Truckee-Carson Irrigation District in the United States District Court challenging the regulation adopting the TROA and the Final Environmental Impact Statement certified

for the TROA; modifications to the Orr Ditch Decree; modifications to the Truckee River General Electric Decree; and petitions for changes of water rights.

As noted, the Settlement Act allocates 23,000 AFY diversions from the Lake Tahoe Basin to the State of California. This allocation is for use within the Lake Tahoe Basin from all natural sources, including both direct diversions from Lake Tahoe and groundwater. Other than the TCPUD, the major water purveyors on the California side of Lake Tahoe include the South Tahoe Public Utility District and the North Tahoe Public Utility District. TCPUD will be required to conform to the TROA when it is finalized. The portion to be allocated to TCPUD has not been finalized, so an exact quantification of available future supply is not possible at this time (TCPUD, 2010 UWMP, § 4.8; DEIR/EIS, pp. 16-7, 1-15). Based on its existing water rights, however, TCPUD anticipates sufficient water supply will be available to meet future demands within its service area through 2030, including those of the proposed Project (Final WSA, pp. 23-23).

In addition to the uncertainty created by the TROA, the fact that TCPUD has not yet approved and constructed the WTP needed to serve the McKinney/Quail Sub-district, including the proposed Project, creates a degree of uncertainty. Because the WTP is part of the TCPUD's five-year Capital Improvement Program and TCPUD has indicated a willingness to construct the WTP in a manner to serve the proposed Project, in addition to its existing and other planned future users, Placer County and TRPA conclude there is a reasonable certainty the WTP will be constructed and will have sufficient capacity to meet the proposed Project's demands under either water supply alternative.

Thus, for the reasons described herein and in the Final WSA, Placer County and TRPA conclude there is a reasonable likelihood that sufficient water will be available to meet proposed Project water demands in the short-term and long-term under varying water year conditions.

Although Placer County and TPRA believe there is a reasonable certainty the proposed Project's water demands can be met under the water supply alternatives discussed above, an alternative water supply to meet the Project's build-out water demands could be made available through the MCWC supplies. Under this alternative supply, MCWC would meet all the proposed Project's non-snowmaking demands. Snowmaking demands would be met in the same manner discussed above. As shown in Table 20 of the Final WSA, MCWC would have a surplus of 84.1 MGY if it were to meet the proposed Project's North Base demand of 13.9 MGY (as proposed by Water Supply Alternative 2). Adding the South Base demand (including APN 097-060-035 and the Mid-Mountain area) of 6.3 MGY to that amount would still result in a surplus of 77.8 MGY of MCWC water supplies in normal, dry, and multiple dry years through 2030.

In order to effectuate this MCWC water supply alternative, the South Base would need to be taken out of the TCPUD service area and that area, along with APN 097-060-035 and the Mid-Mountain area, would need to be added to MCWC's service through an application to the Placer County LAFCO as well as an amendment to HMR's existing contract with MCWC. Additional water distribution facilities would be needed to transmit MCWC water to the South Base, APN 096-060-035 and the Mid-Mountain area. Upgrades to MCWC's existing well could also be required. Upgrades and distribution infrastructure, if needed, would be addressed through environmental documentation prepared by MCWC. Compliance with regulatory requirements would ensure that well upgrades, if needed, would not result in adverse environmental effects. Because the Lahontan Groundwater basin is not in overdraft, this alternative would not be expected to result in adverse impacts to groundwater supplies as addressed in the Final WSA. Mitigation measures for construction related impacts required for the proposed Project would be applied to the construction of the distribution lines needed to implement this alternative and impacts would be similar to those of the infrastructure currently proposed for the Project.

**Water Supply Infrastructure.** As explained above, under both water supply alternatives, additional TCPUD water supply infrastructure (WTP) is necessary to meet TCPUD's existing and planned future water demands. This is true with or without the proposed Project; however, with the proposed Project the McKinney/Quail WTP would need to have greater capacity. TCPUD is the lead agency for the proposed intake and WTP. In order to serve TCPUD demand in 2030, including the Proposed Project, a new WTP, located on approximately 0.25 to 0.5 acre of TCPUD easement, would be constructed. According to TCPUD (Homolka, September 2011), the WTP structure would measure approximately 40 feet by 60 feet and would include a small number of parking spaces for employees. Approvals or consultation required for the intake and WTP could also include a United States Army Corps of Engineers (USACE) Section 404/10 permit, Department of Health Services (DHS) Water Supply Permit, encroachment permits (e.g., from Caltrans, Reclamation Board, Placer County), Improvement/Grading Plans, a Lahontan Regional Water Quality Control Board National Discharge Elimination System (NPDES) Permit and consultation with TRPA, Placer County, and Placer County Flood Control and Water Conservation District.

In addition to the intake and WTP proposed by TCPUD, water infrastructure would be required as part of the proposed Project for delivering domestic water from the WTP and the TCPUD/MCWC wells to the Project area. This delivery infrastructure would most likely include underground pipes within existing public road easements. Mitigation measures and BMPs included in the HMR Ski Area Master Plan EIR/EIS to address the Project's construction impacts would be applied to the construction of the water delivery system to ensure impacts are reduced to less than significant levels. For the infrastructure required to meet the proposed Project's snowmaking demands, further environmental analysis will be performed at a future date since this project component has been addressed in the FEIR/EIS at a programmatic level only.

**Annexation into TCPUD Service Area/TCPUD Approval of Contract for Water Service Outside TCPUD Boundaries.** As noted, under either of the two Water Supply Alternatives presented in the WSA, a portion of the Project area as well as other HMR parcels between the Mid-Mountain and North and South Base would need to be annexed into TCPUD's Service Area or the TCPUD would need to approve of water service outside its boundaries (see TCPUD Water Ordinance No. 263, § 2.12 ["Water service outside District boundaries may be provided by contract only at the discretion of the District"]). The Project Applicant is currently in discussions with TCPUD regarding how best to proceed in order for TCPUD to supply water to the Project area other than the South Base currently within the TCPUD service area (i.e., the North Base, Mid-Mountain area and APN 097-060-035 under Water Supply Alternative 1, and the Mid-Mountain area and APN 097-060-035 under Water Supply Alternative 2). To implement Water Supply Alternative 1, MCWC concurrence would be required. TCPUD and Placer County LAFCO would rely on the FEIR/EIS in determining whether to approve the annexation/service contract. Because the FEIR/EIS assumes TCPUD would supply water to the proposed Project (as proposed under Water Supply Alternative 1 or Water Supply Alternative 2) no additional environmental impacts beyond those identified in the FEIR/EIS would result as a consequence of the TCPUD annexation/service contract.

**Fire Flows.** Improvements at the South Base Area are necessary to increase fire flow capabilities to meet current residential fire flow requirements of 1,000 gallons per minute (gpm). The Project is expected to require 1,500 gpm and at least 429,000 gallons of storage (Nichols Consulting Engineers 2011). These improvements would be addressed through the new WTP as discussed in Mitigation Measure PSU-1a.

Mitigation Measure PSU-1a has been revised based on the Final WSA prepared for the Project and comments on the DEIR/EIS as follows:

**Mitigation: PSU-1a: Water Supply and Infrastructure.**

~~The Project Applicant shall prepare a final WSA as required under SB 610 to identify the quantity and source of domestic and raw water to serve the Project. The WSA shall demonstrate that Project infrastructure for water delivery volume, rate, pressure, and schedule meets the snowmaking demand of HMR. The Project Applicant shall obtain approval from the Placer County LAFCO for any service area adjustments required to provide water for the Project prior to the approval of Improvement Plans and the first Final Map recordation for any portion of the Project requiring water supply from the TCPUD, whichever occurs first. Because a water supplier has not been selected, details regarding water supply engineering will be determined at the time the supplier is identified. The Project Applicant shall provide a detailed Water System Engineering Report approved by the serving water supplier (TCPUD and/or MCWC) for any portion of the Project requiring water supply from the TCPUD and/or MCWC prior to approval of Improvement Plans for any portion of the HMR MP Phase 1 development. The Report shall be prepared by a California Registered Civil Engineer and describe the necessary infrastructure required by the serving water provider to meet the Proposed Project's domestic, fire protection, and snow making water demands. The report shall include specific on-site distribution system design calculations and demonstrate that peak, maximum, and average demands as well as flow rate, pressure, and duration requirements will meet Placer County, TPRA and other relevant standards. The Project Applicant shall obtain a "will-serve" letter from the serving water provider(s) prior to the approval of Improvement Plans and the first Final Map recordation for any portion of the Project.~~

~~The Project Applicant shall incorporate into their project designs fire flow requirements based on the California Fire Code and other applicable requirements based on TRPA and Placer County fire prevention standards.~~

~~The off-site water system infrastructure improvements identified by the above Report shall be designed, permitted, and constructed prior to occupancy of any portion of the Project necessitating the improvement. The Project Applicant shall be responsible to reimburse the serving water district(s) for all costs associated with the improvement.~~

~~The identified WTP, or alternative water source solution shall be completed prior to occupancy of any portion of the Project requiring water supply from TCPUD. The Project Applicant shall be responsible to reimburse the TCPUD for their fair-share contribution to the water supply project as determined by the TCPUD.~~

~~The Project may obtain water from a combination of TCPUD, MCWC, and on-site groundwater wells and surface water. HMR owns an existing right to divert 673 gallons per minute (1.5 cubic feet per second) from streams on-site. With the water supply source identified, the Project Applicant shall determine the location and designs of infrastructure necessary to meet peak demand and overall quantity in the Project area for domestic use, fire flows, and snowmaking. If additional onsite or offsite facilities are required for snowmaking operations (e.g., facilities not included in the proposed HMR MP), then snowmaking operations will be managed to utilize available water resources until additional studies, if necessary, are completed and approved.~~

~~The Project Applicant will be responsible for construction of infrastructure to connect to the established water system. TCPUD has established connection fees consisting of two components: 1) a Water and Sewer Connection Fee (Ordinance 259a), and 2) and User Fees and Service Fees (Ordinance 295b). These fees to provide for the increased water demand of the Project. TCPUD assesses a single charge to buy into the system improvements necessary to and fees are charged monthly for water usage based on consumption. Connection fees, however, do not accommodate additional development in~~

of the TCPUD service area magnitude of the Proposed Project. The Project Applicant will be responsible to enter into a development agreement with TCPUD and pay costs related to onsite infrastructure and the fair share of off-site infrastructure. The Project Applicant will be required to pay both components of this new the connection fee and for the construction of additional infrastructure to supply the Project with user fees charged upon connection for water usage.

MCWC has similar requirements for connection and service fees, and the applicant will be required to construct the appropriate infrastructure to utilize MCWC water supply (Marr 2009).

During the design phase of new water supply infrastructure and prior to approval of Improvement Plans, the lead and responsible agencies will determine if additional environmental review will be required for the construction and operation of any offsite facilities potentially required for HMR MP Phase 2 development (e.g., South Base area fire flows) or whether they are covered by the environmental analysis included in this EIR/EIS.

## RESPONSES TO UNIQUE WRITTEN COMMENTS

Each unique comment is summarized below in italics text and followed by a response to the full comment in non-italicized text. Each individual comment is identified by comment letter number and assigned an alphabetical letter corresponding to the order the comment was made. Each comment summary can be cross-referenced to the original comment letter in Appendix Z.

### **Comment Letter 1 – Dowling, Jeff, Department of Forestry and Fire Protection (CAL FIRE), 01/31/2011**

Comment 1-1 *Comment Summary – The Project requires a Timberland Conversion Permit and Timber Harvest Plan under CCR §1103 and PRC §4581*

Comment noted. The following change has been made to Chapter 8, Section 8.4, page 8-74, paragraph 4 (Mitigation Measure BIO-10) as follows, "The Forest Plan and Fire Suppression Management Plan must comply with the CA Forest Practices Act and will require a Timberland Conversion Permit to be approved by Cal Fire."

### **Comment Letter 2 – Holmes, Bill, Department of Forestry and Fire Protection (CAL FIRE), 04/15/2011**

Comment 2-1 *Comment Summary – Enforce SRA Fire Safe Regulations (PRC §4290).*

Comment noted. See revised text, page 17-11.

Comment 2-2 *Comment Summary – Enforce CBC Chapter 7A for Wildland Urban Interface building codes.*

Comment noted. See revised text, page 17-11.

Comment 2-3 *Comment Summary – P. 3-18. North Base Area, Tahoe Ski Bowl Way extension: dead end roads must not be more than 1,320 feet for parcels 1-5 acres in size; 2,640 feet for parcels 5-20 acres; meet turn around standards*

HMR proposed a change to this roadway design to meet the maximum length of a dead end road requirement. Please see updated Civil Plan Set. Project-level environmental analysis for the secondary access road proposed with the Tahoe Ski Bowl Way extension will be completed separately prior to any project entitlements. See revised text, page 17-11.

- Comment 2-4 *Comment Summary – P. 3-19. South Base Area roads must meet road standards in PRC §4290.*
- The South Base redevelopment is included in Phase 2 (programmatic-level) of the Project. Comment noted. The change will be made to page 3-19. See revised text, page 17-11.
- Comment 2-5 *Comment Summary – P. 3-76. The Project has no LRA; it's all SRA, including USFS lands that are Direct Protection Area through Cooperative Fire Management Area.*
- Comment noted. The change will be made to pages 3-76, 17-5, 17-13, and 17-14.
- Comment 2-6 *Comment Summary – P. 3-47 and 3-69. CAL FIRE has no jurisdiction at the Mid-Mountain Area, and no approval is required from LAFCO.*
- Comment noted. The change will be made to pages 3-47, 3-69, 17-5, 17-13, and 17-14.
- Comment 2-7 *Comment Summary – P. 3-47 and 3-69. The NTFPD has no LRA; it's all SRA.*
- Comment noted. The change will be made to pages 3-47, 3-69, 17-5, 17-13, and 17-14.
- Comment 2-8 *Comment Summary – P. 3-47 and 3-69. The USFS is the protecting agency for wildfires within NTFPD boundaries; NTFPD has jurisdiction over all fires and emergencies except wildfires.*
- Comment noted. The change will be made to pages 3-47, 3-69, 17-5, 17-13, and 17-14.
- Comment 2-9 *Comment Summary – P. 8-72. Limited Forest Plans by private landowners must comply with the CA Forest Practices Act and will require a state permit to be approved by CAL FIRE.*
- Comment noted. The following change has been made to Chapter 8, Section 8.4, page 8-73, paragraph 4 (Mitigation Measure BIO-10) as follows, "The Forest Plan and Fire Suppression Management Plan must comply with the CA Forest Practices Act and will require a Timberland Conversion Permit to be approved by Cal Fire."
- Comment 2-10 *Comment Summary – P. 8-73. State that CAL FIRE must review and approve the Forest Plan and Fire Suppression and Management Plan.*
- Comment noted. The following change has been made to Chapter 8, Section 8.4, page 8-73, paragraph 4 (Mitigation Measure BIO-10) as follows, "The Forest Plan and Fire Suppression Management Plan must comply with the CA Forest Practices Act and will require a Timberland Conversion Permit to be approved by Cal Fire." In response to TCPUD and NTFPD comments on the DEIR/EIS, fire flow and storage analysis for the Project is presented in Appendix C in the HMR Water Supply Assessment – September 2011 (NCE 2011), which is attached as Appendix AA of the FEIR/EIS.
- Comment 2-11 *Comment Summary – P. 8-73. Replace Certified Arborist with Registered Professional Forester.*
- Comment noted. The following change has been made to Chapter 8, Section 8.4, page 8-73, paragraph 6 (Mitigation Measure BIO-10) as follows, "The Project Applicant shall hire a Registered Professional Forester to develop specific measures

to ensure adequate protection to trees slated for retention in the vicinity of proposed development."

Comment 2-12 *Comment Summary – P. 10-25. Add State of California, CAL FIRE regarding Tree Removal, Vegetation Protection, and Revegetation.*

Comment noted. The proposed change will be made to Chapter 10, Scenic.

Comment 2-13 *Comment Summary – P. 16-17. Fire flow is inadequate and must meet PRC §4290 requirements.*

Please see Master Response 21.

Comment 2-14 *Comment Summary – P. 17-13. Include statement regarding compliance with CBC Chapter 7, Wildland Urban Interface Building Code.*

Comment noted. The change will be made to pages 17-11, 17-13, and 17-14.

Comment 2-15 *Comment Summary – P. 17-13. Correct description of agency jurisdiction.*

Comment noted. The change will be made to page 17-14.

**Comment Letter 3 – Helman, Richard, Caltrans, 03/10/2011**

Comment 3-1 *Comment Summary – Request for the draft parking plan on p. 11-61 to be sent to Caltrans for review.*

This commenter is referring to the Parking Management Plan (Mitigation Measure TRANS-2). The plan is being developed and it will be approved by the Development Review Committee prior to Improvement Plan approval for the first Project phase, with subsequent revision by Homewood, Placer County review prior to Improvement Plan approval for each following project phase. Caltrans will be provided a copy of the plan to review as well prior to approval by the DRC.

Comment 3-2 *Comment Summary – P. 11-80, the gap in the West Shore Bike Trail should be eliminated as part of redevelopment under Alt. 1 or 3.*

Comment noted. The bike trail is part of the Project. Please see Figure 3-8A of Chapter 3 (Alternative 1A) for the location and preliminary design of the bike trail through the Project area.

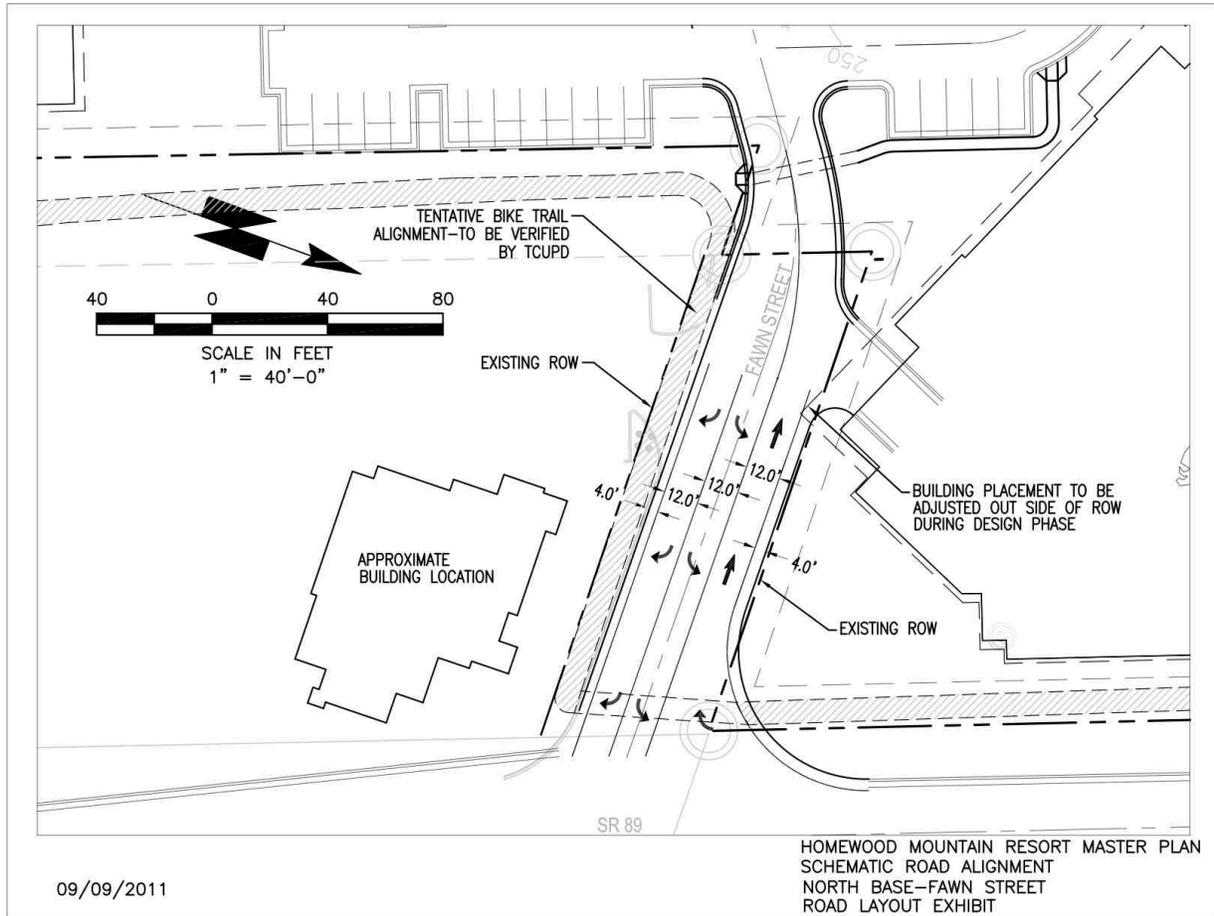
Comment 3-3 *Comment Summary – P. 11-104, widening Fawn Street approach will require an encroachment permit from Caltrans.*

Comment noted. The following will be added to Mitigation Measure TRANS-C1, Chapter 11, Section 6, page 11-104, paragraph 2: "The Project Applicant shall submit plans and cost estimates to obtain an Encroachment Permit from Caltrans for any work within the State right-of-way. A copy of the permit shall be provided to the Placer County Engineering and Surveying Department prior to the approval of Improvement Plans."

Comment 3-4 *Comment Summary – P. 11-104, recommend adding a right-turn only lane on Fawn Street in addition to left turn only lane.*

Comment noted. The cumulative condition mitigation measure recommended for the SR 89/Fawn Street intersection in the DEIR/EIS requires an exclusive right-turn pocket. The resulting lane configuration would include a shared through/left-turn lane and a right-turn pocket. The eastbound through volume at this intersection is 0, therefore, the eastbound approach will operate as a left-turn lane and right-turn pocket. To demonstrate that there is adequate room to accommodate the

recommended mitigation measure, please see the roadway configuration developed by HMR civil engineers below:



Comment 3-5 *Comment Summary – Submit the site plan and SR 89 frontage improvements to Caltrans for design review.*

A site plan and SR 89 frontage improvements will be submitted to Caltrans for design review and approval as part of the Caltrans Encroachment Permit application prior to Placer County Improvement Plan approval and construction.

Comment 3-6 *Comment Summary – A pedestrian facilities plan should be required under Alternative 1 or Alternative 3.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 3-7 *Comment Summary – An encroachment permit is required for any work, structure, sign, drainage improvement, or sidewalk in the State's right-of-way.*

Encroachment permits will be obtained for any work within the State right-of-way.

Comment 3-8 *Comment Summary – Provide a cost estimate to Caltrans for review for work in the right-of-way.*

Comment noted. The following will be added to Mitigation Measure TRANS-C1, Chapter 11, Section 6, page 11-104, paragraph 2: " Prior to Improvement Plan approval, the Project Applicant shall obtain an Encroachment Permit from Caltrans for any work proposed within the State Highway right-of-way. A copy of said Permit shall be provided to the Engineering and Surveying Department prior to the approval of the Improvement Plans. Right-of-way dedications shall be provided to the State, as required, to accommodate existing and future highway improvements.

Caltrans will not issue an Encroachment Permit for work within their right-of-way for improvements (other than signals, road widening, striping and signing) without first entering into a Landscape Maintenance Agreement with the County. This agreement allows for private installation and maintenance of concrete curb/gutters, sidewalks, trails, landscaping and irrigation within Caltrans' right-of-way. A similar agreement between the County and the Project Applicant is required prior to the County entering into the agreement with Caltrans. If applicable, both of these maintenance agreements shall be executed prior to approval of the Improvement Plans. "

Comment 3-9 *Comment Summary – Maintenance of landscaping and sidewalks in the State's right-of-way is the responsibility of the local jurisdiction.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted. As part of project entitlement conditions, the Homewood Mountain Resort will be responsible for snow removal and maintenance of sidewalks within both the Caltrans and County right-of-way. Maintenance agreements will be required. See additional Mitigation Measure language for TRANS-C1.

**Comment Letter 4 – Nannini, R.M., Department of CA Highway Patrol, 01/25/2011**

Comment 4-1 *Comment Summary – The Project would not have a significant impact on statewide CHP operations.*

Comment noted.

Comment 4-2 *Comment Summary – Existing operations result in illegal parking on roadways on busy ski days.*

Chapter 11, Section 5, page 11-61, paragraph 2: "The Project Applicant has committed to eliminating the existing day skier parking along SR 89 and County roadways. The Parking Management Plan, to be approved by the County and the TRPA, shall outline the measures proposed to fulfill this commitment, including signage, parking enforcement, surveys of on-street parking during peak ski days, and annual reporting to Placer County by May 1 of each year that surveys are required. Surveys shall be required until two years after completion of any new development phase of the Project. Costs associated with the surveys and parking management report are the responsibility of Homewood Mountain Resort."

Comment 4-3 *Comment Summary – Describe where ski area parking would be provided.*

Ski area parking is described in Appendix K-3: "Skier access (other than for South Lodge residents) would be provided at the North Base." "A total of 738 parking spaces are proposed to be entitled, consisting of 272 spaces in a structure north of Fawn Street, 410 underground spaces beneath the hotel/residential uses north of

Fawn Street, 31 onsite surface spaces just north of Fawn Street as well as 25 onsite surface spaces just south of Fawn Street."

Comment 4-4 *Comment Summary – Describe the expected number of full time residents and children.*

Full time residents in Homewood, CA as of 2007 was 906. Single-family homes and condos totaled 1,396 and renter-occupied homes totaled 80%. Vacant housing units (1,027) comprised 74% of the total. Fulltime resident population may increase by up to 471 persons under Alternatives 1 and 3, 42 under Alternative 4, 627 under Alternative 5 and 543 under Alternative 6 (p. 7-17). These estimates are a worst-case assumption, because based on recent real estate trends, 50-70% of the proposed units would typically be sold to second homeowners not permanently residing in the units. An additional 48 to 52 employees should be added to the totals because of on-site workforce housing.

Comment 4-5 *Comment Summary – Describe if there will be a need for new school bus stops.*

The Project does not change existing school bus routes or add a significant number of new students (if any) to local schools; therefore, additional school bus stops are not required.

#### **Comment Letter 5 – Sanchez, Katy, Native American Heritage Commission, 02/22/2011**

Comment 5-1 *Comment Summary – Conduct a records search at the local Information Center to determine if the APE has been surveyed, if any cultural resources have been recorded, if cultural resources may occur in the APE, and if a survey is required to determine is a cultural resource field survey is required.*

Record searches were completed for detailed and ethnographic studies for the Project area and vicinity (i.e., APE) by Lindstrom (2007) and a detailed historic and architectural study by Marvin and Brejla (2009).

Comment 5-2 *Comment Summary – If an archaeological inventory is required, prepare a professional report detailing findings and recommendations; submit the report to the Planning Department and the Information Center.*

Comment noted. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 5-3 *Comment Summary – Contact the NAHC for a Sacred Lands Check (none identified by the NAHC) and list of Native American Contacts (list attached).*

Comment noted. Please see impact CUL-2 analysis, which identified no sacred uses within the Project area. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 5-4 *Comment Summary – Lack of surface evidence does not meet no cultural resources are present. Include mitigation measures for the identification and evaluation of accidentally discovered resources and human remains in compliance with CEQA §15064.5(f) and §15064.5(e); PRC §5097.98, and Health and Safety Code §7050.5*

Please see mitigation measures CUL-3 and CUL-4, which require the identification and protection of undiscovered archaeological and paleontological resources, respectively.

**Comment Letter 6 – Morgan, Scott, Governor’s Office of Planning and Research State Clearing House, 04/22/2011**

Comment 6-1 *Comment Summary – Confirmation of receipt of the DEIR/EIS.*

Confirmation noted for project record.

**Comment Letter 7 – Amorfini, Bud, Lahontan Regional Water Quality District, 04/21/2011**

Comment 7-1 *Comment Summary – The DEIR adequately addresses impacts and mitigation. The Water Board will need to make determination in accordance with SWRB Resolution No.68-16. The DEIR contains sufficient information in order to make an anti-degradation analysis determination.*

Comment noted.

Comment 7-2 *Comment Summary – References to construction storm water permit, Order No. R6T-2005-0007 should be replaced with Order No. R6T-2011-0019 dated 4/14/11.*

Comment noted. The change will be made globally to the FEIR/EIS.

Comment 7-3 *Comment Summary – Section 14.4, GEO-4g, page 14-78, 3rd paragraph, the document indicates a dewatering discharge option is to discharge to surface waters and it may require treatments for the removal of sediment. Dewatering discharges must be treated to a level such that they do not contain pollutants, including but not limited to sediment, before discharging to surface waters.*

Comment noted. The change is made to page 14-78 to reflect more appropriate regulatory language that was provided.

Comment 7-4 *Comment Summary – Section 15.1.5 page 15-20, the last sentence under the North Base Area subheading indicates overflow from the existing storm water infiltration system are routed to the Caltrans and County storm water treatment systems on SR 89. These systems are not yet in place and the language should be modified to represent the actual conditions. An adequate general description would be to "municipal separate storm sewer systems" of Caltrans and Placer County.*

Comment noted. The change will be made to page 15-20.

Comment 7-5 *Comment Summary – Section 15.2.3, under CA RWQCB Basin Plan for Lahontan, page 15-34, this section should also reference the waste discharge prohibitions contained in Section 5.2 of the Basin Plan, including the waste discharge prohibitions on discharges to floodplains and SEZs.*

Comment noted. The change will be made to page 15-34.

Comment 7-6 *Comment Summary – Section 15.2.3, under Waste Discharge Requirements and Anti-Degradation Findings, page 5-35. Replace Board Order No. 6-95-86 with Board Order 6-95-86A2, adopted on March 13, 2002.*

Comment noted. The change will be made to page 15-35.

Comment 7-7 *Comment Summary – Section 15.2.3, under NPDES - Lake Tahoe Basin, page 15-36, Rewrite the sentence as follows "the SWPPP outlines erosion control measures to be taken as well as BMPs to prevent to the best available technology the discharge of pollutants to surface waters and groundwater."*

Comment noted. The change will be made to page 15-36.

Comment 7-8 *Comment Summary – Section 15.4 page 15-49, 1st two paragraphs, The section refers to both Board Order Nos. R6T-2005-0007 and 6-95-86A2, but the discussion only pertained to the operational requirements set under Board Order No. 6-95-86A2. The reference to the construction permit does not apply to the discussion in this section and the reference should be deleted.*

Comment noted. The change will be made to page 15-49.

Comment 7-9 *Comment Summary – Section 16.1.2, page 16-2 The section should analyze or provide information on whether the existing treatment facilities have the capacity to accept additional wastewater flows that may be generated by the redevelopment alternatives. The EIR should discuss whether the sewage collection/export systems are adequate at the proposed flows, or disclose the need for any modifications or new facilities.*

See Impact PSU-1 for analysis.

**Comment Letter 8 – Tletje, R., NV Department of Administration – State Clearinghouse, 04/18/2011**

Comment 8-1 *Comment Summary – The NV State Historic Preservation Office supports the document as written. No other comments.*

Comment noted.

**Comment Letter 9 – Whitelaw, Duane, NTFPD, 04/20/2011**

Comment 9-1 *Comment Summary – Section 3.5.23. Construction materials should be consistent with CA Building Code, and reviewed by the NTFPD to ensure appropriateness for the wildland-urban interface.*

Comment noted that NTFPD will review proposed construction materials to ensure they meet requirements of the building construction type per the CBC.

Comment 9-2 *Comment Summary – Section 3.5.23. Building heights and access requires new equipment for the NTFPD (aerial fire apparatus).*

Comment noted that the NTFPD has a need for an aerial fire apparatus and staffing for that apparatus to service proposed structures. Please see Chapter 3.12.10 for a discussion of standard compliance measures that include NTFPD review of project fire protection needs and the analysis included in Impact PS-1 (p. 17-13). Placer County requires NTFPD review and approval of building plans before issuing Use Permits.

Comment 9-3 *Comment Summary – Section 3.5.25. Mid-Mountain Area is under jurisdiction of Placer County, not CALFIRE.*

Comment noted. The change will be made to DEIR/EIS pages 3-47, 17-5, 17-13, and 17-14.

Comment 9-4 *Comment Summary – Section 3.5.25. NTFPD does not have jurisdiction over the proposed area of annexation, and annexation is required for NTFPD to respond.*

Comment noted. The change will be made to DEIR/EIS page 3-47.

Comment 9-5 *Comment Summary – Section 3.5.25. Annexation would impact NTFPD station allocation, staffing levels, and response procedures.*

Comment noted. The change will be made to DEIR/EIS page 3-47.

- Comment 9-6 *Comment Summary – Section 3.5.4. NTFPD will need to work with the design team to determine the fire fighting equipment at, and access to, the Mid-Mountain Lodge.*
- Comment noted that NTFPD will need equipment for firefighting and the ability to transport firefighters/equipment from the base areas to the Mid-Mountain Lodge during winter conditions.
- Comment 9-7 *Comment Summary – Section 3.5.8. NTFPD is concerned about storing diesel fuel below occupied structures, and requires additional information to assess risks and compliance with applicable codes.*
- The fuel tank descriptions are added to section 3.5.4. This comment is best addressed through modification to Chapter 17 regulatory settings and impact PS-4 analysis. Fuel storage is analyzed under impact HYDRO-1 on page 15-59, stating that the use and operations are required to conform to the California Fire Code and receive approval from the NTFPD.
- Comment 9-8 *Comment Summary – Table 3-6. NTFPD requests to work with the design team to address road infill descriptions and impacts to emergency access and roadways.*
- Comment noted that NTFPD will work with the design team/project team in determination of road infill requirements utilizing PRC 4290, California Fire Code, Placer County Fire Safe Ordinance and NTFPD ordinance for emergency access within the Project area. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted. See Mitigation Measure PS-1, page 17-14.
- Comment 9-9 *Comment Summary – Section 3.11. Include NTFPD as a permitting authority.*
- Modification made to DEIR/EIS page 3-71: NTFPD annexation of portions of Project area.
- Comment 9-10 *Comment Summary – Section 3.12.9. NTFPD does not have jurisdiction over wildland fires, but would work with the design team to develop a Fire Suppression and Management Plan.*
- Comment noted. The change will be made to DEIR/EIS pages 3-76, 17-5, 17-13, and 17-14. See Mitigation Measure PS-1, page 17-14.
- Comment 9-11 *Comment Summary – Section 3.12.10. NTFPD will conduct a design review that may result in more fees for review and mitigation.*
- Comment noted. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted. See Mitigation Measure PS-1, page 17-14.
- Comment 9-12 *Comment Summary – Sections 4.1.1, 4.1.2, 4.1.3, 4.1.9. NTFPD goals and policies are consistent with Placer County General Plan goals and policies.*
- Comment noted.
- Comment 9-13 *Comment Summary – Section 4.1.1. See section 16.1.8 for policies related to ISO.*
- Comment noted.
- Comment 9-14 *Comment Summary – Section 4.1.2. NTFPD has an established response time consistent with those standards.*
- Comment noted.

- Comment 9-15 *Comment Summary – Section 4.1.3. NTFPD supports these goals and standards.*  
 Comment noted.
- Comment 9-16 *Comment Summary – Section 4.1.9. NTFPD supports these goals and standards.*  
 Comment noted.
- Comment 9-17 *Comment Summary – Table 4.3-1. Correct references to NTFPD and refer to section 17.4, PS-1, NTFPD Design Approval and Annexation for specific codes.*  
 Comment noted. NTFPD is listed as the review agency where appropriate. The table identifies consistency with the Placer County General Plan. This information is most appropriate in Section 17.4, as indicated in the comment. See Mitigation Measure PS-1, page 17-14.
- Comment 9-18 *Comment Summary – Section 8.C.1 to 8.C.12. NTFPD goals and policies are consistent with Placer County General Plan goals and policies.*  
 Comment noted.
- Comment 9-19 *Comment Summary – Section 8.C.1 to 8.C.12. NTFPD is the lead agency for fire related plan and project review.*  
 Comment noted. NTFPD is listed as the review agency. See Mitigation Measure PS-1, DEIR/EIS page 17-14.
- Comment 9-20 *Comment Summary – Section 8.G.3 to 8.G.6. NTFPD goals and policies are consistent with Placer County General Plan goals and policies.*  
 Comment noted.
- Comment 9-21 *Comment Summary – Section 8.G.3 to 8.G.6. Placer County Environmental Health is the lead agency for these goals and policies.*  
 Comment noted.
- Comment 9-22 *Comment Summary – Section 8.G.3 to 8.G.6. NTFPD responds in a limited role to hazardous material incidents.*  
 Comment noted.
- Comment 9-23 *Comment Summary – Section 8.G.3 to 8.G.6. NTFPD provides direction on storage, handling, and application of standards.*  
 Comment noted.
- Comment 9-24 *Comment Summary – Section 9.0. NTFPD supports Placer County in instituting General Plan amendments to ensure adequate infrastructure is provided and funded by projects.*  
 Comment noted.
- Comment 9-25 *Comment Summary – Sections 16.1.8 and 16.2.5. NTFPD service capabilities have been described accurately in the EIR/EIS except for: CAL FIRE has wildland fire suppression responsibility.*  
 Comment noted. The change will be made to DEIR/EIS page 16-5.
- Comment 9-26 *Comment Summary – Sections 16.1.8 and 16.2.5. NTFPD service capabilities have been described accurately in the EIR/EIS except for: NTFPD provides other services in the district boundary.*

- Comment noted. The change will be made to DEIR/EIS page 16-5.
- Comment 9-27 *Comment Summary – Sections 16.1.8 and 16.2.5. CAL FIRE/Grass Valley ECC provides dispatch services to NTFPD.*
- Comment noted. The change will be made to DEIR/EIS page 16-5.
- Comment 9-28 *Comment Summary – Sections 16.1.8 and 16.2.5. NTFPD has mutual aid agreements with all local, state, and federal agencies.*
- Comment noted. Page 16-5 states: [NTFPD] has mutual, automatic aid agreements with other fire agencies throughout the area.
- Comment 9-29 *Comment Summary – Sections 16.1.8 and 16.2.5. Station 51 and other NTFPD stations respond to Homewood due to low staffing at Station 53.*
- Comment noted. The change will be made to DEIR/EIS page 16-5.
- Comment 9-30 *Comment Summary – Sections 16.1.8 and 16.2.5. NTFPD cannot comment on ISO PPC ratings; the ISO is an independent agency.*
- Comment noted.
- Comment 9-31 *Comment Summary – Section 16.4, PSU-1. The adequacy of fire flow and water storage tanks is not known, and would not be known, until the design review stage of the project.*
- Please see Master Response 21. .
- Comment 9-32 *Comment Summary – Section 16.4, PSU-1. Approved non-freezing automatic sprinklers that meet or exceed NFPA (13, 13R, and 13D), CFC, and NTFPD standards will be required in many project structures.*
- Comment noted. The change will be made to DEIR/EIS page 16-29.
- Comment 9-33 *Comment Summary – Section 16.4, PSU-1. Approved automatic fire alarm systems that meet or exceed NFPA (72), CFC, and NTFPD standards will be required in many project structures. The systems must be connected to sprinkler system water flow, tamper, and other devices.*
- Comment noted. The change will be made to DEIR/EIS page 16-29.
- Comment 9-34 *Comment Summary – Section 16.4, PSU-1. Any building with an automatic sprinkler system shall have a Knox Box and 110-volt outside fire alarm properly installed.*
- Comment noted. The change will be made to DEIR/EIS page 16-29.
- Comment 9-35 *Comment Summary – Section 16.4, PSU-1. A remote main power disconnect switch may be required if the main switch is located inside or is inaccessible due to snow.*
- Comment noted. The change will be made to DEIR/EIS page 16-29.
- Comment 9-36 *Comment Summary – Section 17.1.7. CAL FIRE has wildland fire suppression responsibility.*
- Comment noted. The change will be made to DEIR/EIS pages 3-76, 16-5, 17-5, 17-13, and 17-14.
- Comment 9-37 *Comment Summary – Section 17.2.5. 2007 CBC Chapter 7A can be used by planning, but a new edition may be in place for construction.*

- Comment noted. The change will be made to DEIR/EIS page 17-11 and Mitigation Measure PS-1, page 17-14.
- Comment 9-38 *Comment Summary – Section 17.4, PS-1 The Project will result in a marked increase in calls for service by NTFPD, and the Project must mitigate impacts to maintain service levels. Mitigation measures may include increased staffing, apparatus, and station accommodations provided by the Project.*
- Comment noted. See analysis under Impact PS-1, page 16-29.
- Comment 9-39 *Comment Summary – Section 17.4, PS-1. The Mid-Mountain Lodge must be consistent with PRC 4290, 4291, the Placer County Fire Safe Ordinance, California Fire Code, and NTFPD ordinances.*
- Comment noted. See Mitigation Measure PS-1, page 17-14.
- Comment 9-40 *Comment Summary – Section 17.4, PS-1. Most of the Project is served by NTFPD; any areas outside NTFPD boundaries must be annexed immediately.*
- Comment noted. See revised analysis under Impact PS-1, page 16-29.
- Comment 9-41 *Comment Summary – Section 17.4, PS-1. NTFPD does not have LRA, but has responsibilities for structure fire protection and other emergency services. NTFPD has mutual aid agreements with other state and federal agencies.*
- Comment noted. The change will be made to DEIR/EIS page 17-13.
- Comment 9-42 *Comment Summary – Section 17.4, PS-2. The Project must consult with the NTFPD to develop adequate emergency access and evacuation and fire flows during construction consistent with PRC 4290, the Placer County Fire Safe Ordinance, California Fire Code, and NTFPD ordinances.*
- Comment noted. Please see comments 1-47 through 1-58. Please see Master Response 21 and Mitigation Measure PS-1, page 17-14.
- Comment 9-43 *Comment Summary – Section 17.4, PS-2. The Project must consult with the NTFPD to develop adequate emergency access and evacuation routes for dead-end roads.*
- Comment noted. See Mitigation Measure PS-1, page 17-14.
- Comment 9-44 *Comment Summary – Section 21.5, HYDRO-4a. Project emergency access and evacuation designs must be consistent with NTFPD's Emergency Preparedness and Evacuation Guide.*
- Comment noted. The change will be made to HYDRO-4a to note compliance with NTFPD guide.
- Comment 9-45 *Comment Summary – Section 21.5, PS-1. The Mid-Mountain Lodge must be consistent with PRC 4290, 4291, the Placer County Fire Safe Ordinance, California Fire Code, and NTFPD ordinances. NTFPD does not have LRA, but has responsibilities for structure fire protection and other emergency services. Most of the Project is served by NTFPD; any areas outside NTFPD boundaries must be annexed immediately. NTFPD has mutual aid agreements with other state and federal agencies.*
- Comment noted. See Mitigation Measure PS-1, page 17-14.

Comment 9-46 *Comment Summary – Section 21.5, PS-3. Blasting plans will require specific design review by the NTFPD, and may require a Fire Menace Standby and additional service fees.*

Comment noted. See Mitigation Measure PS-3, page 17-17.

**Comment Letter 10 – Homolka, Matt, TCPUD, 04/19/2011**

Comment 10-1 *Comment Summary – TRPA and Placer County should have included local governmental agencies in the TRPA/CEQA process*

Comment noted.

Comment 10-2 *Comment Summary – There is a gap in the West Shore Bike Trail extending from SR 89 and Cherry Street to Fawn Street and Sans Souci, which encompasses the North Base area. Plans are underway to close the gap, but funding has not been secured. Once funding is secured construction could begin in 2012, subject to coordination with Caltrans' water quality Project.*

Comment noted. The following change will be made to Chapter 11, Section 1, page 11-15, paragraph 1: "The trail includes a small gap between Fawn Street and Cherry Street 0.9 miles to the north the SR 89/Cherry Street and Fawn Street/San Souci Terrace intersections. Plans are underway to construct the gap in the trail, however, funding has not been secured. Funding is actively being sought and construction could begin as early as 2012."

Comment 10-3 *Comment Summary – Modify language throughout the document to state that the Homewood Project will construct/relocate the proposed TCPUD bike trail through the North Base area. Specifically: Table 2-2, page 2-41, page 2-42, Table 3-4, Page 3-17, page 3-30, page 3-47, page 11-15, Figure 11-6, Table 11-8, page 11-25, page 11-30, page 11-80, and page 11-83.*

Comment noted. The following change will be made to Chapter 11, Section 1, page 11-15, paragraph 1; Chapter 11, Section 4, page 11-30, paragraph 3: "HMR will construct/relocate the proposed TCPUD bike trail through the North Base area, as shown on Civil Plan Sheet C10." The following change will be made to Chapter 11, Section 5, page 11-80, paragraph 6: "The Project (Alternative 1/1A) and Alternatives 3, 5, and 6 will include an extension of the West Shore Bike Trail construction of the proposed Class I TCPUD bike trail through the North Base area, as shown on Civil Plan Sheet C10. The proposed bike trail will be designed to meet the standards of the authorizing jurisdictions."

Comment 10-4 *Comment Summary – Homewood should provide some funding to support completion of the bike trail. Placer County should identify transportation or recreation mitigation requiring an element of funding to the bike trail project.*

Homewood will fund and construct the portion of the TCPUD bike trail through the North Base area as part of the Project. Transportation impacts are addressed in Chapter 11 of the DEIR/EIS. Recreation impacts are addressed in Chapter 18 of the DEIR/EIS.

This is not a comment on the content or adequacy of the DEIR/EIS and therefore no further response is warranted. This information is passed on to the Project Applicant and decision makers for consideration.

Comment 10-5 *Comment Summary – Table 2-1 requires changes based on changes to the Summary of Environmental Benefits list and to the Areas of Known Controversy*

- Comment noted. The changes will be made to Table 2-1 as necessary.
- Comment 10-6 *Comment Summary – Table 2-2 - The connection to the TCPUD bike trail is listed as a benefit; however, the trail section included in the Project does not connect to the TCPUD bike trail to the North. The only benefit is to trail users from the Project heading south.*
- Comment noted. The trail segment to be constructed by HMR would connect to a TCPUD proposed extension of the West Shore Bike Trail on the north end of the Project area.
- Comment 10-7 *Comment Summary – Section 2.4 - Revise the first bullet under "Public Services and Utilities" to "Water supply and distribution volume and capacity adequacy;"*
- Comment noted. The change will be made to DEIR/EIS page 2-49.
- Comment 10-8 *Comment Summary – TCPUD feels it is acceptable not to describe the relocation/construction of the West Shore Bike Trail through the Project area because it should be included as a mitigation.*
- Comment noted. Additional information is added to Chapter 3 to describe the bike trail as part of the project description. Please see Figure 3-8A of Chapter 3 (Alternative 1A) for the location and preliminary design of the bike trail through the Project area.
- Comment 10-9 *Comment Summary – If the West Shore Bike Trail is not included as mitigation, the Project description should be modified to include the following: a. Construction of a Class 1 Bike Trail along the frontage of the project from the TCPUD's existing trail on Fawn Street at the Sans Souci right of way to the TCPUD's proposed trail at the intersection of Silver and Sans Souci streets. b. Meeting the requirements of Caltrans and TCPUD. c. Granted to TCPUD at construction completion with all required permits and entitlements in the name of TCPUD. d. At developer's expense including reimbursement of TCPUD expenses.*
- Comment noted. The change will be made to Chapter 3 to further describe the Class 1 trail.
- Comment 10-10 *Comment Summary – Revise Figure 3-8 to show a Class 1 Bike Trail connecting between the TCPUD's existing trail on Fawn Street to the TCPUD's proposed trail at Silver and Sans Souci streets.*
- Comment noted. The bike trail is part of the Project. Please see Figure 3-8A of Chapter 3 (Alternative 1A) for location and preliminary design of the bike trail through the Project area.
- Comment 10-11 *Comment Summary – The Green building principle related to Water Conservation in Section 3.5.6 on page 3-27 should reference that HMR will also need to comply with the TCPUD's Water and Sewer Ordinances, specifically Ordinance 264 Water Conservation and Drought Response Standards.*
- Comment noted. The change will be made to DEIR/EIS page 3-27.
- Comment 10-12 *Comment Summary – The Green building principle related to water use and capture, treatment and re-use of roof runoff on page 3-27 will require compliance with TCPUD's Water Ordinance, specifically Section 7 Cross-Connection Control.*
- Comment noted. The change will be made to DEIR/EIS page 3-27.

- Comment 10-13 *Comment Summary – Revise the last sentence of Section 3.5.6, 2nd paragraph on page 3-29 to read, "Water distribution and sewer collection system installation within the Homewood Mountain resort project development will be completed with the construction of each phase of the Master Plan."*  
 Comment noted. The change will be made to DEIR/EIS page 3-29.
- Comment 10-14 *Comment Summary – Provide a citation for the potential flow rate of 1,000 gpm quoted on page 3-29, Section 3.5.9, 5th paragraph.*  
 Citation: 1994. Kleinfelder. Summary of Phase IV Municipal Well Installation and Aquifer Testing of McKinney Well No. 1. Tahoe City Public Utility District, McKinney Bay, CA. January 28, 1994. Job 30-1057-23.004. See also Section 16.1.1, p. 16-2.
- Comment 10-15 *Comment Summary – Correct the TCPUD name on page 3-75, Section 3.12.7, 1st paragraph to Tahoe City Public Utility District. And change NV Energy to Liberty Energy.*  
 Comment noted. The change will be made to DEIR/EIS page 3-75.
- Comment 10-16 *Comment Summary – Add text that the WSA should address the domestic and fire protection demands of the Homewood Project (page 3-75, Section 3.12.8, 1st paragraph).*  
 Please see Master Response 21 and Mitigation Measure PSU-1a, DEIR/EIS page 16-31.
- Comment 10-17 *Comment Summary – The Draft WSA should be revised to include an assessment of the TCPUD's water distribution system's capability to provide required flow rates, pressure, and duration for domestic and fire protection at the South Base Area*  
 Please see Master Response 21. Language added to mitigation measure PSU-1a: Water Supply Assessment and Infrastructure requiring flow rates, pressure and duration for fire protection. See changes to Mitigation Measure PSU-1a, DEIR/EIS page 16-31.
- Comment 10-18 *Comment Summary – Rewrite Section 3.12.8, third paragraph on page 3-76 - The Project Applicant will be responsible for construction of infrastructure to connect to the established water system and to provide for the increased water demand of the Project.*  
 Comment noted. The change will be made to DEIR/EIS page 3-76. Please see Master Response 21 and Mitigation Measure PSU-1a, page 16-31.
- Comment 10-19 *Comment Summary – Rewrite Section 3.12.8, third paragraph on page 3-76 - TCPUD connections fees do not have two components. It is a single charge to buy into the system and fees are charged monthly for water usage based on consumption.*  
 Comment noted. The change will be made to DEIR/EIS page 3-76. See also Mitigation Measure PSU-1a, page 16-31.
- Comment 10-20 *Comment Summary – Rewrite Section 3.12.8, third paragraph on page 3-76 - connection fees do not accommodate additional development of this magnitude. The Project Applicant will be responsible to enter into a development agreement with TCPUD and pay all costs related to onsite infrastructure and the fair share of off-site infrastructure.*

- Comment noted. The change will be made to DEIR/EIS page 3-76. See also Mitigation Measure PSU-1a, page 16-31.
- Comment 10-21 *Comment Summary – Rewrite Section 3.12.8, third paragraph on page 3-76 - the project will be required to pay the connection fee and for the construction of additional infrastructure to supply the project with user fees charged upon connection for water usage.*
- Comment noted. The change will be made to DEIR/EIS page 3-76. See also Mitigation Measure PSU-1a, page 16-31.
- Comment 10-22 *Comment Summary – On page 3-80, Section 3.12.10, add that the TCPUD will need to review the building plans for compliance with TCPUD ordinances and determination of fees prior to issuance of building permits.*
- Comment noted. The change will be made to DEIR/EIS page 3-76. See also Mitigation Measure PSU-1a, page 16-31.
- Comment 10-23 *Comment Summary – Add local agency permitting requirements to Section 3.13 on page 3-80. TCPUD commercial service permits are required.*
- Comment noted. The change will be made to DEIR/EIS page 3-80.
- Comment 10-24 *Comment Summary – Describe the bike trail gap in more detail (location between SR 89/Cherry St. to Fawn and San Souci, and lack of funding despite developed plans for extension) - Section 11.1.7, 1st paragraph page 11-15.*
- Please see response to Comment 10-2.
- Comment 10-25 *Comment Summary – In the last paragraph of Section 11.4.1, clarify the language regarding the bike trail. The current language asserts the traffic analysis assumed the trail gap closure would be completed and only the connection to the proposed trail at Silver/San Souci is needed. Please state more clearly.*
- Language was added to the document that states, "HMR will construct/relocate the proposed TCPUD bike trail through the North Base area, as shown on Civil Plan Sheet C10."
- Comment 10-26 *Comment Summary – Impact TRANS-5 on page 11-80 should be "Significant."*
- The Proposed Project (Alternative 1/1A) and Alternatives 3, 5, and 6 are providing bicycle and pedestrian accommodations in addition to what is existing. The Project (Alternative 1/1A) and Alternatives 3, 5, and 6 would construct the section of the TCPUD bike trail that is missing through the Project area and are not expected to adversely effect bicycle and pedestrian facilities.
- Comment 10-27 *Comment Summary – Impact Trans-5 should include a mitigation measure requiring the construction of a bike trail through the North Base area. The mitigation should include: a. Construction of a Class 1 Bike Trail along the frontage of the Project from TCPUD's existing trail on Fawn Street to the TCPUD's proposed trail at the intersection of Silver and San Souci Streets; b. Meeting the requirements of Caltrans and TCPUD; c. Granted to TCPUD at construction completion withrequired permits and entitlements in the name of TCPUD; and d. At developer's expense, including reimbursement of TCPUD expenses.*
- Please see response to comment 10-3 and 10-8. The updated North Lodge Grading & Drainage Plan, Civil Plan Sheet C10 was revised to include the proposed bike trail

through the North Base area. The trail will be designed to meet the standards of the authorizing jurisdictions.

Comment 10-28 *Comment Summary – If mitigation is not included for TRANS-5, include the text of the above bike trail mitigation in the Project description.*

Please see response to Comment 10-3 and 10-8.

Comment 10-29 *Comment Summary – Does the Impact TRANS-8 (page 11-80) categorization of Less than Significant rely upon the connection to TCPUD's proposed West Shore Bike Trail Gap Closure project at Silver/San Souci? If it relies on this, then the HMR Project should be conditioned on the successful completion of the Gap Closure Project.*

The impact determination does not rely upon the connection to TCPUD's proposed West Shore Bike Trail Gap Closure project at Silver/San Souci. Bicycling will be promoted with the Project and there are other areas nearby for bicycling.

Comment 10-30 *Comment Summary – The second paragraph under Section 15.1.4, subsection Quail Lake Creek Watershed on page 15-17 is incorrect. TCPUD does not divert its water rights in Homewood Creek to fill Quail Lake.*

Comment noted. The change will be made to DEIR/EIS page 15-17.

Comment 10-31 *Comment Summary – Provide a citation for the potential flow rate of 1,000 gpm quoted on page 15-25, Section 15.1.10, 4th paragraph.*

The change will be made: introductory sentence - Based on personal communications with Kleinfelder, Inc. who completed the groundwater monitoring for the Project area and flow rates reported in Summary of Phase IV Municipal Well Installation and Aquifer Testing of McKinney Well No. 1. Tahoe City Public Utility District, McKinney Bay, CA. (Kleinfelder 1994).

Comment 10-32 *Comment Summary – Provide a citation for the 2nd to last sentence page 15-25, Section 15.1.10, 4th paragraph, regarding the lack of connection to Quail Lake Creek.*

The original citation follows the concluding sentence. Citation added: 1994. Kleinfelder. Summary of Phase IV Municipal Well Installation and Aquifer Testing of McKinney Well No. 1. Tahoe City Public Utility District, McKinney Bay, CA. January 28, 1994. Job 30-1057-23.004

Comment 10-33 *Comment Summary – The TCPUD does not provide domestic and irrigation water to the Mid-Mountain operations. Water is provided to a service connection at the South Base area. TCPUD does not know how the water is then used onsite once it leaves the TCPUD system (Section 15.1.11)*

Comment noted. The change will be made to DEIR/EIS page 15-27.

Comment 10-34 *Comment Summary – Section 15.2.1 Subsection Public Water Supply, 2nd paragraph (page 15-31) refers to "source water 09719101/11" operated by TCPUD; however TCPUD is not familiar with this number as it doesn't match any water rights number provided by SWRCB. Please clarify if this is a TRPA number.*

Comment noted. Source water 09719101/11 is listed as operated by TCPUD on TRPA Source Water Assessment Maps and associated document (<http://www.trpa.org/documents/downloads/entire%20swapp.pdf>). It is identified as an inactive intake with site name McKinney Shores (6010 W Lake Blvd on parcel

097-191-01; Lat 390466 and Long 1200927). This map can be reviewed at the TRPA front counter. The disclosure was to identify the source waters closest to the Project area in support that none are within 600 feet. The Project will not affect this Source Water regardless of ownership or operation.

Comment 10-35 *Comment Summary – Section 15.2.1, Subsection Public Water Supply, 2nd paragraph refers to source water operated by Agate Bay Water Company. Is this the correct reference as Agate Bay Water Company is located in Carnelian Bay.*

Source water 08502048W11 is listed as operated by Agate Bay Water Company on TRPA Source Water Assessment Maps. This map can be reviewed at the TRPA front counter (<http://www.trpa.org/documents/downloads/entire%20swapp.pdf>). Agate Bay Water Company was contacted in June 2011 and the director stated that the TRPA map was incorrect. The Project will not affect this Source Water regardless of ownership or operation.

Comment 10-36 *Comment Summary – Revise the second sentence in Section 16.1.1, 4th paragraph page 16-1 to read "The Crystal Way Well produces 500 gallons per minute from groundwater and the lake intake pumps provide up to 300 gallons per minute from Lake Tahoe."*

Comment noted. The change will be made to DEIR/EIS page 16-1.

Comment 10-37 *Comment Summary – Revise Section 16.1.1, 4th paragraph, last sentence on page 16-1, to read "The system has a 0.34 million gallon (1.04 acre-feet) storage tank (TCPUD 2009)."*

Comment noted. The change will be made to DEIR/EIS page 16-1.

Comment 10-38 *Comment Summary – The last 2 sentences of the 5th paragraph, Section 16.1.1 page 16-1, are not correct. Design and permitting have not begun on the WTP project and it is uncertain when construction will begin. The WTP project or an alternative water supply project must be completed before the TCPUD will be able to meet the water supply needs of the South Base Area of the Homewood Project.*

The language in the DEIR/EIS is based on the 12/2010 TCPUD letter submitted by Matt Homolka. Comment noted. Please see Master Response 21.

Comment 10-39 *Comment Summary – In the first bullet of the 6th paragraph in Section 16.1.1 on page 16-2, revise the name of the well to "McKinney Well No. 1" and provide a citation for the quoted potential discharge rate of 1000 gpm.*

Comment noted. The change will be made to page 16-2. Citation: personal communications Kleinfelder and 1994. Kleinfelder. Summary of Phase IV Municipal Well Installation and Aquifer Testing of McKinney Well No. 1. Tahoe City Public Utility District, McKinney Bay, CA. January 28, 1994. Job 30-1057-23.004

Comment 10-40 *Comment Summary – Section 16.2.1 - The Project will be subject to TCPUD's rules and regulations in effect at the time of application.*

Comment noted. The change will be made to DEIR/EIS page 16-7.

Comment 10-41 *Comment Summary – The references to TCPUD's Water Ordinances in Section 16.2.1 Subsection Local on page 16-8 are not correct: Where Section 3 is referred to, change to Section 4, which describes Customer Responsibilities.*

Comment noted. The change will be made to DEIR/EIS page 16-8.

- Comment 10-42 *Comment Summary – The references to TCPUD's Water Ordinances in Section 16.2.1 Subsection Local on page 16-8 are not correct: Where Section 9 is referred to, change to Section 6, which establishes requirements for the size, alignment, construction materials, and construction methods of water supply infrastructure.*  
 Comment noted. The change will be made to DEIR/EIS page 16-8.
- Comment 10-43 *Comment Summary – The references to TCPUD's Water Ordinances in Section 16.2.1 Subsection Local on page 16-8 are not correct: Ordinance 106 should be Ordinance No. 264 - Conservation and Drought Response Standards.*  
 Comment noted. The change will be made to DEIR/EIS page 16-8
- Comment 10-44 *Comment Summary – The bullets summarizing the plumbing fixture low flow requirements should match TCPUD's Water Ordinance 264, requiring the following requirements be met: Showerheads must be 2.5 gpm or less; toilets must be ultra low flow (ULFT) or high-efficiency (HET); dual flush toilets qualify as HET; faucets must be 2.2 gpm or less; water pressure shall not exceed 60 psi within residential or non-residential structures.*  
 Comment noted. The change will be made to DEIR/EIS page 16-8.
- Comment 10-45 *Comment Summary – Revise 2nd paragraph of Section 16.2.2 on page 16-9 to refer to the TCPUD's current Sewer Ordinance No. 255, adopted April 17, 2006.*  
 Comment noted. The change will be made to DEIR/EIS page 16-9.
- Comment 10-46 *Comment Summary – Impact PSU-1 page 16-14, 4th paragraph. Change Ordinance 106 to TCPUD's Water Conservation Ordinance No. 264.*  
 Comment noted. The change will be made to DEIR/EIS page 16-14.
- Comment 10-47 *Comment Summary – Impact PSU-1 page 16-16 1st paragraph should be revised as design and permitting have not begun on the WTP project and construction start dates are uncertain. The WTP project, or an alternative supply project, must be completed before TCPUD will be able to meet the water supply needs of the South Base area.*  
 Comment noted. The change will be made to DEIR/EIS page 16-16. Please see Master Response 21.
- Comment 10-48 *Comment Summary – The last sentence of IMPACT PSU-1, page 16-17, 1st paragraph should clarify that the TCPUD did not identify the need for any additional offsite infrastructure improvements relative to water supply to accommodate the proposed HMR MP implementation." The TCPUD did identify significant offsite improvements necessary for water distribution, which are described later in the DEIR/EIS section.*  
 Comment noted. The change will be made to DEIR/EIS page 16-17. Please see Master Response 21.
- Comment 10-49 *Comment Summary – Revise the first sentence of IMPACT PSU-1 Page 16-17 3rd paragraph to "TCPUD's fire flow capabilities are also deficient in the area adjacent to the South Base Area and require improvements to meet current residential fire flow requirements of 1,000 gallons per minute."*  
 Please see Master Response 21.

- Comment 10-50 *Comment Summary – In Impact PSU-1 page 16-17 3rd paragraph, note that all of the alternative improvements may be constructed by the TCPUD but will be funded completely by the Developer.*  
 Comment noted. The change will be made to DEIR/EIS page 16-17.
- Comment 10-51 *Comment Summary – Revise the 4th sentence of Impact PSU-1 page 16-17 4th paragraph to "The water system plans show a connection of the Mid Mountain area water tanks to the North Base area and the MCWC existing connection, but do not intertie to the South base area and the TCPUD service area."*  
 In response to the 12/2010 letter from TCPUD, the Project's Civil Plan set was updated to reflect the proposed intertie from the two Mid-Mountain storage tanks to the South Base Area and the TCPUD service district.
- Comment 10-52 *Comment Summary – Impact PSU-1 page 16-18, 1st paragraph, correct the name of the well to McKinney Well No. 1 and provide citation for the quoted potential discharge rate of 1,000 gpm.*  
 Comment noted. The change will be made to DEIR/EIS page 16-18. Citation: personal communications Kleinfelder and 1994. Kleinfelder. Summary of Phase IV Municipal Well Installation and Aquifer Testing of McKinney Well No. 1. Tahoe City Public Utility District, McKinney Bay, CA. January 28, 1994. Job 30-1057-23.004
- Comment 10-53 *Comment Summary – Mitigation PSU-1a Page 16-28 does not adequately reduce the impact and additional mitigation measures should be added.*  
 Please see Master Response 21.
- Comment 10-54 *Comment Summary – Add the following mitigation measure to Mitigation PSU-1a: "The Developer shall provide a detailed Water System Engineering Report meeting the requirements of and approved by the TCPUD. The Report shall be approved prior to the issuance of any portion of the Project requiring water supply from the TCPUD. The Report should address: a. Project domestic, fire protection, and snow making water demands. This should include an assessment of peak, maximum, and average demands as well as flow rate, pressure, and duration requirements. b. Prepared by a California registered civil engineer. c. An assessment of the TCPUD's McKinney-Quail Water System's ability to provide adequate domestic and fire flows at appropriate pressures. d. A detailed analysis of off-site water system improvements (and alternatives) necessary to supply the Project and e. Specific on-site distribution system design calculations.*  
 Please see Master Response 21.
- Comment 10-55 *Comment Summary – The Water Supply Assessment is not acceptable, as written, to meet the requirements of the Water System Engineering Report.*  
 Please see Master Response 21.
- Comment 10-56 *Comment Summary – Add the following mitigation measure to Mitigation PSU-1a: "All TCPUD off-site water system infrastructure improvements identified by the above Report shall be designed, permitted, and constructed prior to occupancy of any portion of the Project necessitating the improvement. The Developer shall be responsible to reimburse the TCPUD for all costs associated with the improvement."*  
 Please see Master Response 21.

Comment 10-57 *Comment Summary – Add the following mitigation measure to Mitigation PSU-1a: "The identified water treatment plant, or alternative water source solution shall be completed prior to occupancy of any portion of the Project requiring water supply from TCPUD. The Developer shall be responsible to reimburse the TCPUD for their fair-share contribution to the water supply project as determined by the TCPUD."*

Please see Master Response 21.

Comment 10-58 *Comment Summary – Mitigation PSU-1a, 2nd paragraph is incorrect: The Project Applicant will be responsible for construction of infrastructure to connect to the established water system and to provide for the increased water demand of the Project. TCPUD connections fees do not have two components. It is a single charge to buy into the system and fees are charged monthly for water usage based on consumption. Connection fees do not accommodate additional development of this magnitude. The Project Applicant will be responsible to enter into a development agreement with TCPUD and pay all costs related to onsite infrastructure and the fair share of off-site infrastructure. And the project will be required to pay the connection fee and for the construction of additional infrastructure to supply the project with user fees charged upon connection for water usage.*

Please see Master Response 21.

Comment 10-59 *Comment Summary – IMPACT PSU-2 page 16-30 - Include a statement that prior to performing excavation, HMR is required to call DigAlert at 811 to mark existing underground utilities and avoid inadvertent damage.*

Comment noted. The change will be made to DEIR/EIS page 16-30.

**Comment Letter 11 – Wilson, Eugene, CCEC, 04/19/2011**

Comment 11-1 *Comment Summary – The EIR does not support the conclusion that the larger resort will reduce vehicle traffic. The analysis should be conducted with methods by the Institute of Traffic Engineers.*

See Master Response 10. As stated on page 11-36 of the DEIR/EIS, the Institute of Transportation Engineers' Trip Generation, 8th Edition does not include trip generation rates for a ski resort, nor does the TRPA Trip Table. Therefore, the foundation for winter season trip generation calculation in this analysis is resort occupancy, maximum carrying capacity of the ski area, the fluctuation or "turnover" of resort residents and guests, and trips generated by other land uses of the Project area. The trip generation estimates for other land uses were calculated using standard trip generation rates from ITE's Trip Generation and the TRPA Trip Table.

Comment 11-2 *Comment Summary – Analyze the impacts of increased tourists driving long distances to Lake Tahoe.*

Intersection level of service (LOS) analysis was performed at intersections that would experience the most potential impact from the Project. Traffic begins to disperse as it travels further from the Project and impacts become negligible. The scope of the traffic analysis was coordinated with responsible agencies in accordance with their traffic impact analysis guidelines.

Comment 11-3 *Comment Summary – The EIR/EIS does not consider a feasible range of alternatives*

Please see Master Response 2.

- Comment 11-4 *Comment Summary – Consider an alternative that minimizes energy and impacts and GHG emissions.*
- Alternatives 1, 3, 5 and 6 pursue LEED certification and thus are designed to meet energy conservation goals outlined by the program for obtaining LEED ratings. Chapter 19 of the DEIR/EIS analyzes GHGs and climate change. Alternative 6 is a reduced project alternative, developed and analyzed in the EIR/EIS to determine potential reductions in GHG emissions.
- Comment 11-5 *Comment Summary – Analyze impacts of energy use for artificial ski slopes using a range of alternative energy sources.*
- The Project does not propose development of alternative energy supplies within the Project area and therefore, the DEIR/EIS does not analyze such supplies. Liberty Energy provides electric service to the Project area, while Southwest Gas Corporation provides natural gas service. Alternatives that would include use of alternative energy sources would therefore be infeasible, as no alternative energy sources are currently available to the Project area.
- Comment 11-6 *Comment Summary – Analyze alternative sources of energy and impacts of any new infrastructure required for transmission.*
- Please see response to comment 11-5. Impact PSU-1 (p. 16-13) analyzes impacts of the Project on existing service standards and objectives.
- Comment 11-7 *Comment Summary – Provide evidence for conclusions regarding project energy conservation decisions.*
- Project energy conservation decisions have been based on federal, state and local ordinances and regulations in concert with HMR’s proposed compliance with LEED for neighborhood program initiatives.
- Comment 11-8 *Comment Summary – Analyze the preempting effect of long-term investment in fossil fuel energy as opposed to implementing clean energy and efficiency measures during construction.*
- The commenter does not substantiate how the requested analysis could be addressed at the project-scale, particularly in light of the fact that long-term investment in fossil fuel energy is well outside the scope of the Project, and potentially a national and/or worldwide issue. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 11-9 *Comment Summary – Conduct a per capita energy analysis considering clean energy sources and energy efficiency, analyzing how close to net zero the project could be built.*
- Please see response to comment 11-8.
- Comment 11-10 *Comment Summary – Analyze a full range of energy efficiency and alternative energy sources for the project.*
- The energy sources available have been included in the analysis and the Project is consistent with existing local, regional, state and federal guidelines on energy. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 11-11 *Comment Summary – Fully-mitigate the climate impacts of the Project.*

The commenter states that the climate impacts of the Project should be fully mitigated. The following list of potential options is provided: carbon credits, conservation, transit service and incentives, biking/pedestrian infrastructure, rail, subsidies for energy projects, on-site energy, parking pricing, education, car-sharing, transportation reduction programs, support for electric vehicles, and ridesharing.

CEQA requires an EIR to “describe feasible measures which could minimize significant adverse Impacts (Section 15126.4(a)(1)).” It is up to the discretion of the lead agency to determine what is feasible and enforceable (Santa Clarita Organization for Planning the Environment v. City of Santa Clarita (July 26, 2011) \_\_Cal.App.4th\_\_). CEQA therefore does not require a project to fully mitigate or offset impacts, but rather identify feasible and enforceable mitigation that would substantially reduce the severity potential impacts.

The DEIR/EIS identifies feasible mitigation for reducing Project-level GHG emissions. Specifically, Mitigation Measure CC-1 (Table 19-25) outlines commitments that will be incorporated into the final Project design. Mitigation Measure CC-2 includes implementation of strategies recommended by the California Attorney General; those applicable to the Project will be included in standard building plans and codes. Mitigation options listed by the commenter except carbon credits and increased rail are referenced in either Mitigation Measure CC-1 or CC-2.

The use of carbon credits and rail are not required by the DEIR/EIS because they are determined to be infeasible for the Project. Carbon offsets are a complicated and somewhat controversial source of mitigation. Offsets must be consistent with an approved and valid protocol to assure the emissions offsets would only occur due to the financing provided by purchasing of the credits (i.e., the carbon offset project would not be able to commence without the funding provided by the Proposed Project). Credits must also be purchased annually until the Project is decommissioned to offset long-term, operational emissions. The costs of carbon offsets depends on program development and may increase with time. Currently, offsets from reputable programs range between \$10 to \$30 per metric ton of CO<sub>2</sub>e. Purchasing offsets in perpetuity may therefore require the Project Applicant to pay hundreds of thousands of dollars over the Project lifetime. Given the controversial issues surrounding carbon offsets, as well as the economic burden, carbon credits would be infeasible for the Proposed Project. The Project area and character does not support rail, and construction of a rail system may cause secondary impacts to noise, biology, and other sensitive resources. No additional mitigation measures for the Proposed Project have been identified by state or local agencies at this time.

Comment 11-12 *Comment Summary – The EIR does not support the conclusion that the Project is consistent with the TRPA Regional Plan Transportation Element.*

Please see Master Response 9. The Regional Plan was used to determine appropriate evaluation criteria, and was also evaluated for project consistency in Chapter 4 of the DEIR/EIS.

Comment 11-13 *Comment Summary – The Project does not comply with standards in AB 32, EO S-03-05, the CARB Scoping Plan, and TRPA Year 2020 per capita GHG reduction target of 7%.*

The commenter states that the Project does not comply with Assembly Bill (AB) 32, Executive Order S-03-05, the AB 32 Scoping Plan, or the Tahoe Regional Planning Agency (TRPA) year 2020 per capita GHG reduction target. The commenter is

correct. Potential conflicts with applicable plans, policies, and/or regulations adopted to reduce GHG emissions are discussed in Impact CC-C2 in the DEIR/EIS. The commenter suggests that the DEIR/EIS address impacts of climate change on wildfire risk to the Project. Please see Master Response 19 regarding potential climate change impacts on the Project and GHG emissions even after implementation of feasible mitigation. The possibility exists that the Project will contribute to global GHG emissions and conflict with existing and future actions to reduce GHG emissions, including AB 32. The DEIR/EIS therefore identifies a significant and unavoidable impact with respect to potential conflicts with state and local GHG polices and regulations.

Comment 11-14 *Comment Summary – Analyze impacts to alternative modes of transportation, including bike, pedestrian, transit, and train.*

The DEIR/EIS provides impact analyses related to alternative modes of transportation including bicycles, pedestrians, and transit. There are no train facilities near the Project area that would be affected by Project.

Comment 11-15 *Comment Summary – Analyze how climate change will increase energy consumption.*

The commenter suggests that the DEIR/EIS address impacts of climate change on Project energy consumption. Please see Master Response 19 regarding potential climate change impacts on the Project.

Comment 11-16 *Comment Summary – Analyze how climate change will increase water consumption and supply.*

The commenter suggests that the DEIR/EIS address impacts of climate change on Project water consumption. Please see Master Response 19 regarding potential climate change impacts on the Project.

Comment 11-17 *Comment Summary – Analyze how climate change will affect GHGs.*

The commenter suggests that the DEIR/EIS address impacts of climate change on Project-level GHG impacts. Please see Master Response 19 regarding potential climate change impacts on the Project.

Comment 11-18 *Comment Summary – Analyze how climate change will increase wildfire risk.*

The commenter suggests that the DEIR/EIS address impacts of climate change on wildfire risk to the Project. Please see Master Response 19 regarding potential climate change impacts on the Project.

Comment 11-19 *Comment Summary – Analyze project impacts to evacuation safety and emergency vehicle access on the west shore in the event of a wildfire, earthquake, or seiche.*

Please see Mitigation Measure PS-1, page 17-14, and Mitigation Measure PS-2, page 17-15. Impact HYDRO-4 analyzes this impact and Mitigation Measure HYDRO-4a provides mitigation for this impact, DEIR/EIS page 15-113.

Comment 11-20 *Comment Summary – Analyze cumulative impacts to evacuation safety and emergency vehicle access on the west shore in the event of a wildfire, earthquake, or seiche.*

In the DEIR/EIS please see impact HYDRO-C1 (p. 15-119), HYDRO-4 (p. 15-111), GEO-C1 (p. 14-79) and PS-C1 (p. 17-19). Please see also Mitigation Measure PS-1, page 17-14, and Mitigation Measure PS-2, page 17-15.

- Comment 11-21 *Comment Summary – Evacuation routes should meet National Fire Protection Association standard 1141.*
- Comment noted. Please see response to comments 9-1 to 9-46 (letter submitted by NTFPD). See mitigation measure HYDRO-4a: Emergency Response and Evacuation Plan (Ch. 20, p. 21-59). Please see also Mitigation Measure PS-1, page 17-14, and Mitigation Measure PS-2, page 17-15.
- Comment 11-22 *Comment Summary – Update the safety plan of the General Plan to be consistent with state law.*
- This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 11-23 *Comment Summary – Evaluate impacts of seiches.*
- Please see impact HYDRO-4, which addresses potential flooding, including inundation by seiche.
- Comment 11-24 *Comment Summary – Mitigation must be practical and enforceable.*
- CEQA requires that mitigation measures be feasible and enforceable. This commenter expresses an opinion that they should also be practical. To the extent the comment relates to “practicality” of mitigation measures, this is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. With respect to enforceability of mitigation measures, please review the DEIR/EIS for the disclosure of a variety of "long term monetary guarantees" posed on the Project. TRPA specifically requires the payment of a Security Bond. The Governing Board decides on the fee, as based on the approved project alternative. Mitigation Measures will be included in permits and will be “enforceable” as required by CEQA.
- Comment 11-25 *Comment Summary – Traffic mitigation measures that would be implemented by the resort are not enforceable.*
- CEQA requires that mitigation measures are enforceable. Mitigation measures will be included in permits and enforceable through the Mitigation and Monitoring Program (Chapter 21 of the FEIR/EIS). Please see Master Response 20.
- Comment 11-26 *Comment Summary – Analyze impacts of energy use related to the extraction and disposal of natural resources during demolition and construction.*
- The Project includes no extraction of mineral resources. Assuming that the term natural resources refers to cut and fill materials, see impact GEO-4 for a discussion of grading impacts and TRANS-6 for analysis of worst-case scenario for disposal. Chapter 19, Climate Change, incorporates earthwork activities in GHG emissions modeling. Table 3-6 and Figure 3-12 in the project description identify the location of potential fill areas within the Project area to accommodate over 102,200 cubic yards of fill material. Under Alternative 1, it is possible that no excavated material will need to be transported and disposed of off-site.
- Comment 11-27 *Comment Summary – Analyze impacts of the commitment of nonrenewable natural resources to landfills.*
- Please see response to comment 11-26.

Comment 11-28 *Comment Summary – Mitigate impacts related to solid waste and energy use through recycling during construction and operation.*

Please see response to comment 11-26.

Comment 11-29 *Comment Summary – The general plan fails to comply with AB32, SB375, and related regulations due to lack of GHG analysis and planning.*

The commenter states that the Project does not comply with AB 32, SB375, and related regulations that require a reduction in GHG emissions to 1990 levels by 2020. Please see response to Comment 11-13 for a discussion of potential conflicts with state and local GHG polices and regulations.

**Comment Letter 12 – Earp, James, CA Alliance for Jobs, 04/12/2011**

Comment 12-1 *Comment Summary – Supports Project due to economic and environmental benefits*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 12-2 *Comment Summary – Lack of existing local jobs leads to more commuting and traffic.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 12-3 *Comment Summary – Lack of existing local jobs leads to more commuting and air pollution.*

The commenter states that high unemployment in the Lake Tahoe area causes residents seeking work to make more vehicle trips than they ordinarily would, which contributes to increased air pollution. The commenter believes that the Project will improve air quality by providing local employment opportunities. As stated on page 7-8 of the DEIR/EIS, the Project will generate both seasonal and long-term jobs. Vehicle trips associated with these jobs have been accounted for in the traffic analysis completed for the Project, and subsequently evaluated for potential effects (both negative and positive) on local air quality in Chapter 12 of the DEIR/EIS. Please see Tables 12-16 through 12-19 in the DEIR/EIS, which present traffic-related emissions generated by Project alternatives.

Comment 12-4 *Comment Summary – Lack of existing local jobs leads to more commuting and GHGs.*

The commenter states that high unemployment in the Lake Tahoe area causes residents seeking work to make more vehicle trips than they ordinarily would, which generates GHG emissions. The commenter believes that the Project will reduce GHG emissions by providing local employment opportunities. Please see response to Comment 12-3 for a discussion of traffic-related emissions impacts and benefits of the Project.

Comment 12-5 *Comment Summary – Lack of existing local jobs leads to more commuting and safety concerns on roads.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 13a – Lozeau, Michael, Friends of West Shore, 04/21/2011**

Comment 13a-1 *Comment Summary – FOWS promotes sustainable communities and policies that enhance natural resources and beauty of West Shore. Supports a revitalized HMR that is economically viable for JMA Ventures. But Project is too large for Project area and will transform Homewood area. An appropriately sized viable project will bring consensus within Homewood and West Shore community. Letter attaches resumes and papers by Dr. Eldon Gath, Matt Hagemann PG, C.Hg and Tom Brohard, PE.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 13a-2 *Comment Summary – CEQA background provided and guidelines cited.*

CEQA Guidelines noted.

Comment 13a-3 *Comment Summary – TRPA Compact cited. States that proposed project is two components: ski area master plan and a development project.*

The Draft HMR Ski Area Master Plan is available and has been available for review at TRPA and Placer County Offices. Given the Ski Area Master Plan is a draft proposal, it is a dynamic document that will continue to evolve until adopted by the TRPA Governing Board. The FOWS are correct in that the draft Ski Area Master Plan does not present a range of alternatives, but instead a draft project proposal. The DEIR/EIS analyzes a range of alternatives that have been based on the draft proposal: the proposed Project, no Project and Alternatives 3, 4, 5 and 6. The Final Ski Area Master Plan will present the approved project alternative, which could be one of the six alternatives analyzed in the DEIR/EIS, new alternative 1A analyzed in the FEIR/EIS or a combination of project proposals, as determined by the TRPA Governing Board. A revised Draft Ski Area Master Plan is available for review along with the FEIR/EIS.

Comment 13a-4 *Comment Summary – TRPA has no authority to approve HMR projects because agency is operating with an outdated and inadequate Regional Plan. Without a regional plan, TRPA cannot determine whether a given project should or should not be approved, it cannot make requisite findings of consistency and it cannot determine how implementation of the project will or will not interfere with achievement of the thresholds.*

The Regional Plan Update for the existing 1987 Regional Plan has not been completed; therefore, the existing regulations, including the Code of Ordinances, remain valid, enforceable, and applicable to currently proposed projects. Amendments to the Code of Ordinances may continue to occur as established in the Rules of Procedures and at the discretion of the Executive Director. Comments stating the position for or against Code amendments during the Regional Plan Update

process are not relevant to the content or adequacy of the DEIR/EIS environmental analysis and documentation, but may be used by the decision makers in reaching a conclusion on the proposed Project and alternatives. At the December 17, 2008 TRPA Governing Board meeting, the TRPA Governing Board unanimously voted "to allow CEP projects to move forward concurrently with the Regional Plan Update, as originally planned".

Comment 13a-5 *Comment Summary – TRPA is violating its duty under the Compact to Ensure that the Regional Plan Provides for Attaining and Maintaining Federal, State, or Local air and Water Quality Standard, Whichever is Strictest.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 13a-6 *Comment Summary – The Regional Plan has failed and will continue to fail to achieve critical air standards in the Lake Tahoe Region – Ozone.*

The commenter expresses an opinion. Please see response to comment 13a-4 regarding the Regional Plan Update. The commenter states that "because the Regional Plan is inadequate to meet ozone standards, TRPA cannot approve the Homewood Project and its proposed increases in ferry, bus and private vehicle use" and is thus referred to Master Response 15.

Comment 13a-7 *Comment Summary – The Regional Plan has failed and will continue to fail to achieve critical air standards in the Lake Tahoe Region – VMT.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted. Please see response to comment 13a-4 regarding the Regional Plan Update. The commenter states, "the Homewood Project will add about 8431 VMT every day during the summer. Currently, the Regional Plan does not include any viable or up-to-date guidance showing how the VMT Environmental Threshold will be achieved. No Project proposing to degrade the region's ability to comply with VMT Threshold should be allowed to go forward in the absence of an up-to-date and legally valid Regional Plan that assures achievement and maintenance of the VMT Threshold". Please see Master Response 9 through 12.

Comment 13a-8 *Comment Summary – The Regional Plan has failed and will continue to fail to achieve critical pelagic water quality standards in Lake Tahoe.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted. Please see response to comment 13a-4 regarding the Regional Plan Update.

Comment 13a-9 *Comment Summary – TRPA May Not Approve the Project Because the Proposed Amendments to the Regional Plan, Plan Area Statements, and Code of Ordinances Do Not Achieve and Maintain the Thresholds. The Proposed Project Cannot Be Approved Without Numerous Amendments to the Regional Plan and the Code of Ordinances.*

Please see Master Response 4.

Comment 13a-10 *Comment Summary – TRPA Cannot Demonstrate that the Amendments to the PAS and Code of Ordinances Will Achieve and Maintain the Thresholds. The relevant question is not whether the project is better than the existing conditions, but whether it actually complies with scenic quality guidelines.*

Please see Master Response 4.

Comment 13a-11 *Comment Summary – TRPA Cannot Demonstrate that the Proposed Master Plan Along With The Current Regional Plan and Code of Ordinances Will Achieve and Maintain the Thresholds.*

The DEIR/EIS was prepared to disclose whether the Proposed Project or Alternatives would result in significant impacts. Significant impacts are identified based on impact evaluation criteria that include compliance with TRPA thresholds. In order to approve the Project or an Alternative, TRPA must make findings that the environmental thresholds will not be degraded. Please see response to comment 13a-4 regarding the Regional Plan Update and amendments to the TRPA Code. See impact TRANS-1 for VMT analysis. See impact HYDRO-1 for water quality analysis. See impact AQ-2 for ozone analysis.

Comment 13a-12 *Comment Summary – TRPA cannot approve the project because it is inconsistent with the Regional Plan and Code of Ordinances. Project is inconsistent with numerous provisions of the Regional Plan and the Code of Ordinances. There Is No Demonstrated Need For the Project. There is strong demand from the public to keep the ski resort open and upgrade the facilities with a reasonably sized facility. FOWS acknowledges that the developer needs to find a profitable way to do that reasonable upgrade.*

The commenter expresses the opinion that there is no demonstrated need for the Project. Please see Master Response 3. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted. Please see response to comment 13a-4 regarding the Regional Plan Update.

Comment 13a-13 *Comment Summary – There Is No Best Management Practice Retrofit Plan For The Entire Project Area. A review of the EIS and other available documents shows no plan or schedule for identifying disturbed areas throughout the entire Project area, identified in the EIS as the entire Master Plan area, and implementation of BMPs. This is inconsistent with the Regional Plan.*

Figures 3-8 (3-8A) and 3-9 (3-9A) present the North and South Base Area site plans (50% plans), including BMPs; Figures 15-11, 15-12, 15-13 and 15-14 identify storm water treatment systems for the developed portions of the Project area. Figures 15-3 and 15-4 identify snow storage areas at the base areas. Figures 14-4 and 14-5 identify land coverage removal and restoration and disturbance restoration areas across the Project area. All of these components are permanent BMPs proposed on Civil Plan Sheets C15 through C18 (BMP Plans). BMP Plans are finalized upon selection and approval of a project alternative and are a required component of the TRPA and Placer County project permitting applications.

Comment 13a-14 *Comment Summary – The Project fails to articulate a plan to achieve its stated goal of eliminating parking on SR 89. The Project does not address where a substantial number of vehicles will park on capacity days.*

Please see Master Response 12.

Comment 13a-15 *Comment Summary – The Proposed Building Heights Will Be Inconsistent With Surrounding Uses. The mechanism for that change is the Code amendment allowing Homewood to use a different method of measuring height than everyone else in the Region. None of the simulated photos provide Homewood residents with views or perspectives that allow them to fully understand the scale and visual effects of the project. Nor do the simulations provided allow TRPA or the County to evaluate whether the scale of the project is consistent with the existing homes and cabins. All of the simulations are from the perspective of someone traveling or walking on or near Route 89. No perspectives of what the residents on Sacramento Street will view from their existing homes and cabins is provided. The failure to take into account impacts on current residences and uses within the Homewood neighborhood is perhaps best illustrated by the complete absence of any photos or simulations for the large development proposed at the existing South Base. TRPA and the County must first require Homewood to install story poles that will allow residents and the agencies to better experience the true scale of the buildings being proposed in relation to the existing residences and open viewsapes. The static simulations included in the EIS isolate components of the project but leave out key elements that would inform a person standing in the same spot as the camera of the true scale of the project.*

The perspective of the simulations are from public roadways and Lake Tahoe to provide an analysis of how the Project affects the scenic roadway and shoreline units. Scenic simulations are not required from viewpoints located on private property. Since few trees exist in the roadway area, this perspective also analyzes the area of greatest visible change. Adjacent homes are located North, South, and East of the proposed South Base structures and trees and other vegetation separate the homes from the ski area. No further simulations are required in the EIR/EIS other than those added for Alternative 1A (see revised Chapter 10.0); however, a balloon study was conducted to show proposed building scale (See Master Response 8). In addition, an amendment to the Master Plan is proposed as Alternative 1A, which would relocate the parking structure to the corner of the Fawn Street and SR 89 intersection. Housing proposed for the area new Fawn and SR 89 in Alternative 1, would be relocated to the Alternative 1 parking structure location. Under Alternative 1A at the South Base, two of the large multi-family condo units would be broken up into two-unit chalets that would also be located further from homes. These changes are analyzed in revisions to Chapters 6.0 and 10.0 (including simulations for the south base area to document the proposed Alternative 1A MP changes).

Comment 13a-16 *Comment Summary – The Proposed Project Does Not Meet The Regional Plan's Water Supply Assurance Requirement.*

Please see Master Response 21. The section of the Regional Plan that is cited in the comment applies to project-level permitting and not the proposed Master Plan development. Based on SB 210 criteria, a WSA is not required for the Project area. However, the Project Applicant prepared a draft WSA for disclosure of estimated water demand from the Project (DEIR/EIS Appendix AA). Appendix AA-1 presents the revised WSA and Mitigation Measure PSU-1a (revised in FEIR/EIS Chapter 24) will assure that the WSA and a Water System Engineering Report are completed to the satisfaction of the County and water purveyors when a Master Plan is adopted and a project alternative is approved. TCPUD and MCWC submitted letters in 12/2010 stating that adequate water supply exists for the Project, but that

infrastructure improvements and/or expansion may be necessary and that funding of these capital improvements would be by the Project Applicant.

Comment 13a-17 *Comment Summary – The Project does not meet the Regional Plan’s community noise level requirements in that the Regional Plan calls for decreasing noise levels and that the Project does not achieve the CNEL level established for Homewood, nor does it reduce noise on the SR 89 corridor. The Project will not reduce noise levels and will significantly contribute to expected violations of the noise limits in the Homewood area. The Project does not evaluate noise impacts based on current traffic noise levels.*

Chapter 13, Section 13.4.7, pages 13-28 through 13-38 of the DEIR/EIS has been modified to include an evaluation of impacts using both the existing baseline and cumulative impacts at full buildout of the Project. The revised analysis using an existing baseline indicates that traffic noise levels would increase by 0.4 dBA under the Project (Alternative 1/1A) and Alternative 3, 0.1 dBA under Alternative 4, and 0.3 dBA under Alternative 5, and 0.2 dBA under Alternative 6, as discussed further in Master Response 16.

Because existing noise levels are currently in excess of the PAS, any increase in noise, relative to existing conditions, would be significant because the standard is currently exceeded. Consequently, this impact was identified as significant in the DEIR/EIS. Mitigation Measure NOI-2 was identified in the DEIR/DEIS to reduce project related traffic noise to less than significant. Please see Master Response 16, which discusses the changes to Mitigation Measure NOI-2 and that the Project as mitigated will improve existing noise impacts in the Project area.

Comment 13a-18 *Comment Summary – The Proposed Project Does Not Offset All Of Its Direct and Indirect Water Quality Impacts.*

The off-site project with Caltrans and/or Placer County is a required component of the CEP resolution. The project described in the DEIR/EIS has been replaced in the FEIR/EIS with the Placer County – Homewood Mountain Resort Water Quality Improvement Project because agreement mechanisms with Caltrans could not be finalized. The Project Applicant has made commitments to funding for the off-site project, but the off-site project will likely be constructed by Placer County and is in the initial stages of design and planning. Please see FEIR/EIS Chapter 3 (Section 3.5.24) for the project component description and Impact HYDRO-1 (Chapter 15) for the analysis of the new off-site project developed by TRPA, Placer County and the Project Applicant.

Per TRPA Code Chapter 82, the water quality mitigation program is not optional and is applicable to all projects and activities that result in the creation of additional impervious surfaces through one or a combination of mitigation projects and water quality mitigation fund. The Project will be required to contribute to a water quality mitigation fund established by TRPA for implementing offsetting programs in the amount of contribution established in Code Section 82.3 (i.e., 1.86\$/each square foot of additional land coverage created). The FOWS opinion that the fee schedule does not require a payment sufficient to off set water pollution from the Project is noted. For clarification for the commenter, the off-site project is not proposed as a mitigation project per Code Subsection 82.2.A but is proposed in fulfillment of requirements set forth in the HMR CEP Resolution.

Comment 13a-19 *Comment Summary – TRPA May Not Approve a Project-Specific Amendment to the Code of Ordinances.*

Please see response to comment 13a-4 regarding the Regional Plan Update and Master Response 4 regarding authority to make TRPA Code amendments. The commenter questions whether the Project is better than the existing conditions or if the project complies with scenic quality guidelines. Please see impact SCENIC-1 (p.10-28). The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 13a-20 *Comment Summary – TRPA Has Not Complied With the Requirements of the Code of Ordinances for the Adoption of a Ski Area Master Plan - Steering Committee.*

As published in the 2008 NOP for the Project: "The HMR Master Plan is a mixed-use project developed under the guidelines included in TRPA's Community Enhancement Program (CEP), August 2007. Over the past several years, Homewood Village Resorts, LLC held a number of workshops with residents of the West Shore communities, homeowner's associations and civil organizations with over 1,000 persons participating and providing input to help with the HMR Master Plan concept. Additionally, Homewood Village Resorts, LLC met with TRPA and Placer County staff to discuss the concept and incorporate place-based planning and visioning." The TRPA Code of Ordinances provides that an alternative process may be approved by TRPA (in lieu of use of a steering committee, and the alternative process approval was available and appropriate in this case). Please see Master Response 1.

Comment 13a-21 *Comment Summary – TRPA Has Not Complied With the Requirements of the Code of Ordinances for the Adoption of a Ski Area Master Plan- Land Coverage*

The commenter cites Codes sections on Master Plans, Community Plans and Ski Area Master Plans. The commenter expresses the opinion that land coverage has been misstated in the DEIR/EIS. Please see response to comments 13-81, 14-3, 14-4, 14-5, 14-6, 14-10, 14-12, 14-67, 19-31, 19-33, 19-49, 19-50, and 19-67, addressing various aspects of TRPA land coverage analysis.

Comment 13a-22 *Comment Summary – No Draft Master Plan provided to FOWS on TRPA website.*

The Draft HMR Ski Area Master Plan is available and has been available for review at TRPA and Placer County Offices. Given the Ski Area Master Plan is a draft proposal, it is a dynamic document that will continue to evolve until adopted by the TRPA Governing Board. The FOWS are correct in that the Draft Ski Area Master Plan does not present a range of alternatives, but instead a draft project proposal. The DEIR/EIS analyzes a range of alternatives that have been based on the draft proposal: the proposed Project, no Project and Alternatives 3, 4, 5 and 6. The Final HMR Ski Area Master Plan will present the approved project alternative, which could be one of the six alternatives analyzed in the DEIR/EIS, new Alternative 1A analyzed in the FEIR/EIS or a combination of project proposals, as determined by the TRPA Governing Board and/or Placer County Board of Supervisors. A revised Draft Ski Area Master Plan is available for review along with the FEIR/EIS. The 5/2011 Draft HMR Ski Area Master Plan, along with 11 volumes of the "Homefront" community outreach newsletter and additional outreach information can be found at <http://www.skihomewood.com/masterplan>

Comment 13a-23 *Comment Summary – TRPA Cannot Make the Findings Necessary to Change the Boundaries of and Add Uses to the Plan Area Statements. The DEIS relies heavily on the alleged benefits provided by the project during the winter ski season, but largely ignores the intensification of use during the summer months. The area around the ski resort is largely residential and does not experience high levels of use during the summer months. The proposed project, however, would not only increase the intensity and density of development, but would also increase visitation and use during the summer. Although the DEIS claims that the project qualifies as a transit oriented development, it is a tourist facility designed to attract visitors on a daily basis – most of whom will arrive by car.*

Please see impact LU-1, which addresses the findings for the PAS amendments. Please see Master Responses 2 and 6.

Comment 13a-24 *Comment Summary – TRPA cannot support the findings under Code Section 18.1.B. necessary to approve a special project.*

Please see Master Response 4 and 7. Please see Impact LU-1 pages 6-26 through 6-29. Findings pursuant to TRPA Code Section 18.1.B are presented, including how the Project and changes support statements in the existing PAS regarding expansion, skier services, and improvements. The uses proposed either can be found currently within the community or are of a nature that is appropriate for and supports existing uses. It is true that many portions of the community include residences spread throughout the landscape and it is not a high intensity area such as South Shore. However, this Project does not propose such a transformation and it is important to note that the inclusion of new mixtures of uses do not disturb the community character if located and placed correctly. The comment indicates that the rustic ski facilities add to the charm; however the scenic resources inventory indicates otherwise, to the point of such rustic facilities causing the overall scenic character to suffer. The DEIR/EIS does not indicate health and safety issues will arise and the Project includes elements to improve the health and safety of the area. Lastly, the comment assumes a Community Plan would result in an entirely different vision for the Project area. The Project does not propose to take control of the community so that it is focused solely on itself, rather it has focused on the community needs as well as its own to integrate itself into the community and become a part of the community as a whole instead of a separate entity.

Comment 13a-25 *Comment Summary – TRPA Should Require The Preparation of a Community Plan for the Homewood Community as Currently Required by the Plan Area Statement.*

The commenter expresses an opinion that TRPA should require the preparation of a Community Plan. Please see Master Response 1.

Comment 13a-26 *Comment Summary – TRPA Cannot Show that Its Proposed Use of TAUs is Consistent with the Code of Ordinances.*

Please see Master Response 5.

It is correct that the TAUs would be transferred from another hydrologic unit; however, this DEIR/EIS analyzes impacts of transferring and constructing the TAUs in the project area and provides mitigation as needed to ensure environmental impacts do not result. Excess TAUs would not be an issue as additional TAUs are needed (See Mitigation Measure LU-2a).

Comment 13a-27 *Comment Summary – The development project’s coverage calculations are an abuse of discretion because the existing coverage claimed by Homewood is not coverage as defined by TRPA’s Code of Ordinances.*

Please see Master Response 17 and response to comments 13a-81, 14a-3, 14a-4, 14a-5, 14a-6, 14a-10, 14a-12, 14a-67, 19-31, 19-33, 19-49, 19-50, and 19-67, addressing various aspects of TRPA land coverage analysis.

Comment 13a-28 *Comment Summary – The Existing Coverage Does Not Include A Substantial Portion Of The North Base Paved Parking Lot That Did Not Exist As Of February 10, 1972 And Was Never Permitted By TRPA.*

Please see Master Response 17 and response to comments 13a-81, 14a-3, 14a-4, 14a-5, 14a-6, 14a-10, 14a-12, 14a-67, 19-31, 19-33, 19-49, 19-50, and 19-67, addressing various aspects of TRPA land coverage analysis.

Comment 13a-29 *Comment Summary – The Existing Coverage Does Not Include the Fawn Street Overflow Parking Area Which Was Neither Covered Nor Used For Parking As Of February 10, 1972.*

Please see Master Response 17 and response to comments 13a-81, 14a-3, 14a-4, 14a-5, 14a-6, 14a-10, 14a-12, 14a-67, 19-31, 19-33, 19-49, 19-50, and 19-67, addressing various aspects of TRPA land coverage analysis.

Comment 13a-30 *Comment Summary – Numerous Dirt Roads Claimed By Homewood As Restored Soft Coverage Are Not Coverage Because They Did Not Exist As Of February 10, 1972.*

Please see Master Response 17 and response to comments 13a-81, 14a-3, 14a-4, 14a-5, 14a-6, 14a-10, 14a-12, 14a-67, 19-31, 19-33, 19-49, 19-50, and 19-67, addressing various aspects of TRPA land coverage analysis.

Comment 13a-31 *Comment Summary – With the exception of the portion of Lombard Street banked by TRPA, none of the dirt roads claimed by Homewood as restored soft coverage qualify as coverage under the Code because the evidence shows that the roads were not compacted so as to prevent substantial infiltration.*

The FOWS cites results of restoration monitoring of sediment source control project (i.e., land coverage removal and restoration and disturbance restoration projects conducted since 2006). Infiltration measurements taken prior to restoration work do not represent infiltration measurements taken during land coverage verifications and clearly do not represent infiltration rates present on February 10, 1972 or at the time of Regional Plan Adoption in 1987. TRPA policy has been clear that lack of use and/or maintenance of impervious surface does not equate restoration of land coverage. Verified land coverage is considered legally existing until TRPA approves the restoration actions as adequate and land coverage is banked per the banking application process detailed in TRPA Code Chapter 38. The FOWS argument is contrary to TRPA Code Chapter 20 and supported by data that has been taken out of context from monitoring reports and applied inappropriately. Responses to statements regarding specific road segments will be provided officially through the TRPA banking application and approval process. Please see Master Response 17 and response to comments 13-81, 14-3, 14-4, 14-5, 14-6, 14-10, 14-12, 14-67, 19-31, 19-33, 19-49, 19-50, and 19-67, addressing various aspects of TRPA land coverage analysis.

Comment 13a-32 *Comment Summary – Staff’s Field Verifications Do Not Transform Non-Coverage Into Coverage. A staff field verification is not a TRPA approval to create land*

coverage. The TRPA Code does not endow staff with any authority to make binding land coverage decisions. TRPA's treatment of land coverage field verifications by its staff as binding final decisions would be an illegal regulation that is ultra vires because it was not adopted by the TRPA Governing Board.

Please see Master Response 17 and response to comments 13-81, 14-3, 14-4, 14-5, 14-6, 14-10, 14-12, 14-67, 19-31, 19-33, 19-49, 19-50, and 19-67, addressing various aspects of TRPA land coverage analysis.

Comment 13a-33 *Comment Summary – The DEIR/DEIS is inadequate under CEQA and the TRPA compact.*

The FOWS express the opinion that the DEIR/EIS ignores or downplays many potentially significant environmental impacts associated with the proposed Project and it fails to analyze a reasonable range of feasible alternatives that would reduce the Project's impact below a level of significance. Please see Master Response 2 addressing TRPA and CEQA requirements for analysis of a range of alternatives. Please see Chapter 21, Mandatory Environmental Analysis, specifically Table 20-2, Significant and Unavoidable Impacts by Alternative. The statement that TRPA must recirculate the DEIR/EIS is not substantiated. As outlined in CEQA Guidelines Section 15088.5: A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement.

Comment 13a-34 *Comment Summary – The DEIR/DEIS Fails to Accurately Describe the Project: land coverage, amphitheater, summer operations, emergency access road from proposed townhomes, road linking base to mid-mountain road, road usage related to transport of fill, energy generation components, gondola and new lifts.*

1. Land coverage: Please see Master Response 17 and response to comments 13-81, 14-3, 14-4, 14-5, 14-6, 14-10, 14-12, 14-67, 19-31, 19-33, 19-49, 19-50, and 19-67, addressing various aspects of TRPA land coverage analysis.
2. Amphitheater: additional description of details of this project component is added to Chapter 3, Project Description, with changes to the DEIR/EIS presented in Chapter 24.
3. Summer Operations: additional description of details of this project component is added to Chapter 3, Project Description, with changes to the DEIR/EIS presented in Chapter 24.
4. Emergency Access Road for Proposed Townhomes: additional description of details of this project component is added to Chapter 3, Project Description, with changes to the DEIR/EIS presented in Chapter 24.
5. Road to Mid-Mountain: This road is existing and not proposed. The road improvement plans are detailed on Civil Plan Sheets and have been analyzed as part of Alternatives 1-6.

6. Road Usage Related to Transport of Fill: The comment correctly cites Chapter 3, the project description. Impact TRANS-6 provides a worst-case scenario analysis that all excavated materials are transported off site. Impact GEO-4 discloses cut/fill and total earthwork volumes. The Project proposes a number of locations within the Project area that have been identified to receive fill materials (See Figure 3-12 and Table 3-6). Most of the projects are sediment source control projects and proposed land coverage removal and restoration projects.
7. Energy Generation and Consumption: Energy consumption is addressed in the climate change analysis in Chapter 19. Energy generation is a program level component of the HMR Master Plan and would have to be evaluated in a subsequent environmental document if proposed for implementation.
8. Gondola: Details on the gondola lift alignment have been added to Chapter 3, Project Description, with changes presented in Chapter 24 of this FEIR/EIS.
9. Learn to Ski Lift and Lift Replacements: Future lift improvements on the mountain would require subsequent environmental review.

Comment 13a-35 *Comment Summary – The DEIS’s Analysis of Significant Impacts Resulting From Inconsistencies With the Current Regional Plan, Code of Ordinances, and Plan Area Statements is Circular and Relies Upon an Illegal Baseline.*

Please see Master Response 4. Table 2-2 in the DEIR/EIS presents a summary of the environmental benefits under the CEP alternatives (Alternatives 1, 3, 5 and 6). Appendix FF of the FEIR/EIS includes a TRPA staff prepared analysis of HMR's compliance with the CEP resolution adopted by the Governing Board. As documented in the resolution compliance matrix, the HMR Project is in compliance with the Resolutions' requirements for HMR's continued participation in the CEP. Alternative 4 requires no Code amendments. Alternative 3 is the project alternative that requires no code amendment for building height (as titled and described, p. 3-48 of DEIR/EIS). The amendment to Code Subsection 64.7.A(2)(K) would allow for fully mitigated groundwater interception, as is already permissible for projects implementing underground parking structures in TRPA approved community plans. The amendment adds Ski Area Master Plans and the appropriate findings must still be met. See Appendix D which contains the TRPA Soils Hydrologic Approval letter and exhibits. PAS amendments are necessary under Alternatives 1, 3, 5, and 6. Please see response to comment 13a-72.

Comment 13a-36 *Comment Summary – The DEIS’s traffic analysis is flawed and not supported by substantial evidence. The traffic analysis underestimates the traffic impacts of the Project by relying on traffic counts taken during the less intensive visitor period of late August and early September (Brohard Report, p. 2). It is common knowledge in Tahoe that the peak visitor period during the summer is associated with the first two weeks of August.*

See Master Response 11. Traffic counts were collected on Friday and Saturday between August 22, 2008 and September 6, 2008, which encompasses Labor Day weekend (one of the busiest traffic times of the year). The sampling dates are considered representative of peak summer use periods.

Comment 13a-37 *Comment Summary – DEIS’s omits detailed discussion of impacts to pedestrians, cyclists, and traffic resulting from increasing traffic in Homewood as well as increasing the number of people crossing SR 89 to access Lake Tahoe, the proposed ferry, a restaurant and other amenities on the west side of the highway. Needs emergency response plan.*

The following change will be added to Impact Trans-5: "Peak hour bicycle and pedestrian trips were estimated based on the internally captured recreational trips discussed in Section 11.4.1, which include walking and bicycling recreational trips. The MUTCD provides signal warrant criteria for a pedestrian signal (Warrant 4, Pedestrian Volume). A pedestrian signal is not warranted based on pedestrian volumes generated by the Project.

Comment 13a-38 *Comment Summary – Mr. Brohard points out several significant errors in the trip rate calculations employed in the DEIS. These include, for example, using daily trips and midday peak numbers for “hotels” and “condominiums” rather than the numbers assigned to “resort hotels.” The DEIS needs to employ the resort hotel numbers consistent with TRPA’s criteria. By avoiding those higher trip rates, the DEIS underestimates by 75% the expected vehicle trips from this largest portion of the Project.*

See Master Response 10. The Resort Hotel trip generation rate provided by ITE for a Saturday is based on only 1 study location, and no trip generation rate is provided for a weekday. The PM peak hour trip generation rate for a Resort Hotel is 0.49 trips per occupied room, which is less than the PM peak hour trip generation rate for a Hotel (0.7 trips per occupied room); therefore, the Hotel rate provides a higher trip generation estimate for the PM peak hour and the use of this rate to estimate potential Project trips is substantiated by more data than the Resort Hotel rate.

Comment 13a-39 *Comment Summary – The DEIS traffic analysis is flawed by focusing the analysis on a day where some anticipated guests have not arrived. The DEIS reviews daily and PM peak hour trips based on trips on Fridays.*

The traffic analysis was performed for the Friday PM peak hour when HMR was assumed to have 100% occupancy. It was assumed that 50% of lodging guests would arrive prior to Friday, with the remaining 50% arriving on Friday. Therefore, 50% of guests arriving on Friday were assumed to arrive during the PM peak hour.

Comment 13a-40 *Comment Summary – Mr. Brohard points out several flaws in the DEIS’s analysis of impacts to LOS at several locations.*

Comment noted. The following footnote will be added to Chapter 11, Table 11-22, page 11-72: "(3) The analysis period represents the absolute peak hour. The LOS E condition is not expected to exceed 4 hours of the day and therefore is not considered to be a significant impact. The second highest peak hour was analyzed based on the traffic counts collected at the intersection. The following LOS and delay were recorded: Delay - 7.4 (30.9), LOS - A (D)."

The following footnote will be added to Chapter 11, Table 11-26, page 11-88: "(3) The analysis period represents the absolute peak hour. The LOS E conditions is not expected to exceed 4 hours of the day and therefore is not considered to be a significant impact. The second highest peak hour was analyzed based on the traffic counts collected at the intersections. The following LOS and delay were recorded for the SR 89/Tahoe Ski Bowl Way intersection:

Alternatives 1/1A and 3: Delay - 1.2 (22.8), LOS - A (C);

Alternative 4: Delay - 1.0 (21.1), LOS - A (C);

Alternative 5: Delay - 0.9 (21.9), LOS - A (C);

Alternative 6: Delay - 1.1 (21.9), LOS - A (C).

The following LOS and delay were recorded for the SR 89/Pine Street intersection:  
 Alternatives 1/1A and 3: Delay - 0.6 (33.1)."

Comment 13a-41 *Comment Summary – Mr. Brohard also explains that the SR 89/Fawn Street traffic mitigation measure is incomplete.*

Comment noted. The following change will be made to Chapter 11, Section 6, page 11-104, paragraph 1: "The pocket should have a minimum length of 140 feet (based on 95th percentile queue length presented in the Synchro analysis). This mitigation will require that Fawn Street be a minimum of 30 feet wide, and up to 36 feet wide to construct."

The following change will be added to Impact Trans-5: "Peak hour bicycle and pedestrian trips were estimated based on the internally captured recreational trips discussed in Section 11.4.1, which include walking and bicycling recreational trips. The MUTCD provides signal warrant criteria for a pedestrian signal (Warrant 4, Pedestrian Volume). A pedestrian signal is not warranted based on pedestrian volumes generated by the Project.

Comment 13a-42 *Comment Summary – The trip estimates used in the DEIS also are underestimated based on an unrealistically low estimate of summer occupancy rates at the resort. Tahoe has more visitors in summer than in winter. The DEIS nevertheless predicts only a 35% midweek occupancy for the summer season (while assuming 100% occupancy on weekends and 50% occupancy Mondays and Thursdays). This mid-week percentage seems arbitrarily low especially when tourists are likely to visit Tahoe for summer vacations of a week or more.*

The traffic analysis was performed for a peak Friday when HMR was assumed to have 100% occupancy. According to the North Lake Tahoe Visitors Bureau, the average occupancy rate for hotels, motels, and bed and breakfasts is 55%, which is less than the average weekly occupancy presented in the DEIR/EIS of 67% [(100% x 3) + (50% x 2) + (35% x 2) divided by 7 days in the week = 67%]; therefore the analysis is considered conservative, since it assumed a higher occupancy average. The following change will be made to Chapter 11, Section 4, page 11-27, paragraph 4: "Monday and Thursday occupancy rates are estimated at 50% with mid-week occupancies around 35%, for an average weekly occupancy rate of 67%."

Comment 13a-43 *Comment Summary – The DEIS fails to describe or analyze the number of vehicle trips from out of the Tahoe Basin that the Project will induce. The VMT figures need to be adjusted to address all of those miles right up to the rim of the Basin.*

TRPA only requires VMT analysis for VMT generated in the Lake Tahoe Air Basin.

Comment 13a-44 *Comment Summary –The DEIS’s analysis of the Project’s parking impacts is inadequate and fails to disclose and mitigate all of the potential parking impacts associated with the Project.*

See Master Response 12. For more detail regarding the parking comments prepared by Mr. Brohard (pages 6 to 9) that were attached to letter 13a, please see the responses below.

*Comment Summary 1a: The Parking Study indicates there are 221 housing units including 20 lock-off units whereas the Draft EIR/EIS shows 201 housing units including 20 lock-offs at the North Base.*

There are 221 housing units if the lock-off units are locked off. There are 201 housing units if the lock-off units are not locked off. Note that townhomes are not included in the 221 housing unit figure referenced in this comment.

*Comment Summary 1b: The Parking Study indicates 15,000 square feet of commercial space. The Draft EIR/EIS includes 25,000 square feet of commercial.*

The trip generation analysis assumes 25,000 square feet of commercial. The parking demand analysis has been updated to include the additional 10,000 square feet of commercial space assumed for operation at the Mid-Mountain Lodge area. Table 11-19 shows the revised parking demand for Alternatives 1/1A, 3, 5, and 6 assuming the commercial space at the mid mountain would require parking at the North Base area.

**Table 11-19**

HMR MP Parking Supply and Demand Summary

Parking Location	Alternatives 1 & 3		Alternative 1A		Alternative 4		Alternative 5		Alternative 6	
	Demand	Supply	Demand	Supply	Demand	Supply	Demand	Supply	Demand	Supply
North Base	<del>862</del> 867	729	<u>867</u>	<u>738</u>	46	700	<del>965</del> <u>971</u>	646	<del>856</del> <u>862</u>	646
South Base	128	117	<u>124</u>	<u>145</u>	0	0	0	0	68	65
Town-homes	64	64	<u>64</u>	<u>64</u>	NA	NA	NA	NA	NA	NA
Single Family Homes	NA	NA	<u>NA</u>	<u>NA</u>	64	64	64	64	56	56
Total	<del>1,054</del> <u>1,059</u>	910	<del>1,050</del> <u>1,055</u>	<u>947</u>	110	764	<del>1,029</del> <u>1,035</u>	710	<del>980</del> <u>986</u>	767

Source: LSC Transportation Consultants, 2011  
Fehr & Peers 2011

Notes: NA = Not Applicable

*Comment Summary 1c and 1d: The Parking Study assumes 770 parking spaces whereas the Draft EIR/EIS indicates 729 with the potential for 770 spaces at the North Base. The Parking Study assumes 150 parking spaces whereas the Draft EIR/EIS indicates 117 with the potential for 150 spaces at the South Base.*

The Draft EIR/EIS requires adequate parking spaces be provided to meet the demand including on-site and off-site spaces. Mitigation measure TRANS-2 requires the provision of adequate parking for peak winter day uses.

*Comment Summary 2a: The Parking Study Demand Analysis units in Table 1 do not match the Winter Trip Generation units in Table 11-13.*

The Parking Study calculates parking space demand for some of the uses that were included as accessory uses in the trip generation analysis for the Project (e.g. meeting space). These uses are accessory to the hotel/resort, therefore trips associated with these uses are encompassed in the overall trip generation of the hotel resort. By calculating additional parking spaces for accessory uses, the parking analysis presents a conservative estimate of parking demand for the Project.

*Comment Summary 2b: The Parking Study assumes Mid-Mountain facility generates parking demand only in summer.*

The Parking Study calculates parking space demand for the Mid-Mountain facility that was included as an accessory use in the trip generation analysis for the Project. This use is an accessory to the ski resort in winter and hotel/resort in summer; therefore trips associated with this use are encompassed in the overall trip generation of the resort. By calculating additional parking spaces for accessory uses, the parking analysis presents a conservative estimate of parking demand for the Project.

*Comment Summary 2c: The Parking Study does not include parking generation for the Fitness Center/Spa.*

The Fitness Center/Spa is an accessory use to the resort hotel, therefore all trip generation and parking generation is encompassed in the resort hotel calculations.

*Comment Summary 2d: The Parking Study does not assume there will be a “local” event at the hotel on a day of peak hotel occupancy. No mitigation measures are proposed to preclude this from occurring and further compounding the parking deficiencies.*

Please see Master Response 12. The Parking Management Plan shall include a special event parking plan. Further, when special uses are reviewed by permitting agencies, there is often a requirement to review parking needs for the special use to ensure they are accommodated.

*Comment Summary 2e: The Parking Study assumes 40% of retail trips are “internal”; the trip generation analysis assumes 30% of retail trips are internal.*

The overall internal capture of the whole Project is 30% in the trip generation calculation; however, each individual use has a different internal capture percentage associated with it.

*Comment Summary 2f: The Parking Study indicates 62 parking spaces will be required to accommodate 193 peak time employees. The Parking Study assumes 25% of employees will use transit (based on what?).*

As stated in the Parking Study, the 25 percent estimated non-auto split “reflects the high level of ski area employee transit ridership currently observed in the North Tahoe area.” The Parking Management Plan (Mitigation Measure TRANS-2) includes strategies to manage employee parking including transit use.

*Comment Summary 2g: The Parking Study indicates there will be 400 day skiers. Current operation (with all day skiers) generates a maximum of 942 parked vehicles on site plus an additional unspecified number of vehicles parked on the adjacent streets and on SR 89. How will the project limit the number of parking spaces for day skiers to a maximum of 400?*

The overall character of the winter mountain operations will change with the Project from a day-use ski resort to a lodging ski resort. Fewer day skiers are expected to use the mountain when the Project is constructed. The Parking Management Plan will include communication and management strategies for alerting people when the onsite skier designated parking is full. Chapter 11, Section 5, page 11-61, paragraph 2: "The Project Applicant has committed to eliminating the existing day skier parking along SR 89 and along County roadways. The Parking Management Plan, to be approved by the County and the TRPA, shall outline the measures proposed to fulfill this commitment, including signage, parking enforcement, surveys of on-street parking during peak ski days, and annual reporting to Placer County by May 1 of each year that surveys are required. Surveys shall be required until two years after completion of any new development phase of the Project. All costs associated with the surveys and parking management report are the responsibility of Homewood Mountain Resort."

*Comment Summary 2h: Table 2 of the Parking Study assumes 62 ski employee parking spaces will be provided elsewhere during peak ski weekends. The Draft EIR/EIS states a plan will be developed and further environmental review will be needed. Developing a plan in the future for off-site ski employee parking defers mitigation. The generalities mentioned on Page 10 of the Parking Study do not constitute a plan for off-site ski employee parking.*

Please see Master Response 12.

*Comment Summary 2i: Table 2 of the Parking Study shows a parking supply of 770 spaces at the North Base when only 729 are proposed.*

The Draft EIR/EIS requires adequate parking spaces be provided to meet the demand including on-site and off-site spaces. Current plans include 729 spaces, but HMR anticipates that additional onsite parking (up to 770) may be possible when conceptual plans prepared for the EIR/EIS are finalized.

*Comment Summary 3a and 3b: How will boat trailers be removed to provide a portion of the parking needed for concert events?*

Please see response to comment 328-9. The boat trailer parking is being offered to adjacent business to accommodate existing parking needs as a benefit to SR 89 circulation. HMR has the ability to restrict the use of its parking spaces to boat trailers during special events. Boat trailers are generally only parked along SR 89 during the weekend day time and if parked in the parking structure, would typically be gone during evening concert events.

*Comment Summary 3c: The Parking Study does not present plans or programs to deal with the parking shortage during the 3 to 5 relatively large special events during the summer.*

Please see Master Response 12. The Parking Management Plan shall include a special event parking plan.

*Comment Summary 4a: How will day skiers be directed to the 244 parking spaces in the parking structure and 156 parking spaces underground?*

Please see Master Response 12. The Parking Management Plan shall include communication and management strategies for alerting people when the various onsite parking is full.

*Comment Summary 4b: How will the project accommodate the day skier parking demand and eliminate parking on the adjacent streets and SR 89?*

Please see Master Response 12. The Parking Management Plan will include communication and management strategies for alerting people when the onsite parking is full. Chapter 11, Section 5, page 11-61, paragraph 2: "The Project Applicant has committed to eliminating the existing day skier parking along SR 89 and along County roadways. The Parking Management Plan, to be approved by the County and the TRPA, shall outline the measures proposed to fulfill this commitment, including signage, parking enforcement, surveys of on-street parking during peak ski days, and annual reporting to Placer County by May 1 of each year that surveys are required. Surveys shall be required until two years after completion of any new development phase of the Project. All costs associated with the surveys and parking management report are the responsibility of Homewood Mountain Resort."

*Comment Summary 4c: The Draft EIR/EIS indicates the 410 underground parking spaces will include "valet stacked and single parking". The Parking Study includes a demand for 432 spaces underground including 156 day skiers. How will the parking demand and day skier parking be managed – valet or self park?*

The Draft EIR/EIS requires adequate parking spaces be provided to meet the demand including on-site and off-site spaces. HMR indicates that underground parking will be operated using valet. Please see Master Response 12.

*Comment Summary 4d: Accepted practice indicates parking demand should not exceed 90% of parking supply so that traffic congestion does not result by driving around looking for a space. Parking demand exceeds the parking supply for the project. What parking management systems will be employed to maximize the use of the parking provided?*

Please see Master Response 12. The Parking Management Plan will include communication and management strategies for alerting people when the parking is full.

*Comment Summary 4e: Additional parking spaces on site will be needed to accommodate shuttle busses and resort service vehicles. Where will this parking be provided?*

As part of the Project (Phase 2), existing vehicle maintenance and storage at the South Base area would be moved to an offsite commercial operation in the Homewood area. During peak parking demand periods, parking for the resorts rubber tire vehicles would be provided at the proposed off-site maintenance facility.

*Comment Summary 4f: Project should provide personnel to discourage illegal parking on adjacent streets and monitor violations of the proposed two hour time limited parking. Violators should be towed away.*

Please see response to 4b above. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 13a-45

*Comment Summary – The DEIR's Analysis of Water Quality is Inadequate. The DEIS fails to adequately address the impacts to groundwater that will result from the location of the proposed storm water infiltration galleries.*

First paragraph of comment 13a-45 reiterates analysis and mitigation language from the DEIR/EIS. No response is necessary.

- Comment 13a-46 *Comment Summary – The DEIS fails to recognize other areas of the North Base for which vertical separation of the proposed galleries to the high water mark will not be attained. Infiltration gallery North-6 is proposed to be located at the northeast corner of the existing Fawn Street parking area.*

The commenter's consultant incorrectly identifies NORTH-6 as a storm water treatment gallery when it is a groundwater re-injection gallery (Please see mitigation measure HYDRO-3a) to be sited within the groundwater gradient for proper functioning. Please see Appendix D-2, which presents the Soil Hydrologic Approval Exhibits, including groundwater cross-sections for the North and South Base Areas and the Mid-Mountain Lodge. Groundwater levels within the Fawn Street parcel have been monitored, results reported in groundwater reports prepared by Kleinfelder (2007, 2008), and deliberated through the HMR LCC process. Current SEZ mapping follows the LCD approvals granted by the TRPA Hearings Officer in August 2009. No further response is warranted.

- Comment 13a-47 *Comment Summary – An infiltration gallery is proposed to be located immediately across Fawn Street on the southern edge of the existing paved parking area for the North base. Although paved over, the soil and groundwater well located in the area of this gallery also showed a very high seasonal groundwater table. GP-8 is located in a paved parking lot immediately north of Fawn Street. The DEIS should explain how proposed infiltration gallery North-4 will maintain separation levels given the levels of artificial fill currently at that site.*

The FOWS comment references data from the Kleinfelder groundwater reports. The comment correctly states that fill has been placed on the Fawn Street parcel. Note that NORTH-4 is not located on the Fawn Street Parcel (aka gravel parking lot) but that runoff from the Fawn Street parcel is conveyed to NORTH-4 for treatment. The DEIR/EIS analyzes NORTH-4 on page 15-87 and identifies Mitigation Measure HYDRO-2a to assure adequate separation is maintained during field fitting of systems.

- Comment 13a-48 *Comment Summary – The DEIS improperly defers determining mitigation of the infiltration galleries' impact on groundwater until the future. Rely on future mitigation of groundwater impacts. Mitigation (HYDRO-2a) is proposed in the DEIR for infiltration gallery North-1. That mitigation describes a process to gain future TRPA approval. The DEIS does not describe how the infiltration gallery will comply with the separation requirement or the discharge limits, leaving the reader in the dark as to the viability and effectiveness of any possible measures.*

The mitigation measure is implemented by review and approval of project design during Improvement Plan review and final drainage report calculations through the Placer County Engineering and Surveying Department (Mitigation Measures GEO-4b, -4f, -4g, HYDRO-2b) as well as during construction of the Project. Infiltration gallery construction for each project phase will be required by County conditions of approval prior to any building permits for buildings and parking structures, given that the systems are to be located under proposed improvements. The mitigation recognizes that "as the Project is not at 100 percent design, it is understood that the design of BMPs may be modified...". The separation of 2 feet is a condition of the Soil Hydrologic Approval; NORTH-4 must be modified/redesigned to meet the

conditions of the approval, which is how the infiltration gallery will comply with the separation. Without meeting the conditions of the Soil Hydrologic Approval, the Project permit approval cannot occur. The mitigation discloses the requirement of systems with less than adequate separation to groundwater to meet surface water discharge limits instead of discharge to land discharge limits, which are an order of magnitude more stringent. Performance standards are identified. Mitigation is clearly not deferred. The mitigation spells out options for compliance: redesign to meet the separation requirement for Soil Hydrologic Approval or redesign system to treat to surface water discharge limits. The remainder of comment FOWS-48 presents CEQA litigation decisions.

Comment 13a-49 *Comment Summary – The DEIS general description of possible treatment chambers for re-routed groundwater will not assure compliance with TRPA numeric standards.*

Mitigation measure HYDRO-3a calculations and components are based on groundwater contours (Appendix D) that consider seasonal high groundwater depth and elevation from groundwater monitoring wells and supplemental core samples. In all cases, the measurement that provides the most conservative groundwater interception was used for calculation of rates and volumes (i.e., highest water table conditions). The FOWS comment (and the Hagemann letter) incorrectly extrapolates single groundwater data points stated in the environmental settings section to portions of the Project area that will not be excavated. The commenter goes on to state that no mitigation is provided to explain how the Project will handle and treat intercepted groundwater. Please see Mitigation Measures GEO-4g (Construction Dewatering) and HYDRO-3a (Operational Dewatering). Please see comment 13a-13 and 14a-31 regarding BMP and monitoring Plans. The DEIR/EIS does not defer mitigation as implied by the comment. The DEIR/EIS presents performance standards and drafts that will be finalized as based on an approved project alternative.

Comment 13a-50 *Comment Summary – The DEIS’s analysis of impacts to the water supply is deficient and improperly defers mitigation.*

Please see Master Response 21 and responses to comments 10-14 through 10-58 (submitted by TCPUD) and resultant changes made to Chapter 16, specifically impact PSU-1 (p. 16-13). Please see response to comment 19-12.

Comment 13a-51 *Comment Summary – The DEIR’s analysis of noise is inadequate. The Project would pierce that existing calm with heavy construction noises over a nine-year period and increased operating noises indefinitely into the future, forever altering the peaceful, rustic character of Homewood.*

As discussed in Chapter 13 of the DEIR/DEIS, construction and operational noise impacts were evaluated using thresholds of significance established by Placer County and TRPA, and impacts were identified as less than significant with implementation of Mitigation Measures NOI-1 through NOI-3c.

Comment 13a-52 *Comment Summary – The DEIR/DEIS fails to address or mitigate noise impacts from construction during the daytime and relies on the County’s daytime construction noise exemption for the assessment of construction noise during daytime activities, which is contrary to the Oro Fino Gold Mining Corp. v. County of El Dorado, 225 Cal.App.3d 872 {1990} ruling. Consequently, the commenter asserts that failing to evaluate construction noise during daytime hours is arbitrary and capricious as they have entirely failed to consider an important aspect of the problem.*

The environmental document in the Oro Fino case was invalidated in part because El Dorado County relied upon compliance with the County's general plan noise element while there was evidence on the record that a project of the type proposed would actually generate sound levels in excess of the County's standard at homes near the project area. In the Oro Fino case, the County was trying to argue that despite evidence that the Project would generate noise, the fact that the General Plan Noise Element restricted noise (i.e., established noise performance standards) was enough to conclude that the noise restriction would not be exceeded.

However, in this case the Placer County noise ordinance specifically exempts daytime noise construction and assigns no restriction to daytime construction noise levels. Consequently, using the County's noise ordinance is appropriate to evaluate daytime noise impacts.

Comment 13a-53 *Comment Summary – The DEIR/DEIS's construction noise analysis is inadequate because it fails to address the true locations of sensitive receptors, as the DEIR/DEIS understates the distances of sensitive receptors relative to the location of construction activities.*

As indicated in Impact NOI-1 in Chapter 13 of the DEIR/DIES, construction activities were deemed to be less than significant during the hours exempted by the County's noise ordinance. For construction activities that fell outside of the hours exempted by the County's noise ordinance, the DEIR/DEIS estimated construction noise levels as a function of distance and determined that construction noise impacts to be significant, with Mitigation Measure NOI-1 required to reduce construction-related impacts to less than significant. Consequently, while the DEIR/DEIS may understate the distances of sensitive receptors relative to the location of construction activities, the DEIR/DEIS construction noise analysis provides an estimate of construction noise levels within these identified distances. Mitigation Measure NOI-1 provides for the establishment of construction noise performance standards that all non-exempt construction activities must adhere to, as well as feasible measures to attain the construction noise performance standards.

Comment 13a-54 *Comment Summary – The DEIR/DEIS applies an improper baseline when addressing the Project's traffic-related noise impacts, as the DEIR/DIES uses future 2030 conditions to determine impacts, rather than existing conditions.*

Please see response to Comment 17 from Letter 13a regarding the existing baseline.

Comment 13a-55 *Comment Summary – The DEIR/DEIS fails to discuss amplification and echoing of noise from Project's proximity to the mountain and that the DEIR/DEIS defers mitigation to the future. It is not possible to locate the amphitheater in any DEIR/DEIS figures and that neighbors have filed numerous noise complaints relating to noise levels from music festivals currently being held at Homewood.*

As discussed in Chapter 13, Noise, amphitheater noise was discussed qualitatively, with Mitigation Measures NOI-3a and NOI-3b identified to reduce noise from amphitheater activities to less than significant. The amphitheater was evaluated qualitatively due to the lack of amphitheater concert information, as it is not currently possible to determine the number or magnitude of events that would occur at the amphitheater. However, based on the information available for the evaluation, it was concluded that amphitheater noise would be less than significant due to implementation of Mitigation Measures NOI-3a and NOI-3b, the orientation of the proposed amphitheater layout in relationship to noise-sensitive land uses, and the

TRPA Special Use Permit that would be needed for amphitheater events (including the existing concerts that occur periodically throughout the year, as noted on page 13-35 of the DEIR/DEIS) that would specify hours of activities and sound level limits.

Because sufficient detail of the amphitheater operation is not currently known, a detailed mitigation design is not available for inclusion in the DEIR/DEIS. However, Mitigation Measure NOI-3a requires the new residences to be designed to ensure interior noise levels meet TRPA and Placer County standards, and lists potential design elements that may be used to meet this requirement. Mitigation Measure NOI-3b requires that the Project Applicant implement design and operational measures to ensure the amphitheater meets PAS noise level thresholds at adjacent residences. In addition to specifying the performance standard that must be met to ensure that amphitheater noise is less than significant and potential methods to reach the performance standard, Mitigation Measures NOI-3a and NOI-3b also require that the Project Applicant document that the requirements of Mitigation Measures NOI-3a and NOI-3b are met through the requirement that a qualified acoustical consultant design the necessary acoustical treatments and prepare and submit a monitoring report to Placer County and TRPA demonstrating that the treatments are in compliance with applicable standards to ensure a less than significant impact.

Please refer to Chapter 3, Figure 3-8A of the FEIR/EIS for the location of the amphitheater. The amphitheater will be located immediately under the gondola alignment to the west of the proposed Hotel and Skier Services Buildings A and B.

The commenter also stated that neighbors have filed numerous noise complaints relating to noise levels from music festivals currently being held at Homewood. Consultation with the Placer County Sheriff's Office and Tahoe Regional Planning Agency does not indicate that any noise complaints have been filed concerning concerts at the Homewood Mountain Resort (Personal Communication, Kristen Mann, Placer County Sheriff's Office, September 15, 2011). Further, noise complaints are not always not indicative of whether a noise standard has been exceeded.

Comment 13a-56 *Comment Summary – The DEIR/DEIS fails to describe additional snowmaking and other operational activities adequately, and that the DEIR/DEIS defers mitigation to the future. The DEIR/DEIS does not quantify the proposed increase in other noise sources (i.e., HVAC systems, cooling towers/evaporative condensers, loading docks, lift stations, emergency generators, and outdoor public address systems) and provides no substantial evidence that the current noise levels from the limited amount such equipment currently in place will be the same post-Project.*

As indicated on page 13-20 of the DEIR/DEIS, noise from snowmaking activities was based on noise monitoring conducted for the Project. Page 13-35 of the DEIR/DEIS, further states that expected noise levels from snowmaking activities cannot be quantified because it is currently unknown how many new snowmaking guns will be used and the exact locations of the guns relative to existing and proposed noise sensitive land uses. Consequently, because no Project-level information is known about snowmaking activities, it would be speculative to try to quantify an analysis of snowmaking activities.

As discussed in Chapter 13 of the DEIR/EIS noise from existing snowmaking activities was evaluated and presented in the DEIR/DEIS (see Tables 13-6 and 13-7) and indicated that snowmaking activities currently exceed noise standards. Because current standards are exceeded, any increase in noise from snowmaking activities

would result in a significant noise impact. The DEIR/DEIS took a conservative approach to the snowmaking noise analysis, with the assumption that the additional snowmaking guns and activities would result in a noise increase, despite the fact that the number of snowmaking guns and their location relative to noise-sensitive land uses is not known. Consequently, the DEIR/DEIS identified Mitigation Measures NOI-3a and NOI-3c to reduce noise from snowmaking activities to less than significant.

Because sufficient detail of snowmaking is not currently known, a detailed mitigation and design elements are not available for inclusion in the DEIR/DEIS. However, Mitigation Measure NOI-3a requires that the Project Applicant meet the local noise standard, while Mitigation Measure NOI-3c requires that the Project Applicant meet the adjacent PAS noise standards, and lists potential design elements that may be used to meet this requirement. Mitigation Measures NOI-3a and NOI-3c specify the performance standard that must be met to ensure that snowmaking noise is less than significant; and potential methods to reach the performance standard; and require that the Project Applicant document that Mitigation Measures NOI-3a and NOI-3c are met through the requirement that a qualified acoustical consultant design the necessary acoustical treatments and prepare and submit a report to Placer County and TRPA demonstrating that the treatments are in compliance with applicable standards to ensure a less than significant impact.

As indicated in the DEIR/DEIS, the existing noise environment includes these other types of noise sources. Implementation of the proposed Project is not anticipated to result in increased noise from these other operational noise sources, as they are part of the existing noise environment. Text on page 13.39, paragraph 1 has been revised to clarify that stationary operational noise levels in the existing Project area are not anticipated to increase from the Proposed Project:

Operations and maintenance at HMR would generate noise under the Proposed Project (Alternative 1/1A) and Alternatives 3, 5, and 6 due to activities such as snow grooming, ski patrol activities, avalanche control, snowmaking, and concerts. The Proposed Project (Alternative 1/1A) and Alternatives 3, 5, and 6 propose no changes to existing grooming, or ski patrol activities at HMR, so no impact would occur. Other operational noise sources include HVAC systems, cooling towers/evaporative condensers, loading docks, lift stations, emergency generators, and outdoor public address systems. Similarly, these noise sources are a part of the existing noise environment with HMR operations and noise levels associated with other noise sources are not anticipated to increase under the Proposed Project (Alternative 1/1A) and Alternatives 3, 5, and 6.

It should be noted that the data necessary, including number, types, and locations, to evaluate noise impacts from other noise sources (i.e., HVAC systems, cooling towers/evaporative condensers, loading docks, lift stations, emergency generators, and outdoor public address systems) is currently not available to quantify noise levels associated with these other noise sources, and to do so would be speculative. Mitigation Measure NOI-3a requires that new residences be designed so that noise from snowmaking and other activities (which includes concerts as well as HVAC systems, cooling towers/evaporative condensers, loading docks, lift stations, emergency generators, and outdoor public address systems) meet an interior noise standard of 45 dBA,  $L_{dn}$ . Mitigation Measure NOI-3a has been revised as follows to clarify that it applies to mechanical equipment and other noise sources, in addition to amphitheater noise:

**Mitigation Measure NOI-3a: Design new residences to reduce interior noise below 45 dBA, L<sub>dn</sub>.**

HMR shall design and construct new residences such that interior noise from snowmaking and other sources of noise (including concerts, HVAC systems, cooling towers/evaporative condensers, loading docks, lift stations, emergency generators, and outdoor public address systems) in the area does not exceed 45 dBA, L<sub>dn</sub>. HMR will retain a qualified acoustical consultant to design the necessary acoustical treatments. Measures that can be implemented include installing acoustically rated doors and windows, use of upgraded wall and roof materials to provide additional acoustical insulation, and sealing gaps in walls and ceilings with acoustical caulking. The acoustical consultant will prepare a report for the TRPA and Placer County demonstrating compliance with noise standards inside of residential units.

In addition, Mitigation Measure NOI-3b has been revised as follows to clarify that it applies to mechanical equipment and other noise sources, in addition to amphitheater noise:

**Mitigation Measure NOI-3b: Implement design and operational measures at the amphitheater to ensure compliance with the adjacent Planning Area Statement (PAS) CNEL limit at existing residences.**

HMR shall demonstrate that the amphitheater has been designed such that operational noise at existing residences will be in compliance with the adjacent Plan Area Statement (PAS) CNEL limit. An acoustical engineer with experience in the prediction and mitigation of outdoor theater sound levels, HVAC systems, cooling towers/evaporative condensers, loading docks, lift stations, emergency generators, and outdoor public address systems shall be consulted prior to design and construction of the proposed amphitheater and other stationary Project elements with the potential to generate noise. The acoustical engineer shall identify feasible mitigation measures for reducing noise-related impacts to nearby residences. Mitigation measures may include, but are not limited to, orientation and location of the amphitheater, construction of noise barriers and shielding, limitations on speaker orientation, limitations on noise-generation levels, and hours of activity. The Project Applicant shall incorporate the mitigation measures into the design and operation of the amphitheater and other stationary Project elements with the potential to generate noise.

Comment 13a-57 *Comment Summary – The DEIR/DEIS defers mitigation for the Project's increases in traffic noise.*

The DEIR/DEIS evaluates traffic noise impacts and identifies this impact as significant. Consequently, Mitigation Measure NOI-2 requires that the Project Applicant employ measures to ensure that there is no increase in traffic noise levels, while also listing potential design elements, and associated noise reduction benefits, that may be used to meet this requirement. Mitigation Measure NOI-2 specifies the performance standard that must be met to ensure that traffic noise is less than significant, potential methods to reach the performance standard, and requires that the Project Applicant document that the mitigation is met through the requirement that a qualified acoustical consultant design the necessary acoustical treatments and prepare and submit a report to Placer County and TRPA demonstrating that the treatments are in compliance with applicable standards to ensure a less than significant impact.

Comment 13a-58 *Comment Summary – The DEIS’s discussion of earthquake risk misrepresents the risks associated with the faults running through the Project Site.*

The comment (Section VII H) ascertains that TRPA and the Project Applicant (no mention of Placer County) have made no "serious attempts" to identify the scope of threat posed by Unnamed Fault 1 and 2 and cites the Regional Plan page II-25. Response: Review impact GEO-1 (pp. 14-39 to 14-44) and mitigation measure GEO-1. Mitigation Measure GEO-1 assures compliance with Placer County building and land development ordinances, including Setbacks (section 15.48.560) in accordance with most recently adopted building codes. Item G has been expanded on for Mitigation Measure GEO-1 as follows, “G) Trench design, including seismic design for sewer and water utilities crossing fault lines,” to ensure that seismic design requirements are incorporated for utility lines that may cross fault lines as well”.

Please see Kleinfelder 2007 and 2008 and Holdrege and Kull 2009, 2010a, and 2010b, paying attention to ALL of the resources reviewed for the document and cited in the geotechnical conclusions and recommendations. The recommendations are too numerous to detail in the DEIR/EIS but are listed on page 14-40 and include structural improvement and seismic design criteria. Seismic design criteria are incorporated into final project designs through Mitigation Measure GEO-1.

Comment 13a-59 *Comment Summary – As explained by Dr. Gath in his accompanying comments, the DEIS understates the risk posed by the unnamed faults and the likelihood that they are active faults. As a result, the DEIS’ discussion of risks posed by earthquakes is not supported by substantial evidence and the conclusion that the unnamed faults are “questionable as to presence and location” and that “the hazard from surface rupture on this unnamed fault [Unnamed Fault 2] is considered low ... and the level of impact is less than significant” are not based on substantial evidence.*

The commenter states that the Jennings 1994 and Saucedo and Wagner 1992 maps are outdated but neglect to offer opinion on the adequacy and date-appropriateness of the Saucedo 2005 and Brothers et al 2009 map and publication that were also consulted, along with a number of other references as listed in the geotechnical reports. The commenter incorrectly states that common investigations have not been conducted and provides the opinion that the discussion of risks posed by earthquakes is not based on substantial evidence. The commenter states that the only way to reach a defensible conclusion that the faults are inactive is for Homewood to perform a thorough fault rupture hazard subsurface investigation including appropriately located and spaced trenches and borings. Holdrege and Kull completed subsurface investigations by drilling, logging and collecting relatively undisturbed soil samples from four exploratory borings drilled with a truck-mounted drill rig. The subsurface investigation also included excavating, logging, and collecting bulk soil samples for laboratory analyses from eleven test pits and advancing nine cone penetrometers (CPTs) across the eastern portion of the site. The FOWS reference Dr. Shlemon's concern with the proximity of the faults and the Kleinfelder 2007 preliminary geotechnical report. The FOWS comments make no mention of the most recent and site-specific geotechnical engineering reports for the Mid-Mountain and North Base areas (Holdrege and Kull 2010a, 2010b). Dr. Gath offers a review and states that there is evidence that Unnamed Faults 1 and 2 are "potentially active" and that boreholes and test pits are inadequate for active fault determination with only trenching (like that completed for the Incline Fault) being adequate.

These comments were passed on to Holdrege and Kull, preparers of the geotechnical engineering reports for the North Base and Mid-Mountain Lodges, for direct response. For clarification to the FOWS, the purpose of the geotechnical engineering reports prepared for the project area are to explore and evaluate site-specific subsurface conditions at the building sites and provide recommendations for the design and construction of structures and site infrastructure. The purpose of the preliminary geologic hazards report was to identify and assess potential hazards associated with potential geologic events and processes at the site. The comments and consultant opinion are based on a review of the preliminary report and do not indicate a review of the site-specific engineering reports. In a formal letter submitted into the Project Record, Pamela Rynak, Project Geologist, and John K. Hudson, Senior Engineer with Holdrege and Kull, clarify for the commenter that the hazard associated with strong ground motion caused by earthquakes is predominately dependent on the performance of building structures. Modern structures designed and built in accordance with modern building codes have been proven to perform very well in large earthquakes and proposed structures are designed and will be constructed in accordance with California Building Code and the American Society of Civil Engineers Minimum Design Loads for Buildings and Other Structures (ASCE Standard 7). They conclude that based on their findings and professional opinion, the structure set back from the trace faults are adequate as proposed, the site is suitable for the proposed development, and there is no geologic constraints that would preclude project development at the North Base and Mid-Mountain areas.

Comment 13a-60 *Comment Summary – In November 2008, as part of Homewood’s land capability challenge, FOWS retained Dr. Roy Shlemon to review Homewood soil characterizations. Dr. Shlemon also was concerned with the proximity of the project to the unnamed faults he noted in the area at the time.*

Dr. Shelmon's comments concern the preliminary geotechnical investigations completed by Kleinfelder in 2007 at the start of project planning. Dr. Shelmon's comments are noted but are not applicable to the Proposed Project or alternatives because they were further developed and designed based on the findings of the preliminary investigations and site-specific investigations at the Mid-Mountain and North Base Areas (Phase 1 project-level), as he recommends in his comments. The DEIR/EIS analyzes geologic hazards, of which fault risk is one of a number of geologic hazards of concern, under impact GEO-1 and concludes that the potential impact is Significant, requiring mitigation to reduce and minimize the potential effects to a level of less than significant. Please see 13a-59 for a response regarding the adequacy of borings vs. trenching.

Comment 13a-61 *Comment Summary – The DEIS Fails to Identify the Risk of Tsunamis Within the Project Area.*

In the Lake Tahoe Basin, lake tsunamis are also termed seiches (TRPA Initial Environmental Checklist). Impact HYDRO-4 analyzes risk from seiche and concludes that the potential impact is Significant, requiring mitigation to reduce potential impacts to a level of less than significant (Please see Mitigation Measures HYDRO-4a, 4b and 4c).

Comment 13a-62 *Comment Summary – The DEIS’s Discussion of Impacts to Scenic Vista and TRPA’s Scenic Threshold is Inadequate.*

The comment is correct in stating that four of the simulations are views from the lake; however there are four total simulations from SR 89 and Fawn Street and not

two as stated in the comment. One winter simulation is provided, but it is not the only simulation showing the gondola on the hillside. Figures 10-5, 10-6, and 10-7, in addition to the winter simulation (Figure 10-8) show the gondola towers and cables. Figure 10-5 views the site at an angle; however, it is clear that the simulation shows the gondola line as there are more towers shown. Figures 10-6 and 10-7 show a more perpendicular view of the site. In comparing the "Existing Conditions" photo to the "Proposed Conditions" simulation, the locational shift of the gondola is visible as it shows the towers and cables farther to the right of the view, closer to the stand of trees or north of the existing lift. Very little difference occurs between the existing and proposed conditions in terms of the gondola visibility. An actual gondola is not shown in the simulation. Figure 10-8 includes a simulation of the Mid-Mountain Lodge, which is located directly left of the label "Mid-Mountain Lodge" in the simulation. As seen in the simulation, the structure blends into the surroundings, yet is somewhat visible. Views from locations further north or south on the lake may result in a different level of visibility; however the point of the simulation shows that the Mid-Mountain Lodge, by design, somewhat blends into the surroundings through color choice, materials, and siting. In addition, Mitigation Measures SCENIC-2a and 2b require additional vegetation to further reduce visibility and redesign to reduce reflectivity and visibility. Given the eight simulations from various public viewpoints, the document provides enough range of viewpoints to accurately analyze impacts to scenic vistas.

Comment 13a-63 *Comment Summary – The DEIS’s Alternatives Analysis is Inadequate. Although the DEIS discusses a financial analysis prepared by Homewood, the DEIS does not cite to any particular document. Upon the release of the DEIS, FOWS made several objections based on the unavailability to the public of documents referenced in the DEIS. In response, Placer County and TRPA posted the referenced documents online or otherwise made them available at the County’s offices. One document that was neither posted online or available at the County’s office was any financial analysis for the Homewood project. With the exception of Alternative 4, which is rejected out of hand as inconsistent with the project objectives, the alternatives that are analyzed vary only in their details. Because the DEIS assumes a certain level of development is necessary to meet the project objectives, it analyzes only a narrow range of alternatives only one of which – Alternative 6 – comes even close to being environmentally acceptable. Although Alternative 6 is clearly environmentally superior to the proposed Project, it too includes a hotel that exceeds the height standards of the current code and requires a number of amendments to the Code of Ordinances and Plan Area Statements. Similarly, Alternative 3, which would include a hotel that complies with existing height requirements, fails to confer any real benefits because it includes substantial development in other areas. The DEIS’s treatment of Alternative 4 appears inconsistent with the Regional Plan. Alternative 4 is included in the DEIS as a threat to close the ski area and build residential estates instead on the lower part of Homewood Mountain. Given the Regional Plan’s definitions, such an alternative would plainly violate the Regional Plan and does not appear legally feasible. Currently, the hillside parcels on which the Alternative 4 residences would be located are all zoned recreational. Even assuming the range of alternatives is sufficient, agencies must select the environmentally preferable alternative unless it is infeasible.*

Please see Master Response 3, which addresses the economic viability of the Project. Please see Section 20-6, CEQA Environmentally Superior Alternative, and Section 2-7, TRPA Environmentally Preferable Alternative. Based on this mandatory

environmental analysis, the DEIR/EIS identifies on page 20-22 that Alternative 6 is the environmentally preferable Alternative.

Comment 13a-64 *Comment Summary – As a result of its constrained alternatives analysis, the DEIR/DEIS fails to provide a clear picture of the costs and benefits of the proposed Project and alternatives to it. To comply with its obligations for an adequate analysis of project alternatives, TRPA must recirculate the DEIS with a more robust analysis of alternatives, including in particular, a reduced project alternative that avoids some of the most significant issues associated with the proposed Project, including excessive height and significant amendments to the Regional Plan. In addition, TRPA must provide independently verified evidence of the feasibility of various levels of development at the project site before it may dismiss an alternative on the basis of economic feasibility. Only then will the public and agency decision-makers be able to adequately evaluate the environmental impacts of the proposed Project and to weigh the benefits of alternatives to it.*

Please see Master Responses 2 and 3. Alternative 6 is identified as the Reduced Project alternative and was analyzed to determine if impacts associated with the Master Plan (Alternative 1) would be eliminated or reduced. Financial feasibility analysis prepared by HMR indicates that Alternative 6 would not feasibly attain the objectives of the Project. Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS and designed by HMR to reduce a number of potential environmental impacts related to the north base area parking structure location and size and location of multi-family residential buildings at the south base area.

The statement that TRPA must recirculate the DEIR/EIS is not substantiated and no further comment is warranted. As outlined in CEQA Guidelines Section 15088.5: A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term “information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement.

Comment 13a-65 *Comment Summary – The DEIS improperly dismisses the significance of inconsistencies between the Proposed Project and TRPA and County land use regulations. The DEIS fails to adequately analyze inconsistencies between existing land uses and the Proposed Project.*

Plan Area Statements include PAOT capacity limits, and as such, these limits are analyzed for consistency. PAOTs serve as more than just a number of allowed persons at a recreation area; they ensure that the Basin has enough access to recreational uses and guide growth or lack of growth of a recreation feature. Further, as discussed in Chapter 3, the PAOTs proposed for the Project represent the actual capacity. The Project is evaluated for consistency with existing area land uses, which is part of the discussion in Impact LU-1 and the permissible uses and is the first topic of discussion in Impact LU-2. TRPA regulations do not require a project to be limited to the land uses that are existing or were previously onsite. Rather a project must be consistent with the uses allowed in the Plan Area. Summer PAOTs are not

required as the Project does not propose facilities that require summer PAOTs, which are limited to marinas and public trailheads on public lands. PAOTs are not required for swimming pools, gondolas, or trails not located on state or federal land.

Comment 13a-66 *Comment Summary – The DEIS fails to evaluate the full regional impacts of its proposed amendment to the Code of Ordinances TAU provisions allowing additional TAUs in ski area master plans.*

Please see Master Response 5.

Comment 13a-67 *Comment Summary – The DEIS does not adequately analyze the impacts of transferring TAUs from the North Shore Community Plan.*

Please see Master Response 5.

Comment 13a-68 *Comment Summary – The DEIS’s proposed Statement of Overriding Considerations is not based on substantial evidence.*

Please see Chapter 20, Mandatory Environmental Analysis. According to CEQA Guidelines, a statement of overriding considerations is a statement of the responsible agency’s views on the ultimate balancing of the merits of approving a project despite its environmental damage. The DEIR/EIS serves to disclose a project’s potential effects on the environment for consideration by the lead agencies/decision-maker(s) and does not present or propose a statement of overriding consideration. When a lead agency decides to approve a project that will cause one or more significant environmental effects, the responsible agency will prepare a statement of overriding considerations which reflects the ultimate balancing of competing public objectives (including environmental, legal, technical, social, and economic factors). The FOWS cites the TRPA Ski Area Master Plan Guidelines, which have nothing to do with CEQA or statement of overriding effects. No further response is warranted.

Comment 13a-69 *Comment Summary – The DEIS fails to identify all of the Proposed Project’s significant and unavoidable impacts: LU-1, LU-2, Scenic-2, construction noise, groundwater.*

Please see Chapter 20, Mandatory Environmental Analysis, specifically, Section 20.5, Significant and Unavoidable Adverse Impacts. Table 20-2, pages 20-18 to 20-21 of the DEIR/EIS presents the impacts that environmental analysis in Chapters 6 through 19 determine to be significant and unavoidable.

Comment 13a-70 *Comment Summary – The DEIS fails to identify the specific considerations that it believes make infeasible Mitigation Measures or Alternatives to the Proposed Project.*

Please see Chapter 20, Mandatory Environmental Analysis. Please see Section 3.4 for discussion of alternatives considered but rejected. According to CEQA Guidelines, a statement of overriding considerations is a statement of the responsible agency’s views on the ultimate balancing of the merits of approving a project despite its environmental damage. The DEIR/EIS serves to disclose a project’s potential effects on the environment for consideration by the lead agencies/decision-maker(s) and does not present or propose a statement of overriding consideration. When a lead agency decides to approve a project that will cause one or more significant environmental effects, the responsible agency will prepare a statement of overriding considerations which reflects the ultimate balancing of competing public objectives (including environmental, legal, technical, social, and economic factors). While there is no proposed Statement of Overrides included in the DEIR/EIS, please see Table

20-2, DEIR/EIS pages 20-18 to 20-21 presenting significant impacts and required findings. Please see Master Responses 2 and 3 regarding the appropriate range of alternatives and the feasibility of a reduced project alternative, including the justification for the sizing of the reduced project alternative, Alternative 6.

The commenter states that no impact associated with excessive traffic at road and pedestrian crossing intersections near Fanny Bridge is identified for Alternative 4. Alternative 4 would close the ski resort and along with the closure, would reduce its current winter traffic volumes. During summer, new estate homes and the proposed commercial use at the North Base area would increase existing traffic levels. The Placer County sponsored improvements for SR 89 in Tahoe City would mitigate traffic associated with Alternative 4. Impacts to SR 89 were identified in the DEIR/EIS as significant and unavoidable, even though HMR would have to pay their fair share of roadway improvements, because the timing for the improvements is questionable given current funding constraints.

Comment 13a-71 *Comment Summary – The proposed Homewood Project is inconsistent with TRPA’s Community Enhancement Program Guidelines.*

Please see Master Response 6. The DEIR/EIS demonstrates how the Project meets CEP goals. Since the comment is general and does not indicate how the Project is inconsistent, no further response is possible.

Comment 13a-72 *Comment Summary – TRPA should reject any proposed modifications of the existing ordinances.*

Amending Code Chapter 22 to allow for the consideration of the HMR Project is within TRPA's authority. As stated in the Rules of Procedure Section 4.8, “Proposals for ordinances and amendments may be made by TRPA or other interested persons or entities, including public interest groups and government agencies. For proposals which the Executive Director deems appropriate for submission to the Board, the Executive Director shall cause the appropriate environmental documents to be prepared and public hearings, where required, to be held.” Limits on Code amendments are at the discretion of the Executive Director. Table 2-2 in the DEIR/EIS presents a summary of the environmental benefits under the CEP alternatives (Alternatives 1/1A, 3, 5 and 6). Appendix FF of the FEIR/EIS includes a TRPA staff prepared analysis of HMR's compliance with the CEP resolution adopted by the Governing Board. As documented in the resolution compliance matrix, the HMR Project is in compliance with the Resolutions' requirements for HMR's continued participation in the CEP. Alternative 4 requires no Code amendments. Alternative 3 is the project alternative that requires no code amendment for building height (as titled and described, p. 3-48 of DEIR/EIS). The amendment to Code Subsection 64.7.A(2)(K) would allow for fully mitigated groundwater interception, as is already permissible for projects implementing underground parking structures in TRPA approved community plans. The amendment adds Ski Area Master Plans and the appropriate findings must still be met. See Appendix D, which contains the TRPA Soils Hydrologic Approval letter and exhibits. PAS amendments are necessary under Alternatives 1/1A, 3, 5, and 6. Please see Master Response 4.

Comment 13a-73 *Comment Summary – The Proposed Project does not produce “net gain” results.*

Please see Table 2-2 and Table 6-2 for summaries of project benefits and net gains defined for CEP compliance.

Comment 13a-74 *Comment Summary – The Proposed Project does not propose to enhance the existing community character in an urban center.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 13a-75 *Comment Summary – Homewood is not a transportation hub. The CEP requires projects to facilitate the creation of transportation hubs and to “[c]reate consolidated commercial and mixed-use development in the urban core.”*

Please see Master Response 6.

Comment 13a-76 *Comment Summary – There is no way that a ski area can be characterized as a transit-oriented development.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 13a-77 *Comment Summary – Homewood’s Proposed Project does not reduce the dependence on the automobile.*

Comment noted. As stated on page 11-29, "HMR is proposing to provide a shuttle service between Homewood and Tahoe City, a Dial-A-Ride service, a water taxi, and a free bike-share service during the summer season." As stated on page 11-39, "HMR is proposing to provide a skier shuttle service and a Dial-A-Ride service during the winter season."

Comment 13a-78 *Comment Summary – The proposed Caltrans project will not further compliance with an environmental threshold or environmental benefit.*

This project is an off-site project requirement for the CEP "over and above" requirements. This off-site project is in the preliminary design phase, as is evident from the description provided in the DEIR/EIS. Mr. Hagemann's comment on the effectiveness of Contech systems is noted for consideration in forthcoming designs. Given the high groundwater table typical for sites located close to the lake shore, an underground infiltration gallery is likely inappropriate but a treatment vault would be beneficial in reducing fine sediment concentrations. The FOWS comment is unclear as to why the proposal for an above ground infiltration basin designed and installed by Caltrans and the addition of a HMR funded treatment vault (Contech or other to be determined as Caltrans moves forward with the design of the project) prior to discharge to a second basin will not be beneficial to lake clarity, sediment load reductions, and thus the TRPA Threshold. To address CEP requirements cited in the FOWs comment, the EIP project promotes area-wide and not parcel by parcel urban water quality improvements that leverages private investment (i.e., Project Applicant) for environmental gain. Please see Master Response 18 for project contributions towards the Lake Tahoe TMDL and Lake Clarity Challenge. Mr. Hagemann's comments on the preliminary and draft design of the EIP project are passed on to the Project Applicant and decision makers, including Caltrans (Please see response to comment letter 3) for consideration in forthcoming design of the EIP project.

Please see FEIR/EIS Chapter 3 (Section 3.5.24) for the project component description and Impact HYDRO-1 (Chapter 15) for the analysis of the new off-site project developed by TRPA, Placer County and the Project Applicant.

Comment 13a-79 *Comment Summary – The Project does not respond to the existing neighborhood context with appropriate building volumes.*

Some of the structures are located near existing residences; however, the largest buildings are planned near the center of the Project, with smaller sized buildings emanating outward creating an appropriate transition to adjacent structures. Mitigation measures include tree retention BIO-10 to shield views to and from adjacent land uses. In addition, Alternative 1A would relocate structures at the North Base and would downsize and disperse structures at the South Base to more closely reflect existing surrounding structures. Please see the revised analysis in Chapter 10.0 as well as the description of Alternative 1A in Chapter 3.0.

Comment 13a-80 *Comment Summary – The Project needs to enhance visual quality of views.*

The CEP criteria require qualifying projects to "enhance visual quality....", but it does not require projects to be invisible or undetectable from the lake, scenic roadways, shoreline units, or resource areas. Visual quality is not just the measure of the natural landscape within a viewshed, and includes man-made features, architecture, and other features. Enhancement of the visual quality indicates that changes improve the visual quality and views, which can occur through improved architecture, the addition of natural features and landscaping, and removal of structures that detract from the visual character. Structures and architecture that can enhance the visual quality are those that represent the style of the area or region that complement the natural features and blend into the natural landscape. As discussed and illustrated in the document, the Project will not negatively impact views of the lake from the ski facilities or area roadways, and views of the site from the lake would not be reduced or their quality lessened. As shown in Figures 10-5 through 10-8, views of the site from the lake include some change and buildings are somewhat visible from the lake; however, these figures also show that the views of structures from the lake are obscured and not readily visible unless one is specifically looking for such structures. In addition, the Project proposes Mitigation Measures SCENIC-2a and 2b to further reduce views of the mid-mountain lodge from the lake.

Comment 13a-81 *Comment Summary – Given the Project's reliance on inaccurate coverage determinations, the Project has not shown that overall coverage in the Project Area will be reduced.*

Table 14-6, column Total Buildout Land Coverage shows that upon completion of Phase 1 and Phase 2, land coverage is reduced under Alternatives 1, 3, 4, 5 and 6 as compared to Alternative 2 (No Project Alternative/existing conditions). To get the percentages divide Total Build out Land Coverage by Existing Land Coverage times 100. Please see Master Response 17 and response to comments 13a-81, 14a-3, 14a-4, 14a-5, 14a-6, 14a-10, 14a-12, 14a-67, 19-31, 19-33, 19-49, 19-50, and 19-67, addressing various aspects of TRPA land coverage analysis.

Comment 13a-82 *Comment Summary – The amphitheater is inconsistent with TRPA's Community Enhancement Program (CEP) because it proposes a land use that is incompatible with the current land use at Homewood. The Project will increase noise levels in the area, which is incompatible with Homewood's current land uses.*

As indicated in the project description, the amphitheater is proposed to accommodate concerts that are already occurring at the resort as part of annual concerts performed under special use permits. However, as discussed in response to Comment 55 from Letter 13a, amphitheater noise was discussed qualitatively, with Mitigation Measures NOI-3a and NOI-3b identified to reduce noise from potential amphitheater uses to less than significant, while response to comment 57 from Letter 13a documents that traffic noise impacts are considered less than significant with Mitigation Measure NOI-2. While the Project elements discussed by the commenter would result in increases in noise levels, the DEIR/DEIS identifies and discloses these impacts, and provides mitigation to minimize these impacts.

Comment 13a-83 *Comment Summary – The TAU transfers proposed by Homewood do not maximize density or result in substantial environmental benefits.*

Please see Master Response 5 and 6. Transit oriented development will occur under the Project as discussed in Master Response 6. The Project provides various types of transit in an area currently in need of improved transit access. The Project site can be considered an urban core for the Homewood community. Although some TAUs are moved out of other urban core areas, notably Crystal Bay, this same area is planning to move other TAU in, nearly maintaining TAU levels in Crystal Bay and not resulting in an overall loss of TAU or lack of units in another urban core.

Comment 13a-84 *Comment Summary – The Project does not provide a variety of housing.*

The FOWS state that a "mix of housing options are needed to demonstrate that the Project meets all levels of the local and tourist population" but does not identify what the perceived deficiencies of the "mix" might be or what additional housing options should be included. CEP Alternatives 1, 3, 5 and 6 propose a mix of housing options, including: multi-family residential units, fractional ownership units, traditional hotel rooms, two bedroom for sale condo/hotel units (some with one room lock offs to allow for owners to rent out one or two units), penthouse condo units and workforce housing. See Section 3.5.6 for the LEED components proposed by the CEP alternatives for sustainable redevelopment.

Comment 13a-85 *Comment Summary – The Project does not provide an Employee/Workforce Housing and Transportation Plan.*

Analysis for impact PEH-1 identified the need for mitigation measure PEH-1: Develop Homewood Employee/Workforce Housing Plan (Alternatives 1/1A, 3, 5 and 6). Upon approval of a project alternative this measure becomes part of the project proposal to ensure that sufficient employee/workforce housing is provided on-site and/or off-site for at least half of the new FTEs generated for consistency with Placer County General Plan Housing Element Policies B-12 and C-2. The mitigation measure includes performance standards that must be met by HMR to comply with an existing Placer County regulation. The Alternative Transportation Plan is included as part of the Project and CEP alternatives - measures included in the plan will be conditioned by the agencies as part of their permits.

Comment 13a-86 *Comment Summary – The Project does not have clear public benefits with strong public support.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 13a-87 *Comment Summary – Homewood has not demonstrated any market demand for the Proposed Project.*

Mayer Hoffman McCann P.C. prepared an independent Auditors Report on 1/28/2011, reporting a net operating loss before interest, taxes depreciation and amortization (LBITDA) to the audited financial statements of Homewood Village Resorts, LLC. They calculated that the total net operating loss (LBITDA) from May 11, 2006 (date of inception) through December 31, 2009 was \$4,971,148. This loss excludes any capitalized improvements and expenses. Without capital improvements and diversification of uses, economic analyses have well-documented that ski areas across the country and not just in Lake Tahoe continue to operate at a loss. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 13a-88 *Comment Summary – FOWS does not believe the County and TRPA can approve the project as currently proposed. TRPA cannot make the findings required by the Compact, the Regional Plan and the Code of Ordinances. Nor does the DEIS provide the environmental analysis required by CEQA and the Compact. FOWS requests that the County and TRPA substantially revise the DEIS to address all of the above concerns and recirculate the DEIS for public review and comment. The recirculate DEIS needs to include several additional reduced size project alternatives that comply with the existing Code of Ordinances and land use plans. Prior to proceeding with the project or any alternative, FOWS requests that TRPA and the County instruct Homewood to work with the community to prepare a Community Plan, as currently required by the Plan Area Statements, in order to formulate an alternative worthy of being labeled a community enhancement project. In furtherance of that goal, FOWS is prepared to engage in discussions with JMA Ventures and other interested parties, including the League to Save Lake Tahoe and the Tahoe Area Sierra Club, to discuss possible alternatives to the proposed project.*

Please see responses to comments 13a-3 (Compact Findings) and 13a-72 (DEIR/EIS adequacy), and Master Responses 1 (Need for a Community Plan vs. Ski Area Master Plan), 2 (Range of Alternatives), and 4 (Authority to Make Amendments and Findings).

Comment 13a-89 *Comment Summary – Includes Eldon Gath resume and Exhibit A of letter.*

The 28-page resume and peer review are noted. Information has been submitted to Holdrege and Kull, who prepared the preliminary and final geotechnical report for the North Base lodge area and the final geotechnical report for the mid-mountain lodge area.

Comment 13a-90 *Comment Summary – Includes Matthew Hagemann resume and Exhibit B of letter.*

Peer-review is noted. The comment regarding storm water treatment measures in shallow groundwater incorrectly identifies measures in the Fawn Street parcel (i.e., gravel parking lot) as infiltration galleries instead of groundwater reinjection galleries. Figures 15-11 and 15-12 do label these galleries as infiltration galleries without a statement of separation to groundwater, which is confusing. Note that North-5 and 6 and South-3 and 4 were relabeled for figures submitted for the TRPA Soils-Hydrologic Report and are provided in Appendix D, as approved by TRPA. Mr. Hagemann is referred to Appendix D, which also presents the cross-sectional profiles of the North and South Base Areas, identifying vertical separation potential

and the data consulted for most appropriate location of both infiltration gallery and re-injection gallery designs.

Comment 13a-91 *Comment Summary – Includes Tom Brohard resume and Exhibit C of letter.*

Comment noted.

**Comment Letter 13b – Lozeau, Michael, Friends of West Shore, 02/24/2011**

Comment 13b-1 *Comment Summary – FOWS requests that Governing Board overturn the 1/5/11 Soils Hydrologic Approval.*

The TRPA Code of Ordinances Chapter 64 requires property owners who are proposing to excavate beyond five (5) feet in depth to submit a soils/hydrologic report. The report specifically investigates the location of the highest recorded groundwater level for siting excavations above that level. Excavation can not interfere or intercept existing groundwater levels or the seasonal high groundwater level (SHGW), except for certain instances as set forth in TRPA Code Subsection 64.7.A. The following paragraphs explain the methodology used by TRPA in reviewing and/or permitting excavation that is targeted for greater than five (5) feet in depth for the Project.

A soils hydrological investigation is designed to assess seasonal high groundwater levels and seasonal fluctuations in groundwater levels for a project area. In Kleinfelder West Inc. prepared a soils hydrologic report for the North Base, South Base, and Mid-Mountain areas of Alternative 1 for submittal to TRPA in December 2010. The December 1, 2010 soils hydrologic report identified the effect of potential groundwater interception as related to the maximum excavations proposed, including standard two-foot footings assumed for foundations and retaining walls. The DEIR/EIS Appendix D-2 presents the December 2010 cross-sectional exhibits prepared by NCE and reviewed by Kleinfelder. In July 2011, NCE revised these exhibits to reflect the revised Proposed Project Alternative 1A that is analyzed in the FEIR/EIS. Appendix D-4 presents the cross-sectional exhibits for Alternative 1A.

Through consultation of the soils hydrologic report submitted by Kleinfelder and review of date stamped December 17, 2010 civil plans and December 17, 2010 cross-sectional exhibits prepared by NCE, TRPA staff determined that with the exception of proposed subterranean garages for design option Alternative 1, proposed excavation related to foundations and footings that is greater than five feet in depth could be approved with the condition that a minimum separation of two (2) feet from the bottom of footings to the SHGW level can be maintained.

As the plans presented for this soils hydrologic review were not 100 percent design complete, final plans are required for additional TRPA review and approval at the time of permit acknowledgement that must commence no later than three years after the certification of the environmental document and the approval of the selected project alternative. It should be further understood that any decision related to TRPA Soils Hydrologic groundwater interception is expressly contingent upon final Governing Board approval of an amendment to the TRPA Code Subsection 64.7.A(2)(i) to qualify Ski Area Master Plan areas proposing below grade parking. Please see Master Response 1 concerning the TRPA decisions to pursue a Ski Area Master Plan as an alternative to a community plan and Master Response 4 concerning the authority to make Code amendments.

**Comment Letter 13c – Friends of West Shore, 02/23/2011**

Comment 13c-1 *Comment Summary – HMR should follow all current codes without amendments.*

Please see Master Response 4. It should be noted that alternatives that do not require amendments are proposed (see Alternative 4, although Alternative 4 would still require an amendment to allow commercial floor area transfer).

Comment 13c-2 *Comment Summary – Scale and size of project are not compatible with the character of Homewood because of density, height, parking garage, noise, lighting and being largest development on West Shore.*

Please see Master Response 7 regarding community character, as well as Chapters 6.0 and 10.0 regarding the Project's compatibility with the surrounding community. It should be noted that a revision to the HMR Ski Area Master Plan is proposed here as Alternative 1A. This alternative revises the location of some buildings, notably a location swap between the parking garage and the units along SR 89 to locate residential units near existing residences and a break up of units at the South Base to provide two, two-unit chalets which are also moved further up the mountain away from homes and in better keeping with the residential character at that location. Please see the proposed changes and analysis of Alternative 1A contained in the FEIR/EIS.

Comment 13c-3 *Comment Summary – What is the number of bedrooms and population by building? Need this information to evaluate parking and traffic.*

The visitor population is addressed by Impact LU-2 and analyzed by TAU, ERU and MBRU (Table 6-4). Impact PEH-1 analyzes changes to permanent resident population resulting from employment generated by the Project. Impact PEH-2 analyzes new permanent population from the Project, including permanent residents and employee/workforce. Please see Chapter 11 for analysis of parking and traffic. These analyses consider full-time residents, visitors and employees within and in the vicinity of the Project area.

Comment 13c-4 *Comment Summary – Lack of Community Plan makes the scale and character of Homewood even more of concern because residents don't have a plan to rely upon.*

Please see Master Response 1 regarding Community Plans and the TRPA process.

Comment 13c-5 *Comment Summary – Friends estimate 1,400 people at peak times without service and employee vehicles, boats/trailers in summer and 400 day-skier parking in the winter.*

Please see Master Responses 9 and 10. Table 11-17 on page 11-46 provides a trip generation summary for the Project (Alternative 1/1A) and Alternatives 3, 4, 5, and 6 for the summer and winter seasons.

Comment 13c-6 *Comment Summary – SR 89 cannot be expanded and the Project will increase queuing during summer months.*

Please see Master Response 9. LOS and queuing analyses were performed for the Project Alternative 1/1A) and Alternatives 2, 3, 4, 5, and 6. Mitigation recommendations are provided where necessary to alleviate potentially significant traffic impacts. The queuing on SR 89 in Tahoe City is identified as a significant and unavoidable impact because funding is not currently in place for the Placer County project that would reduce the impacts to less than significant. The DEIR/EIS

requires HMR to pay a fair share of the improvements once adequate funding is in place to construct the improvements.

Comment 13c-7 *Comment Summary – Consider a stop sign/light in Homewood for pedestrian safety/crossing.*

The traffic analysis did not identify the need for a signal or light in addition to the pedestrian crossing proposed by the Project; however, this information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 13c-8 *Comment Summary – What is the evacuation plan in case of wildfire?*

See mitigation measure HYDRO-4a: Emergency Response and Evacuation Plan (DEIR/EIS Chapter 20, p. 21-59). Please see also Mitigation Measure PS-1, DEIR/EIS page 17-13, and Mitigation Measure PS-2, page 17-15.

Comment 13c-9 *Comment Summary – In case of traffic gridlock, how will emergency vehicles get to Homewood to provide emergency medical care?*

Please see Impact TRANS-8, Mitigation Measure PS-1, page 17-14, and Mitigation Measure PS-2, page 17-15.

Comment 13c-10 *Comment Summary – Water runoff will be blocked and diverted by project and lake, creeks, watersheds and wetlands would be negatively impacted.*

Please see Master Response 18, which discusses surface water quality improvements proposed by the Project and the sediment load reductions reported towards Lake Tahoe TMDL objectives.

Comment 13c-11 *Comment Summary – VMT will substantially increase causing air and water pollution. Air Quality mitigation fee is not sufficient to mitigate impacts from air pollution. Only true way is to reduce number of units and vehicles.*

The commenter states that the TRPA Traffic and Air Quality Mitigation Program (Mitigation Program) proposed as Mitigation Measure AQ-2a does not provide sufficient mitigation for traffic-related emissions because it is fund based and does not reduce the number of units or vehicles. The purpose of TRPA's Mitigation Program is to generate revenue to fund projects that promote alternative modes of transportation and reduce VMT within the Lake Tahoe Air Basin (LTAB). While the payment of fees will not affect the number of Project-generated vehicle trips or associated emissions, it will contribute to cumulative regional reductions in VMT and air pollutants. Thus, by contributing to TRPA's Mitigation Program, the Project effectively mitigates air quality emissions through VMT reductions achieved by alternative transportation projects supported by the Mitigation Program.

Chapter 93—Traffic and Air Quality Mitigation Program of the TRPA Code of Ordinances outlines requirements for the payment and distribution of mitigation fees. The Project's fee will be determined in accordance with Section 93.3C of the Code of Ordinances. As determined by the TRPA, the mitigation fee will effectively offset increases in vehicle trips and emissions generated by the Project. Funds collected from the Project will be deposited into a trust account and distributed to local transportation projects, consistent with TRPA's Regional Transportation Plan or the 1992 Air Quality Plan.

The air quality management agencies (PCAPCD and TRPA) within the Project area have acknowledged fund-based mitigation programs as acceptable methods for

mitigating project-level emissions in CEQA documents. Continual contributions from projects throughout the air basin ensure adequate funds to support alternative transportation are available. Consultation with PCAPCD and TRPA confirms that payment into TRPA's Mitigation Program (Mitigation Measure AQ-2a) constitutes sufficient mitigation to reduce traffic-related emissions generated by the Project to a less than significant level.

Comment 13c-12 *Comment Summary – JMA should find a profitable way to downsize the project to reduce traffic and scale.*

Please see Master Response 2. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

### **Comment Letter 13d – Lozeau, Michael, Friends of West Shore, 02/11/2011**

Comment 13d-1 *Comment Summary – Requests longer public comment period to be 90 days. Request public access to references.*

The public comment period was extended to 90 days. The FOIA request was fulfilled and the FOWS have access to DEIR/EIS references. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

### **Comment Letter 13e – Friends of West Shore, 02/2011**

Comment 13e-1 *Comment Summary – Total Surveys submitted = 200. Of total 8 are duplicative. So of 192 Surveys, 176 oppose project for one or more of the five topics and 16 support the project. 44 people signed petition (See Comment 13f-1) and submitted survey. {SURVEY - Homewood Mountain Resort Please help make West Shore community voices heard. Friends supports a revitalized Homewood Mountain Resort BUT the current proposal is simply TOO BIG. We are concerned about the size and scale of the current project and feel that it is not compatible with the long-standing character of Homewood and the West Shore. The Project height, density, increase in traffic and change in groundwater run-off will all negatively impact the environment, lake clarity, and community character. Make your concerns heard by TRPA and Placer County. Please note whether you agree or disagree with the statements below and add additional comments at the bottom of the page. We appreciate your support and passion to Keep the West Shore the Best Shore!*

1. *The current size and scale of the proposed HMR development is not compatible with the long-standing character of the West Shore and Homewood and needs to be downsized.*
2. *The population density from 349 units (approx. 1400 – 1500 people at peak times), number and height of buildings, and the parking garage will have a negative impact on Homewood*
3. *All requirements of current building codes and the TRPA Community Enhancement Program (CEP) should be followed.*
4. *Traffic that will result from the project will seriously impact the West Shore. We are against new traffic impacts and any traffic mitigation must be done on site, not by paying fees.*

5. *The diversion in the natural groundwater run-off to the lake and the increase in air, water and noise pollution will have a significant negative impact on the West Shore environment.*

1. Size and Scale: Please see Master Responses 6 and 7.
2. Density: Please see Master Responses 5, 7 and 8.
3. CEP and TRPA Code: Please see Master Response 4.
4. Traffic: Please see Master Responses 9, 10, 11 and 12.
5. Groundwater: Please see mitigation measure GEO-4g, which clarifies requirements for groundwater protection during construction, and mitigation measure HYDRO-3a, which clarifies requirements for groundwater protection during operations. Please see response to comments 13a-49 and 14a-34.

The signatures provided on the survey are noted and presented in Appendix EE of the FEIR/EIS.

### **Comment Letter 13f – Friends of West Shore, 08/2010**

Comment 13f-1 *Comment Summary – The FOWS submits a petition list opposing a three-story parking garage with 72 signatures. FOWS submits electronic petition opposing a three-story parking garage with 135 signatures. Combined signatures are 193 (207 total with 14 duplicative). 44 people signed petition and submitted survey (see comment 13e-1). Petition comments regarding the parking garage include: project too large, too many cars, views affected, not suitable for Homewood, emergency response, general scenic, incompatible use, out of character for community, no support of garage during off season, no parking garage at all, HMR stores snow on private property, Homewood is not Squaw, don't need another Eagle Rock, keep Hwy 89 two lanes, keep rural atmosphere, Project area is "residential/no commercial", keep family oriented, water consumption, refuse production, code enforcement, density, low income housing, transients, population explosion, height, consider the residents that have lived in Homewood for 30 plus years, will set precedent, mother nature should win, Westshore Cafe =dislike, boat museum = like, privacy, no high-rises, no amusement park, JMA is selfish, no development on west shore, accommodate 100% of traffic with a shuttle, not of character or scale for Homewood. Comments also include questions about employee housing (amount, location, impacts to traffic). Treat storm water runoff.*

The 193 signatures provided in opposition to a parking garage at the North Base are noted and presented in Appendix EE of the FEIR/EIS. The petition concerns a singular project component and does not comment on the content or adequacy of the DEIR/EIS. The comments submitted with the petition do not concern the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

### **Comment Letter 13g – Friends of West Shore, 04/20/2011**

Comment 13g-1 *Comment Summary – FOWS's Community Vision (based on values, ideas and input from residents - no list of community participants provided with Vision Statement developed between May 2009 and September 2009, but states that vision circulated to 250 newsletter subscribers)*

This is not a comment on the content or adequacy of the DEIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 14a – Thaw, Melissa, League to Save Lake Tahoe (LTSLT), 04/21/2011**

Comment 14a-1 *Comment Summary – The League has several concerns, including the integrity of the DEIS, the proposed amendments to current TRPA regulations and unmitigated impacts to the TRPA environmental threshold carrying capacities. The DEIS/EIR does not sufficiently analyze environmental impacts and a new DEIS/EIR must be drafted. The current DEIS inadequately analyzes impacts to the TRPA environmental threshold carrying capacities; a new DEIS must include a robust analysis of impacts to the thresholds.*

The DEIR/EIS was prepared to disclose whether the Proposed Project or Alternatives would result in significant impacts. Significant impacts are identified based on impact evaluation criteria that include compliance with TRPA thresholds. In order to approve the Project or an Alternative, TRPA must make findings that the environmental thresholds will not be degraded. Please see response to comment 13a-4 regarding the Regional Plan Update and amendments to the TRPA Code. Please see response to comment 14a-45 regarding TRPA Rules of Procedures.

Comment 14a-2 *Comment Summary – The scale of the proposed project is too large for the proposed location. The proposed project would transfer development allocations to magnify urbanization in an area that was never intended for such a large-scale development.*

Please see Master Response 6 regarding urbanization and Master Response 7 regarding community character.

Comment 14a-3 *Comment Summary – The coverage section in the DEIS is incomplete and lacks clarity. What is the total proposed hard coverage footprint? How much soft coverage will be transferred to hard coverage for the proposed project? Hard and soft coverage need to be clearly differentiated in the document because different impacts are associated with soft and hard coverage.*

Table 14-6, column Total Buildout Land Coverage shows that upon completion of Phase 1 and Phase 2, land coverage is reduced under Alternatives 1, 3, 4, 5 and 6 as compared to Alternative 2 (No Project Alternative/existing conditions). To get the percentages divide Total Build out Land Coverage by Existing Land Coverage times 100. Please see Master Response 17 and response to comments 13a-81, 14a-3, 14a-4, 14a-5, 14a-6, 14a-10, 14a-12, 14a-67, 19-31, 19-33, 19-49, 19-50, and 19-67, addressing various aspects of TRPA land coverage analysis.

Comment 14a-4 *Comment Summary – It is essential that the EIS adequately analyze the details of coverage at Homewood because the soil conservation TRPA environmental threshold carrying capacity is out of attainment. The TRPA process to verify soft coverage is not transparent. The process has led to discrepancies in the amount of verifiable soft coverage because evidence used to claim soft coverage can be easily manipulated. Makes accusation that a pre-1972 aerial photo can easily be manipulated using Photoshop and that dirt roads can be easily added.*

Analysis of land coverage for the Project area is required by TRPA environmental process and is disclosed under impact GEO-3. The analysis was reviewed internally by the project team, including CEQA and TRPA legal council, Placer County staff, TRPA staff and Lahontan staff during the two administrative draft reviews and the

screencheck of the DEIR/EIS. In response to the accusation about manipulation of a pre-1972 aerial photo: No member of the project team or other HMR consultants manipulated land coverage data or photos. Multiple copies of pre 1972 aerial photos exist and show no differences in the number or location of roads. The commenter provides no evidence to indicate that any type of manipulation has occurred.

Comment 14a-5 *Comment Summary – LTSLT states that soft coverage must be in existence prior to 02/10/1972 to be recognized as existing under Code.*

Comment noted. LTSLT is referred to Appendices U and Y, which present land coverage verification letters and the land coverage spreadsheets prepared for the 2008 BLAs and HMR LCC. Data crosswalks to TRPA Files LCAP2010-0304, STD2005-1762 and LLAD2008-0083 (DEIR/EIS p. 14-18).

Comment 14a-6 *Comment Summary – Defines "Hard Coverage". States DEIS must identify total hard coverage and soft coverage footprint for each alternative. What is the amount of coverage associated with the TAUs and commercial floor space being transferred? Requests a complete inventory of land coverage states that dirt roads (soft coverage) are being converted to hard coverage.*

The commenter is referred to TRPA Code Subsection 20.3.D - Method of Calculation of Land Coverage, specifically Subsection 20.3.D(1) for determination of the Project Area and Subsection 20.3.D(2)(a) for determination of allowable base land coverage. The Project under Alternatives 1-6 requires no transfer of land coverage to the Project area. The commenter is correct that a portion of the land coverage from the removal and restoration of unpaved roadways will be relocated to comparable or higher capability LCDs. The remaining square footage will be banked according to TRPA banking application approvals (See FEIR/EIS Appendix HH-2) and Master Response 17). The Project commits to removal, restoration and banking of 500,000 square feet, of this banked amount 176,134, square feet will be permanently retired (i.e., 10 percent of the total existing verified land coverage within the Project area - 1,761,337 square feet).

The Project does not propose the use of land coverage associated with TAUs. CFA is allocated from TRPA Special Projects pool and is not being purchased and transferred. Removal of "soft coverage" associated with upper mountain access roads is primarily LCDs 1a, 2 and 3, with some LCD 5. Banking applications submitted to TRPA allow for the completion of project-level land coverage analysis necessary for project permitting and define the square feet of previously verified existing land coverage that has been removed and restored since 2006 at locations illustrated in Appendix HH-1. Land coverage vs. land disturbance restoration was qualified but not quantified in the DEIR/EIS because the existing land coverage, regardless of actions taken towards restoration is considered by TRPA to be legally existing land coverage until banking applications are processed. Through this process land coverage removal and restoration is field-verified by TRPA staff AND the measured land coverage that has been removed and restored is credited to the Project area, deposited into a TRPA Land Bank for future purchase and transfer to eligible parcels for eligible projects or retirement pursuant Code Chapter 38. Any soft coverage would be prohibited from being transferred to a commercial receiving parcel (Please see Subsection 20.3.C(2)(b)(1). Banking verifications determined existence of 1,090,078 square feet of soft coverage associated with the onsite roads and another 9,485 square feet of coverage associated with accessory ski facilities, for a total of 1,099,563 that is now eligible to be restored and banked. The August 30, 2011

banking approval determines 243,428 square feet of verified existing land coverage associated with on-mountain dirt access roads were appropriately removed and restored between 2006 and the present. Another 58,998 square feet of land area and/or width associated with the restoration work is recognized as being applied toward land coverage restoration credit.

Comment 14a-7 *Comment Summary – Requests more details about road restoration/removal actions. What square footage of removed roads will be transferred, banked or converted to hard coverage.*

The Project under Alternatives 1, 1A, 3, 5 and 6 will remove, restore and bank 500,000 square feet of land coverage primarily associated with unpaved, on-mountain access roads and trails located on LCDs 1a, 1b, 3 and 5. Table 14-6 presents the proposed land coverage comparison by alternative. Some land coverage removed from the upper mountain in LCD 5 (56,724 square feet) will need to be relocated to LCD 5 or 6 elsewhere within the Project area under Alternatives 1, 1A, 3, 5 and 6. Under Alternative 1/1A, 21,168 square feet will also need to be relocated from LCD 3 to comparable or higher capability LCDs. Per TRPA staff directives, road widths are verified and disclosed during the banking application process and not should not be estimated in the DEIR/EIS prior to completion of the banking process. Page 15-8 defines the treatment Tiers that are directly tied to the pollutant load reduction opportunities described in the Lake Tahoe TMDL Pollutant Reduction Opportunity Report. Only TRPA staff can verify and approve official disturbance treatment vs. land coverage removal treatment, which occurs during the banking application process. Please see Master Response 17, which presents the results of the August 20, 2011 banking approval (FEIR/EIS Appendix HH-2).

Comment 14a-8 *Comment Summary – LTSLT states questions whether Rainbow Ridge existed in 1969? In 1972? What square footage will be transferred, banked or converted to hard coverage (Note: TRPA Code term is relocated)?*

The LTSLT submits aerial photos from 1969 and 2011 that are downloaded from Google Earth. There is not metadata or scale provided with the Google Earth cropped figures presented in the LTSLT's comments. Please note that Rainbow Ridge is a ski run. The verified land coverage in question is related to the access roadway and not the ski run, which was clearly not constructed in 1969. The access road associated with this ski run can be seen in the Official 1969 aerial photo base map that has been used in all TRPA land coverage verification actions within the Project area. The 1969 aerial photo is part of the project record and has been obtained in digital/electronic format.

Comment 14a-9 *Comment Summary – LTSLT presents questions about the difference between TMDL modeling data for HMR roadways and the HMR CWE roadway data, which added additional roadway square footage to reflect field verified data. Makes accusation towards IERS motives and involvement. Does not understand CWE data sources or analysis. Requests, again, proof of soft coverage in existence prior to 02/10/1972.*

Appendix W, page 26: "4. The dirt roads used in the original TMDL modeling effort under-estimated the actual dirt roads found in the Homewood area. As such the dirt road land-use category area was increased by approximately 89,030 square meters (i.e., 958,311 square feet or 22 acres) to reflect the dirt roads as measured in the field, while adjoining vegetated land-use category areas were reduced by an equivalent amount overall. This correction resulted in a more realistic representation of current conditions." The TMDL modeling effort was primarily GIS-based due to the scale of

the analysis. The HMR CWE analysis merely calibrated GIS-based data with field-verified data. IERS has completed numerous sediment source control projects for HMR. The comment is inaccurate in that the HMR CWE analysis was conducted by IERS, who was hired directly by TRPA. The DEIR/EIS analysis is presented under impact GEO-3. The CWE analysis is presented in Appendix W, with Section 3 specifically detailing the CWE methodology (page 25-38). Please see Master Response 17 for discussion of TRPA verified existing land coverage.

Comment 14a-10 *Comment Summary – Requests explanation concerning ROW analysis for land coverage.*

The ROW was clearly excluded from the TRPA existing land coverage analysis, and as explained on DEIR/EIS page 14-19, this exclusion either sets the Project area land coverage as accurate or debits the total land coverage by an additional 20,110 square feet, even though it was not included to begin with. So the square footage is either excluded once, as required, or twice, which does not benefit the Project.

Comment 14a-11 *Comment Summary – Requests the exact locations of all land coverage that will be relocated. States that land coverage removed using grant monies should be permanently retired. Comment indicates that land coverage will be transferred into the project area.*

Please see Master Response 17 and response to comments 14a-3, 14a-5 and 14a-6 addressing land coverage questions and comments related to the 500,000 square feet to be removed, restored and banked. The TRPA Code does not specify actions regarding land coverage restoration funding, but the Project Applicant's work was consistent with the requirements and restrictions specified by the grant and the Project will permanently retire approximately 176,134 square feet regardless of how the land coverage restoration is funded. As discussed in Master Response 17, the grant monies were applied towards monitoring activities and field verification efforts for the TMDL. The Project Applicant provided matching funds, as was required by the grant.

Comment 14a-12 *Comment Summary – Requests disclosure of restoration of land coverage (for relocation and banking) vs. restoration of improper dirt compaction (i.e. disturbance credit).*

Banking applications submitted during the 2011 field season and approved on August 20, 2011 (FEIR/EIS Appendix HH-2) further quantify land coverage removal and restoration for relocation vs. restoration of cut and fill slopes and other disturbance areas for restoration credit. The analysis for impact GEO-3 considers these differences. Figure 14-4 presents the work that has been completed through 2010 but had not been banked prior to the release of the DEIR/EIS (thus the inclusion of this land coverage in the existing land coverage totals throughout the analysis - approximately 240,000 square feet). Figure 14-5 presents around half of the additional areas with potential land coverage and disturbance (over 300,000 square feet) restoration. Please see Master Response 17, which presents the results of the August 20, 2011 banking approval.

Comment 14a-13 *Comment Summary – Where will the excess cut materials be used? What are the affects?*

The LTSLT presents incorrect earthwork volumes. Excess cut material will be used for restoration and revegetation and roadway improvement projects within the Project area, as disclosed in DEIR/EIS Section 3.5.18 and Figure 3-12 and analyzed under

impact GEO-4. Impact GEO-4 analyzes the effects of grading. Impact GEO-2 analyzes potential impact from unstable soils. Impact GEO-1 analyzes geologic hazards. TRPA soil hydrologic findings and approvals specifically address tree evaluation and protection from excavation effects and mature trees (Please see Code Section 64.7.B(2)) must be protected.

Comment 14a-14 *Comment Summary – States that current TRPA Code prohibits transfers of TAUs for each type of transfer proposed by the project and provides some examples. Incorrectly cites Subsection 20.3.C in connection to transfer of land coverage into the Project area, an action that is not proposed by the project. States that soft coverage would not be used for TAUs.*

The Project recognizes potential impacts with the TRPA Code and is proactive in that it integrates amendments into the Project to eliminate further mitigation. The impacts of the amendments are discussed in the DEIR/EIS in Chapters 6 and 10. Please see Master Response 4 regarding amending the Code. Amendments are not prohibited as long as findings can be made that the amendments help attain and maintain the environmental thresholds.

Comment 14a-15 *Comment Summary – DEIS should include more information about where the 3 TAUs (assumed to be citing the mitigation measure from DEIR/DEIS) will originate from. Asks for the exact square footage for each TAU and requests a table. Incorrectly assumes that land coverage will be transferred with the TAUs. States that morphing TAUs creates additional threshold impacts that must be analyzed, but presents no explanation of what thresholds should be analyzed.*

Please see Master Response 5 regarding TAUs and TAU sending units. The DEIR/EIS states that mitigation is required for the additional TAUs (See Mitigation Measure LU-2a). It is not required that the remaining TAUs be identified currently as long as the mitigation requires an environmental analysis once the sending units are identified. The Project cannot develop those units until a sending TAU is identified, analyzed and approved by TRPA. TRPA does not require new units to mimic the size of the sending unit, only that impacts from the new unit be disclosed, which occurs through the environmental analysis of the DEIR/EIS.

Comment 14a-16 *Comment Summary – States that conversion of 50 bonus units to ERUs magnifies threshold impacts but does not clarify which thresholds would be effected. Questions what additional traffic would be produced from such conversion.*

This comment does not state how bonus units magnify threshold impacts. The allocation of bonus units for the restoration of units on Class 3 land is within TRPA regulations. The bonus units are also allocated only when the sending site is restored and deed restricted to prevent future disturbance to sensitive areas. It is the process of moving units out of a sensitive area and ensuring that units are not someday replaced within that sensitive area. All of these actions are within the limits and regulations established by TRPA and no inconsistencies occur. It is not required to match the size of the sending and receiving unit, but that the impacts on the receiving site are fully analyzed in the DEIR/EIS and mitigated, when required to do so. Please see Master Response 5. Mitigation Measure LU-2a (Page 6-40) discusses the additional ERU needed. The sending units have not yet been identified, but will be required to complete an environmental analysis prior to implementation and construction of the units.

Comment 14a-17 *Comment Summary – Alternatives 1 and 3 require 66 ERUs for Phase 1 (North Base) development and therefore additional ERUs would be needed for Phase 2 (South Base) development. Under Alternative 6, there would be a remaining demand for 83 additional ERUs, but 33 of those additional ERUs would be needed for Phase 1 (North Base) development, leaving Alternative 6 short for both Phase 1 and Phase 2” (p. 6-38). The environmental impacts that would result from all phases of development need to be thoroughly analyzed in a new DEIS. Clarify ERUs associated with Alternative 6 and all phases of the project.*

Please see Master Response 5 and mitigation measure LU-2a, which requires that additional sending units be identified and analyzed and mitigated before being used by the Project.

Comment 14a-18 *Comment Summary – TAUs: Will the sending sites be deed restricted so that nothing can be built on the site?*

Please see Master Response 5. TRPA requires sending units be restored and deed restricted if the sending site is located on sensitive land. Otherwise, TRPA does not require deed restrictions and the land may be developed in the future if units are transferred back to the sending site. As stated previously, TRPA does not limit the size of the new unit to the size of the sending unit as long as the environmental analysis does not reveal negative impacts.

Comment 14a-19 *Comment Summary – Makes accusation that Water Quality analysis is biased and based on a mix of information provided from consultants, specifically pointing out IERS involvement. Makes connection between TOCs defined for the CWE analysis prepared in compliance with Ski Area Master Plan Guidelines to TRPA thresholds. Assumes that TOCs replace TRPA thresholds.*

The commenter incorrectly ascertains that the project consultants were hired by the developer (i.e., HMR/JMA). The four-party agreement (HBA, TRPA, JMA and Placer County) is available for review at the TRPA main office. The EIR/EIS consultant works for TRPA and Placer County and not for the Project Applicant. The Project Applicant is permitted to hire other consultants directly to complete engineering and design work, as needed to fulfill technical studies and engineering design plans. TRPA and Placer County maintain approval roles since the technical documents are prepared for these agencies and NOT for the Project Applicant. TRPA chose IERS to complete the HMR CWE Analysis that is a required component of a TRPA Ski Area Master Plan (TRPA 1991) and having worked on two prior CWE's completed for TRPA ski area master plans, Melanie Greene of HBA worked with IERS and TRPA staff throughout the process. The DEIR/EIS analysis is required to address potential impacts to TOC's in addition to TRPA thresholds. The CWE analysis is a tool toward quantification of surface water quality indicators in support of TRPA threshold attainment. TOCs apply to the CWE analysis and Impact HYDRO-1. The distinction is made in Chapter 15, with a discussion of the CWE analysis and TOCs in the cumulative analysis for Chapter 14 as they related to land coverage (Referenced to Impact HYDRO-1 to reduce duplicative information). The comment is unclear as to where else in the DEIR/EIS a distinction is needed.

Comment 14a-20 *Comment Summary – CWE: Why are modeled conditions used rather than actual existing conditions used as a baseline? In terms of sediment, what size particle does the model examine? Does the model include sediment greater than 16 microns?*

The proposed and existing conditions are modeled. "Modeled" is used as a term to discern that sediment yield was not determined from surface water concentrations measured in field-based grab samples, although Project area water quality data was used for model calibration. As detailed in Appendix W (see section 3 for Methodology), Total Sediment is used to determine Annual Sediment Yields in Tons/year. Total Sediment includes particles greater than, equal to, and less than 16 microns in diameter.

Comment 14a-21 *Comment Summary – This data suggests that restoration treatments applied at Road 31 were successful in controlling sediment at the source” (15-16). Does the 381 pounds of “sediment” include the runoff of larger particles of dirt, pine needles, pine cones, stones, pebbles, rocks, etc., that would probably not reach the lake? It is important to distinguish between fine particles (<20 microns) so that the water quality improvements are not exaggerated. The road and trail treatment in many instances included fertilizer application (15-16). Have the impacts from this practice been accounted for?*

Sediment can be defined as: particulate matter that is carried by water or wind and is deposited on land or on the bottom of a body of water. The sediment measurements include solids that make contribution to Total Suspended Solids concentrations (Lahontan WQO), including larger soils particles or particles from organic sources that are small enough to be transported in runoff volumes. Pinecones can be categorized as organic ground cover. Rocks, stones and pebbles are not considered sediment because these materials are not commonly moved by wind or runoff, but if they enter into a stream channel, these materials become part of the bed load of that stream. The HMR restoration monitoring reports discuss the use of Biosol, a 100% organic, slow release, long-lasting fertilizer during the vegetation establishment phase. These types of fertilizers are often needed to balance nutrition ratio and supply the plant with micro- and macronutrients throughout the growing period. Fertilizer use is presented in DEIR/EIS 3.5.19 Landscaping Plan and analyzed in impact HYDRO-1 (p. 15-45) and BIO-9 (p. 8-68).

Comment 14a-22 *Comment Summary – How much of the road and trail restoration contributed to Homewood’s mandated compliance with its discharge permit and how much additional restoration went above and beyond these required standards? How much fine sediment is being reduced above and beyond what is required? To calculate the amount of fine sediment that is being reduced above and beyond what is required, the following needs to be deducted from the total sediment reductions claimed.*

Please note the correction offered by Lahontan Staff on page 15-35 that the Board Order has been amended twice and the current correct reference is Board Order No. 6-95-86A2, adopted on March 13, 2002 (Comment 7-6). The WDR requires installation of BMPs to control sources of erosion and storm water runoff from impervious surfaces but does not require land coverage or impervious surface removal and restoration. The sediment source control projects were initiated by the Project Applicant in 2006; possibly in anticipation of the ski area master plan project. The suggested deductions to total sediment (assuming the LTSLT is referring to the CWE analysis results) are illogical: particles >16 micron are a component of TSS concentration, reductions in sediment achieved from land coverage removal contributes towards attainment of TMDL load reductions. Madden and Homewood Creeks' TSS concentrations comply with the discharge limits stated in the WDR and

typically turbidity and TSS concentrations measure extremely low, as supported by data in Appendix Y.

- Comment 14a-23 *Comment Summary – Comment incorrectly states that the DEIS states that the No Project Alternative would violate the discharge permit limits and that “No mitigation is available” to mitigate the No Project Alternative violation of the discharge permit. The DEIS implies approval and construction of a large development project, such as the proposed alternative, is required to install BMPs and restore dirt roads and trails to come into compliance with discharge limits. The new DEIS needs to evaluate an alternative with a project consistent with all current TRPA Code requirements (such as BMP compliance) and does not cause threshold impacts.*

On page 15-49 the conclusion is made that "the potential impact to surface water quality and beneficial uses under Alternative 2 is considered less than significant based on compliance with Board Order No. 6-95-86A2." Impact HYDRO-1 concludes that Alternative 2 (No Project) would result in a significant impact because sediment yields in three of four Project area watersheds currently exceed the Project Area TOCs, which is point of significance for the CWE metric (one of three metrics analyzed for HYDRO-1). Exceedance of the TOC is a significant impact as defined by the TRPA Ski Area Master Plan Guidelines. As explained in the After Mitigation Summary (p. 15-50), "Under the No Project, the Project area continues to operate as a ski area and no Ski Area Master Plan approval results. TRPA, Lahontan and Placer County could require restoration projects and BMP retrofitting for adequate maintenance of the Project area, but it is the discretionary action of the Ski Area Master Plan approval that requires conformance with Project Area TOCs as discussed in the Ski Area Master Plan Guidelines. Because sediment yields in Madden Creek, Quail Lake Creek and Intervening Zone 7000 currently exceeds the Project Area TOCS and the No Project alternative does not propose specific actions to reduce sediment yields, the impact remains significant. Again, the determination of a significant impact for HYDRO-1 lies with the exceedance of point of significance "c" in Table 15-6. Mitigation is not available under Alternative 2 because no project action is taken. The DEIR/EIS makes no implication that Alternative 1 components are required to bring the Project area into compliance with discharge limits. Please note that discharge limits are expressed as concentrations and not yields. No alternative was determined to cause adverse impacts to TRPA water quality thresholds.

- Comment 14a-24 *Comment Summary – Concerning the 2006 and 2007 improvements: Environmental improvement and environmental compliance must be clearly distinguished.*

Chapter 15 analyzes various aspects of compliance under impacts HYDRO-1 through HYDRO-5. The comment is unclear as to the meaning of environmental improvements. Assuming that the LTSLT means environmental improvements/benefits, please see Table 6-2 in Chapter 6, Land Use.

- Comment 14a-25 *Comment Summary – The questions concern the existing snowmaking plan (p. 15.1.7) and not the proposed snowmaking plan.*

The questions concern the existing snowmaking plan (p. 15.1.7) and not the proposed snowmaking plan. Lahontan and TRPA are the enforcers, with the property owner charged with self-reporting and appropriate and timely response to BMP failures. Plow height settings are adjustable according to site conditions and snow cover. The action of leaving a depth of snow on a surface, be it pavement or compacted dirt, is realistic and currently practiced by Caltrans, County Department of Public Works or

DOTs, and private snow management companies. Damage to vegetation and underlying soils cost entities money for rehabilitation of damaged and disturbed areas, in addition to creating adverse environmental conditions and non-compliance with general storm water discharge permits and individual WDRs. The commenter is referred to 15-56 through 15-58 for analysis of proposed snow storage and melt management.

Comment 14a-26 *Comment Summary – Comments concern current snow storage plan at base areas.*

The commenter describes the current snow storage and melt management for the existing base areas. The comments presented are noted. The proposed winter roadway and snow management, as illustrated in Figures 15-3 and 15-4, is analyzed on page 15-56. Snow storage is located in connection to proposed storm water treatment systems and bioretention areas to maximize the snow melt conveyed to proposed treatment systems.

Comment 14a-27 *Comment Summary – SEZs must be properly characterized in the DEIS. We hereby incorporate our previous comments provided at the time of the 2009 land capability challenge. Unresolved discrepancies in land capability exist in the area of the gravel parking lot.*

LCD 1b is mapped according to land capability verifications, as approved by the TRPA Hearings Officer in August 2009. TRPA Staff completed LCD 1b capability verifications on the upper mountain (i.e., those SEZs not included in the LCC study area) in October 2010. Please see TRPA Code Subsection 37.3.B, which outlines the identification of SEZ. The commenter references comments made at the time of the HMR LCC but does not provide them or indicate the relevancy to specific impact analysis in the DEIR/EIS. It is Chapter 15 that the commenter appears to be commenting on in this section of the comment letter, but Chapter 15 does not analyze direct effects to SEZs. The commenter makes reference to Chapter 8, Biological Resources for SEZ analyses. The land capability in the area of the gravel parking lot (aka Fawn Street parcel as discussed in LCC technical documents) was reported to the TRPA Hearings Officer in a July 9, 2009 Memorandum (Homewood Village Resorts LLC Land Capability Challenge). Please review the TRPA Staff Findings stated in Attachment A of the memorandum: two creeks and associated SEZs were verified based on the water table and vegetation primary indicators and set back established; the third SEZ, in an area of seasonally high groundwater occurs along the south edge of the gravel parking lot was delineated SEZ based on the presence of primary SEZ vegetation and groundwater recorded within 20 inches of the surface, with the remainder of the gravel parking lot classified as Jabu (JgC) a deep well-drained, sandy loam (LCD 5).

Comment 14a-28 *Comment Summary – Snowmaking: How much water will be used for the proposed project's snowmaking? What additives will be used in the snowmaking? What impacts will snowmaking have on water supply and water quality once the snow melts? What impacts will snowmaking have on soils and vegetation? How will the configuration of snowmaking near trees impact trees? Will old growth trees or sensitive species be impacted?*

Please see impacts HYDRO-5 (p. 15-114) and PSU-1 (p. 16-13) (p. 16-13), both analyses disclose proposed snowmaking water demand and supply. HMR currently uses no snowmaking additives nor proposes the use of additives in expanded systems. Please see Board Order No. 6-95-86A2 for required monitoring and reporting actions, should additives be used. Melted snow can follow a number of pathways:

evaporation, evapotranspiration, infiltration, sublimation and runoff. Please see impact HYDRO-1 (p. 15-45) for analysis of water quality. Please see HYDRO-1 and BIO-9 for discussions of landscaping, revegetation and irrigation (snowmaking systems expands potentially irrigable areas for revegetation and soil stabilization) effects. No old growth stands are identified within the Project area. Impact BIO-4 addresses sensitive species and analysis does not identify adverse effects to such species from snowmaking. Impact NOI-3 addresses noise effects from snowmaking and recommends three mitigation measures to reduce potential impacts to less than significant levels.

Comment 14a-29 *Comment Summary – Hard coverage affects soil conservation threshold and creates impervious surface.*

Comment noted: Soil conservation is essential to project area water quality and the Lake Tahoe Basin.

Comment 14a-30 *Comment Summary – BMPs: Specify dollar amount for HYDRO-1e.*

Fee specification is based on the cost of the final project designs submitted for TRPA project permitting. Standard practice is 110%. Given the Project is at 50 percent design fee specification is not possible for HYDRO-1e at this time.

Comment 14a-31 *Comment Summary – Include a BMP maintenance schedule for BMPs in DEIS. How easily can these vaults (citing Contech) become clogged? How often must they be cleaned and pollutants removed? What schedule and process for maintenance of these vaults will occur?*

An Operations, Inspection, Maintenance and Monitoring Plan is a standard project permit condition that must be met for project approval. The Plan will be developed for the selected and approved Alternative through an RFP Process that includes a third party agreement between TRPA, HMR and a consultant. This detailed plan will be based on Chapter 21 of the DEIR/EIS but can be tailored to the outcome of the Governing Board decision that will determine the final design of the Project, if approved. No further response is possible at this time. BMP effectiveness is analyzed under impacts GEO-4 (p. 14-66), HYDRO-1 (p. 15-45), HYDRO-2 (p. 15-78). Flooding is addressed in impact HYDRO-4 (p. 15-111).

Comment 14a-32 *Comment Summary – Climate change research forecasts increased flood frequency and volume and increased frequency of rain on snow events in the Tahoe Basin. BMPs should be designed for greater than a 20-year/1-hour storm event to protect water quality. In the event of more frequent and voluminous flooding, storm water not contained by BMPs would carry fine particles, nutrients and other pollutants beyond the Project area to the lake, clouding clarity. Additionally, BMPs need to be designed to handle and treat storm water for a range of soil saturations and soil types, with secondary/tertiary filtration methods.*

Please see impact HYDRO-2 (p. 15-73) for analysis of storm water treatment systems. As detailed in Table 15-9, storm water treatment system volumes have been maximized based on site-conditions and are sized in excess of the 20-yr, 1-hr storm and include primary (removal of coarse sediment), secondary (removal of fine sediment) and tertiary (soil treatment) treatment. Please see pages 15-61 through 15-65 for quantification of water quality benefits from the Project, including stormwater modeling of proposed system effectiveness under a range of precipitation regimes and antecedent soil moisture conditions.

Comment 14a-33 *Comment Summary – States that BMP effectiveness is overstated in the DEIS but provides no reasoning. How would “storm water treatment systems, bioretention areas, reductions in land coverage, and continued revegetation of disturbed areas and ski trails” reduce a significant amount of atmospheric deposition? States that traffic would negate benefits from BMPs.*

Project area contributions to airborne particulate matter (e.g., PM2.5, PM10) can originate from unprotected slopes and road dust. Therefore, adequate drainage and treatment of storm water runoff, continued revegetation of disturbed areas, removal and restoration of impervious surfaces, and minimized use of deicing materials can reduce Project area contributions to wet and dry atmospheric deposition. Comment states that additional traffic will create additional emissions. The LTSLT is referred to studies recently published by D. Zhu et al. (2011) and H. Kuhns et al. (2011), Impacts of Vehicle Activity on Particle Deposition to Lake Tahoe and Examination of Dust and Air-Borne Sediment Control Demonstration Projects, respectively. The findings from these reports have been incorporated into impacts HYDRO-1 (p. 15-45) and AQ-2 (p. 12-33) analyses. Please see Master Response 18 concerning water quality, air quality and VMTs.

Comment 14a-34 *Comment Summary – The proposed project would affect groundwater in three main ways: through groundwater interception, areas of urbanization linked directly to detention basins and by permanent impacts to naturally functioning soils in the form of permanent hard coverage. Groundwater is a TRPA environmental threshold carrying capacity standard that is out of attainment per the last TRPA Threshold Review.*

The comment is unclear as to how the Project causes drawdown of groundwater. No direct response is possible but the LTSLT is referred to impact HYDRO-5, which analyzes the potential effects of water supply wells. Impact HYDRO-3 (p. 15-103) analyzes potential impacts to groundwater, disclosing that the Project will intercept groundwater in areas of underground parking structures. Groundwater that is intercepted will be reinjected into the same groundwater systems (Mitigation measure HYDRO-3a). The North Base parking structure is not located up gradient of the delineated SEZ and the groundwater gradient is measured towards Lake Tahoe. In the South Base, groundwater would be reinjected on the lake side of the structure. The groundwater gradient in this area is towards Lake Tahoe and base flows are not anticipated to be negatively impacted. See impact BIO-9 (p. 8-68), which describes the SEZ restoration project components, of which groundwater recharge is one of a number of goals. Potential impacts to groundwater movement have been identified and addressed by Project design, appropriate location of proposed underground foundations and parking structures and mitigation measures, assuring that groundwater movement towards Lake Tahoe continues and that the groundwater quality is not changed.

Comment 14a-35 *Comment Summary – Cites groundwater data from TMDL Technical Report.*

Comment noted. Nitrogen and phosphorus concentrations in west shore soils can be elevated. This is supported by studies of volcanic soil types and surface water quality data reported for the baseline monitoring stations M-1 and E-1, located upstream of the Project area boundary (See Appendix Y).

Comment 14a-36 *Comment Summary – Incorrectly describes the storm water systems at the base areas (discusses detention basins and effects of DRY detention basins). Comment makes*

*the connection between storm water treated by soils and the potential to impact groundwater. States that BMPs cannot replace naturally functioning systems.*

The Project proposes underground infiltration galleries and bioretention areas and not dry detention basins or traditional landscaping. Catch basins, vegetated swales and water quality basins are terms used in the Placer County standard mitigation measure language (p. 15-68, mitigation measures HYDRO-1a). The sum of the Project area impervious coverage proposed at the North and South Base Areas, Mid-mountain Area and Tahoe Ski Bowl Way is approximately 644,716 square feet (the 28,314 square feet disclosed under the Caltrans column is off site and involves Placer County and Caltrans ROWs – note that this project was determined to be infeasible and has been replaced with the Placer County Homewood Mountain Resort Water Quality Improvement Project in the FEIR/EIS). As proposed, the Project will install four (4) underground infiltration galleries at the North Base and two (2) underground infiltration galleries at the South Base. In the Mid-Mountain and Tahoe Ski Bowl Way bioretention areas will be installed. Please see impact HYDRO-2 (p. 15-78) for the storm water treatment analysis.

Comment 14a-37 *Comment Summary – Why are these Plans (i.e., Inspection, Operations, Maintenance and Monitoring) not included in the DEIS? To avoid a conflict of interest, an unbiased third party or TRPA enforcement representatives should conduct the BMP inspection and monitoring. The DEIS states that, “A qualified consultant or trained HMR staff (Note: completion of the TRPA contractor certification training is recommended) shall monitor restoration progress” (p. 15-69), which presents a conflict of interest.*

Please see response to comment 14a-31. The statement of conflict of interest is unsubstantiated. The commenter should note that the mitigation language was developed in concert with TRPA and Placer County. HMR Staff currently completes the monitoring and reporting for the Lahontan WDR.

Comment 14a-38 *Comment Summary – Monitoring must include analysis of nutrient input into groundwater through infiltration basins. Both concentration and the total amount of nutrients needs to be considered when evaluating the effectiveness of BMPs that filter surface water to ground water sources. Concentration is a measure of the amount of pollutants per the amount of water so when there is a large amount of water, the total concentration is small, even if the total amount of nutrients is large. Measuring solely by concentration can lead to the underestimation of total nutrient loading when nutrients are diluted.*

The pollutant concentrations and total loading from the Project area has been considered in BMP designs. Storm water treatment systems are designed with primary and secondary treatments for the removal of coarse and fine sediment (which are proven to contribute to nutrient mobilization) prior to tertiary treatment by soils for removal of dissolved nutrients and by bioretention areas that provide removal by engineered soils and also uptake by vegetation. The storm water routing model was developed for the Project by Dr. Mark Grismer (Please see Appendix Z), which incorporates surface water data (i.e. pollutant concentrations reported to Lahontan) along with other calibration metrics.

Comment 14a-39 *Comment Summary – Flawed Analysis of Alternatives and Inadequate Range of Alternatives. All of the alternatives presented are too large (except the No Project Alternative) and would create too many impacts to the TRPA environmental*

*threshold carrying capacities. The new DEIS needs to evaluate an alternative project consistent with all current TRPA Code requirements (such as BMP compliance) and does not cause threshold exceedence. The new DEIS also needs to evaluate an No Project Alternative that brings the site into compliance with TRPA regulations and does not cause threshold impacts. Alternative 4 consists of large residential homes; how does this alternative not violate the two- step subdivision rule?*

Please see Master Response 2 regarding the range of alternatives. Alternative 6 is identified as the Reduced Project alternative. Please see Alternative 1A, Revised Proposed Project Alternative that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts. The statement that TRPA must recirculate the DEIR/EIS is not substantiated and no further comment is possible. As outlined in CEQA Guidelines Section 15088.5: A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term “information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement.

Alternative 4 would develop estate homes on 16 of the existing parcels owned by HMR and would require no subdivision.

Comment 14a-40 *Comment Summary – The League has several questions and concerns regarding the range of alternatives presented in the DEIS. The DEIS states, “this environmental document includes an analysis of alternatives that would feasibly attain most of the Project’s objectives but would avoid or substantially lessen any of the significant effects of the Project” (p. 3-9). Would the alternatives presented in the DEIS attain all of the project objectives?*

The comment is referring to CEQA Guidelines Section 15126.6(a) for defining a reasonable range of alternatives, which many include alternatives that meet most, but not all of the objectives of a Proposed Project. The Proposed Project (Alternative 1) meets all of the project objectives, by definition. Alternatives 3, 5 and 6 would meet most of the project objectives. Alternative 4 would result in closure of the ski area and would not meet 3 of the 5 objectives listed in DEIR/EIS Section 3.2.

Comment 14a-41 *Comment Summary – If the current situation is not in compliance with current regulations, a No Project Alternative which brings the site into compliance needs to be included in the environmental analysis.*

Please see CEQA Guideline Section 15125: The No Project Alternative is Alternative 2 and is analyzed throughout the DEIR/EIS, as one alternative in the range of alternatives required by CEQA and TRPA. Please see response to comment 14a-40. As summarized in Table 2-1, the No Project alternative could result in significant impacts as defined by impacts LU-1, SCENIC-1, SCENIC-2, GEO-3, HYDRO-1, HYDRO-2 and HYDRO-4. Under the No Project Alternative, the Project area would continue to operate as a ski area but no Ski Area Master Plan approval and discretionary action by TRPA, Placer County, or Lahontan occurs. As explained on

page 6-15, without approval of a Ski Area Master Plan, the Project area would continue to be inconsistent with a number of goals and policies included in the TRPA Regional Plan, TRPA PASs, the West Shore Area General Plan and the Placer County General Plan. As explained on page 10-28, the existing site layout and design and landscaping do not comply with TRPA Design Guidelines or Placer County West Shore Area General Plan. Since no action is taken under this alternative no changes to existing conditions can occur and existing features and structures that are not in compliance could persist. Compliance with BMP requirements and existing WDRs would continue under the Alternative 2 (No Project Alternative). As explained on page DEIR/EIS 10-58, Scenic Roadway Travel Route Rating along SR 89 in Homewood is in non-attainment and under the No Project Alternative, scenic quality improvements would not be implemented and the non-attainment status would remain. As discussed on DEIR/EIS page 14-48, this alternative does not include actions to reduce excess land coverage or comply with the TRPA excess land coverage mitigation program and thus will not comply with TRPA land coverage limitations for LCDs 2 and 1a (again no project and no discretionary action taken). See pages 15-49, 15-73 and 15-112 for similar discussions related to HYDRO-1, HYDRO-2 and HYDRO-4, respectively.

Comment 14a-42 *Comment Summary – The DEIS uses flawed logic to argue that the No Project Alternative will create “Significant Impact.” citing LU-1. The DEIS cannot argue that the No Project Alternative creates significant impacts because the proposed project would not be built. Additionally, the CEQA definition of “significant impact” rests on change. The No Project Alternative does not create change, therefore it cannot create significant impacts.*

Please see response to comments 14a-3, which discusses impact HYDRO-1 and the significance of Alternative 2 regarding TRPA required CWE analysis.

Comment 14a-43 *Comment Summary – The DEIS also argues that non-compliance with current regulations for the proposed project is a less than significant impact because the changes, “best regulate such uses” cites page 6-15. Proposed regulation changes are significant and DEIS incorrectly quantifies these changes.*

Please see Master Response 4. The proposed regulation changes are substantial; however, that does not mean they are not permissible, nor does the DEIR/EIS dismiss them as such. Please see Impact LU-1, which subsequently discusses findings needed for each of the referenced amendments.

Comment 14a-44 *Comment Summary – States that Proposed Project cannot make findings for TRPA Code Chapter 16.9.*

Certification of the DEIR/EIS must first occur. The DEIR/EIS presents the analysis in support of TRPA findings to adopt a Master Plan. It is the TRPA Governing Board that makes findings for TRPA Code Chapter 16.9 and adoption of a Master Plan. Only then can Project approval occur.

Comment 14a-45 *Comment Summary – The DEIS must use current TRPA regulations to determine impacts. Can't compare to proposed code amendments, proposed PAS, or proposed Goals and Policies Amendments.*

The Proposed Code amendments are disclosed as necessary to maintain consistency with TRPA goals and policies and Code of Ordinances. As stated in the Rules of Procedure Section 4.8, “Proposals for ordinances and amendments may be made by TRPA or other interested persons or entities, including public interest groups and

government agencies. For proposals which the Executive Director deems appropriate for submission to the Board, the Executive Director shall cause the appropriate environmental documents to be prepared and public hearings, where required, to be held.” Limits on Code amendments are at the discretion of the Executive Director.

Comment 14a-46 *Comment Summary – Proposed height analysis is misleading and proposed by developer. Height of structure (tallest building) is misrepresented. The scenic analysis mischaracterizes the proposed height measurement methods to portray them as a way to better represent heights, when, in fact, the proposed method misrepresent heights and masses of buildings covering hillsides. Explain effects to noise and views.*

Please see Master Response 8 and the revised height tables in Chapter 10.0 (Tables 10-5, 10-5A, 10-7 and 10-8). The revised tables show the height of each building using the existing height calculation methods as well as the amended methods. It is important to note that while this data is provided, it does not alter the conclusions of the analysis. As anticipated in the development of the project features, a height amendment would be needed to address site slopes while minimizing building footprints. Had the amendment not been analyzed, the Project would have resulted in a mitigation measure for height. As a proactive measure, the Project includes the amendment as part of the Project and analyzes the amendment in the document to determine if findings can be made to allow the amendment (See Master Response 4). Please see Master Response 8 for a discussion of the amended height calculation method. Impacts to other environmental topics and thresholds are discussed in the respective environmental analysis chapters. The impacts of the number of units on the environment, including traffic, noise, and water quality, are analyzed in the DEIR/EIS. Please see Chapters 11, 13, and 15 for that analysis.

Comment 14a-47 *Comment Summary – Are the multiple townhomes that are being proposed for currently undeveloped land in compliance with this rule? Do the multi-residential units that are being proposed in the form of timeshares, condos or fractional units in compliance with this rule Regional Plan VII-15)?*

The Project does not meet the limits established in the existing Plan Area Statements, as disclosed in the DEIR/EIS. Therefore, the Project includes amendments to the Plan Area Statements and an analysis of these amendments. As discussed in Impact LU-1, LU-2 and SCENIC-1, findings can be made to allow the amendments, and subsequently result in project compliance. The reference regarding transfer of development rights is in relation to the sending site, not the receiving site. If a parcel is undeveloped, it can transfer one development right to a receiving site, and if it has existing development, that same number of development rights may be transferred. As discussed in LU-2, the number of units that can be developed onsite is dependent upon, and may not be greater than, the number of sending units that are acquired for the Project. Please see Impact LU-2 for this analysis. Please see Master Responses 4 and 5.

Comment 14a-48 *Comment Summary – The scale of the proposed structures, including the numbers of buildings and units, density and height are not consistent with the surrounding uses, but rather the scale and number of units are far too large.*

Please see Impacts SCENIC-1, LU-1, and LU-2 regarding height compatibility and density of the proposed units. While the DEIR/EIS finds that the proposed structures under Alternative 1 and 3 are compatible, and mitigation is required for Alternatives 5 and 6 in relation to height, the Project is also proposing a revision to the Ski Area

Master Plan, which is analyzed in the FEIR/EIS as Alternative 1A. Please see Master Response 7.

Comment 14a-49 *Comment Summary – TRPA’s Goals and Policies must not be changed to accommodate a project, but rather the Goals and Policies must serve to guide projects in the Lake Tahoe Basin so that the TRPA environmental threshold carrying capacities are attained and maintained. Questions the addition of Ski Area Master Plans to community Plans in TRPA Goals and Policies sections. First, appropriate adopted Regional and community plans should be informing the size and characteristics of proposed development projects, but instead, what is being proposed is to change Goals and Policies to suit the proposed development plan. What would the environmental impacts be if TAUs were allowed to be transferred to Ski Area Master Plan areas? If this change was made, would Heavenly follow suit and build hotels at the Boulder and California Lodges as well as up the mountain? What characteristics or needs does a Ski Area Master Plan area possess to warrant the transfer of TAU’s? It appears that transferring TAUs to Homewood would be spreading urbanization to a rustic and rural area of Tahoe, that is incompatible with the current community character (bulk, height, etc.)*

Please see Master Responses 1, 4, and 5.

Comment 14a-50 *Comment Summary – Regarding TRPA Code Chapter 6: The DEIS does not sufficiently evaluate the impacts to the current regulations, but rather attempts to justify changes to the current regulations to accommodate the project.*

The DEIR/EIS was prepared to disclose whether the Proposed Project or Alternatives would result in significant impacts. Significant impacts are identified based on impact evaluation criteria that include compliance with TRPA thresholds. In order to approve the Project or an Alternative, TRPA must make findings that the environmental thresholds will not be degraded. Please see response to comment 13a-4 regarding the Regional Plan Update and amendments to the TRPA Code. Please see response to comment 14a-45 regarding TRPA Rules of Procedures.

Comment 14a-51 *Comment Summary – Opposes height amendment based on argument provided on pages 20-24. The Project is proposing to allow much taller buildings than the current code allows; there is not sufficient evidence to support the claim that these tall buildings will not violate the 1987 Regional Plan statement cited.*

Figure 10-14A provides an alternative perspective on the impact of the amended height calculation methods. Impacts to coverage are discussed in Chapter 14 Geology, while the visual impacts of the proposed buildings are discussed in Chapter 10 and are illustrated in the visual simulations also found in Chapter 10. Proposed structures are still subject to land coverage limitations and visual impact limitations, as analyzed in the chapters referenced above, regardless of changes to the height calculation methodology. A building that meets height limits is still subject to other visual requirements, which are not altered by the height amendment. The comment references the Regional Plan, stating, "Building height limits shall be established to ensure that buildings do not project above forest canopy, ridgelines, or otherwise detract from the viewshed." As discussed in SCENIC-1 and SCENIC-2, the buildings remain below the canopy level as trees located on the same slopes also step up the slope and raise the canopy level. The structures do not project above ridgelines as shown in the visual simulations in Chapter 10.0, nor do they detract from the viewshed as also shown in the simulations. The simulations for Alternative 5 (Figures 10-15, 10-16, and 10-17) do reveal a larger massing of structures along the

roadway that is not as visually compatible as Alternative 1, 1A or 3; however, Alternatives 5 and 6 also include mitigation measures to reduce the size of the structures to meet requirements for the viewshed. Please see Impact LU-2 regarding this analysis.

Comment 14a-52 *Comment Summary – Comment incorrectly states the amount of cut material that would leave the Project area.*

Table 14-8 presents earthwork estimates for Alternatives 1, 3, 5 and 6. Net Grading does not equate Net Cut. Please see pages 14-71 to 14-73 for analysis of cut material. Alternative 1 will likely require no off-site disposal of materials and thus zero dump truck trips would be required. Alternatives 3, 5, and 6 will generate materials that will likely be transported to a TRPA-approved disposal site. The traffic analysis addresses these trips in Table 11-24 under impact TRANS-6. The standard dump truck capacity is 20 yards. The traffic analysis did not assume the use of 102,200 cubic yards of cut utilized within the Project area and thus presents a worst-case scenario. Table 3-6 and Figure 3-12 identified in the project description as potential fill sites.

Comment 14a-53 *Comment Summary – States that intent of Code section 64.7.A(2) is to allow underground parking in south Stateline redevelopment area and that this project leads to an environmental gain for an urbanized area, with HMR being the opposite and largely undeveloped. Section 22.4.G, ski area master plans are not equivalent to section 22.4.D special height districts. How would ground water interception or interference impact the natural flow of groundwater under the proposed project? Would SEZ recharge be impacted by the proposed groundwater interference? Findings cannot be made to show that the proposed grading amendments would lead to the attainment and maintenance of the environmental threshold carrying capacities.*

Please see Mitigation Measure GEO-4g (p. 14-78), which reduces potential effects to groundwater during construction and mitigation measure HYDRO-3a (p.15-109), which reduces potential operational effects to groundwater. The groundwater gradient at the North Base Area is 0.17 and is 0.22 at the South Base Area is shallow, (Kleinfelder 2010). Groundwater intercepted by underground parking structures is collected and piped around structures and reinfilted to the same groundwater basin down gradient. No effect to groundwater quality (no daylighting or mixing of groundwater with surface waters) or quantity can occur per the Lahontan Basin Plan and NPDES construction permit conditions. The groundwater gradient is north and east towards Lake Tahoe in the North Base and east towards Lake Tahoe in the South Base (Kleinfelder 2008). SEZ recharge will not be affected by underground structures because these structures are offset from Homewood Creek and the North Base SEZ and groundwater reinjection galleries (see Figures 15-11 and 15-12 for proposed locations of NORTH-5, NORTH-6, SOUTH-3 and SOUTH-4) inject intercepted groundwater directly down-gradient from the underground structures. Please see page 15-107 for disclosure of the vertical and horizontal sphere of influence of the groundwater reinjection galleries. Please see impact HYDRO-5 for analysis of TRPA instream flows for Homewood Creek.

Comment 14a-54 *Comment Summary – Proposed Amendments to Plan Area Statements: The Project proposes changes to Plan Area Statement boundaries so that “special” rules will apply to the project. Creation of Special area within PAS 158 is of concern.*

Other Plan Area Statements include "Special Areas", so the inclusion of special areas to the Plan Area Statements that include the Project is not novel, unreasonable, or "special" to the Project. The use of special areas allows certain land uses or actions to be confined to one area within the Plan Area, rather than allowed throughout the Plan Area. Please see Response to Comment 13a-10 and 13c-1 regarding amendments and the inclusion of amendments into the Project, and Response to Comment 14a-49.

Comment 14a-55 *Comment Summary – The Project proposes to make multiple changes to TRPA Plan Area Statements (PAS). Cites LU-1. Note that the DEIS states that changes to the PAS, “places the appropriate mix of land uses with the Plan Area that most represents and best regulates such uses.” A development project cannot determine the best zoning regulations. How does allowing “interval ownership units” in PAS 157 lead to the attainment of thresholds? In fact, the traffic and coverage these would produce would likely impact air and water quality thresholds.*

Please see Master Responses 4 and 6. The three Plan Area Statements at HMR are designated as:

- PAS 157 - Homewood/Tahoe Ski Bowl - Recreation
- PAS 158 - McKinney Tract - Residential
- PAS 159 - Homewood/Commercial - Tourist

See TRPA Code Chapter 2, which defines "Urban Area" as "Urban areas are those areas designated as residential, tourist, or commercial/public service by the plan area statements." Impacts to attainment of the various thresholds are analyzed in the respective analysis chapters of the DEIR/EIS. Each element of the Project, whether it is an interval ownership unit, a hotel unit, a multi-family condo unit, a restaurant, or a swimming pool, is analyzed through each environmental analysis chapter. Please see Chapters 6.0 through 20.0. Benefits of the overall Project and alternatives are summarized in Chapter 2, Table 2-2.

Comment 14a-56 *Comment Summary – Proposed Changes to Plan Area Statement 157: The PAS zoning specifically limits the ski area master plan area to PAS 157 and PAS 159. By including PAS 158 would create a larger ski resort and would create too many impacts and could lead to potential additional future growth not intended at the time the PASs were created.*

The Project proposes to relinquish the South Base Area from PAS 157 to PAS 158 through the creation of a "Special Area" within PAS 158. This places proposed residential uses within a PAS classified as "Residential", where they are better regulated and integrated into the community. While Special Policy 1 of PAS 157 states, "A coordinated Homewood Community Plan should include this Plan Area as well as Plan Area 159, " it does not specifically exclude any other surrounding Plan Areas. It should be noted that a portion of the North Base parking lot currently exists within PAS 158. Changes to PAS 158 are limited to Special Area 1, which is the South Base Area, currently within PAS 157. In effect, land uses within the existing boundary of PAS 158 would not be changed; therefore, future projects, if any, outside Special Area 1 would follow existing limits already established in the PAS and would follow the existing text of PAS 158 with no effect outside Special Area 1.

Comment 14a-57 *Comment Summary – Proposed Changes to Plan Area Statement 157: The Project proposes to alter the PAS to read, “New commercial facilities are limited to the base areas of the existing facilities and Special Area 1.” What is “Special Area 1”?* The

*Project proposes to reduce the winter day use PAOT from 4,000 to 1,100. Are the additional forecasted overnight users counted as day-use users? The proposed project would create additional residential and tourist units that would accommodate more people. These people would likely be skiing at Homewood. Are these additional skiers being accounted for in the PAOT of 1,100? How would this reduction in users be enforced and monitored?*

As discussed in Chapter 3 of the DEIR/EIS, Special Area 1 in PAS 157 includes the North Base Area and Mid-Mountain Lodge. The rest of the recreational portion of the ski resort would not be included in PAS 157 Special Area 1. A discussion of PAOTs can be found in DEIR/EIS Chapter 3 Section 3.5.12. The text states, "...HMR's verified capacity is used to define the existing PAOT capacity for TRPA. At present, HMR does not expect to increase uphill lift capacity such that it would exceed its existing verified PAOT capacity of 1,704...TRPA Plan Area 157 includes an additional 1,100 winter day-use PAOTs for use within the Project area." The change to the text of the PAS is a clarification to reflect the actual existing and proposed capacity within PAS 157, as stated on page 6-7 of the DEIR/EIS (4,000 winter day use PAOTs is an error). The 280 PAOT overnight uses reflect the existing PAOT allocation in PAS 157 and no change to this allocation is suggested by the Project. The number of overnight PAOTs does not affect the winter day use PAOT as the winter day use PAOT number is directly related to lift capacity.

Comment 14a-58

*Comment Summary – Proposed Changes to Plan Area Statement 157: It is unclear what “personal services” would consist of. In addition, the project is proposing to add “Participant Sports Facilities (S)” to PAS 157. The TRPA Code of Ordinances states that special uses can only be added to Plan Area Statements if findings are made that it is an appropriate use, it will not disturb neighboring properties, the environment and it will comply with the character of the neighborhood. Can the specified findings be made for the proposed additional use, especially when the proposed use is vague and unclear?*

Please see Master Responses 4 and 7. As stated in the TRPA Code of Ordinances Chapter 18, Personal Services are, "Establishments primarily engaged in providing non medically related services generally involving the care of persons..." This includes beauty and barber shops, spa services, shoe repair, laundromats, cleaners, and the sale of related products. While other establishments, such as funeral parlors, are included in this category, the uses most likely to occupy such space would be those serving resort patrons and residents, such as a beauty salon or laundry services, which are typical services found near residential areas. Locating such services within the community and near other existing commercial services reduces trips outside the community and focuses commercial uses near existing commercial uses to maintain the overall character. Participant Sports Facilities are, "Facilities for various outdoor sports and recreation including, but not limited to, tennis courts, swim and tennis clubs, ice skating rinks, and [non-professional] athletic fields." Since ski facilities are located onsite, the addition of an ice skating rink would be compatible with the existing uses and community. TRPA Code of Ordinances Section 18.1.B states that findings must be made to allow special uses as discussed on pages 6-26 through 6-30 of the DEIR/EIS. The addition of a skating rink or other recreation facility within an existing ski facility would be an appropriate recreational addition and would not result in a substantial change in the use of the site, increase noise or traffic, or alter the surrounding community. It would be used by ski facility visitors and the community, providing a wider range of recreational services to the local population.

As discussed throughout the DEIR/EIS, the addition of such recreational facilities would not be injurious to the environment and would be beneficial to the community. The addition of such recreational uses would not change the overall character of the area as it would enhance the recreational opportunities of an existing recreational site and would serve the community with needed recreational facilities.

Comment 14a-59 *Comment Summary – Proposed changes to Plan Area Statement 158: The Project proposes to allow the area the “Special Designation” to be a “TDR Receiving area for: 1. Existing development, 2. Multi-Residential Units”. The TRPA Two-step subdivision regulations do not allow new streets or subdivisions in the Tahoe Basin. One of the ways that this is regulated is through the Plan Area Statements. By changing the Plan Area Statements, unintended ramifications can occur.*

Two-step subdivision. The Two-Step Subdivision References, August 22, 1995 Memo states, "no new street networks...be established..." The extension of an existing roadway is not equivalent to the creation of a new street network. Extension of the road does not create new development potential that did not previously exist, rather it prevents impacts to steeper slopes that would result if access came through the North Base area.

Comment 14a-60 *Comment Summary – The Project proposes to add “skiing facilities” to this PAS. Does this mean that the overall capacity of the ski area is being proposed to be expanded? Does this mean an expanded number of PAOT? The Project also proposes to add an allowed density of 15 units per acre for multiple family dwellings, but does not show any increase in overnight PAOT.*

Skiing facilities would not be expanded. As stated in Response to Comment 57, the existing South Base Area would be transferred from PAS 157 to PAS 158, which means that the existing ski facilities (access point) at the South Base would also be transferred to PAS 158. Therefore, "Skiing Facilities" would need to be added as an allowable use to PAS 158. This does not mean a change in capacity or PAOTs would occur, merely a change in use to reflect the change in existing uses following a boundary adjustment. Multiple family dwellings are a residential land use and not a recreational land use; therefore the number of overnight outdoor recreation PAOTs would not change and would remain zero.

Comment 14a-61 *Comment Summary – Proposed changes to Plan Area Statement 159: the project proposes to allow multi-residential units in PAS 159. The Project proposes to deregulate the area and create a large development. The Project proposes to increase density from 8 units per acre to 15 units per acre for both multiple and employee housing. The original plan area statement did not intend for the density and increase in population that the project is proposing. The summer, winter and overnight additional PAOT in the proposed and the current PAS 159 are all set at zero. How does the proposed increase in allowed density not affect the amount of PAOT?*

The existing Plan Area Statement 159 limits density to 8 units per acre, while the amendment increases this density to 15 units per acre. This is analyzed in Chapter 6.0 Impact LU-1 and findings can be made to support this amendment as discussed in Impact LU-1. The amount of PAOT is not increased for the resort because total hourly lift capacity will be less under the Master Plan than existing capacity. The PAOTs for HMR are assigned to PAS 157 and will remain in PAS 157 because each of the HMR lifts is located at least partially in PAS 157. The calculation of PAOT

capacity does not take into account the number of, or density of residential units at the HMR base areas.

Comment 14a-62 *Comment Summary – Master Plans are to fall within the context of the Plan Area Statements and Master Plans should not change PASs. TRPA Code of Ordinances require that “master plans are to augment plan area statements or community plans” (Purpose, 16.0). Findings to approve a change to PAS cannot be made.*

PAS amendments and Master Plan approvals are separate actions that are being studied as one process step for this Project. Please see Master Responses 1 and 4.

Comment 14a-63 *Comment Summary – Table 6-2 identifies Project elements proposed by HMR in the Master Plan to achieve environmental improvements and benefits” (6-20). For many of these “improvements” listed in Table 6-2, there is not sufficient evidence to support the assertion they will actually lead to a real improvement. Further, the proposed project will lead to significant impacts, most notably by increasing traffic.*

Please see response to comments 14a-64 through 77 for detailed responses to each improvement deemed inadequate by the commenter. The Project includes various actions and mitigation measures to reduce traffic impacts and improve traffic flows onsite and within the region as shown in Table 6-2.

Comment 14a-64 *Comment Summary – Concerns with Table 6-2: can't include Project 855 because not implemented by HMR and is in preliminary stage. No evidence of net gain to air quality.*

HMR is listed as a "fair share participant" to Project 855 in Table 6-2. As stated on page 11-97, "The Project Applicant shall contribute a fair share contribution to the Fanny Bridge improvement alternative based on Placer County standards. Note that payment of fees does not mitigate an impact if there is no evidence in the record there is a funding program in place which will get the improvement built." Please see Master Response 9 regarding improvements to SR 89 at the Tahoe City “Y” and Fanny Bridge.

Comment 14a-65 *Comment Summary – Concerns with Table 6-2: How much of this is being used to treat the proposed additional development and/or meet discharge permit requirements? How much of this will be used to treat additional fine particles coming from traffic from Homewood? Are these vaults and or the storm water runoff they would catch required under BMP or storm water discharge requirements?*

Project 725 pertains to the North and South Base areas of the Project area. Project 996 pertains to Placer County and Caltrans ROWs. The commenter is referred to TRPA Code Chapter 25 for BMP requirements. The Project maximizes storm water treatment systems based on site conditions. Lake Tahoe Basin Projects are currently required to treat the 20-yr, 1hr storm volume, while the Project proposes to treat volumes in excess of the design storm, as enumerated in FEIR/EIS Tables 15-9 and 15-9A.

Comment 14a-66 *Comment Summary – Concerns with Table 6-2: Since details on soft and hard coverage and transfers have not been disclosed in the DEIS, there is not sufficient evidence to support that this coverage restoration does not include coverage that does not meet certain TRPA regulations. What evidence is there to support that this is legal soft coverage? How much of this coverage restoration was funded with public funds? If coverage is restored and then banked, it can then be transferred and*

*that does not consist of an environmental improvement because additional subsequent impacts will result from the new development/coverage.*

Please see Master Response 17. Appendix U presents land coverage verification letters and maps. Most of these verifications occur between 1998 and 2006 and prior to JMA ownership of HMR. More specific land coverage information concerning roadway removal and restoration will become available when Banking Applications are completed during the 2011 field season.

Comment 14a-67 *Comment Summary – Concerns with Table 6-2: Although coverage on higher capability land results in less impact to soils and water quality, how does this lead to threshold improvement? Land capability challenges by Homewood have been disputed and there is evidence that not all of the land that Homewood is proposing to build on actually is high capability land.*

Threshold improvement occurs through the removal and restoration of 500,000 square feet of TRPA verified existing land coverage. Please review Bailey's Land Classification (1972) for extensive results and conclusions regarding the benefits of removing land coverage from low capability LCDs and relocating to higher land capability districts. Please review the TMDL Pollutant Load Reduction Opportunity Report, which presents results and conclusions regarding the benefits of the removal of secondary roadways (i.e. soft land coverage) on sediment loading to Lake Tahoe.

Comment 14a-68 *Comment Summary – Concerns with Table 6-2: It cannot be proven that the resort can ONLY be kept open if the proposed development is passed. The free market system allows for endless innovation to create a viable ski resort while still protecting Lake Tahoe's most valuable asset, the lake itself.*

The owners of the resort have conducted various studies to determine long-term fiscal viability of the resort. The resort is currently operating at a long-term loss. As stated on page 3-11, enough revenue is needed to support the environmental and safety improvements as well as viable ski operations. Without such revenue, environmental and fire safety improvements will not occur and the ski facilities will close. Closure of the ski facilities does not mean the facilities will be sold to a new operator. The current owners may choose to use the property in another capacity. Future owners may choose to use the property in another capacity. This could eliminate a recreational resource. It is proven that the owner would not continue to operate at a loss. What cannot be proven is that a future owner, should the current owner choose to sell, would use the site for ski purposes or would implement actions that protect the environment such as those listed in Table 6-2.

Comment 14a-69 *Comment Summary – Concerns with Table 6-2: How many trails are already existing and how much net linear feet of trail is already existing? How much of this can be proven to be viable, legal soft coverage? How does this activity lead to threshold attainment?*

Promotion of hiking trails is one component identified for Recreation threshold attainment. The proposed hiking trails are actually existing and thus land coverage associated with these trails is included in totals presented in Table 14-4. Trails are typically located on existing roadways or roadways that have been restored to a smaller width to establish a trail. Figure 3-12 in Chapter 3 of the FEIR/EIS illustrates the hiking trail locations over existing land coverage.

Comment 14a-70 *Comment Summary – Concerns with Table 6-2: How does this activity lead to environmental threshold carrying capacity (ETCC) attainment or maintenance?*

*How will this affect people enjoying the mountaintops hiking, are they still going to be able to hear the sounds of nature? How would this activity impact the noise and wildlife thresholds? The TRPA ETCC for noise is out of attainment. Single event and community noise levels both currently exceed TRPA standards. How would the construction of the amphitheater impact the TRPA noise threshold? Is the outdoor amphitheater being counted as coverage? The area must be counted as coverage because the sensitive Tahoe soil and vegetation would not be able to withstand the foot traffic that would accompany the type of activities held here*

As discussed in response to Comment 13a-55, amphitheater noise was discussed qualitatively, and the DEIR/DEIS identifies that the activities at the amphitheater are currently part of the existing noise environment, as concerts currently occur at the resort, while the concerts would require a TRPA Special Use Permit and be subject to hours of operation and sound level limits. Mitigation Measures NOI-3a and NOI-3b were identified to reduce noise from amphitheater activities to less than significant. While the area is currently out of attainment and the amphitheater would result in increases in noise levels, the DEIR/DEIS identifies and discloses these impacts relative to accepted noise standards, and provides mitigation to minimize these impacts. Concerts have taken place at the resort for a number of years and it has not been demonstrated that the concerts have led to adverse effects to wildlife, and performing a species-specific analysis of the effects of noise to wildlife is beyond the scope of this environmental document.

Comment 14a-71 *Comment Summary – Concerns with Table 6-2: “Winter VMT reduction (based on reducing existing weekend day visitors with residents and guests of the proposed resort facilities).” There is not sufficient evidence that the proposed development’s increase in population will lead to a reduction in traffic.*

See Master Response 10.

Comment 14a-72 *Comment Summary – Concerns with Table 6-2: “Pedestrian oriented plans with pedestrian access to neighborhood oriented retail and TCPUD bike trail connection to North Base area reduces VMT. On-site daycare to reduce vehicle trips.” This cannot be considered an improvement when it only partially mitigates traffic impacts from the Project. The DEIS must clearly differentiate between mitigation and improvement.*

The "pedestrian oriented" design of the Project with pedestrian access, bike trail connections, and on-site daycare facility are part of the Project description, not recommended mitigations. Therefore, they can be considered improvements/benefits, as labeled in Table 6-2.

Comment 14a-73 *Comment Summary – Concerns with Table 6-2: “Limitation of total maximum ticket sales during the winter season & limiting day skier parking to 400 on-site parking spaces; electronic signage at the Tahoe City “Y” alerting travelers when ski parking is full, alternative means of transportation. Plan calls for a limitation on ticket sales to those arriving via transit only once parking lot at site is full.” What assurances and mechanisms would be in place for this to actually happen and be monitored? Even if actually implemented, this measure would only partially offset the negative impacts of traffic resulting from the Project.*

Homewood has a documented plan of programs included in their Master Plan that will be conditioned by the County and TRPA as part of a Project approval. The conditions of Placer County’s conditional use permit for HMR shall include a

limitation on ticket sales for persons driving to the resort once onsite parking has been used. Any new or modified electronic signage at the Tahoe City “Y” will require a Caltrans Encroachment Permit. Monitoring of conditions included in permits is conducted the same way as monitoring for mitigation measures identified in the DEIR/EIS. The responsible agencies will ensure that conditions are completed or complied with by the operator of the project.

Comment 14a-74 *Comment Summary – Concerns with Table 6-2: Potential to stockpile excavated materials on-site for use by other area projects such as the Blackwood Creek Restoration Project. This would reduce truck trips and VMT caused by material hauling during construction.” “Potential” benefits cannot be claimed as benefits. Where would this excavated material be stockpiled at Homewood? The construction of the proposed project would include 203,700 cubic yards of cut and fill material itself. Phase 1a alone proposes 1,040 cubic yards of cut/fill material per day. The construction emissions from this scale of grading would likely outweigh the VMT created by the Blackwood Creek Restoration Project.*

Stockpile locations are project-specific because the amount of cut material will be generated by Project and by construction phasing. Location of the stockpiles are discussed according to grading effects under Impact GEO-4 and according to water quality effects under Impact HYDRO-1. Please see Mitigation Measure GEO-4c. Compliance measures, the TRPA ESCP and Lahontan SWPPP for project permitting, also require proper location and management of stockpiles. Section 3.5.19, Table 3-6 and Figure 3-12 identify project types and locations for use of the excess cut material. Logically, the use of cut materials within the Lake Tahoe Basin on a publicly-funded project such as Blackwood Canyon Restoration (CTC requests the materials for other planned west shore projects) would produce less VMTs than exporting outside of the basin or importing materials (for public projects such as Blackwood) from outside of the basin. The LTSLT does not substantiate their conclusion about construction emissions and VMT. The conclusion counters their comments about excessive traffic.

Comment 14a-75 *Comment Summary – Concerns with Table 6-2: Existing landmark trees integrated into landscape design.” What measures would be taken to guarantee survival? With depths of excavation and multiple underground levels of structures, is it reasonable to claim that these trees’ root systems would not be impacted? What definition is the DEIS using for “landmark tree”? The vegetation threshold indicator “Late Seral/Old Growth” must not be impacted. Not impacting the threshold indicator is not an environmental improvement but rather is the minimum standard of protection. According to page 8-66 of the DEIS a total of 195 trees will be removed including 33 trees 30 inches or greater in dbh. How many of these, “landmark” trees are being protected? How many “landmark” trees are being removed?*

The term Landmark Tree was utilized by the planning team and does not have a specific designation. Placer County defines a landmark tree as follows: “Landmark tree means a tree or grove of trees designated by resolution of the board of supervisors to be of historical or cultural value, an outstanding specimen, an unusual species and/or of significant community benefit. Notwithstanding any other provision of this section, a tree that is not native to California may be designated as a landmark tree. (Note: A list of culturally significant or landmark trees [i.e., palms, along English Colony Road, oak canopy tree areas, Deodar cedars on Highway 49, major heritage oak trees, etc.] shall be prepared by the county parks division as a

beginning list of “Landmark Trees.”)” There are no known trees with this designation within the Project area. It is likely the planning team gave this designation to larger trees on the property. Mitigation Measure BIO-10 includes the requirement for a tree protection plan that includes root and limb protection. While many of the existing landmark trees are incorporated into the design a few are required for removal as outlined in BIO-10.

Comment 14a-76 *Comment Summary – Concerns with Table 6-2: “Employee transportation (buses & shuttles) to be provided for off-site employee housing locations (Tahoma/Sunnyside).” What assurances would be in place to guarantee this would occur and how long would it be guaranteed to occur? In quantitative terms, how much VMT would be reduced due to this measure?*

Please see response to comment 14a-73. Before constructing any and each phase of the Project, HMR shall submit a Parking Management Plan (per Mitigation Measure TRANS-2) to the County for review and approval to assure that off-site parking is provided to serve the Project. The offsite parking, whether provided for employees at the HMR sponsored workforce housing location(s) or offsite parking lots used by guests, will require the operation of a shuttle. The traffic analysis analyzed VMT with the assumption that shuttles would be operated by HMR for employees based on its inclusion in the project description. The exact VMT reduction that this component of the alternative transportation plan would achieve is not available.

Comment 14a-77 *Comment Summary – Concerns with Table 6-2: The overwhelming majority of items in Table 6-2, either do not have reasonable assurances, or would only partially mitigate impacts resulting from the proposed development. Most of the items would not provide any additional environmental benefit. Many claims of environmental improvement cannot be supported with sufficient evidence or use flawed evidence to support them.*

Please see Master Response 3 and responses to comments 14a-64 through 14a-76. As shown in the responses, the environmental benefits are proven, supported, and beneficial.

Comment 14a-78 *Comment Summary – Although the DEIS states that the proposed changes would not affect the overall density or character of the area, the DEIS does not provide a quantitative comparison of existing and proposed densities. The DEIS makes a qualitative judgment on densities without quantitative evidence to support that judgment.*

Please see Master Response 7.

Comment 14a-79 *Comment Summary – The DEIS argues that increasing residential development and will improve recreation resources in the Basin, while Resolution 82-11 focuses on undeveloped, natural areas for high quality recreational experiences.*

The purpose of the statement referenced in the comment [Multi-family dwelling units will support visitors who seek second homes in the area and will support the continued viability of the resort, which draws recreational oriented tourism to this portion of the Basin - page 6-20], addresses how the addition of housing supports the "Tourist/Redirection" land use classification and management strategy of PAS 159. This statement was not provided in relation to Resolution 82-11. However, in relation to Resolution 82-11, the Project or addition of residential uses on site do not detract from the recreational experience onsite. The recreational experience would

remain high quality as development would be clustered in or adjacent to areas that are currently disturbed. The preservation of structures with little visual quality, ski lifts and runs in subpar locations, and lack of skier services do not result in an enhanced recreational experience. The increase in recreational variety, improved access to the Mid-mountain area for public views of the lake, restoration of disturbed areas on the mountain and removal and restoration of underutilized roads and facilities enhances the recreational experience and improves natural areas. The Project includes increased disturbance of some areas, but Resolution 82-11 does not indicate that high quality recreational experiences are limited only to those that result in zero disturbance. Page 15 of Resolution 82-11 refers to the maintenance and expansion of public access to high quality natural recreation areas. It does not state that developments or improvements to recreation areas is prohibited. The quality of the recreation experience and HMR, the maintenance of public access to the resource, and the methodology of the plan provide a high quality recreation experience.

Comment 14a-80 *Comment Summary – Although the adopted Plan Area Statements provide guidelines on land use and population densities, a community planning process must not be replaced with the Ski Area Master Plan process. The need for an adopted community plan is clear, but instead, the community plan process is being proposed to be circumvented by a Ski Area Master Plan. The DEIS argues that the proposed changes in uses to the Plan Area Statements are consistent with the community desires. What mechanism would be in place to guarantee that these specific commercial businesses would be retained after project construction? Would a hardware store, deli and ice cream shop remain even if they were found to be economically unsustainable? Was a steering committee established? Were the community interests represented?*

Please see Master Responses 1 (TRPA Community Plan/Steering Committee decisions) and 4 (Authority to make Code Amendments).

Comment 14a-81 *Comment Summary – TRPA Code of Ordinances Chapter 5 Section 5.8.(B) requires every EIS include analysis of growth inducing impacts of the project. The proposed project would include a significant number of new residential and tourist units and increases in density. The Project includes other upgrades to the ski area that would likely attract new day visitors. How much growth would this project create, and more specifically what increase in tourist, resident, seasonal ownership populations would result from the proposed project? Additionally, the proposed project includes an extension of Tahoe Ski Bowl Way. Under the two-step subdivision rules, the construction of new roads that create new development potential are prohibited. Would the construction of this road create development potential? The Proposed Project includes a large number and variety of new residential, tourist and commercial uses within a small community. The Project is too large and urbanizes a rustic area.*

Chapter 20, Section 20.2 of the DEIR/EIS discusses growth inducing effects of the Proposed Project and the alternatives. In addition, changes in population and housing are discussed in Chapter 7, particularly PEH-2, with some discussion is also included in PEH-1. Please refer to these two chapters as the increase in populations is discussed in detail. . The extension of Tahoe Ski Bowl Way has not been analyzed to a project-level as part of this DEIR/EIS preparation. Subsequent environmental review will be required to analyze the impacts of the proposed extension of Tahoe Ski Bowl Way. As discussed above, and in the DEIR/EIS, the Proposed Project will

result in an increase in commercial, mixed-use, tourist and residential uses, clustered along SR 89 where other commercial and tourist features are found in the community. While the Project would increase the number of uses on the site, this change does not alter the location of urbanization along SR 89 in the Homewood area. Please see Master Response 7 regarding community character. Visual elements of the new structures help maintain the "rustic" character of the area, as stated in the comment. The comment that the Project is too large represents an opinion and does not indicate an inadequacy in the content of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 14a-82 *Comment Summary – The new DEIS must include a cumulative analysis of future ski area expansion and any other anticipated future projects that would result from the proposed project. A piecemeal review cannot be used to break up a larger planned project into smaller projects to avoid an environmental analysis of cumulative environmental impacts. The developer has expressed the desire to link Alpine Meadows and Homewood.*

A cumulative analysis is included in Chapter 20, Section 20.1. This includes a listing of related projects in the Lake Tahoe Basin (see Table 20-1). Included in the table are projects at Northstar and Squaw Valley as well as other projects in the area. Each analysis chapter (see Chapters 6 through 19) in the DEIR/EIS also includes a cumulative impacts analysis based on the list of projects in Table 20-1. Please refer to the cumulative impacts discussions, which are the fifth sections within Chapters 6 through 19. There are no other foreseeable future projects onsite, and as such, it cannot be accurately speculated as to what may or may not be proposed for the site in the next 10 or 20 years or beyond. There is nothing else planned that would result in the piecemealing of the analysis. Had piecemealing occurred, the Proposed Project itself would have been proposed as two or three separate projects; however, that did not occur. Speculation that the Project Applicant will link Homewood to Alpine Meadows should not be entertained based on rumor. Since this comment does not address the content or adequacy of the DEIR/EIS, no further response is warranted.

Comment 14a-83 *Comment Summary – By creating additional TAU for the area, one of the requirements for ski facilities expansion may be fulfilled. Numerous impacts to the TRPA environmental threshold carrying capacities would accompany ski area expansion between Homewood and Alpine Meadows. Adding lifts, lodges, clearing trees for ski runs and adding many more people to the area would create impacts to air and water quality, soils, vegetation, fisheries, wildlife, scenic resources, noise and high quality recreation. These environmental impacts and the cumulative impacts that would result from the expansion must be analyzed with the currently proposed project.*

This is a DEIR/EIS for the Homewood Mountain Resort Ski Area Master Plan. The Project does not include Alpine Meadows and currently there are no developed plans for expansion at Alpine Meadows. Should a Ski Area Master Plan be developed for Alpine Meadows in the future, it would require environmental analysis and review, which would take into account the Homewood Mountain Resort Ski Area Master Plan development, should the Project be approved and construction proceed. This DEIR/EIS cannot speculate on plans for other areas of the Basin that have not yet been developed. That would lead to an inaccurate analysis. Please see Chapters 6.0 through 20.0 of the DEIR/EIS regarding project impacts, including cumulative impacts.

Comment 14a-84 *Comment Summary – The proposed project does not provide sufficient benefit to enhance the community of Homewood, and its impacts outweigh the potential benefits. The proposed project does not clearly demonstrate substantial environmental gain. Although the proposed project claims to do substantial environmental improvement through the restoration of dirt roads and trails, there is not sufficient evidence to support that the improvement is not being converted to hard coverage and contributing to more significant additional environmental impacts to air quality, water quality, and scenic resources. Further, there is not sufficient evidence in the DEIS that the soft coverage being restored is legal soft coverage. The CEP document, cited above, notes that the CEP is intended for “underutilized sites.” The DEIS does not provide sufficient evidence that the Homewood site is “underutilized” and a question remains whether the site, at its current location, already exceeds traffic capacities.*

Please see Table 2-2 and Table 6-2 for summaries of project benefits and net gains defined for CEP compliance. Please see Master Responses 6.

Comment 14a-85 *Comment Summary – The proposed project requires a number of PAS amendments and amendments to the TRPA Goals and Policies to allow the transfer of these commodities for the development’s use. Further, there is not sufficient evidence to show that the project is not transferring soft coverage for TAU or CFA uses, which is not allowed under the TRPA Code of Ordinances. Although the document states that the CEP, “is not a code avoidance program,” commodities are being proposed to be transferred outside of the bounds of the TRPA Code of Ordinances. Additionally, the proposed project does not comply with current TRPA code.*

Please see Master Response 6, which provides the TRPA definition of "Urban Areas" and discusses how the Plan Area Statements may qualify as "Urban Areas". Please see Master Response 4 regarding amendments, and the analysis methodology. Please see Master Response 5 and Impact LU-2 regarding TAU transfer and the sending units. Please see Chapter 14.0 and Master Response 17 regarding land coverage. The referenced text on the TRPA website is stating that the Project recognizes it will not conform to current regulations, and therefore it is taking a proactive approach to rectify these inconsistencies by including the amendments as elements of the Project so that the Project meets the criteria instead of including the amendments as mitigation measures. TRPA does not suggest that the Project meets the terms of the Code of Ordinances as currently written.

Comment 14a-86 *Comment Summary – 02/08 Board Meeting: 23,237 square feet of commercial floor space was approved for Homewood through the CEP program. The Homewood DEIS states on page 2-2 that 25,000 square feet of commercial floor space would be created for the proposed project. Where would the additional 1,763 square feet of commercial floor space come from? The DEIS states, “Since no additional CFA may be constructed without TRPA CFA allocation and approval, the project request currently exceeds the 2008 reservation and a reduction shall be required or additional CFA will need to be reserved” (6-40). What process will be taken to reserve this additional CFA? Should the amount of square footage of CFA exceed the square footage approved for the project through the CEP program?*

Please see Mitigation Measure LU-2b, which, as referenced in the comment, states, "To comply with the CFA allocation reserved by TRPA under the 2008 Resolution, the Project must reduce total CFA by 1,763 square feet or obtain an additional 1,763 square feet of CFA pursuant to TRPA Code Section 33.3. If additional CFA is

pursued, the additional CFA must be obtained prior to the permitting of the development phase for which it will be applied." The sending CFA has not yet been identified; therefore, Mitigation Measure LU-2b is proposed in the DEIR/EIS.

Comment 14a-87 *Comment Summary – 02/08 Board Meeting: 50 TAUs and 12 multi-residential bonus units were awarded to the Homewood project. The proposed project also includes many “accessory uses”. Is the square footage for these “accessory uses” being counted in the 25,000 square feet of CFA? The February 2008 Governing Board meeting also approved 12 multi-family residential bonus units for the Homewood project through the CEP program, but the project is proposing 181 multi-residential units (listed as 36 condos, 16 townhomes, 30 penthouse condos, 99 condos in the DEIS) (2-2). Besides the allocations that are coming from the CEP program, where are these allocations coming from? Are they being transferred? Are they coming out of the existing allocation pool? Should the number of residential allocations for the proposed project exceed the number allocated through the CEP?*

Please see Table 3-12, which provides a comparison of the units and floor area for each alternative. Accessory Floor Area and Commercial Floor Area are distinct and separate. As shown in Table 3-12, accessory floor area is associated with Skier Services and is calculated to be 30,000 square feet for the Proposed Project, Alternative 3, and Alternative 5, and 20,000 square feet for Alternative 6. Table 3-12 also shows that this square footage is in addition to the 25,000 square feet of commercial floor area. ERUs are discussed in Impact LU-2 and a comparison of ERUs and TAUs, by alternative, is included in Table 6-4. As shown in Table 6-4, Homewood owns 50 TAUs (Tahoe Inn) that will be converted to ERUs based on low capability restoration match, and has an inventory of 26 ERUs and development from two sources (TVI - 23 development rights, and Tahoe Inn - 3 ERU) for a total of 76 ERU and development rights available and a need for 105 additional ERU. Mitigation Measure LU-2a is proposed for the purchase and transfer of additional ERUs. It is not known at this time from where the ERUs will come; therefore, the text of the mitigation measure states, "Prior to permitting ERU development associated with the proposed Master Plan in excess of current entitlements, HMR shall obtain ERUs adequate for the proposed project application. At present, HMR is lacking ERUs for their proposed Phase 2 development at the South Base and the Townhouses at the North Base under Alternatives 1 and 3, and a portion of the proposed Phase 1 development under Alternative 6. These ERUs can be obtained by either converting excess TAUs that originated on low capability lands or by purchasing ERUs from other off-site locations. Prior to transfer, HMR shall demonstrate that the transfer of these additional units does not result in negative impacts to the Plan Area or Community Plan from which the purchased units came. Preferably, the units will be transferred from a nearby Plan Area or Community Plan area located in Placer County, and will be associated with the restoration of sensitive lands.

If the TRPA Governing Board does not approve an increase in the number of MRBUs included in the TRPA February 2008 Governing Board resolution, then the proposed affordable housing units shall be reduced to 12 or an additional ERU may be transferred to the Project Area (Alternatives 1 and 3) area to accommodate the proposed 13 affordable housing units." Mitigation Measure LU-2a requires HMR to demonstrate that the transfer of these units does not result in negative impacts. Further, Mitigation Measure LU-2a states that the number of proposed MRBUs be

reduced to 12 if the Governing Board does not approve an increase allowing the proposed 13 affordable housing units.

Comment 14a-88 *Comment Summary – 02/08 Board Meeting: 50 TAUs were approved by the Governing Board for the Homewood project. The proposed project includes 115 hotel units, including 40 two bedroom hotel units. The transfer of TAUs for the proposed project is not appropriate under the CEP because additional threshold impacts would result from morphing TAUs. What are the dimensions and land capabilities of the original TAUs? For two bedroom hotel units, at least two TAUs should be used, so the environmental impacts of the TAU are not morphed into much larger resulting impacts. The impacts of transferring TAUs and other allocations from one area to the Homewood area, which is currently a rural area, must be fully analyzed. What are the infrastructure (including road capacity) differences between the original locations of each TAU compared to the proposed location? Will more traffic congestion and emissions result from the transfer of the allocation to Homewood? If the original TAU was a one bedroom hotel room that would typically hold 1-2 people with one vehicle and the transferred TAU consists of two bedrooms that can hold 2-4+ people with two vehicles, the impacts to air and water quality would be magnified.*

Please see Master Response 5. The analysis shows that the increased size of the new units does not result in impacts to environmental thresholds.

Comment 14a-89 *Comment Summary – One of the original goals of the CEP project was to “Maximize density to achieve transit oriented development by transferring existing units of use from outside the urban core” (page 5 of the Tahoe Regional Planning Agency Community Enhancement Program document, August 1, 2007). The proposed project does the opposite; it proposes to transfer development to an area that is currently rural and make it an urban area. The Project is being proposed for an area that is not and “urban core,” in which CEP projects were originally intended to be located. The CEP program was originally intended to have “standards in place to protect the community character” (page 7, TRPA CEP 2007); the proposed project would transform the community character of Homewood with its massive size and scale.*

Please see Master Response 6, which discusses how the Project area is considered "Urban" under TRPA Code Chapter 2 definitions. The Project will increase density, but it also proposes to provide a wide variety of transportation options and improvements benefitting the existing community as well as the proposed development. Please see Master Response 7 and Impacts LU-1 and LU-2 regarding community character and visual impacts.

Comment 14a-90 *Comment Summary – The August 2007 CEP document states that one of the goals includes making sure the “proposed project is compatible with the scale, massing with existing neighborhood character” (page 10). The proposed project would dwarf the Homewood community and is not compatible with the scale and massing of the community. A new DEIS must quantitatively compare the massing proposed with the mass of buildings currently located in Homewood. The CEP document also states that the project must be “compatible with existing planned uses in neighborhood/area” and “existing and/or planned land uses” (page 10), which is not the case for the proposed project.*

Please see Master Response 7 regarding community character and Chapter 10 regarding the visual impact of the proposed structures, particularly Figures 10-5 through 10-13. Views of the site from SR 89 show that while there is new development and the number and presence of structures increases with the Project, this does not adversely affect scenic quality or the neighborhood character. This analysis discusses how Alternative 5, with its larger and taller structures would potentially impact scenic quality. Since circulation of the DEIR/EIS, HMR has proposed a revision to the Proposed Project (Alternative 1A), which would reduce the size and massing of some of the South Base area multi-residential buildings and would relocate the proposed parking structure at the North Base area. Please see the analysis for Alternative 1A in Chapter 10. The Project is compatible with "existing and/or planned land uses" with implementation of the amendments.

Comment 14a-91 *Comment Summary – The CEP document (2007) states the importance of CEP projects reducing the dependence on the private automobile (page11). There is not sufficient evidence that the Project would reduce dependency on the private automobile; the site is far from many areas that visitors to the Project would want to see, such as Emerald Bay. It is more likely that the nature of the Project site would increase the dependency on the private automobile.*

See Master Response 9. Table 11-17 on page 11-46 provides a trip generation summary for the Project (Alternative 1/1A) and Alternatives 3, 4, 5, and 6 for the summer and winter seasons. As stated on page 11-29, "HMR is proposing to provide a shuttle service between Homewood and Tahoe City, a Dial-A-Ride service, a water taxi, and a free bike-share service during the summer season." As stated on page 11-39, "HMR is proposing to provide a skier shuttle service and a Dial-A-Ride service during the winter season."

Comment 14a-92 *Comment Summary – The traffic analysis is flawed: (a) it does not account for full occupancy; (b) it does not measure peak traffic at correct times; (c) it incorrectly assumes that people staying at HMR will not drive to other resorts; (d) it does not count accessory uses that will generate traffic; (e) increases in traffic will impact numerous air quality thresholds that are currently out of attainment; and (f) mitigations are inadequate. Overall the preferred alternative creates a Project that places a large number of visitors and residents in a remote area away from services and destinations (grocery store, pharmacy, other ski areas, etc.). These visitors and residents will create increases in vehicle trips and associated air pollution.*

(a) The traffic analysis was performed for a peak Friday when the resort was assumed to have 100% occupancy. According to the North Lake Tahoe Visitors Bureau, the average occupancy rate for hotels, motels, and bed and breakfasts is 55%, which is less than the average occupancy presented in the DEIR/EIS of 67%; therefore the analysis is considered conservative, since it assumed a higher occupancy average.

(b) Please see Master Response 11.

(c) The analysis includes trips made external to the HMR project area, including to other resorts and recreation opportunities.

(d) As stated on page 11-35, "The ITE description of the hotel land use category includes accessory uses such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail and service shops; therefore, the restaurant, bar, meeting space, and fitness center/spa uses were included as accessory uses to the hotel for analysis

purposes." The ITE trip generation rate for a hotel accounts for trips generated by that use, including any potential restaurant, bar, etc. trips. Trips that may be generated by the accessory uses are encompassed in the Hotel trip generation rate provided by ITE.

(e) See Master Response 9.

(f) The EIR/EIS discloses the trip generation for summer and winter months. Table 11-17 on page 11-46 provides a trip generation summary for the Project (Alternative 1/1A) and Alternatives 3, 4, 5, and 6 for the summer and winter seasons. To minimize vehicle trips, as stated on page 11-29, "HMR is proposing to provide a shuttle service between Homewood and Tahoe City, a Dial-A-Ride service, a water taxi, and a free bike-share service during the summer season." As stated on page 11-39, "HMR is proposing to provide a skier shuttle service and a Dial-A-Ride service during the winter season."

Comment 14a-93 *Comment Summary – Summer Traffic Volumes - Friday PM Peak Hour- Summer: Concerned with the choice of the Friday peak hour for traffic analysis. Late Saturday afternoon may actually be most congested time during the Summer. Sundays are more likely to be congested than Fridays.*

See Master Response 11. Traffic analysis in the Lake Tahoe Basin is typically conducted during the Friday PM peak hour as this is when peak traffic conditions typically occur. The TRPA travel demand model also analyzes the Friday PM peak hour.

Comment 14a-94 *Comment Summary – Winter Traffic Volumes: were winter traffic volumes estimated instead of counted? The DEIS states the reason for choosing Friday PM was because this is where the biggest change in traffic will occur. While the League agrees that it is important to know the changes in the Friday PM traffic, it does not predicate excluding information on Saturday PM traffic or even Sunday PM traffic. To thoroughly examine the environmental impacts of this Project, the DEIS should examine and disclose the traffic information for both Friday Peak PM and Saturday Peak PM. The EIS must also look at Saturday at 4 PM as the peak travel for the winter months.*

See Master Response 11. As stated on page 11-35, "The Friday PM peak hour is expected to have the biggest change in operations compared to existing conditions ... Saturday - The Project is expected to generate fewer trips than the existing HMR on Saturday." The Project was analyzed for the Friday peak hour as this is expected to be the peak traffic period (worst case scenario). Saturday is expected to generate less traffic than Friday, and therefore will have less of an impact and does not need to be analyzed.

Comment 14a-95 *Comment Summary – Concern is stated that the consultants hired for the traffic analysis were not neutral because they were hired by the Project Applicant to complete baseline traffic counts.*

The traffic consultants were not hired by the Project Applicant. Fehr & Peers Transportation Consultants was hired as a sub-consultant to Hauge Brueck Associates, who was hired by TRPA and Placer County. Fehr & Peers collected traffic counts as part of the EIR/EIS analysis under their contract with Hauge Brueck Associates.

Comment 14a-96 *Comment Summary – Parking: inappropriate because Fridays are not the biggest skier days. It is inappropriate to use data from Heavenly Mountain Resort to determine hourly variability for Homewood. The logistics of these two resorts are extremely different and data should be used from a ski area more similar to Homewood.*

As stated on page 3 of Homewood Mountain Resort Parking Study, provided in Appendix K-3 of the DEIR/EIS, the parking "analysis focuses on a peak winter day (typically a Saturday), as this is a "worst case" condition." The Heavenly data was the best and most comparable information available.

Comment 14a-97 *Comment Summary – Existing ground transit facilities: year round or seasonal?*

Pages 11-12 through 11-14 of the DEIR/EIS provides a description of the existing ground transit provided in the vicinity of the Project, as well as two maps which clearly show what service is provided during the winter and summer, and where those routes are located.

Comment 14a-98 *Comment Summary – Concerned that certain accessory uses to the hotel were not included for traffic analysis as some of these uses are likely to generate traffic not associated with hotel guests such as use of the restaurant, the bar, spa and meeting facilities. It is also unclear how the public pool at mid-mountain is taken into the traffic counts.*

As stated on page 11-35, "The ITE description of the hotel land use category includes accessory uses such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail and service shops; therefore, the restaurant, bar, meeting space, and fitness center/spa uses were included as accessory uses to the hotel for analysis purposes." The ITE trip generation rate for a hotel accounts for trips generated by that use, including any potential restaurant, bar, etc. trips. Trips that may be generated by the accessory uses are encompassed in the Hotel trip generation rate provided by ITE. The mid mountain lodge pool is provided for lodging/residential guests and will also be made available to west shore area residents. Trips generated by the pool are included in the trips calculated for the proposed commercial use at the Mid Mountain lodge.

Comment 14a-99 *Comment Summary – Summer trip generation estimates: (a) How were occupancy rates developed? (b) Assumption that day lodge and Base lodge will not generate traffic in summer and winter is incorrect. (c) How were the assumptions derived to determine the percentage of trips that are expected to be taken internally and externally by residential units. (d) Did the DEIS take into account that even though residential units may be called residential units, they will likely be used as second homes with more of a tourist based travel pattern? How was lodging unit assumption made?*

(a) As stated on page 11-27, occupancy rates were calculated based on "data collected by the Park City Chamber of Commerce (and referenced in the Dyer Mountain Resort Transportation Impact Analysis)." According to the North Lake Tahoe Visitors Bureau, the average occupancy rate for hotels, motels, and bed and breakfasts is 55%, which is less than the average occupancy presented in the DEIR/EIS of 67%  $(((100\% \times 3) + (50\% \times 2) + (35\% \times 2))/7 \text{ days} = 67\%)$ ; therefore the analysis is considered conservative, since it assumed a higher occupancy average. The following change will be made to Chapter 11, Section 4, page 11-27, paragraph 4

"Monday and Thursday occupancy rates are estimated at 50% with mid-week occupancies around 35%, for an average weekly occupancy rate of 67%."

(b) The Mid-Mountain Day Lodge and North Base Lodge will be occupied by skiers and lodging guests. Their trip generation is included as part of other uses and the Mid-Mountain Day Lodge will not generate separate traffic.

(c) As stated on pages 11-28 and 11-38, data from the National Household Travel Survey and the availability of on-site land uses was used to determine internal capture percentages.

(d) Yes, the DEIR/EIS does take into account the fact that the lodging/residential units will have a tourist based travel pattern. "Lodging Units" include hotel, condo/hotel, penthouse condos, and timeshares.

Comment 14a-100 *Comment Summary – Alternative modes of travel: shuttle trip assumptions are unclear.*

Pages 11-29 and 11-39 provide a description of the analysis methodology and assumptions used to calculate the number of trips created and reduced by the Homewood shuttle service. The analysis assumes that 54 passengers will use the shuttle during the day and each passenger makes two trips (one out and one in). Based on a passenger vehicle occupancy rate of 1.82 provided by the TRPA travel demand model, daily trips will be reduced by 59 ( $54 \times 2 = 108$  people trips;  $108 / 1.82 = 59$  passenger car trips reduced).

Comment 14a-101 *Comment Summary – DEIS needs to take into the account the emissions produced by the shuttles, dial-a-rides, and water taxi use. Getting people out of their cars does not help the environment if the alternative mode of travel is more harmful than a passenger vehicle. Not including these types of emissions incorrectly underestimates impacts to air quality standards from this project.*

The commenter states that the DEIR/EIS must account for emissions produced by Project shuttles, dial-a-rides, and water taxi. As discussed on pages 11-29 and 11-30 of the DEIR/EIS, the traffic analysis completed for the Project accounts for vehicle trips made by the HMR shuttle and dial-a-rides. Because criteria pollutants are quantified using trip information provided by the traffic analysis, the operational impact analysis appropriately accounts for emissions generated by Project shuttles and dial-a-rides. A following footnote has been added to Table 12-15 in Chapter 24, Section 24-12 of the FEIR/EIS to further clarify that the traffic data includes trips associated with Project shuttles and dial-a-rides.

VMT includes trips associated with Project shuttles and dial-a-rides.

The addition of water taxi on Lake Tahoe will not produce additional vehicle trips on the roadway network. However, operation of the watercraft will generate criteria pollutants as exhaust. Emissions generated by Project water taxi were quantified using the methodology described on page 12-35 of the DEIR/EIS and included in the operational emissions analysis.

Comment 14a-102 *Comment Summary – Daily trip method is suspicious. Justify assumptions.*

The traffic analysis was performed for a peak Friday when the resort was assumed to have 100% occupancy. The analysis assumes that 50% of lodging guests arrive prior to the PM peak hour, while the remaining 50% of lodging guests arrive during the PM peak hour. Daily trip generation estimates were calculated for the 50% of guests

who arrived prior to the PM peak hour based on standards trip generation rates provided in ITE's Trip Generation and the TRPA Trip Table. As stated on page 11-27, "A trip generation rate of 1.5 vehicles per lodging unit was estimated, based on average parking rates for a Resort Hotel, Rental Townhouse, and Condominium in Shared Parking, 2nd Edition (Urban Land Institute, 2005). Note that the Homewood Mountain Resort Parking Study (LSC Transportation Consultants, 2011) provides an average parking demand of 1.2 spaces per hotel and condo-hotel lodging unit; therefore, the trip generation of 1.5 accounts for lodging guests arriving at the resort, as well as the potential for these guests to make an additional trip the same day that they arrive."

Comment 14a-103 *Comment Summary – Traffic analysis incorrectly calculates at least half of the traffic resulting from tourist units. It should assume full occupancy throughout the day. Provide example based on Table 11-9. The trip generation numbers are inaccurate because the hotel rooms, hotel condo units and condos should have utilized the Resort Hotel unit trip rate. For a Saturday the Resort Hotel daily trip rate is 13.43 trips per unit. 13.43 daily trips is significantly higher than the 8.92 and 5.86 daily trip numbers used in the DEIS. A traffic study must be performed that recognizes that these units are Resort Hotel units with a much higher trip generation number.*

The traffic analysis was performed for a peak Friday when the resort was assumed to have 100% occupancy. The analysis assumes that 50% of lodging guests arrive prior to the PM peak hour, while the remaining 50% of lodging guests arrive during the PM peak hour. Daily trip generation estimates were calculated for the 50% of guests who arrived prior to the PM peak hour based on standards trip generation rates provided in ITE's Trip Generation and the TRPA Trip Table. According to the North Lake Tahoe Visitors Bureau, the average occupancy rate for hotels, motels, and bed and breakfasts is 55%, which is less than the average weekly occupancy presented in the DEIR/EIS of 67%  $[(100\% \times 3) + (50\% \times 2) + (35\% \times 2) = 67\%]$ ; therefore the analysis is considered conservative, since it assumed a higher occupancy average. The Resort Hotel trip generation rate provided by ITE for a Saturday is based on only one study location, and no trip generation rate is provided for a weekday. The PM peak hour trip generation rate for a Resort Hotel is 0.49 trips per occupied room, which is less than the PM peak hour trip generation rate for a Hotel (0.7 trips per occupied room); therefore, the Hotel rate provides a higher trip generation estimate for the PM peak hour and is substantiated by more data than the Resort Hotel rate.

Comment 14a-104 *Comment Summary – Winter study period: The DEIS incorrectly assumes that the preferred Project will generate fewer trips than the existing conditions on a Saturday. This assumption is based on the idea that skiers will already be at Homewood so they will not have to commute to get to the ski resort. However, the study fails to take into account the number of new tourists that will now be residing at Homewood who will want to commute to other resorts in the area such as Squaw, Alpine, and Northstar on one or more days of their stay. This must be taken into account for the EIS analysis.*

The trip generation analysis includes external vehicle trips for the guests of the lodging units at Homewood. The destinations of these trips is not specified, but it would include trips made to other ski resorts.

Comment 14a-105 *Comment Summary – Winter study period parking: although the EIS traffic analysis does not take into account the number of skiers that will drive to other ski areas in the region, the parking study prepared for JMA by LSC Transportation Consultants*

*does examine this number for parking. The EIS traffic analysis must also take into account the number of daily trips and VMTs that will be generated from skiers staying at Homewood and traveling to other ski areas.*

The trip generation analysis includes external vehicle trips for the guests of the lodging units at Homewood. The destinations of these trips is not specified, but it would include trips made to other ski resorts.

Comment 14a-106 *Comment Summary – The DEIS assumes that the same number of people will be leaving the resort area under the Project compared to the No Project Alternative. The DEIS does not provide any data or calculations to demonstrate this. The League is concerned that there will be an impact to traffic on Sunday afternoons in the winter when both day skiers and lodging guests will be leaving the area. The increase in new lodging guests is higher than the decrease in the number of day skiers. The DEIS may have chosen to ignore the fact that the majority of 99 residential units will likely be second homes in which the occupants will be leaving on Sunday afternoon and should be considered in the number of lodging guests.*

Lodging guests leaving on Sunday will leave periodically throughout the day creating a more even dispersion of traffic from the Project, and less of a "peak" outflux. A larger percentage of guests arriving on Friday will arrive during the PM peak hour (when people get off work); therefore the Friday PM peak hour traffic volumes will be higher than the Sunday PM peak hour.

Comment 14a-107 *Comment Summary – The DEIS assumes that the skier drop off rate will stay the same even though there is decreased skier parking but the same number of people who live in the community may still want to ski at Homewood even though they don't live at Homewood. These skiers may have a friend or family member drop them off at the resort if they are unable to park there and the number of skier drop-offs will increase and affect VMTs. The DEIS should consider that the skier drop off rate may increase under this new scenario.*

Please see Master Response 9.

Comment 14a-108 *Comment Summary – Trip distribution: It is unclear how the DEIS determined trip distribution numbers. There is no Appendix that references where these numbers were derived. For example how was it determined that 35% of guests will arrive via SR 89-South in the summer and 10% in the winter?*

As stated on page 11-47 of the DEIR/EIS, "Vehicle trips generated by the Project (Alternative 1/1A) were distributed to the roadway network based on travel patterns in the study area and locations of complementary land uses. Based on the types of land uses, it was assumed that the different land uses would have different trip distribution patterns. The locations of complimentary land uses, including existing households and recreational/tourist opportunities were evaluated. Aerial photography and US Census data was used to determine the locations and densities of households near Homewood (primarily for the purposes of determining the trip distribution for the commercial/retail uses). Seasonal variations in trip distribution patterns were also evaluated based on weather and road conditions in the area."

Comment 14a-109 *Comment Summary – (a) VMT was determined using the flawed numbers from the daily trip generations. Therefore, the VMT numbers also are invalid. The trip generation numbers must be recalculated in order to obtain valid VMT numbers and determine the impacts to air quality. (b) VMT calculations were based on the TRPA travel demand model that determined that the average length trip was 4.42 miles for*

*residents and 7.77 miles for visitor trips. The DEIS does not have an appendix to show how these numbers were derived. Are these the numbers used by TRPA for all residential and tourist projects? One can imagine that Homewood being remote would generate longer trips than a tourist staying in South Lake Tahoe or Tahoe City. Was this taken into account when calculating these numbers? Was it assumed that the 99 residential units would be occupied by full time residents and not visitors/second home owners whose travel patterns are likely to match the visitor trip profile and not the resident trip profile?*

(a) See Master Responses 9 and 10. The trip generation analysis was prepared using state of the practice methodologies by a Professional Engineer.

(b) Average trip lengths from the TRPA travel demand model were calculated for the Homewood area. VMT was calculated for the residential/lodging units using the visitor trip length for some uses, and the residential trip length for other uses. The analysis did consider that some of the residential units may not be occupied by full time residents. The residential condos will be marketed as whole ownership units and provide a product for a full time resident. Several of the lodging options are more suitable for a part-time resident, such as the timeshare units and condo/hotel/penthouse condo units.

Comment 14a-110 *Comment Summary – The League thinks it is inaccurate to claim an insignificant impact for winter VMTs.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 14a-111 *Comment Summary – The summer VMT is also inaccurate and although it shows an increase that is significant, if a traffic analysis is performed the increase will be even more substantial.*

Comment noted. Please see Master Response 9.

Comment 14a-112 *Comment Summary – The proposed mitigation is inappropriate for a CEP Project. The mitigation is simply dollars that go into a large fund for creating bike paths and more public transit. As a CEP project the Project should be working to eliminate traffic problems, not creating new traffic problems and paying into a pot for someone else to fix later down the road. Without a direct project in place that demonstrates an actual reduction in VMTs this is deferred mitigation under CEQA.*

The Traffic and Air Quality Mitigation Program is a TRPA mitigation compliance program that is defined in and required by the TRPA Code for development projects. The DEIR/EIS discloses information on the Project's commitment to providing and encouraging alternate travel modes.

Comment 14a-113 *Comment Summary – The parking study indicates that there will be no employee parking available on site, and the offsite parking will be located near Tahoe City. The study indicates that free shuttle service will exist for employees that live south of Tahoe City. Much of the housing along the West shore is not in easy walking distance to a SR 89 bus stop. Employees may have to drive north to Tahoe City to park their vehicle in order to avoid long treacherous walks in winter weather. This could increase VMTs.*

Employee trips generated by the land uses of the Project are included in the trip generation analysis. Trip generation rates provided by ITE inherently include trips generated by employees. Therefore, whether an employee drives their car to Tahoe City to take the shuttle or drives directly to Homewood, VMT generated by that trip was included in the analysis.

Comment 14a-114 *Comment Summary – Impact Trans-2: concerned that parking demand will far exceed parking supply. The study is based on 697 bedrooms (not including townhomes) needing 411 parking spaces. This means that every bedroom will need only 0.58 parking spaces. This seems very unrealistic and instead it is very likely that each bedroom will need at least one parking space. Interestingly, the analysis uses Saturday as the peak winter day for parking. The EIS should also use this day for the traffic analysis. Where was the assumption derived that every employee vehicle would carry on average two occupants? How was it determined that 70% of the guests would ski, that 25% of these skiers would travel to other ski areas, and that 10% of these travelers would use public transportation?*

Please see Master Response 12.

Comment 14a-115 *Comment Summary – Impact Trans-3: does not seem appropriate for a CEP project to be causing an increase in traffic to all 13 intersection sections studied in the Project area. The Project is proposing a mitigation measure that the Project Applicant will likely never have to perform. The mitigation will not increase the LOS to above a level F. The proposed mitigation measure is to realign the SR 89/Granlibakken intersection. Caltrans, through Environmental Improvement Program (EIP) funds has had the realignment of this intersection in the planning stages for years. The Project Applicant will be able to get out of mitigating because public dollars will already have “fixed” the problem. The DEIS does not take into account that existing conditions would also have an improvement in LOS once the EIP Project is completed. The DEIS needs to show what traffic LOS would be at this intersection if Caltrans performs its expected EIP and compare that to the Project with the same intersection realignment. If the comparison is done this way, the impact will still show up as significant even with this improvement.*

The following change will be added to Chapter 11, Section 1, page 11-12, paragraphs 1-2: "The side street approach of SR 89/Granlibakken Road intersection currently operates at LOS F during the summer and winter Friday PM peak hour. The remaining study intersections operate at acceptable LOS. A two-way left-turn lane on SR 89 at Granlibakken Road has been environmentally cleared through a CEQA Mitigated Negative Declaration, NEPA Finding of No Significant Impact, and TRPA Programmatic Environmental Assessment, and is scheduled for construction as part of the Caltrans' Placer 89 Environmental Improvement Project. LOS analysis was performed for existing conditions assuming the two-way left-turn has been constructed. The improvement resulted in the following LOS at SR 89/Granlibakken Road intersection during the summer and winter:

- Summer - Delay: 3.1 (37.9), LOS: A (E);
- Winter - Delay: 2.3 (19.2), LOS: A (C).

Note this analysis is provided for information purposes only. The baseline condition does not include the Placer 89 EIP."

The following change will be added to Impact Trans-3: "Note that for informational purposes, the EIP Project improves the LOS at the SR 89/Granlibakken Road

intersection to “E” under existing conditions. The Project will not degrade LOS to F or E for more than four hours.”

The following change will be added to Chapter 11, Section 1, page 11-12, paragraphs 1-2: “The side street approach of SR 89/Granlibakken Road intersection currently operates at LOS F during the summer and winter Friday PM peak hour. The remaining study intersections operate at acceptable LOS. A two-way left-turn lane on SR 89 at Granlibakken Road has been environmentally cleared through a CEQA Mitigated Negative Declaration, NEPA Finding of No Significant Impact, and TRPA Programmatic Environmental Assessment, and is scheduled for construction as part of the Caltrans’ Placer 89 Environmental Improvement Project. LOS analysis was performed for existing conditions assuming the two-way left-turn has been constructed. The improvement resulted in the following LOS at SR 89/Granlibakken Road intersection during the summer and winter:

- Summer - Delay: 3.4 (49.6), LOS: A (E);
- Winter - Delay: 2.6 (25.8), LOS: A (D).

Note this analysis is provided for information purposes only. The baseline condition does not include the Placer 89 EIP.”

Comment 14a-116 *Comment Summary – The Project is not following the intent of the CEP. Public dollars go to decrease the traffic problem which allows a private developer to develop a project that increases the delay for traffic (even with the new intersection) and the Project Applicant does not have to pay a penny. The Project Applicant will perform the intersection realignment only if Caltrans fails to do so. Why isn’t this CEP Project contributing significant dollars to this EIP Project?*

The SR 89/Granlibakken Road intersection currently operates at unacceptable LOS. The Placer 89 EIP is unrelated to the Homewood Project. The EIP project will be constructed with or without Homewood.

Comment 14a-117 *Comment Summary – Summer Queuing Analysis: The DEIS is flawed and the study needs to be redone to show the queuing for the peak weekends during the peak summer weeks.*

The summer queuing analysis was performed using peak hour traffic counts collected in August. Please see Master Response 11 for additional detail on the traffic data collection periods.

Comment 14a-118 *Comment Summary – On page 2-39, the DEIS claims that a benefit to Trans-3 is the creation of an eight passenger gondola that will bring guests to the Mid-Mountain Base area. This is not a benefit as currently the mid-mountain base area is not accessible to the public by cars. This needs to be removed as a benefit as it does not alleviate traffic or LOS.*

The proposed gondola will offer a non-auto travel mode choice for HMR visitors and residents to access proposed recreation and views of Lake Tahoe that would normally require a trip in an automobile.

Comment 14a-119 *Comment Summary – Winter LOS Analysis: Same inadequacies stated for summer LOS.*

Please see Master Response 9.

Comment 14a-120 *Comment Summary – Winter Queuing Analysis: the study is flawed because it examines queuing for Friday PM instead of for Saturday PM. The study needs to be reanalyzed for the time that wintertime queuing is most likely to occur which is when skiers are leaving the ski areas. Examining queuing on Sunday is important too because it is a time when travelers leave the Basin and often cause congestion.*

Please see Master Response 11.

Comment 14a-121 *Comment Summary – Trans-4: Alternative Transportation Plan: What guarantee will be provided that all aspects of the Alternative Transportation Plan will occur for the lifetime of the resort? it is interesting this impact is considered less than significant because of all the alternative transportation that the Project is proposing. This sounds a little bit like double dipping – meaning that the alternative transportation is part of the CEP that gets the developer incentives but the alternative transportation is also what prevents the developer from having to mitigate for the increase tourist and residential traffic. It appears that the developer is getting incentives for what would have been required mitigation.*

The Alternative Transportation Plan is part of the project description and Master Plan proposal put forth by HMR. The components of the alternative transportation plan (e.g., shuttles, dial a ride) will be included as conditions of approval with the County and permit conditions for TRPA.

Comment 14a-122 *Comment Summary – Trans-6: The presence of 146 to 192 trips a day of trucks hauling away excavation material is a significant impact.*

Construction traffic is temporary; therefore it would be unreasonable to require a permanent mitigation measure to offset it. The TRPA Code of Ordinances defines a Significant Increase as "an increase of more than 200 daily vehicle trips, determined by the Trip Table or other competent technical information." Peak construction traffic is expected to be less than 200 vehicles per day.

Comment 14a-123 *Comment Summary – Trans-7: The Project does decrease the LOS, the impact is significant. For example in the Case of Fawn Street LOS will decrease two whole grades from Level C to Level E during wintertime.*

As stated on page 11-20, "Due to the high degree of peak recreation travel through the area, LOS E may be acceptable during the peak periods, not to exceed 4 hours per day" is the LOS standard for the West Shore Area General Plan. See response to comment 13a-40.

Comment 14a-124 *Comment Summary – Trans-8: The Project is simultaneously increasing the amount of people using the area for biking/walking while increasing traffic so the likelihood of conflicts between cars and bikes/pedestrians will increase.*

The Project will encourage bicycling and walking. In addition, the Project does increase traffic volumes, as disclosed in the DEIR/EIS. The analysis in the DEIR/EIS found that bicycle and pedestrian safety is not impacted.

Comment 14a-125 *Comment Summary – Cumulative Traffic: The methodology for the cumulative conditions is flawed because it is based on the trip generation methodology that is flawed as is illustrated in the above comments on traffic analysis. Therefore, the LOS predictions are incorrect and cannot be used to determine impacts. Once the study is correctly performed the impacts will be worse than is predicted by the flawed analysis.*

Please see Master Response 9.

Comment 14a-126 *Comment Summary – The Project cannot move forward until an adequate traffic study is done that demonstrates that there will be no increases in traffic that impact the air quality thresholds. An increase in traffic has a direct effect on the TRPA air and water quality standards. Without an accurate understanding of traffic impacts it is impossible for the EIS to accurately assess impacts to thresholds such as air quality.*

Please see Master Response 9.

Comment 14a-127 *Comment Summary – DEIS does not adequately assess impacts to air quality. First, the DEIS has a flawed traffic study which directly affects the air quality analysis.*

The commenter suggests that the DEIR/EIS does not adequately address impacts to air quality because it relies on a flawed traffic study. Please refer to Master Response 18 regarding use of the traffic study to support an adequate analysis of emissions generated by Project-related traffic.

Comment 14a-128 *Comment Summary – The DEIS is incorrectly trying to make it appear as if ozone is coming from outside sources when in fact it has been determined that the majority of ozone is originating in the Basin (Gertler et al 2006).*

The commenter believes the DEIR/EIS is attempting to attribute ozone levels in the LTAB to sources outside the region. The commenter cites Gertler et. al. (2006) and states that it has been determined that the majority of ozone originates within the basin.

While the DEIR/EIS indicates that atmospheric transport does contribute to ozone levels in the LTAB, it does not preclude local emissions as potential sources of ozone. Rather, page 12-1 of the DEIR/EIS states that “during summer, some transport of ozone (O<sub>3</sub>) from the west occurs” (emphasis added). This statement is supported by the commenter’s source (Gertler et. al. [2006]) and the California Air Resources Board’s Lake Tahoe Atmospheric Disposition Study (LTADS). While Gertler et. al. concludes that out-of-basin ozone transport is impeded by the Sierra Nevada foothills, the authors do acknowledge that pollutant transport to the basin does occur. Likewise, the LTADS states that “transport may contribute to increased background concentrations of ammonia and ozone in the Tahoe Basin (California Air Resources Board 2006:8-9)”

In recognition of this comment, the following text has been added to Chapter 24, Section 24-12 of the FEIR/EIS to further describe the sources of ozone in Tahoe, including both out-of-basin and local sources.

During the late summer, Lake Tahoe is prone to increased ozone as a result of traffic-volumes, high temperatures, and solar radiation. Local sources of ozone include mobile vehicles and stationary equipment. Some out-of-basin transport of ozone (O<sub>3</sub>) from the west also occurs, but the California Air Resources Board (CARB) has not yet officially recognized this as a transport route. Given the decrease in traffic volumes over the last seven years and that ozone is increasing it certainly appears that transport into the Lake Tahoe Region is a significant contributing factor to background ozone concentrations.

Comment 14a-129 *Comment Summary – The DEIS is missing a very crucial aspect of section 12.1 Air Quality Standards and Existing Concentrations: non-attainment designation for ozone. The DEIS fails to adequately portray the conditions of the regions by asserting that the project is an area designated by CARB as in attainment for ozone,*

*when in fact the project is an area that is designated by CARB as being in non-attainment. This error needs to be corrected for a new DEIS. Furthermore, even if the DEIS was incorrectly using outdated information, even the outdated information is incorrect as the Lake Tahoe Air Basin (including Placer County) did not have an attainment designation for the years 2006, 2007, 2008, 2009, but rather had an unclassified designation for ozone. The new DEIS should correctly report that the Lake Tahoe Air Basin (which includes Placer County) has not been designated as an attainment area since 2005.*

The commenter notes that the attainment designations for the LTAB are outdated. For example, the LTAB was redesignated a nonattainment area for the state ozone standard in 2010. The commenter also suggests that violations of the ozone standards shown in Table 12-2 should not be described as “occasional” as these violations have contributed to the basin’s nonattainment status. Because the LTAB is now designated a nonattainment area for the state ozone standard, the commenter states that the DEIR/EIS should address how the Project will impact the ozone attainment plan.

The commenter is correct in noting the attainment designations for the LTAB are outdated. Table 12-3 in Chapter 24, Section 24-12 of the FEIR/EIS (Section 12.1.3 of the DEIR/EIS) has been updated to reference LTAB’s current attainment status with the federal and state ambient air quality standards. In addition, the following quantitative evaluation of Project area ambient air quality monitoring data has been added to Chapter 24, Section 24-12 of the FEIR/EIS (Section 12.1.2 of the DEIR/EIS).

The table indicates that the Truckee monitoring station has experienced occasional two violations of the 1-hour O<sub>3</sub>, while the Echo Summit and South Lake Tahoe have experienced no violations. and All three stations have violated the 8-hour state and federal O<sub>3</sub> standards during the three year monitoring period. The Echo Summit station has also violated the federal PM<sub>10</sub>, and PM<sub>2.5</sub> ambient air quality standards, while the South Lake Tahoe Stations have only experienced violations of the state PM<sub>10</sub> standard during the 3-year monitoring period.

As discussed in the Chapter 12 of the DEIR/EIS, TRPA has adopted a Regional Plan to outline how the region will achieve TRPA, federal, and state air quality standards. The 2011 TRPA Regional Plan Update will address the region’s most recent nonattainment status with the state ozone standard. Potential conflicts with the TRPA Regional Plan are evaluated in Impact AQ-4 of the DEIR/EIS.

Comment 14a-130 *Comment Summary – The DEIS states that the construction details are unknown, therefore, it has hard to determine the impacts (pg. 12-30). Not knowing the details is not an excuse for not determining the impacts. The details must be determined and a proper analysis needs to be performed. However, the traffic analysis does list that the 146 to 192 trucks loads a day of excavation material will be hauled away. The emissions from these trucks must be analyzed as they will impact air quality emissions.*

The comment paraphrases page 12-30 of the DEIR/EIS and states that a lack of project detail should not prevent an analysis of potential construction impacts. The commenter also notes that the construction evaluation should account for daily truck travel needed to haul excavation material.

Page 12-30 of the DEIR/EIS states that dispersion modeling to determine if the Project complies with TRPA thresholds is currently not possible. This is because such an analysis would require specific details on the location of operating construction equipment and exposed sensitive receptors. Given the size of the construction area and number of individuals potentially visiting the site, this information cannot be reliably determined. Generating assumptions that predict the duration, frequency, and intensity of exposure to construction pollutants would be speculative. Rather than performing an artificial dispersion modeling analysis, the DEIR/EIR utilizes PCAPCD's significance thresholds and estimates of mass emissions, which have been quantified using an appropriate level of detail and accepted modeling procedures, to evaluate potential air quality impacts from construction. The TRPA standards and the PCAPCD's significance thresholds have both been implemented to ensure the CAAQS are achieved. The PCAPCD's significance thresholds are therefore an appropriate proxy for determining if the Project is in compliance with TRPA standards. Thus, Chapter 12 of the DEIR/EIS appropriately evaluates all potential impacts to air quality from the Project.

Regarding the evaluation of excavation haul trips; the construction analysis has been revised to account for daily truck travel needed to haul excavation material. To ensure a conservative analysis, emissions were quantified assuming all excavated material will be hauled to Truckee, which is approximately 22 miles from HMR. The number of truck loads required for each Alternative was calculated by dividing the net cut amount by a haul truck capacity of 20 cubic yards. It was assumed that all haul truck trips would occur within the phase in which soil grading occurs (e.g., cut material extracted during Phase 1a will be hauled from the Project site before Phase 1b begins). Emissions generated by the haul trucks were added to daily construction emissions. Please refer to Tables 12-9 through 12-14 in Chapter 24, Section 24-12 of the FEIR/EIS for the revised emissions estimates.

Comment 14a-131 *Comment Summary – Impacts of PM10 during construction: The DEIS reports that the mitigation measure will reduce PM10 to 79.55 pounds per day which is just below the 82 pound per day threshold of significance for PCAPCD. As this is just an estimate and is very close to the 82 pound threshold, greater mitigation measures must be established to ensure that emissions are not exceeded in a location in such close proximity to Lake Tahoe.*

The commenter believes additional mitigation should be required to further reduce construction-related dust emissions from the Project. Mitigation Measure AQ-1 is recommended by the PCAPCD for reducing construction-related fugitive dust. As discussed in Chapter 12 of the DEIR/EIS, implementation of Mitigation Measure AQ-1 will effectively reduce PM10 emissions generated by the Project below the PCAPCD's significance threshold (82 pounds per day). Because PM10 emissions will not exceed 82 pounds per day, CEQA does not require further mitigation be implemented by the Project Applicant as the impact will be less than significant with mitigation.

As noted in Impact AQ-1, implementation of Mitigation Measure AQ-1 will not reduce PM10 emissions generated by Alternatives 3, 5, and 6 below 82 pounds per day, resulting in a significant and unavoidable impact. If an alternative is selected that has a significant and unavoidable impact, Placer County, as the lead agency under CEQA, would adopt a Statement of Overriding Consideration in order to identify substantive evidence that the specific benefits would outweigh the environmental impacts. Pursuant to TRPA's Compact, TRPA would be required to

make a similar action, an overriding consideration finding for non-threshold standards. In addition, please refer to response to Comment 11-11 regarding CEQA mitigation requirements.

Comment 14a-132 *Comment Summary – AQ-2: Until an adequate traffic analysis is performed and the corrected trip numbers are applied to VMTs and air quality emissions, the DEIS section on mobile source emissions remains inadequate and not certifiable. Both summertime and wintertime VMT and air quality emissions are underestimated. The EIS must show through either EPA, CARB, or peer reviewed journals that there is a 70% reduction in emissions for hybrid boats compared to conventional diesel boats. The EIS must show that using the taxis will produce less of an impact to air quality emissions than if the passengers used traditional transportation such as passenger cars and buses.*

The commenter suggests that the DEIR/EIS does not adequately address impacts to air quality because it relies on a flawed traffic study. The commenter also states that the DEIR/EIS must properly document the source of fuel savings for hybrid water taxi and demonstrate that use of water taxi will produce less of an air quality impact than if passenger vehicles were used.

Please refer to Master Response 18 regarding use of the traffic study to support an adequate analysis of emissions generated by Project-related traffic. Additional documentation and more conservative estimates of fuel savings achieved by hybrid water taxi have been added to Chapter 24, Section 24-12 in response to this comment.

Comment 14a-133 *Comment Summary – There appears to be a mistake in Table 12-16. If a comparison is made between Appendix Q and Table 12-16 for water taxi emissions there is a switch in numbers. Appendix Q lists NOx exhaust as 2.35 pounds per day and CO exhaust as 1.03 pounds per day for the year 2021. However Table 12-16 reverses these numbers and lists CO emissions as 2.35 pounds per day and NOx emissions as 1.03 pounds. The EIS needs to correct Table 12-6 for CO and NOx. Add Alternative 2 to table.*

The commenter states that water taxi emissions of NOX and CO in Table 12-16 of the DEIR/EIS are reversed, and that use of water taxi results in a significant air quality impact. The commenter also suggests presenting operational emissions for the No Project (Alternative 2) by source (e.g., natural gas, winter traffic).

The commenter is correct in that water taxi emissions of NOX and CO are reversed. Tables 12-17 through 12-26 in Chapter 24, Section 24-12 of the FEIR/EIS have been revised to correctly document water taxi emissions. As discussed in Chapter 12 of the DEIR/EIS, the PCAPCD has established thresholds of significance for evaluating a project's impact on air quality. Tables 12-15 through 12-19 demonstrate that even when added to operational emissions generated by other sources (e.g., natural gas, traffic), water taxi emissions will not result in a significant impact to air quality for the Project (Alternative 1) or Alternatives 3, 5, and 6.

In response to the commenter's suggestion to add an operational emissions table for the No Project (Alternative 2), Tables 12-18 and 12-23 have been added to Chapter 24, Section 24-12 of the FEIR/EIS to document operational emissions for the No Project (Alternative 2) by source (e.g., natural gas, winter traffic).

Comment 14a-134 *Comment Summary – VMT: VMT section of the DEIS is flawed as it is based on the trip generation numbers in the traffic analysis. Please see the related comments in the traffic analysis section of this comment letter for the details about the flaws in the trip generation, VMT analysis and inappropriate mitigation measures. Both the summertime and wintertime VMT estimates for the project are underestimated. Proposed project VMTs will not decrease in the winter, but will increase. Proposed project summertime VMTs will increase at a greater amount than projected in the flawed DEIS study.*

The commenter suggests that the DEIR/EIS does not adequately address impacts to air quality because it relies on a flawed traffic study. Please refer to Master Response 18 regarding use of the traffic study to support an adequate analysis of emissions generated by Project-related traffic.

Comment 14a-135 *Comment Summary – Area Source Emissions: There is not a clear comparison in the DEIS between the difference or increase in area source emissions between the no project alternative and the proposed project. Provide.*

The commenter states that the DEIR/EIS does not present a clear comparison of area source emissions between the No Project and Project. The PCAPCD thresholds of significance apply to total operational emissions, including mobile and area sources. Comparing just area source emissions to the thresholds of significance would underestimate daily Project impacts as these area source emissions would be generated in addition to traffic-related emissions. Tables 12-15 through 12-19 in the DEIR/EIS compare total operational emissions (including those generated by area sources) to the No Project (Alternative 2).

Comment 14a-136 *Comment Summary – Stationary Sources: The DEIS shows an exceedance of TRPA standards for NOx for stationary sources. However, the DEIS claims that green building will decrease the NOx emissions, but does not provide the emissions estimates for the project built as “green” project. The emissions estimates of the project as built with “green” features must be provided, otherwise the impact is still considered significant.*

The commenter states that the DEIR/EIS must present emissions estimates of the Project with LEED features in order for stationary source emissions to be less than significant. Page 12-42 of the DEIR/EIS states that green buildings can reduce energy consumption by 24-50% (USGBC 2009). Using the USGBC’s lower bound of potential energy reductions (24%), LEED-design features will reduce NOX emissions from stationary sources under the Project (Alternative 1/1A) and Alternative 3 to 19.7 pounds per day. The following text has been added to Chapter 24, Section 24-12 of the FEIR/EIS in response to this comment:

Thus, using the USGBC’s lower bound of potential energy reductions (24%), LEED-design features will reduce NOX emissions from stationary sources under the Proposed Project (Alternative 1/1A) and Alternative /3 to 19.7 pounds per day. Thus, Project emissions will not exceed the TRPA’s stationary source standards.

Comment 14a-137 *Comment Summary – AQ-2a: mitigation is inappropriate because it is fund based.*

The commenter states that the TRPA Traffic and Air Quality Mitigation Program (Mitigation Program) proposed as Mitigation Measure AQ-2a is inappropriate and has not been proven to mitigate impacts of the Project. Please see response to Comment 13c-11.

Comment 14a-138 *Comment Summary – AQ-2b: This mitigation measure does not mitigate for the impact because there is no way to enforce that property owners are prevented from installing wood stoves. It is not a true prohibition. A true prohibition would require that the deed that runs with property does not allow for placement of wood stoves in the future.*

The commenter believes that Mitigation Measure AQ-2b will not prevent the installation of wood stoves because it is not enforceable. The commenter indicates that only deed restrictions will prevent wood stoves in future residences. Mitigation Measure AQ-2b is enforceable as it requires a restriction on wood burning stoves “be included on all building plans approved in association with this Project”. Thus, building code for the Project will restrict future development from installing wood stoves.

Comment 14a-139 *Comment Summary – On Road CO: The impacts of the project on increases in on-road carbon monoxide are inadequate because it uses the flawed traffic analysis to determine traffic volumes and operating conditions. The increases in carbon monoxide must be reexamined in the EIS once a valid traffic study is performed.*

The commenter suggests that the DEIR/EIS does not adequately address impacts of the Project on increases in carbon monoxide because it relies on a flawed traffic study. Please refer to Master Response 18 regarding use of the traffic study to support an adequate analysis of emissions generated by Project-related traffic.

Comment 14a-140 *Comment Summary – Construction Diesel PM: The DEIS examines exposure period of new residents, but ignores exposure period of current residents.*

The commenter indicates that the DEIR/EIS does not evaluate health risks to existing residents from exposure to construction-related diesel particulate matter (DPM). The Homewood Mountain Resort does not currently support residential land uses. As such, there are no “existing” residents that would be exposed to DPM from Project construction. As discussed on page 12-46 of the DEIR/EIS, the first condos constructed at the resort will be completed in December of 2016. Health risks to individuals that occupy these structures are evaluated in the DEIR/EIS and were found to be less than significant.

Comment 14a-141 *Comment Summary – TRPA CO Requirements: The DEIS states that any net increase concentrations is significant. The DEIS then sites Table 12-22 saying that the table shows no increase in CO for future conditions in 2030, but fails to note that prior to 2030 the table clearly shows an increase from 4.3 parts per million (ppm) to 4.4 ppm from the no project alternative to the proposed project alternative at SR 89/SR 28 for the 1 hour standard, from 2.5 to 2.6 ppm for the 8 hour standard, and from 3.0 to 3.1 parts per million for SR 89/Granlibakken Road for the 1 hour standard. The DEIS fails to acknowledge an impact presented in Table 12-22.*

The commenter states that the DEIR/EIS fails to acknowledge an impact in Table 12-22 as carbon monoxide concentrations increase from 4.3 parts per million (ppm) to 4.4 ppm with implementation of the Project under existing conditions. The point of significance for the exposure of sensitive receptors to CO concentrations is the TRPA threshold. The TRPA environmental documentation requirements are based on the National Environmental Policy Act (NEPA). The NEPA lead agency has the discretion to select the evaluation year, which for the Project, is the time of completion (i.e., build-out year or future year, rather than existing year). As shown in Table 12-29 of the DEIR/EIS, CO concentrations generated by the Proposed

Project (Alternative 1/1A) and Alternatives 3, 4, 5, and 6 are not expected to result in increased CO concentrations, relative existing conditions, under future year conditions. Therefore, based on TRPA analysis requirements, neither the Project nor the Alternatives would result in a significant impact to CO concentrations.

Comment 14a-142 *Comment Summary – AQ-4: The Project will conflict and cause obstruction of the implementation of the Air Quality Plans for Placer and for the TRPA by causing increases in VMTs, ozone precursors, and Carbon Monoxide without providing sufficient mitigation measures.*

The commenter suggests that the Project (Alternative 1/1A) will conflict with the Air Quality Plans for Placer and for TRPA by causing increases in VMT, ozone precursors, and carbon monoxide. Conflicts with applicable air quality plans are discussed in Impact AQ-4 of the DEIR/EIS. As disclosed in Impact AQ-4, the Project (Alternative 1/1A) is not anticipated to conflict with Air Quality Plans adopted by the PCAPCD and the TRPA. However, Alternatives 3, 5, and 6 will conflict with implementation of applicable Air Quality Plans. Please refer to Master Response 15 for additional information.

Comment 14a-143 *Comment Summary – Cumulative: The DEIS has not performed an appropriate cumulative impacts analysis. The DEIS merely restates that because impacts were not significant or were able to be mitigated that there are no cumulative impacts. However, the DEIS does not look at how increases in emissions/VMTs from this project combined with increases from other projects may cause a significant impact that cannot be mitigated. It is a requirement under CEQA for the DEIS to disclose reasonably foreseeable future project impacts.*

The commenter states that the Draft EIS/EIR has not performed an appropriate cumulative impact analysis because it does not evaluate combined increases in emissions and VMT from the Project (Alternative 1/1A) and other projects in the region. Please refer to Master Response 15 for a discussion of regional cumulative impacts analyzed in the DEIR/EIS.

Impact AQ-C3 analyzes the Project's (Alternative 1/1A) cumulative long-term impact on local carbon monoxide concentrations. The cumulative analysis utilizes traffic volumes in 2030 to quantify local carbon monoxide levels. As discussed in Chapter 11 of the DEIR/EIS, the 2030 traffic volumes are based on cumulative growth in the Project area. Consequently, the cumulative analysis of local carbon monoxide concentrations is also based on cumulative growth and represents emissions that would be generated by the Project (Alternative 1/1A) when combined with other reasonably foreseeable projects in the region. The evaluation of local carbon monoxide concentrations (Impact AQ-C3), demonstrates that neither the Project (Alternative 1/1A) nor Alternatives 3, 4, 5, and 6 would contribute to a cumulative impact.

Comment 14a-144 *Comment Summary – The scenic impacts are not sufficiently analyzed in the DEIS. The proposed development project would create an urban feel and look to the Homewood area and replace scenic mountain and lake views with man-made structures. Traffic congestion due to the large number of guests coming to and from the large scale development and construction traffic will also create an urbanized, unnatural environment that would reduce the aesthetic value of the mountain ridges and lake. The proposed building heights would create significant immitigable*

*impacts. Page 10-47 of the DEIS represents an example of a scenic analysis that misrepresents and underestimates scenic impacts.*

Please see Figures 10-5 through 10-13. As shown in the figures, the structures can be seen but are not readily detected from various points in the lake, and would not negatively impact these existing views, particularly with implementation of Mitigation Measures SCENIC-2a and -2b, which would reduce structural visibility and increase landscaping. No building structures will protrude above the ridgelines as viewed from the Lake or public view corridors, and therefore, views of ridgelines would not be affected. Impact SCENIC-2 includes a mitigation measure (SCENIC-2b) to reduce the visibility of the mid-mountain lodge to ensure it is subordinate in views from Lake Tahoe. As discussed in Chapter 10.0 in regard to TRPA Scenic Inventory ratings, man-made features are a category of the rating system and are a valued element of visual quality. Various areas of Homewood, particularly those parcels adjacent to SR 89, already project an "urban feel and look". Structures such as homes, businesses, marinas, and other uses are visible in this community, as compared to other locations along SR 89 where no structures of any type are visible. The Figure on page 10-47 illustrates the visual impact of Alternative 5, which is determined to be significant and requires mitigation to reduce the impact to a less than significant level by reducing the height and increasing the setback. It is unclear how an impact found to be significant is "an example of a scenic analysis that misrepresents and underestimates scenic impacts." The proposed building heights are limited by roadway setback, maximum limits, and are limited to this location. Alternative 3 offers an alternative that does not amend the height limits and contains structures within the existing height limits as discussed in Impact SCENIC-2.

Comment 14a-145 *Comment Summary – Information in table must be clearly disclosed to the public and included in the environmental analysis to determine the scenic impacts that would result from the proposed tall buildings.*

Please see Impact SCENIC-2. The text does not state that Alternatives 1, 3, or 6 "will create significant and unavoidable impacts to scenic resources" as referenced in the comment. Impact LU-2 does indicate a significant impact will occur, but also provides Mitigation Measures LU-2a and LU-2b to reduce the impact to less than significant. The "mitigation measures" referenced in the comment are not mitigation measures, but rather TRPA recommendations for the Project, based on the Project and in response to existing conditions requiring improvement as identified in the Scenic Resources Inventory - independent of the Project. The Project has taken these recommendations and integrated them into the design of the Project. As shown in the visual simulations, views of the mountain are not blocked from SR 89. The mountain is still visible; however, an increase in structures replaces the foreground views of older buildings lacking architectural cohesiveness and a large, non-landscaped paved parking lot. Please see Master Response 8 regarding revised height tables that include the current TRPA height calculation method. While this data has been provided, it does not change the conclusions of the analysis.

Comment 14a-146 *Comment Summary – The DEIS also shows the proposed buildings almost completely blending in with the trees on page 10-14, which does not realistically represent the scenic impacts that the buildings will have because it is unlikely that the buildings' color will be perfectly camouflaged to the variation in color of the trees and the hillside. For a large portion of the year, the slope behind the building will be white,*

*which would contrast sharply to the building. Winter simulations are only shown from a vantage point far out into the lake, rather than closer to the development.*

The DEIR/EIS does not state the buildings will be "perfectly camouflaged", but the colors used will mimic the colors and shades found in the natural surroundings. In the winter, when the slopes and trees are covered in snow, so also will the structures be topped with snow. The trees will remain to screen structures, rooftop snow will reduce winter rooftop variation against snow covered slopes. TRPA requires structures to blend with the color of the natural surroundings. TRPA does not require structures to change color in winter to match snowfall. Color palettes reflect summer vegetation and not stark white winter conditions. However, it is important to note that the TRPA regulations, standards, and guidelines for scenic quality do not require structures to become invisible, rather that they are compatible with the area and are visually coordinated with the surrounding natural environment.

Comment 14a-147 *Comment Summary – The visual simulations do not appear to take account of the number of trees removed because both the before and after conditions show the same trees. Trees replanted after construction would not be the same height as the full grown trees that are currently at the site now. Page 8-55 reveals that at least 195 trees will be removed for the proposed development project. A tree removal protection plan is not included in the DEIS. Figure 10-6 demonstrates some of these problems with the scenic analysis: Degradation in scenic quality causes a decreased shoreline rating. The simulations from the EIS do not accurately depict the impacts to the scenic view from the Lake looking landward caused by the massive structures. Table 10-10 on page 10-62 shows the proposed project not impacting lake views. The simulations of the buildings are unrealistic and inaccurate because they are depicting the structures with vegetative screening that may not exist once the trees 195 trees are removed.*

The visual simulations take into account tree removal as those trees to be removed are replaced with structures in the simulations. Efforts will be taken to preserve trees, where possible, and those trees that remain in the simulation are those trees that are protected and maintained during construction. Mitigation Measure BIO-10 requires the preparation and implementation of a Forest Plan and Tree Protection Plan, which would maintain trees, as feasible, on the site. This is part of the Project. Not all trees will be removed. TRPA typically requires an arborist report that includes measures to ensure tree survival. Therefore, the large trees seen in the simulation will be retained and do not represent replanted trees. Figure 10-6 simulates a view of the project area from 1,300 feet from the shoreline. The figure provides a comparison of existing conditions vs. proposed conditions. As shown, the majority of trees visible in the figure are located on the lakeside of SR 89, which will not be affected by the Project. This figure does not misrepresent trees as stated in the comment. Those trees on the mountainside of SR 89, can be better seen in Figures 10-10 through 10-13. As shown between the existing conditions and proposed conditions on each figure, the largest trees would be maintained, while others would be replaced by a structure. Some, but not all, of the landscape trees are shown larger than they will appear when first planted, but this represents the landscaping as established and not when first installed. TRPA typically allows for a 5-year growth period for trees in simulations.

Comment 14a-148 *Comment Summary – Not enough visual simulations are included in the scenic analysis. There are not simulations for all of the proposed buildings; simulations for*

*all buildings must be included in order to evaluate the project. The DEIS does not contain any simulations of the South Base. Simulations from the roadway must also be included for all buildings. Additional winter simulations should be included because the contrast of the buildings against the snow would create a different appearance than the simulations without snow. Additionally, story poles should be used to show the true height of the proposed buildings.*

Simulations are provided to analyze impacts to the shoreline, roadway, and recreation unit ratings. The South Base is not visible from the shoreline or roadway unit. As discussed in Response to Comment 1a-146, structures will also be blanketed in snow to blend with the seasons, just as most other structures in the Basin, which blend with summer colors of the surrounding nature, rather than all structures being completely white. Please see Master Response 8 regarding story poles.

Comment 14a-149 *Comment Summary – Night Sky: The scenic analysis does not include a sufficient discussion of the amount of light coming from the development at night that will be seen from the lake, the other side of the lake or other areas in the basin. Page 10-71 and 10-72 state that the proposed alternative will produce significantly more light but do not discuss the impacts of the light from the development being reflected off of the lake at night or the increase in light pollution during the winter when snow will reflect the light from this large development up into the sky. Currently, Homewood is a rural area where stars can be seen over the mountains and lake. The proposed development, due to its size and scale, will include a significant amount of light pollution. Page 10-72 notes that no mitigation will be implemented to offset the impacts of light pollution.*

Please see Impact SCENIC-3 in the DEIR/EIS, which analyzes light pollution impacts. Compliance with TRPA and Placer County policies regarding lighting are integrated into the project design. While lighting will increase onsite, as discussed in Impact SCENIC-3, the lighting system will comply with TRPA and County policies.

Comment 14a-150 *Comment Summary – The size and scale of the proposed project could create disturbances to Northern Goshawks in the area due to noise projected long distances from tall buildings, large numbers of people in the area and disturbance of foraging area within the Project area. Noise projected from the amphitheater could also disturb this species, especially when the noise is amplified and bounced off of nearby tall buildings. Northern Goshawks are an important TRPA environmental threshold carrying capacity indicator special interest species. The Influence Zone for this species is 3.5 miles (TRPA Resolution 82-11). Since there is an active breeding site within 1.5 miles of the Project area, how will this population be protected? Construction noise, dust and other disturbances could also impact these species.*

Please see Impact HYDRO-1, GEO-4, NOI-3 and AQ-1 for construction impacts related to dust and noise impacts from construction. As northern goshawk were not observed in the Project area during surveys, it is likely that the species does not utilize the area for nesting purposes due to the existing high human use of the area. While northern goshawk may be within 1.5 miles from the Project area, the disturbance zone as outlined in TRPA Code Section 78.3.A the disturbance zone is 0.5 miles from a nest site. The Project is located greater than 0.5 miles from a known nest site.

Comment 14a-151 *Comment Summary – The TRPA threshold for wildlife is currently out of attainment; the proposed project must not further impact this threshold through the disturbance of the Northern Goshawk.*

No impacts to northern goshawk will occur as a result of the proposed Project. Please see response to comment 14a-150.

Comment 14a-152 *Comment Summary – Deer are also important TRPA environmental threshold carrying capacity special interest species that must not be disturbed by the proposed project. The DEIS states that the likelihood of occurrence is high, and that, “suitable habitat is present in the Project area. Species detected during forest carnivore studies” (8-19). The disturbance free zone for the deer is designated as “meadows” by TRPA Resolution 82-11. The addition of noise from proposed tall buildings, the amphitheater and the addition of people to these areas would disturb deer. The DEIS also mentions hiking trails to be incorporated into the Project area. Will any of these hiking trails disturb deer in meadow areas? Construction noise and dust can also disturb these species.*

Please see Impacts HYDRO-1, GEO-4, NOI-3 and AQ-1 for construction impacts related to dust and noise impacts from construction. Figure 8-1 identifies habitat types for the Project area. There is a portion of wet meadow habitat that may be utilized by deer located to the south of Lake Louise, but will not be impacted by the Project.

Comment 14a-153 *Comment Summary – The DEIS states that, “Tree removal and construction activities associated with the new buildings may result in direct removal of active nests for migratory birds, raptors, or other wildlife and may result in disturbance or abandonment of nesting, roosting, or breeding sites in adjacent habitat. While no active nests or roosting sites were detected during previous surveys, the potential exists for nests or roosts to be present before construction commences in the future; therefore, this impact is considered to be significant” (8-56). The mitigation measures listed in the DEIS consist of monitoring the construction site and stopping construction if wildlife disturbance is apparent. The large scale construction activities may scare away wildlife before it can be noticed; will there be enough wildlife experts onsite during construction to monitor such a large area of construction activities?*

Please see Mitigation BIO-2 that outlines the requirement for the pre-construction surveys to be performed during the nesting/breeding season prior to initial project construction.

Comment 14a-154 *Comment Summary – The DEIS does not provide enough detail about the trees to be removed. Table 8-6 only breaks down the sizes of trees into two sections, 15-29 inches and 30 inches or greater. The species of tree is also relevant to the size being removed. For example removing a 24 inch diameter aspen tree may be more significant than removing a 24 inch diameter Jeffery Pine. How many old growth trees will be removed for each alternative? What deciduous riparian vegetation will be removed?*

TRPA Code Chapter 71 does not require the differentiation of trees by species, only by diameter at breast height (dbh). There are no aspen trees proposed for removal. BIO-10 discusses removal of trees larger than 30 inch dbh. Impacts BIO-3 and BIO-5 provide a discussion of riparian vegetation that is proposed for removal.

Comment 14a-155 *Comment Summary – BIO-5: discusses impacts to SEZs but fails to address impacts to SEZs by the groundwater interruption and large scale cut and fill planned for the proposed alternative. Additionally, the large amount of new hard coverage will be changing the natural flow of water across the area. How will precipitation and storm water on these covered areas be re-directed? Will this change the amount of water that feeds into stream environment zones? Sensitive plants and wildlife species need a certain amount of water to survive; will water be re-directed away from these areas leading them to become dryer than under current conditions? The TRPA environmental threshold carrying capacity for soils is currently out of attainment. Stream environment zones are not only an important threshold indicator that is currently reflecting non-attainment, but stream environment zones are also important habitat area for sensitive plant and animal species, and act as natural filters of nutrients and sediments that cloud the lake downstream. A broader and more detailed analysis of the impacts of the proposed development must be included in the EIS.*

Project area surface runoff will infiltrate into the groundwater through stormwater treatment galleries and bioretention areas as described under Impact HYDRO-2.. HYDRO-3 discusses groundwater movement and includes Mitigation Measure HYDRO-3a to maintain existing groundwater movement and gradients. Impact HYDRO-5 discusses project impacts on instream flows and analysis determines that impacts to instream flows are less than significant. The Project will not result in desiccation of existing SEZ areas and, through proposed restoration of Homewood Creek, will result in an overall increase in functioning SEZ area. Please see response to comments 14a-34 and 14a-53.

Comment 14a-156 *Comment Summary – Resolution 82-11 states, “at a minimum, the plan and all of its elements, as implemented through Agency ordinances, rules and regulations, achieves and maintains the adopted Environmental Threshold Carrying Capacities” (Section 1). The proposed project Master Plan must also achieve and maintain the thresholds.*

The DEIR/EIS was prepared to disclose whether the Proposed Project or Alternatives would result in significant impacts. Significant impacts are identified based on impact evaluation criteria that include compliance with TRPA thresholds. In order to approve the Project or an Alternative, TRPA must make findings that the environmental thresholds will not be degraded.

Comment 14a-157 *Comment Summary – 11/09/07 Comments regarding the CEP - Carl Young letter.*

At the December 17, 2008 TRPA Governing Board meeting, the TRPA Governing Board unanimously voted “to allow CEP projects to move forward concurrently with the Regional Plan Update, as originally planned.” This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 14a-158 *Comment Summary – Updated Letter from Sara Curtis on CEP Process*

At the December 17, 2008 TRPA Governing Board meeting, the TRPA Governing Board unanimously voted “to allow CEP projects to move forward concurrently with the Regional Plan Update, as originally planned.” This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project

Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 14b – Royal, Amanda, League to Save Lake Tahoe, 02/18/2011**

Comment 14b-1 *Comment Summary – Opposes Project due to impacts related to traffic, air quality, scenic, inconsistency with TRPA rules, degradation to the lake, and uncertain benefits of the project.*

Please see Tables 2-2 (Summary of Environmental Benefits under CEP Alternatives) and 6-2 (HMR Ski Area Master Plan - Environmental Improvements and Benefits).

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 14b-2 *Comment Summary – The assumption that winter vehicle trips will be reduced is flawed because visitors may ski at other nearby resorts or travel for entertainment while staying at Homewood.*

See Master Reponse 10. See response to comment 14a-104.

Comment 14b-3 *Comment Summary – Capping skier numbers is not a reliable mitigation measure.*

The capping of skier numbers is enforceable. Please see Master Response 20. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 14b-4 *Comment Summary – The 77-foot tall structures will be visible from the mountain and the lake and change the user experience.*

Although the lodge will be visible, just as the existing buildings and parking lot are visible, the lodge will not block all views of the lake from the mountain. Recreationists on the water are more likely to see the marinas and existing buildings on the lakeside of SR 89 than the proposed buildings (Please see Figures 10-5 through 10-8). Likewise, those on area beaches will also see existing structures located along the shoreline, which more readily "remind them of the urbanization they hoped to escape." This Project is not a trigger for urbanization in an area that already experiences urbanization (Please see Master Response 6). The statement regarding the League's opinions on height limits has been noted.

Comment 14b-5 *Comment Summary – Describe how much development credit JMA is getting for past land improvements to reduce runoff and sedimentation.*

The term development credit is not applicable to the Project or Project area. The Project removes and restores land coverage for banking, permanent retirement, and relocation. The Project Applicant has also restored unneeded access roads and has revegetated ski runs and cut and fill slopes for sediment source control for receipt of disturbance restoration credit, as discussed in Master Response 17 and detailed in Appendix HH-2 of the FEIR/EIS. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision

makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 14b-6 *Comment Summary – The structures will prevent natural infiltration of runoff.*

Please see Impact HYDRO-2, which addresses storm water runoff analyses. Analyses conclude that potential impacts to storm water are reduced to levels of less than significant through implementation of mitigation measures. Infiltration of runoff is modeled to improve through redevelopment of the base areas and installation of proposed storm water treatment facilities.

Comment 14b-7 *Comment Summary – The structures will be visible and block scenic views.*

Tall buildings can block views of natural scenery; however, as shown in the visual simulations in Chapter 10.0, the natural scenery remains visible. Structures are added and some areas previously visible are blocked, however, this does not eliminate or substantially reduce natural views. It is important to take into account the scenic value of man-made structures and architectural cohesiveness when evaluating scenic quality.

Comment 14b-8 *Comment Summary – The planned "green" buildings generate traffic impacts by attracting visitors.*

The commenter expresses an opinion regarding "green" buildings attracting more traffic than other buildings. The Project will generate traffic; however the amount of traffic generated in the winter will be less than what the existing Homewood ski resort generates. See Master Response 11.

Comment 14b-9 *Comment Summary – The planned "green" buildings generate air quality impacts by attracting visitors.*

The comments states that although green buildings decrease impacts on the Earth's resources, they will still attract visitors and generate air pollution. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.

Comment 14b-10 *Comment Summary – The League to Save Lake Tahoe advocates for a fair and predictable enforcement of a comprehensive, region-wide, long-term plan instead of project-by-project reviews and approvals.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 14b-11 *Comment Summary – Supports a Project that conforms to the regional plan and reduces traffic, and enhances and protects environmental values.*

Please see Master Response 2. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS Section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS Chapter 24 and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 14c – Thaw, Melissa, League to Save Lake Tahoe, 02/08/2011**

Comment 14c-1 *Comment Summary – 60 day comment period is insufficient, LTSLT requests 90 days.*

The public comment period was extended to 90 days. The DEIR/EIS was prepared to disclose whether the Proposed Project or Alternatives would result in significant impacts. Significant impacts are identified based on impact evaluation criteria that include compliance with TRPA thresholds. In order to approve the Project or an Alternative, TRPA must make findings that the environmental thresholds will not be degraded. Please see response to comment 13a-72 regarding DEIR/EIS adequacy, Master Response 4 regarding Code amendments.

**Comment Letter 15 – Peer, Ralph, II, McKinney Bay Improvement Association, Inc., 04/20/2011**

Comment 15-1 *Comment Summary – Supports an alternative with a smaller project and consistent with existing building codes.*

Please see Master Response 2. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS Section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 15-2 *Comment Summary – The Project is not compatible with the existing community.*

Please see Master Response 7 regarding community character, Chapter 6.0, Impacts LU-1 and LU-2 regarding neighborhood compatibility, and Chapter 10.0, Impact Scenic-1 regarding visual scale and character.

Comment 15-3 *Comment Summary – Scenic impacts are magnified by the Project's location next to Lake Tahoe and along SR 89.*

Please see Chapter 10.0, Impact SCENIC-2 regarding visual impacts from the lake and SR 89. Visual simulations do not indicate a magnification of impacts as discussed in Impact SCENIC-2.

Comment 15-4 *Comment Summary – Concerned about growth inducing impacts and more development pressure in the vicinity.*

Growth inducing impacts are discussed in Chapter 20.0, Section 20.2. Future development along the West Shore is speculative and would be subject to review and

approval by the TRPA. Although other recreation sites exist in the Tahoe Basin, the loss of a ski facility of this size is a significant impact in terms of recreation and land use (See Chapters 6.0 and 18.0).

Comment 15-5 *Comment Summary – A potential traffic light near the West Shore Café is not in character with the community.*

A new traffic signal near the West Shore Café is not proposed or anticipated as a result of this Project. Please see Chapter 11.0 regarding transportation and circulation.

Comment 15-6 *Comment Summary – The Project will have traffic impacts*

See Impact Trans-3.

Comment 15-7 *Comment Summary – Project traffic will impact air quality.*

The commenter states that the Project will contribute to air pollution in the Lake Tahoe Air Basin. Please see Master Response 13 and Master Response 14 related to the analysis of impacts of the Project on pollution and air quality and the Lake Tahoe Air Basin, respectively.

Comment 15-8 *Comment Summary – Proposed traffic mitigation measures will not be effective; people will still drive their cars.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 15-9 *Comment Summary – Alternative 6 is financially viable, despite the low mid-week ski numbers.*

Comment noted.

Comment 15-10 *Comment Summary – Conduct an independent financial analysis to determine the viability of alternatives.*

Please see Master Response 3, which addresses the economic viability of the Project.

Comment 15-11 *Comment Summary – Concerned about scenic impacts of the Project; the Mid-Mountain Lodge should be completely shielded from views from Lake Tahoe.*

Please see Chapter 10 regarding scenic impacts. TRPA regulations and standards regarding visual quality do not require structures to be invisible, rather that they maintain or enhance the visual quality of the area. The visual impact of project structures as seen from Lake Tahoe are discussed in Impact SCENIC-2. As shown in the visual simulations, the Mid-mountain Lodge is somewhat visible, but also blends with the surrounding environment. Mitigation Measures SCENIC-2a and 2b are included to further reduce structural visibility and increase landscape screening. The visual simulations also compare the visibility of the existing ski lifts compared to the proposed ski lift operations. While the location of the lift has shifted slightly and the number of towers increased, as shown in Figures 10-6 through 10-8, the overall visual contrast remains nearly the same and does not burden the view from the lake with man-made features.

Comment 15-12 *Comment Summary – Concerned about light pollution; Project lighting should be minimal and not directed upwards or towards Lake Tahoe.*

Please see Chapter 10.0, Impact SCENIC-3 regarding lighting and light pollution.

Comment 15-13 *Comment Summary – Install story poles to evaluate scenic impacts of structures.*

Please see Master Response 8 regarding story poles.

Comment 15-14 *Comment Summary – The TRPA should require removal of any untagged buoys in McKinney Bay due to increased lakeshore and private pier access demands by Project visitors.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 16 – McIntyre, Ron, North Lake Tahoe Resort Association, 04/20/2011**

Comment 16-1 *Comment Summary – Supports Project due to benefits to scenic resources, infrastructure, socioeconomics, energy use, workforce housing, restoration, alternative transportation, storm water runoff improvements, and water quality.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 17 – Wotel, Gerald, North Tahoe Citizen Action Alliance (NTCAA), 04/21/2011**

Comment 17-1 *Comment Summary – Supports a redevelopment alternative that is limited to the existing developed footprint.*

Please see Master Response 2. Alternative 2 would maintain the Project area. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 17-2 *Comment Summary – Opposes Project because it is too large, not compatible with the existing community due to height and density, and impacts to traffic and water quality.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 17-3 *Comment Summary – Supports an alternative that is smaller and consistent with building codes and TRPA CEP criteria.*

Please see Master Response 2. Alternative 6 is identified as the Reduced Project alternative. Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts. The statement that TRPA must recirculate the DEIR/EIS is not substantiated and no further comment is possible. As outlined in CEQA Guidelines Section 15088.5: A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term “information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement.

Comment 17-4 *Comment Summary – As a CEP demonstration project, the Project should be consistent with existing codes, CEP Guidelines, and PAS related to density, land use, heights, groundwater interception, and grading.*

At the December 17, 2008 TRPA Governing Board meeting, the TRPA Governing Board unanimously voted “to allow CEP projects to move forward concurrently with the Regional Plan Update, as originally planned.” This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 17-5 *Comment Summary – The Project will increase VMTs and congestion.*

See Master Response 10.

Comment 17-6 *Comment Summary – Increased VMTs will increase air pollution.*

The comments states that the Project will cause air pollution from increased traffic. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.

Comment 17-7 *Comment Summary – Increased VMTs will increase water pollution.*

Please see Master Response 18.

Comment 17-8 *Comment Summary – Traffic mitigation of paying fees is not adequate; the mitigation should actually reduce units and vehicles.*

The Traffic and Air Quality Mitigation Program is a TRPA mitigation compliance program that is defined in and required by the TRPA Code for development projects.

Comment 17-9 *Comment Summary – Supports an alternative consistent with the existing community with reduced units, heights, and densities, and therefore also reduced traffic other impacts.*

Please see Master Response 2. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected.

Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 17-10 *Comment Summary – Supports an alternative that limits development to existing developed footprints.*

Please see Master Response 2. Alternative 2 would maintain the Project area. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 17-11 *Comment Summary – Supports an alternative with no code amendments required.*

Please see Master Response 2. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS Section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 18 – Nichols, Ann, North Tahoe Preservation Alliance (NTPA), 04/21/2011**

Comment 18-1 *Comment Summary – Opposes Project due to its size, height, code amendments, traffic, and non-compatible uses with existing community.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 18-2 *Comment Summary – The DEIR/S does not adequately describe cumulative impacts related to the amendments to the three PAS', Code of Ordinances, and Regional Plan.*

As discussed in Master Response 4, the amendments are limited to the Project site and are not applicable to areas off site, unless those off-site areas choose to make further amendments to the Code, Regional Plan, or Plan Area Statements as well as their applicable Community Plan or Ski Area Master Plan, all of which is subject to environmental documentation, review, and approval.

**Comment Letter 19 – Ames, Laurel, Tahoe Area Sierra Club, 04/21/2011**

Comment 19-1 *Comment Summary – Cover Letter - L. Ames and R. Grassi: Concerned about the extent of the proposed project. State that Regional Plan should be updated prior to approval of CEP projects.*

The Regional Plan Update for the existing 1987 Regional Plan has not been completed; therefore, the existing regulations, including the Code of Ordinances, remain valid, enforceable, and applicable to currently proposed projects. Amendments to the Code of Ordinances may continue to occur as established in the Rules of Procedures and at the discretion of the Executive Director. Comments stating the position for or against Code amendments during the Regional Plan Update process are not relevant to the content or adequacy of the DEIR/EIS environmental analysis and documentation, but may be used by the decision makers in reaching a conclusion on the proposed Project and alternatives. At the December 17, 2008 TRPA Governing Board meeting, the TRPA Governing Board unanimously voted "to allow CEP projects to move forward concurrently with the Regional Plan Update, as originally planned".

Comment 19-2 *Comment Summary – TASC comments focus on North and South Base areas, Tahoe Ski Bowl Way and the Mid-Mountain because they recognize the restoration work HMR has addressed across the upper mountain.*

Comment noted.

Comment 19-3 *Comment Summary – TASC estimates 1400 new overnight guests will be brought in as a result of the project. States that the DEIR/DEIS does not disclose this. Comment concerns the overall increase in density and the group promotes the Smart Growth concept for the Homewood area.*

The TASC does not state the assumptions used to generate the estimate of 1400 overnight guests. The visitor population is addressed by Impact LU-2 and analyzed by TAU, ERU and MRBU (Table 6-4). Impact PEH-1 analyzes changes to permanent resident population resulting from employment generated by the Project. Impact PEH-2 analyzes new permanent population from the Project, including permanent residents and employee/workforce.

Comment 19-4 *Comment Summary – Alternatives do not include an environmentally preferred alternative, Alternative 6 would be the closest. Ensuring the continued viability of the ski operations is not an adequate rationale for eliminating the alternative with the least environmental impact.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed

in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 19-5 *Comment Summary – The DEIR/DEIS fails to assess the community character and scale of the Homewood Area and fails to follow the TRPA Regional Plan Regulations. Comment concerns the lack of a community plan to determine the appropriate scale and character for Homewood.*

Please see Master Responses 1 and 7.

Comment 19-6 *Comment Summary – The Project is about the developer's vision, and is not respectful of the rural community. TRPA has never gone through the CP required review process to determine "community desires" or the level of development appropriate for this community because TRPA has not developed a CP for Homewood or any West Shore communities, nor does TRPA intend to develop a CP for this area prior to allowing this significant smothering of the existing community population. Instead, the developer for the Project is preparing his own Master Plan outside of the TRPA process to protect communities but this plan is devised to meet the needs of the developer's Project and not that of the community. Reliance on a developed initiated Master Plan as the overarching planning documents violates Plan Area Statement (PAS) 157, which states that any significant commercial development in this area be permitted only pursuant to an adopted Community Plan that incorporates and considers the adjoining commercial areas covered by PAS 159. The TASC does not feel that the Homewood project encompasses "limited new development" as stated above, or that the project will "improve environmental quality and character."*

Please see Master Response 1 regarding Community Plans and the TRPA process.

Comment 19-7 *Comment Summary – Questions the CEP and Ski Area Master Plan Processes. States that the unprecedented CEP process to avoid those same plans, rules and regulations. The community will cease to exist as the agency prostrates itself to the developer's next vision of a multi-watershed, ski lift-connected series of ski runs to another ski area six miles away as the crow flies.*

*The TRPA process that permits this overwhelming change that envelopes the PAS, the CP and uses the CEP to do more than was ever previously envisioned is not only a process that turns the Regional Plan on its head, it is a calculated decision by the TRPA to do just that, without declaring that the action amends the Regional Plan.*

The commenter expresses an opinion that the TRPA CEP is a "code-avoidance" strategy. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

The TASC is referred to <http://www.trpa.org/documents/CEP/CEPcomplete.pdf>, which details the TRPA CEP.

Comment 19-8 *Comment Summary – This project will overwhelm the existing community through increasing Homewood’s permanent population by 327 (DEIR/DEIS, p. 7-18) a 36% increase.*

The TASC expresses an opinion that an increase in permanent population would overwhelm the existing community. Please see response to comment 4-4. Please see impact PEH-2, which begins on p 7-17 and states that Alternative 1 and 3 may increase full time permanent resident population by 471 (worst-case scenario). Page 7-18, which the commenter cites, states 327 persons (permanent residents and employees) for Alternative 1 and 3 is based on recent real estate trends (e.g., 50-70% of the proposed units sold as second homeowners not permanently residing in the units).

Comment 19-9 *Comment Summary – TASC presents comments and argument on the failure to follow the PAS/CP planning process of the Regional Plan and the failure of the DEIR/DEIS to analyze the resulting impacts to character and scale.*

Please see Master Response 1 regarding Community Plans and the TRPA process.

Comment 19-10 *Comment Summary – The DEIR/DEIS must explain how increasing the population of an established community by 100%, and thereby disrupting the permanent community population, through the 10-year construction phase of a massive scale development in a central portion of the Homewood community will not impact the community and its character. Physically, the geography of the Homewood area clearly forms a community that is relatively ‘linear’ – this proposal is located roughly in the middle of that community, clearly dividing the north from the south end of Homewood. (See DEIR/DEIS, figure A1, p. 23, Appendix AA, Water Supply Assessment)*

Please see Impacts PEH-1 (p. 7-7), PEH-2 (p. 7-17) and PEH-C1 (p. 19) for analysis related to population. Please see impact TRANS-6 for temporary construction effects and TRANS-7 for analysis of alterations to present patterns of circulation or movement of goods and/or people. See Impact LU-2 for analysis of consistency with adjacent land uses, specifically Table 6-4, which presents proposed tourist and residential unites by alternative. The remainder of the comment on page 10 of 44 offers opinion on word choices such as ski resort upgrade and comparisons to Northstar, Squaw Valley and other resorts in the Tahoe region. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 19-11 *Comment Summary – Proposed Findings Regarding Community Objectives and Desires in the Absence of the Community Plan Process Violates TRPA’s Goals and Policies and is not analyzed in the DEIR/DEIS. These comments were submitted in the 11/23/07 letter to TRPA. TRPA Goals and Policies cited concerning TAUs, Community Plans and CFA.*

Please see Master Response 1 regarding Community Plans and the TRPA process.

Comment 19-12 *Comment Summary – The DEIS Fails to Disclose the Guaranteed Water Supply To Be Demanded by the use of the Project Housing, Facilities, and Operation of Current and Future Snowmaking and the Final Sources of to Meet Current and Future Water Demands. The DEIS Fails to Disclose that Monitoring Is Not A Mitigation Measure For Water Supply Deficits, Cumulative Water Supply Impact or Water Demand On*

*Total Water Availability. The DEIS Fails to Provide the Detail Necessary to Determine Total Available Water.*

Please see Master Response 21 regarding the HMR Water Supply Assessment. Impact HYDRO-5 addresses (p. 15-114) potential project effects to public water supplies as identified on TRPA Source Water Maps, TRPA instream flow thresholds and the TROA. Impact PSU-1 (p. 16-13) addresses changes in demand for water supply personnel, equipment or infrastructure - addressing the ability of TCPUD and/or Madden Creek Water Company to supply the volume and rate of new water demand to the Project area. Note that the mitigation requires installation of meters for auditing of groundwater extraction for snowmaking use to assure monitoring and reporting to DWR once TROA allocations to municipalities are decided. The analysis presents a maximum demand scenario. The commenter states that the DEIR/EIS "hints that there are ways to work around the potable/non-potable issue" but provides no valid information on which to base a response. The DEIR/EIS discloses that non-potable water from the existing TCPUD McKinney well (the water is above EPA drinking water standards for iron) will be used for snowmaking.

TCPUD purchased Quail Lake Water Company and thus the analysis discusses the McKinney/Quail Sub-district. Comment is noted that water in the Tahoe Basin could be over-subscribed. The comment acknowledges two of the mitigation measures presented in Chapter 15 and Chapter 16 of the DEIR/EIS. Given that there is currently no enforcement action associated with the TROA, the Project will be required to install meters for anticipated monitoring and reporting of a 16% consumptive use of groundwater or surface water, potable or non-potable towards TROA allocations as requested by DWR staff. The comment neglects to acknowledge Mitigation Measures HYDRO-3c or PSU-1a that reduce potential effects related to water supply and water distribution facilities. The mitigation measures include performance criteria and enforcement actions that would be based on the results of monitoring, to most appropriately quantify and qualify mitigation action.

The TASC is referred to Table 16-3, which summarizes projected annual water demand by alternative. Mitigation Measure PSU-1a addresses the need to meet peak demand for snowmaking through new infrastructure and assures that the Project Applicant is held responsible for connection and service fees and any additional environmental review.

Comment 19-13

*Comment Summary – The DEIS Fails To Disclose Potential Problems With Future Water Supply Based On Predictions Of A Significant Change In The Tahoe Climate. The DEIR/DEIS Fails to Fully Assess Climate Change and Impacts on Water Supply. TASC presents meteorological conditions from TERC State of the Lake Report 2008. The DEIS must:*

*Fully analyze climate change and associated impacts on water supply, delivery and all related matters. Analyze how water demand will be met for the project in light of less water in the future (we recommend a 25% reduction be used in this assessment, per possible scenarios discussed in past discussions during climate change presentations). Analyze the impacts of established climate change trends on snow supply. Analyze the impacts of climate change on snow making needs, and how this will affect water demand (assuming, until otherwise proven successful, that water for snow-making is based on existing technology).*

Please see Master Response 21 regarding the water supply assessment. TASC comments state a lack of support for the TROA regulatory determination of 16 percent consumptive use related to snowmaking water applications. The TASC requests a number of analyses that are outside of the scope of the Project and that are not required by federal, state or local policies or regulations. Climate change is a regional and global phenomenon. The comments fail to substantiate how the requested analysis could be addressed at the project-scale. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 19-14 *Comment Summary – Economic Impacts and Climate Change (including impacts on ongoing mitigation), The DEIS should therefore analyze:*

- *A list of all mitigation measures which will require ongoing funding from the owner;*
- *A list of all mitigation measures which will require ongoing use by a certain number of people to be economical;*
- *A smaller scale project which, because less is built, requires less mitigation to mitigate impacts. Within this smaller scale alternative, the EIS should also list the mitigation measures that will require ongoing funding by the owner.*

Chapter 21 presents the mitigation and monitoring plan for the Project. The implementing entity listed would be responsible for funding, which is HMR or the Project Applicant unless otherwise stated. Alternative 5 is the compact Project area/reduced size project, which has been analyzed throughout the DEIR/EIS. Chapter 21 presents the MMP for Alternative 5, which includes all mitigations with Alternative 5 listed in the "Alternative" row.

Comment 19-15 *Comment Summary – When TASC first spoke with the owner regarding the Project, they were told that two of the ways the Project would reduce traffic impacts would be: (1) to reduce the traffic from day skiers coming from out of the Basin based on the assumption they would stay overnight at the resort instead; and (2) to reduce peak traffic, based on the assumption that skiers would instead come to and/or leave HMR during non-peak times and stay longer (e.g. more overnight stays during the week and less skier traffic on weekends). TASC submitted a letter to Project Applicant on 01/23/2008 and asked for specific demographic data (see list of existing usage data requested).*

See Master Responses 9 and 10. The traffic analysis was prepared using the best available data to represent the Project. The traffic analysis was prepared to represent peak visitation of the Project on an order of magnitude basis. It should be noted that transportation impact analyses inherently include a certain amount of fluctuation that is unavoidable due to the nature of human activity. State-of-the-practice methodology is to analyze the peak traffic period and design/mitigate the roadway system to accommodate that scenario. Therefore, while data with regards to the specific characteristics of potential visitors (such as income, job status, home ownership information) was not collected, assumptions presented throughout the analysis are founded on the best data available and/or engineering judgment based on logic and specialized expertise in traffic engineering and transportation planning. It is beyond the reasonable scope of the DEIR/EIS analysis to require the detailed surveys requested and is not typical practice within the Tahoe Basin or a requirement of the local agencies.

- Comment 19-16 *Comment Summary – Survey Data: What other demographic data are available? For example, what are the ages, incomes and job status of non-local users? This will affect their expenditures (age & income) and days/times when they could stay overnight (job status working M-F vs. retired), etc. Have there been surveys to assess demand/desire for overnight accommodations at Homewood by existing non-local users? (The Project indicates there will not be additional non-local users but rather a shift of existing non-local users from peak weekend travel times to a more spread out/off peak time, so we are looking for all information available to help us better understand this demand and therefore how the proposal accommodates it).”*
- See response to comment 19-15.
- Comment 19-17 *Comment Summary – Peak Traffic: we asked how many non-local customers have 2nd homes in the Basin, since clearly this group already has local accommodations.*
- We appreciate that HMR was quickly responsive to our requests and provided as much information as they could, however, the data that we needed to best understand this assumed demand for off-peak accommodations was not available. This has been mentioned in recent presentations by HMR, This is a nice idea but remains unsupported by any evidence. Further, other Basin locations providing overnight accommodations still experience peak usage on the weekends (e.g. Heavenly Valley Resort & Stateline area, which provides ample overnight accommodations).*
- Thus, what we see proposed is a Project that will bring an additional ~1,000 to 1,400 or more people to Homewood with the likelihood that most of that increase will add to peak time densities, both in Homewood and on the roadways in and out of Homewood.*
- For consideration, we separate impacts to traffic into two categories: (1) Additional traffic/VMT from HMR customers coming to and from the Basin; and (2) Vehicle impacts from HMR guests during their stay.*
- See response to comment 19-15. See Master Response 10.
- Comment 19-18 *Comment Summary – TASC examines impacts from guests driving to and from HMR from outside of the Basin. DEIS must clearly provide all of the evidence necessary for the public to perform the same technical analysis.*
- See Master Response 9 and 10. The VMT methodology is disclosed in the DEIR/EIS. Trip lengths for the HMR vicinity were provided by TRPA based on the TRPA travel demand model. The existing origins of Homewood day-skiers within the Tahoe Basin will be similar to those of the Project. For example current day skiers travel to Homewood through Tahoe City, Emerald Bay, etc. The trips generated by the Project will also have a similar "in-basin" trip pattern; therefore, the trip lengths and VMT will be similar whether an existing day skier or a future hotel/lodging guest arriving to/leaving from the resort. Since the wintertime analysis shows that existing day skier trips are more than Project trips, VMT will not increase. VMT outside of the Tahoe Basin may increase due to resort guests traveling from further away origins to stay at the resort for multiple days; however, TRPA does not require disclosure of this information and it would be highly speculative.
- Comment 19-19 *Comment Summary – TASC examines traffic once visitors are at HMR. The EIS must analyze the specifics of these services, including hours of use, number of trips, ridership, etc.*

*The EIS should analyze various levels of ridership/use of these services, including an assessment based on low ridership and then varying degrees of ridership, up to that expected from the Project.*

*Expected ridership must be based on sound quantitative/survey data, which must be included in the EIS.*

*The EIS should use data from other Basin areas wherever available to assess expected use and trends. Where data are not available locally, the source of data used, including all associated assumptions and other inputs (and uncertainties), must be included in the EIS.*

*The EIS should explain the funding source for various services to show what services (or portion thereof) will be funded by HMR versus other public or private entities and thus operate regardless of funding from HMR. This will allow for the determination of which mitigation measures rely on ongoing funding from HMR (to address questions posed under the Climate Change section). This will also inform the public of which services are covered by tax dollars.*

*The transportation analysis should also include a survey, performed by survey experts with a sufficient number of participants to be statistically valid, assessing how many guests at other similar facilities in the Basin drive to locations during their stay (i.e. many visitors take a scenic drive around the lake). We appreciate HMR's desire to connect to other Regional services, including (hoped for) future waterborne transit to other Basin areas, but until such services are established, we must assume that visitors will drive to some locations (especially driving a circle around the Lake) regardless of services offered in the Homewood/west shore vicinity. DEIS must clearly provide all of the evidence necessary for the public to perform the same technical analysis.*

See Master Response 9. The analysis was prepared using state of the practice methodology and information on the alternative mode operations (i.e. frequency, size of transit vehicle, etc.). The non-auto mode analysis is conservative, and does not assume that the transit vehicles will achieve full occupancy, rather 50% during peak periods, and 25% during off-peak periods.

Comment 19-20

*Comment Summary – Parking: The total proposed parking is less than the existing parking space of 942 plus 280 on-street parking spaces. Thus reiterating TASC's concerns expressed in the transportation section that this Project will add more vehicles to the transportation network in the Homewood area and along ingress/egress routes for the Basin. According to the parking counts provided by HMR, there may be over 400 ski visitor vehicles on peak days. Therefore, there will be fewer parking spaces than peak period demand. • The DEIR/EIS does not provide sufficient quantitative analyses showing the mitigation measures that will reduce vehicle use by day users so that parking capacity is not exceeded. Inputs and assumptions to this analysis must be included in the EIS.*

*The DEIR/EIS does not sufficiently explain how any signage will work. HMR refers to the sign used for Northstar at Tahoe as a successful example (below) but the situations are not comparable, because all skiers driving to Northstar come through the main entrance off of highway 267 (above right), therefore there is no group of skiers that would miss the sign as they travel to the resort (unlike those living between Tahoe City and HMR). •The DEIR/DEIS fails to discuss how the lag time situation will be addressed.*

See Master Responses 9 and 12. Homewood will provide signage plans for the Project in the Parking Management Plan. The plan is being developed and it will be approved by the Development Review Committee prior to Improvement Plan approval for any Project phase.

Comment 19-21 *Comment Summary – North Base – Summer Use: HMR has discussed the use of the parking lot in the summer by vehicles with boat trailers using the boat launch across the street. Due to the emissions (air, water and noise) caused by motorboats, any increase in motorboat use caused by this Project must be considered in the final environmental analysis. Traffic impacts from additional vehicles associated with the boat parking must also be considered.*

Please see response to comment 328-9 and Master Response 12.

Comment 19-22 *Comment Summary – Roadway Network: TASC questions the ability to maintain response times (because Project will add traffic) on SR 89. Mitigation is insufficient.*

See Impact Trans-3. The proposed Project and Alternatives have a significant impact at the SR 89/Granlibakken Road intersection, but recommended mitigations are provided at this intersection that improve the LOS and delay to better than existing conditions. The delay at the remaining study intersections increases by less than 10 seconds during the summer and less than 20 seconds during the winter with the Project.

Comment 19-23 *Comment Summary – Construction Traffic: Soil conservation threshold is significantly impacted by 81,000 dump truck loads.*

Please see response to comments 14a-13 and 14a-52.

Comment 19-24 *Comment Summary – Wildfire: The Project could add hundreds of new vehicles to that already clogged roadway, and put ~1,000 or more people into a dangerous situation. We should be first assessing how we will protect existing communities in the event of a fire before we consider adding more people to the area. The FEIR/EIS must include the plans for how existing communities would be evacuated in the event a wildfire breaks out. The FEIR/EIS must then assess how this will occur with 1,000 to 2,000 more people. We understand HMR is considering waterborne transit options for evacuation in the event of a wildfire. The FEIR/FEIS must include a description of this plan and evidence supporting its application for this purpose (and the ability to provide ongoing funding regardless of HMR profit or loss).*

Please see impacts HYDRO-4, page 15-111, Mitigation Measure PS-1, page 17-14, and Mitigation Measure PS-2, page 17-15.

Comment 19-25 *Comment Summary – Avalanche, Landslides: FEIR/S should disclose evacuation methods for winter use as well (more discussion of winter dangers is below). The FEIR/EIS must discuss this danger and provide the technical details behind the findings of the report mentioned in the IS. The FEIR/EIS must include risk assessment for these dangers, including existing conditions and any existing overnight uses currently in areas where these threats may occur and a comparative risk assessment for the proposed project and alternatives.*

- *The FEIR/EIS must discuss proposed ‘mitigation’ in detail, including the established level of effectiveness (for example, evidence indicates that in “10” areas where the proposed mitigation method has been consistently used, avalanches have occurred “#”times).*

- *The FEIR/EIS must clearly show where dangers exist, and at what level of risk, for all areas of the project site. For example, the avalanche danger to the residences at south base may be different than the danger posed to guests at north base. We recommend an alternative be considered which minimizes, if not outright eliminates, placing overnight accommodations in areas where threat from avalanches, landslides, and rock falls exist.*

Impact GEO-1 (p. 14-39) analyzes landslides, rock fall and general slope instability from seismic activity. Impact GEO-2 (p. 14-44) analyzes unstable soil conditions as related to project construction and operations. Development, specifically overnight accommodation structures, is not proposed in areas where landslides, rock fall or slope instability exists. The Project creates no change to avalanche potential and places no new development in avalanche areas. Avalanche control will continue to be implemented within the ski area where avalanche potential currently exists. Avalanche control is a component of the ski operations, management, and maintenance actions.

Comment 19-26 *Comment Summary – The FEIR/EIS must document benefits required by the existing Regional Plan and benefits received in addition to those ‘baseline levels’ which justify this project’s approval for the CEP program. This should be presented in an easy to read, clear format, such as a table. The FEIR/EIS must analyze the impacts of the project on all thresholds. Further, because this is a CEP project, the FEIR/EIS must show how the proposed project provides benefits substantially above those required by the existing Regional Plan and threshold standards*

The DEIR/EIS includes project benefits in Chapter 2.0, Table 2-2 and in Chapter 6.0, Table 6-2. Project impacts are analyzed in the DEIR/EIS in Chapters 6.0 through 20.0. Without a specific reference to an inadequacy in the document, no further response can be provided.

Comment 19-27 *Comment Summary – Air Quality: More VMT means more tailpipe emissions and more re-suspended road dust. These pollutants affect human health, forest health, water quality and visibility. The FEIR/EIS must assess the impacts of the projects on all alternatives on all federal, state and TRPA air quality standards. Emphasis must be given to carbon monoxide and ozone. No net increase in these pollutants can occur. Disclose all transportation impacts for all trips within Basin.*

The commenter states that the Project will generate emissions that impact air quality and human health, and that the FEIR/EIS must evaluate these impacts in light of federal, state, and TRPA air quality standards. The commenter suggests that emphasis should be placed on carbon monoxide, ozone, and particulate matter. The commenter believes that the Project should produce a net decrease in all emissions.

The air quality analysis presented in Chapter 12 of the DEIR/EIS uses adopted state and local air quality standards to evaluate the Project’s impact on air quality. Please refer to Table 12-7 in the DEIR/EIS for a summary of these standards. Consistent with guidance published by the PCAPCD and TRPA, the primary criteria pollutants within the LTAB, including ozone, carbon monoxide, and particulate matter, were considered in the analysis and compared to the appropriate significance thresholds. Neither TRPA nor PCAPCD require Projects to result in net decreases in emissions. Rather both agencies have established thresholds (i.e., limits) for Project-level emissions. Therefore, the Project is not required to produce a net decrease in emissions. Please see Master Response 13 for additional discussion on the analysis of impacts of the Project on pollution and air quality.

Comment 19-28 *Comment Summary – Impacts to Air Quality from all non-transportation sources: Stationary sources (heating-related emissions, boiler emissions, other stationary sources); Fugitive dust during construction (include existing fugitive dust from Project area); Re-suspended dust from the Project area (e.g. parking lots and garages); Emissions from residential (and commercial, as applicable) outdoor barbeques, smokers, etc., and indoor devices which emit pollution such as restaurant grills. This should include emissions from the proposed kitchen at the mid-mountain lodge in addition to all such sources at the North and South Base. Any proposed prescribed burning for fuels reduction. We encourage restorative ecological burning when air conditions are ripe for burning (and the use of non-burning methods to remove biomass).*

The commenter provides a list of potential impacts to air quality from non-transportation sources. This list includes stationary sources (heating devices), fugitive dust during construction, road dust, cooking appliances, outdoor barbecue grills, and prescribed burning. Emissions from stationary sources, fugitive dust, and road dust are analyzed and disclosed in Chapter 12 of the DEIR/EIS. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality. No prescribed burning is proposed as part of the Project (Alternative 1/1A) or Alternatives.

Implementation of the Project will likely increase the number of barbecue grills. Because the number and use of these grills is driven by several external factors (e.g., population, season), it is currently unknown by what factor grill usage will increase as a result of the Project. Consequently, the DEIR/EIS does not quantify potential emissions associated with outdoor barbecue grills because such analysis would be speculative. The following footnote has been added to Chapter 24, Section 12.4.2, page 12-46, paragraph 3 of the FEIR/EIS:

Note that additional gas and/or propane may be used by outdoor barbecue grills operating at Project-area residences and hotels. Because the number and use of these grills is driven by several external factors (e.g., population, season), it is currently unknown by what factor grill usage will increase as a result of the Project. Consequently, this analysis does not quantify potential emissions associated with outdoor barbecue grills because such analysis would be speculative.

Comment 19-29 *Comment Summary – VMT and Water Quality: Assuming all visitors will still want to drive to HMR. The FEIR/EIS must analyze the impact of VMT on water quality from arriving and departing guests on all roadways in the Basin.*

Please see Master Response 18.

Comment 19-30 *Comment Summary – TASC recognizes water quality and BMP works that HMR has completed to date. What is the difference between the required BMPs and water quality benefit proposed by the project.*

The TASC is referred to Appendix Z. Table 15-7 presents annual storm water sediment loads modeled for existing conditions, BMPs sized for the 20-yr, 1-hr design storm, and BMPs proposed by the Project. Table 15-8 compares annual sediment loads from 20-yr, 1-hr BMPs (current TRPA, Lahontan and Placer requirement) to sediment loads from Project BMPs, expressed as percent reductions. For example, based on a wet water year (WY 2006) the Project BMPs would reduce sediment loads by 80.2% as compared to 20-yr, 1 hr BMPs.

Comment 19-31 *Comment Summary – The FEIR/FEIS should disclose the areas that will be included in the proposed 500,000 sq. feet of restoration performed with the grant funding.*

- *Recognizing this work may already be completed by now, we would ask for an explanation of the project, methods, assumptions, inputs and any equations associated with the outcome of the project, and any further studies. If successful, will methods be applied to other parts of the Project area in the future.*

Figure 14-4 illustrates the portions of the Project area treated since 2006 (i.e., land coverage removal and restoration and disturbance restoration, as detailed in Appendix HH-1) and Figure 14-5 illustrates additional portions of the Project area identified for land coverage removal and restoration and disturbance restoration. Grant monies were received and match by Project Applicant. HMR contracted with IERS to complete restoration monitoring and TMDL field verification exercises. Please see Master Response 17 for additional details regarding TRPA land coverage analysis.

Comment 19-32 *Comment Summary – The FEIR/EIS must disclose the load reductions which can be mitigated based on existing technology. We cannot simply assume that future (unproven) technology will be effective.*

- *We also look forward to the FEIR/EIS providing more information regarding the newer proven technology available that may be utilized at HMR. We understand HMR may also test new technology, but impact analysis should only be performed on technology already proven effective. Finally, the project impacts must be compared to the TMDL findings and requirements.*

The DEIR/EIS discloses the areas of the 500,000 square feet of land coverage removal and restoration in Figures 14-4 and 14-5. The TASC is referred to monitoring reports prepared by IERS for methodology, results and conclusions of restoration projects. Some information is summarized in Chapter 15, Section 15.1.3. The TMDL will allocate sediment loads to municipalities within the Lake Tahoe Basin. The TASC is referred to pages 15-61 through 15-65 for a summary of sediment load reductions anticipated for the Project area. Appendix Z details the quantification of project design benefits for water quality.

Comment 19-33 *Comment Summary – HMR proposes to reduce overall land coverage, and the DEIR/EIS mentions 10% reduction but does not disclose how this reduction was calculated.*

Table 14-6, column Total Buildout Land Coverage shows that upon completion of Phase 1 and Phase 2, land coverage is reduced under Alternatives 1, 3, 4, 5 and 6 as compared to Alternative 2 (No Project Alternative/existing conditions). To get the percentages divide Total Build out Land Coverage by Existing Land Coverage times 100. Please see Master Response 17 and response to comments 13a-81, 14a-3, 14a-4, 14a-5, 14a-6, 14a-10, 14a-12, 14a-67, 19-31, 19-33, 19-49, 19-50, and 19-67, addressing various aspects of TRPA land coverage analysis.

Comment 19-34 *Comment Summary – There will be more parking spaces. This will require more deicing in the winter months. Even if snow doesn't fall directly on lower levels of the parking garage, it may melt during the day and freeze at night. Will HMR sand and salt the parking garage? Or will there be built in heating under the pavement? If more deicing agents will be used, the impacts to water quality must be analyzed (as well as to vegetation).*

One benefit of underground parking compared to surface parking is the reduced need for abrasives and deicers for snowmelt management and general public safety. The Project does not propose the use of deicers and abrasives in the underground parking areas. These materials are unnecessary because the underground structures are not exposed to snow deposition and resultant melt. Materials that do enter the structures will be addressed during routine maintenance of the structures (Please see Mitigation measure HYDRO-1d). The TASC is referred to page 15-56 for the analysis of winter roadway and snowmelt management. Additionally, the Lahontan WDRs regulate the control of non-storm water discharges.

Please see impact HYDRO-1 for analysis of snowmelt management associated with aboveground parking areas, including some areas of snowmelt managed by heated pavement and pavers along walk ways.

Comment 19-35 *Comment Summary – The Project will bring ~1,200 or more additional people into this small community. This will no doubt increase noise in the area (through vehicle noise, talking, radios, etc.).*

Please see Master Response 16, which discusses noise impacts associated with the Project.

Comment 19-36 *Comment Summary – The topography and layout of the Homewood community is likely to exacerbate the noise impacts of outdoor concerts. Sound may in essence ‘echo or bounce’ off the mountain. Additionally, residences are located right next to North Base (on both sides), whereas there is at least some distance between the concert venue at Harvey’s and nearby residences. The noise impacts from this outdoor amphitheater on the Homewood community will be substantial.*

Please see Master Response 16, which discusses noise impacts associated with the Project.

Comment 19-37 *Comment Summary – Noise impacts to wildlife in the area may also be substantial. Further, just south of the North Base is the “Homewood Wildlife Inc.” – a local wildlife shelter that has existed there for years. This shelter houses wildlife which could be disturbed by the noise from an outdoor concert.*

As discussed in response to Comment 55 from Letter 13a, amphitheater noise was discussed qualitatively, and the DEIR/DEIS identifies that the activities at the amphitheater are currently part of the existing noise environment, as concerts currently occur at the resort. While concerts have taken place at the resort for a number of years, it has not been demonstrated that the concerts have led to adverse effects to wildlife, and performing a species-specific analysis of the effects of noise to wildlife is beyond the scope of his environmental document.

Comment 19-38 *Comment Summary – The DEIR/EIS must analyze the noise caused by the outdoor amphitheater and examine noise impacts throughout the Homewood community. The DEIR/EIS must examine the most recent science regarding noise impacts to humans and wildlife. This assessment must look at both chronic exposures, periodic exposures and acute exposures. The DEIR/EIS must assess impacts on wildlife, accounting for wildlife life cycles and how noise may affect wildlife different during different times of the year. We also hope DEIR/HMR will discuss noise impacts on the local wildlife shelter to make sure those wildlife, many of which are ill and recovering (and thus may be more affected by noise than healthy wildlife), are protected).*

Please see Master Response 16 for a discussion of noise impacts, and response to Comment 70 from Letter 14a for a discussion of amphitheater noise. Please see response to Comment 37 from Letter 19 for a discussion of impacts to wildlife. Regarding the evaluation of chronic, periodic, and acute exposures to noise, the DEIR/DEIS used accepted methodologies, models, and thresholds to evaluate noise impacts associated with the Project. There are currently no accepted methods by which to objectively evaluate and determine the significance of adverse health effects due to exposure to environmental noise.

Comment 19-39 *Comment Summary – The DEIR/EIS must provide an existing inventory for the following (and the existing attainment status per TRPA’s threshold standards) as well as an analysis of impacts to thresholds for each alternative: FEIR/EIS should also analyze impacts to all wildlife, regardless of designation. Analysis and inventory should include any wildlife using the area for migratory or other ‘temporary’ purposes.*

Comment does not provide basis as to why all wildlife should be analyzed other than it should be done. Impacts to migratory species are discussed in BIO-3. Impacts to sensitive habitats are disclosed in impacts BIO-4, BIO-5, BIO-7 and BIO-8. Impacts to common wildlife species area also mitigated through Mitigation Measure BIO-4b that requires a trash management program.

Comment 19-40 *Comment Summary – The DEIR/EIS must provide an existing inventory for the following (and the existing attainment status per TRPA’s threshold standards) as well as an analysis of impacts to thresholds for each alternative: Impacts to fisheries from the project, both in Lake Tahoe and any impacts to riparian areas within, above and adjacent to the Project area; Impacts may also occur through increased demand for water associated with limited water supplies.*

Impacts BIO-1 and BIO-3 identify impacts to fisheries and require mitigation measure BIO-3 that requires the SEZ restoration plan for Homewood Creek to include design elements that enhance fish habitat in the area.

Comment 19-41 *Comment Summary – The DEIR/EIS must provide an existing inventory for the following (and the existing attainment status per TRPA’s threshold standards) as well as an analysis of impacts to thresholds for each alternative: Impacts to scenic quality. The FEIR/EIS must analyze impacts to views from Lake Tahoe (near the Homewood shoreline, mid-Lake and across the Lake, at a minimum), from the beach in Homewood, from SR 89 (both directions), from all hiking trails with views of HMR (not just exclusive to trails in Homewood), etc. Scenic impacts must provide a net benefit above and beyond that required by the existing Regional Plan. Visual simulations must be done for all of these aspects for each alternative.*

*We are also interested in an explanation for how adding 3-4 story buildings to an area with minimal existing height and relatively few buildings (and a relatively large view of the mountain) can provide a scenic improvement.*

Please see Chapter 10 revisions outlined in Chapter 24 regarding visual impacts, which are discussed in Impacts SCENIC-1 and SCENIC-2. Visual simulations are provided in Chapter 10. Figures 10-5,10-6, and 10-7 provide existing and proposed views of the site from 1,300 feet from the shoreline in Lake Tahoe. Figure 10-8 provides existing and proposed views of the project area from the lake at 5,200 feet from the shoreline. As shown in Figure 10-8, little is visible at 5,200 feet from the shoreline; therefore, the proposed structures would not be any more visible from

across the lake. Figures 10-10 through 10-13A provide visual simulations of the project area as viewed from SR 89. Figures 10-15 through 10-17 provide visual simulations of Alternative 5, which includes more massive buildings near SR 89. The visual benefits of the Project are provided in Table 2-2 and 10-9, and include undergrounding utilities, integration of landmark trees, implementation of landscape improvements, sign conformance, architectural improvements, articulated design, natural building materials, public art, and replacement of surface parking with landscaping and pedestrian paths. Although some structures include 3 and 4 stories, it is important to note that the number of stories within one structure results from the existing slope onsite with the structure side-stepped up the slope. Had the structure been divided into detached separate buildings of one to two stories, then the visual effect would remain the same as discussed in detail in Impact SCENIC-1. As discussed in the TRPA Scenic Resources Inventory, Scenic Quality Improvement Plan, and Scenic Resource Units (See Section 10.1.3 and 10.1.4 of the DEIR/EIS) travel route and scenic quality ratings include the scenic enhancement provided by human-made features. Further, measurement subcomponents of unity, vividness, and variety integrate man-made features into the rating. A parking lot void of landscaping or vegetation is not necessarily visually superior to a building constructed with natural materials, color, architecture, and articulation, as well as landscaping, simply because the parking lot does not block views of mountain ski slopes and the TRPA scenic quality rating system acknowledges this. The impact on the scenic ratings is provided in Tables 10-10, 10-11, 10-12, and 10-14.

Comment 19-42 *Comment Summary – The DEIR/EIS must provide an existing inventory for the following (and the existing attainment status per TRPA’s threshold standards) as well as an analysis of impacts to thresholds for each alternative: Impacts to vegetation. HMR has provided TASC with information regarding fuels reduction projects in the past, although we anticipate more information will now be available. The EIS must explain the prescription for thinning throughout the mountain (for each different ‘ecological unit’ – in other words, where the prescription varies) and the support for such prescriptions. Will removed biomass be sold commercially? Burned? Hauled away? We also encourage the use of burn days for restorative ecological burning on the mountain and the removal of biomass through non-burning means wherever possible.*

Mitigation Measure BIO-10, Prepare Forest Plan and Tree Protection Plan for Homewood Mountain Resort, is required for compliance with TRPA Code Chapter 71. The plan will provide details as to types of thinning proposed and treatments.

Comment 19-43 *Comment Summary – Analysis must also address other vegetation thresholds (in addition to those related to trees) and all other applicable vegetation standards.*

Diversity of plant communities is addressed in impact BIO-8, sensitive natural plant communities is addressed in BIO-7 and sensitive plants are discussed in BIO-6.

Comment 19-44 *Comment Summary – The FEIR/EIS should also discuss invasive weeds and the impacts of all alternatives on providing opportunities for establishment and/or removal and prevention of invasive weeds.*

BIO-6 discusses introduction of noxious weeds and includes required mitigation for a Noxious Weed Risk Assessment and Eradication.

Comment 19-45 *Comment Summary – The FEIR/EIS must distinguish between retail uses and recreational uses as defined by TRPA’s thresholds and Regional Plan.*

The Project includes up to 25,000 square feet of commercial (e.g., retail) space to be used at the North Base and Mid Mountain area. The Project also proposes uses that are accessory to the ski resort (e.g., food and beverage, gift shop) and the proposed hotel (e.g., restaurants, spa, fitness center). These uses are outlined in Chapter 3 of the DEIR/EIS.

Comment 19-46 *Comment Summary – The FEIR/EIS must also assess project’s lighting impacts on “night sky”. This is an issue the public repeatedly expressed concern with during the P7 public workshops, and one we hope the new Regional Plan will address.*

Please see Impact SCENIC-3 in the DEIR/EIS, which analyzes light pollution impacts. Compliance with TRPA and Placer County policies regarding lighting are integrated into the project design and will be followed and implemented.

Comment 19-47 *Comment Summary – The FEIR/EIS should analyze the potential for the introduction of invasive species to Lake Tahoe. We do not encourage increased boat launching due to the environmental impacts of motorized boat use; however, either way, might there be opportunities to host a boat washing station at the parking lot? Perhaps boat washing and inspections could be a combined program that all users must utilize before being allowed to launch across the street.*

Comment noted. Commenter expresses a suggestion for a component to be included in the Project. Currently a boat washing station is not a part of the proposed Project.

Comment 19-48 *Comment Summary – Both base areas include open space areas for both public and private use. The base area master plan graphic is being updated to more clearly identify these areas. Definition does not include a ‘pedestrian village’ amidst tall buildings, shops and timeshare/condo units, nor a cobble-stoned covered area with benches and lampposts (note the first part of TRPA’s definition states “no land coverage.”). HMR cannot refer to this pedestrian village area (or ice rinks or swimming pools) as “open space.” We encourage HMR to inventory existing “open space” within the Project area per TRPA’s chapter 18 definition. Then, HMR should include a net improvement in the amount of open space in the alternatives analyzed in the EIS.*

Table 6-2 discusses open space as the landscaped frontage adjacent to SR 89, the North Base area that is centered around the seasonal public ice pond area and miniature golf, the linkage from the public/pedestrian oriented spaces to the hiking trail system, and in terms of deed restricting the mountain area behind the base areas from further non-recreational development. TRPA Chapter 18 defines open space as "Land with no land coverage and maintained in a natural condition or landscaped condition consistent with Best Management Practices, such as, deed restricted properties and designated open space areas." The Project does not claim the North Base open space area will reflect pedestrian villages in Aspen as alluded in the comment, and makes no mention of "cobblestone paths" or "lampposts". While some covered areas, such as the swimming pool, will be located in, but not counted as, open space within the open space areas, these areas will also include natural, uncovered areas. The TRPA definition does not preclude open space from areas adjacent to structures or commercial and tourist land uses. Open space will benefit from the Project because Homewood is committing in the Master Plan to deed restrict the upper mountain as a recreation-only use. Currently, the upper mountain area could be developed with estate home sites and is not protected.

Comment 19-49 *Comment Summary – Mid-Mountain Lodge: The mid-mountain lodge, will add substantial coverage to this area on the mountain. What is the existing coverage (hard and soft) for this area? We understand this will be constructed where currently, a cement foundation exists. What size is this foundation? What coverage was permitted for this area in the past? Is there coverage here that has not been permitted? How does this compare to the proposed coverage of this lodge?*

Please see Figure 14-8, which discloses that most of the land coverage at the mid-mountain is proposed. Existing land coverage in this area was verified by TRPA staff. Existing land coverage at the Mid-mountain is verified at 5,412 square feet located on LCDs 4 and 6. Allowable land coverage in this area is 159,882 square feet. Proposed land coverage (81,251 sf in LCDs 2, 4 and 6) in the mid-mountain area will not exceed allowable base land coverage; however, TRPA Code requires that land coverage be analyzed for the entire Project area for the DEIR/EIS, not for individual parcels (IPES - Code Chapter 37) or individual portions of the Project area. The TASC is referred to TRPA Code Subsection 20.3.D(1), for determination of the Project area, Subsection 20.3.A, which outlines base land coverage requirements and Subsection 20.5.A(1) which presents the excess land coverage calculation.

Comment 19-50 *Comment Summary – Additionally, the proposal discusses transferring the vehicle shop/maintenance facility to the mid-mountain lodge. This requires that maintenance vehicles now drive up to the mid-mountain lodge. What are the environmental implications of this, as well as adding coverage to this area when compared to its existing location at So. Base? What are the land capabilities from the “transferred from” to “transferred to [mid-mountain]” areas? Finally, where is the next environmental benefit here?*

The main function of the Project area is for wintertime sports, although year round maintenance and access to the upper mountain is necessary in the summer. The relocation of the maintenance shop to the mid-mountain area allows for refueling and repair of snowcats, snowmobiles and other winter-use equipment without vehicles and equipment having to drive to the base areas. In the summer, rubber tired maintenance vehicles will be based out of an offsite commercial maintenance establishment instead of the South Base Area (following Phase 2 implementation). The relocation of the maintenance shop from the South Base, which contains a section of Homewood Creek, reduces the potential for accidental spills of at times hazardous materials from impacting an SEZ, a perennial creek and Lake Tahoe.

Land coverage that is relocated to the mid-mountain area must be from a comparable or lower capability LCD to a higher capability LCD in all cases. Please see DEIR/EIS page 14-59 for TRPA Code Subsection 20.5.C for relocation of land coverage within the Project area. The environmental benefit from relocation of land coverage for all Tahoe Basin projects is that land coverage must come from a comparable or lower capability LCD to a higher capability LCD with the land coverage from the lower capability LCD being removed and restored in accordance to the requirements of TRPA Code Subsection 20.4.C, with development on lower capability LCDs reducing over time and moving TRPA towards threshold attainment.

Comment 19-51 *Comment Summary – We suggest an FEIR/EIS alternative be included which minimizes the mid- mountain lodge so it is based on existing legal coverage. Also, we hope the lodge would be fully open to the public.*

The mid-mountain lodge must be constructed using legally existing land coverage within the Project area that is relocated to the mid-mountain in accordance with TRPA Code Subsection 20.5.C under Alternatives 1, 1A, 3, 4, 5 and 6.

Comment 19-52 *Comment Summary – Are there opportunities to use development rights elsewhere in the NSCP? This must include the impacts of using these units within the boundaries of the North Stateline Community Plan and the impacts of using these in the proposed project. The two locations are different in numerous ways, including topographical, social, transit-related, environmental, proximity to lake, economic, demographics, etc. The FEIR/EIS must analyze all of these parameters associated with the use of these units at each location before any conclusions can be drawn regarding the benefits (or consequences) of any proposed transfers.*

*This assessment should also address the ability of each area to evacuate in the event of a wildfire or other emergency.*

*Are there units within the same or adjacent watershed to Homewood that could be utilized instead? We question whether it is beneficial to transfer in- development allocations to an area that is already ‘maxed out.’*

Please see Master Response 5.

Comment 19-53 *Comment Summary – There is the issue of the size and use of the units. The units being transferred to HMR should be of the same size and nature as where the units are coming from. We do not believe it is an ‘equal’ transfer to ‘exchange’ (for example) a small, 300’ hotel room and use it to construct a massive, 4 bedroom house or condo.*

Please see Master Response 5.

Comment 19-54 *Comment Summary – Decisions regarding the transfer of use cannot be made based on the assumption that a proposed project will be approved at some future date. The EIS must assess the impacts based on existing conditions. The cumulative impact assessment must then consider potential impacts from possible future projects.*

Please see Master Response 5 and response to Comment 14a-82.

Comment 19-55 *Comment Summary – There is concern with the cumulative impacts associated with transferring development from one end of the lake to almost the other end of the lake. There are site- specific issues associated with development in each location. We do not believe such transfers can simply be called 1:1, nor can transfers be assessed on an individual basis when cumulative impacts exist.*

*The cumulative impacts must be considered for all proposed transfers to the HMR project, in addition to all proposed transfers from other current, proposed and anticipated future projects in the entire Basin.*

Please see Master Response 5, and response to comments 13a-67 and 14a-82.

Comment 19-56 *Comment Summary – We question whether there is sufficient demand for an additional 349 units in Homewood. The FEIR/EIS must include information regarding existing market trends, demand for housing and /condo units, etc.*

*The FEIR/EIS should also include an assessment of existing for-sale units within the vicinity of HMR, and a look at for-sale trends going back 5 years. If the market has been flooded with existing units for some time (e.g. 6 months, 1 year and longer),*

*then does it make sense to develop more units for sale while existing units remain on the market?*

Please see Master Response 3.

Comment 19-57 *Comment Summary – Question whether small businesses will survive without rent cap, if locally-owned ice cream shop is viable, hardware store is viable, and cumulative effect to community.*

1. A rent cap is not identified as a Project component.
2. a) This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.  
  
 b) This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.  
  
 c) See Table 7-1 for population by county in the Lake Tahoe Region. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 19-58 *Comment Summary – Concerned that the project is relying heavily on the tourist population to support local businesses, and this may result in future unoccupied developments (creating economic, social and environmental impacts).*

Please see Master Response 3.

Comment 19-59 *Comment Summary – Employee Housing: More analysis is needed on the number, type and pay range of existing jobs on the property and the same for jobs resulting from the proposed project. Additionally, what is the expected ‘cost’ (e.g. monthly rent, purchase price, etc.) for workforce housing and how does this compare to the jobs that will result at the project? Will employees of the new “village” be able to afford the 13 workforce housing’ units? What is the discrepancy between the on-site workforce housing [estimated to house 34 employees] (assuming employees can afford it) and the total number of employees? Where will the ‘additional’ employees live? Is there enough affordable housing? HMR needs to identify affordable housing for employees, but we do not feel it is appropriate, nor environmentally sound, to locate employees very far away from the actual Project area. An employee housing plan needs to be provided.*

Please see impact PEH-1 for analysis of workforce housing, specifically Table 7-7. The impact is determined to be potentially significant and requiring mitigation measure PEH-1. The comment that location of workforce housing far away from the Project area is neither appropriate nor environmentally sound is noted.

Comment 19-60 *Comment Summary – Although shuttles may help transport employees to and from HMR without their individual vehicles, there will be occurrences where employees will drive themselves to work. Perhaps they will park on a back street far enough away from HMR’s proposed “enforcement” of neighborhood streets. Or, perhaps they drive to a parking lot in Tahoe City and then take a shuttle. Regardless, this will*

*add VMT to the Tahoe Basin. It does not matter that the impacts will occur off the Project site – they will occur as a result of the Project. What evidence exists that employees will be willing to live so far away from where they work? (Also taking into account the pay and type of jobs the Project will create).*

Employee trips generated by the land uses of the Project are included in the trip generation analysis. Trip generation rates provided by ITE inherently include trips generated by employees. Therefore, whether an employee drives their car to Tahoe City to take the shuttle or drives directly to Homewood, VMT generated by that trip was included in the analysis. The commenter expresses an opinion regarding employees not willing to park far away from where they work. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 19-61 *Comment Summary – The must analyze alternatives for locating affordable housing for employees in the project’s immediate vicinity (Homewood). Another alternative should assess opportunities perhaps within 10 miles of the Project area (both ways).*

Please see Master Response 2. See impact PEH-1 for analysis of workforce housing. The CEP resolution requires that a portion of workforce housing be located on-site. Mitigation measure PEH-1 requires the preparation of a workforce housing plan identifying on-site and off-site housing options for review and approval by Placer County.

Comment 19-62 *Comment Summary – The cumulative impacts assessment must include the entire Lake Tahoe Basin, since every project in the Basin which draws visitors (or residents) to the Region will have an impact Basin-wide. The list of projects which must be assessed in this analysis include, but are not limited to: The 8 other CEP projects, such a 5 projects in Kings Beach and Tahoe Vista; Boulder Bay project at No. Stateline (Crystal Bay); 2 projects at SLT “Y” Sierra Colina Subdivision (near Kingsbury Grade area); Sandy Beach (Tahoe Vista), Beach Club (Kahle Drive, near Kingsbury Grade area), Redevelopment at So. Stateline (e.g. Convention Center, assuming it is built someday); Gondola Vista Timeshare Project; all other projects being contemplated by TRPA at this time; Projects outside of the Basin which will draw visitors to the Basin.*

TRPA Code of Ordinances Section 5.8.B(2) requires an EIS to include the significant environmental impacts of a project (TRPA 1987). Impacts are defined as direct, indirect and cumulative impacts of a project. Cumulative impacts are those that result from the incremental impact of an action when added to other past, present and reasonably foreseeable future actions. CEQA requires an EIR to discuss both the impacts of a proposed Project and potential significant cumulative impacts. The CEQA Guidelines require the discussion of cumulative impacts to reflect the severity of the impacts and the likelihood of their occurrence. This discussion, however, is not required to be as detailed as the discussion of environmental impacts attributable to the proposed Project.

CEQA Guidelines Section 15355 defines a cumulative impact as follows: “Cumulative impacts” refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

(a) The individual effects may be changes resulting from a single project or a number of separate projects.

(b) The cumulative impact from several projects is the change in the environment, which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

CEQA Guidelines Section 15130(a)(1) further states that a “cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts.”

CEQA Guidelines Section 15130(a) also requires that EIRs discuss the cumulative impacts of a project when the project’s incremental effect is “cumulatively considerable.”<sup>1</sup> If the combined cumulative impact associated with the project’s incremental effect and the effects of other projects is not significant, Section 15130(a)(2) requires a brief discussion in the EIR of why a cumulative impact is not significant and why it is not discussed in further detail. Section 15130(a)(3) requires supporting analysis in the EIR if a determination is made that a project’s contribution to a significant cumulative impact is less than cumulatively considerable; and, therefore, is not significant. CEQA Guidelines Section 15130(b) discusses the standards for analysis of cumulative impacts, and states that it need not be as detailed as the analysis of project impacts, but instead should “be guided by the standards of practicality and reasonableness.”

Individual resource area chapters in this EIR (Chapters 6-19) include a discussion of the cumulative impacts associated with the section topic based on the list of other related projects. To support each significance conclusion, the Draft EIR provided a cumulative impact analysis. Where project impacts were identified that together with the effects of other related projects could result in significant cumulative impacts, the potential impacts were documented.

CEQA Guidelines Section 15130(b)(1) defines consideration of one of the following two elements as necessary to provide an adequate discussion of cumulative impacts: “(A) a list of past, present, and reasonably anticipated future projects producing related or cumulative impacts, including those projects outside the control of the Agency, or (B) a summary of projections contained in an adopted general plan or related planning document which is designed to evaluate regional or area wide conditions.” Section 15130(b)(2) states: “[w]hen utilizing a list, factors to be considered when determining whether to include a related project should include the nature of each environmental resource being examined, the location of the project, and its type. Location may be important, for example, when water quality impacts are at issue since projects outside the watershed would probably not contribute to a cumulative effect. Project type may be important, for example, when the project is specialized, such as a particular air pollutant or mode of traffic.”

For the cumulative impact analyses, the DEIR/EIS used both a list of related projects in the vicinity of the North Shore of Lake Tahoe and, for some environmental topics, projections were considered where appropriate from identified planning documents or other sources. The list identifies related projects in the area, the parcel number, if available, a brief description of the project, and the status of the project. Agencies contacted to develop Table 20-1 include the TRPA, Placer County, USDA Forest Service LTBMU, TCPUD, Caltrans, and the CTC.

Cumulative impacts were discussed in terms of project impacts, in combination with impacts anticipated for the other related projects, including past, present, and reasonably foreseeable probable future projects within the vicinity of the project area. The geographic area for the cumulative impact analysis of each environmental resource varies, consistent with CEQA Guidelines Section 15130(b)(2) depending on whether the nature of the resource and the potential impact is regional in nature, such as air quality, or more local in nature, such as temporary noise during construction of the proposed Project.

The cumulative impacts for the more regional impacts of traffic and air quality used the list and calculations based upon the annual growth rate developed from the current TRPA travel demand model. Thus, the area-wide regional growth not included as part of the list of identified related projects has been taken into account.

Comment 19-63 *Comment Summary – The cumulative impacts assessment must evaluate impacts to all TRPA environmental thresholds. Fine sediment (sediment less than 20 microns) and phosphorous loading to Lake Tahoe (impacted by the development and associated VMT), Atmospheric deposition of particulates and phosphorous (largely correlated with VMT), Include all additional vehicle trips and VMT, Impacts on night sky from lighting, and Impacts of placing more people in areas at risk for wildfire.*

The DEIR/EIS was prepared to disclose whether the Proposed Project or Alternatives would result in significant impacts. Significant impacts are identified based on impact evaluation criteria that include compliance with TRPA thresholds. In order to approve the Project or an Alternative, TRPA must make findings that the environmental thresholds will not be degraded. Please see Chapter 21, Mandatory Environmental Analysis, Section 21.1 for Cumulative Impacts analysis. Please see Master Response 18 for discussion of TMDL and VMT topics. Please see Master Responses 9 to 11, addressing traffic and parking. The other items listed are analyzed in Chapter 10, Scenic Resources, and Chapter 17, Hazardous Materials and Public Safety.

Comment 19-64 *Comment Summary – The additional boats brought to the Basin and launched into Lake Tahoe due to this project and the cumulative effect of all other projects that will increase watercraft boat usage on Lake Tahoe. What are the emissions from the use of those watercraft (not just the truck pulling them)?*

The commenter states that the Project will increase the use of watercraft and that the impact analysis must account for emissions generated by these vehicles. Page 12-36 of the DEIR/EIS recognizes that Implementation of the Project may increase use of recreational watercraft, such as jet skis and boats. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality. Attributing emissions to such watercraft would therefore be speculative. However, based on the emissions associated with the hybrid water taxi (Tables 12-16 through 12-19 in the DEIR/EIS), potential emissions generated by these watercraft are likely to be small.

Comment 19-65 *Comment Summary – Project will add day use visitors and adding people to the day use at Desolation Wilderness will create additional impacts to that area. Taken with the thousands of additional people that would be brought into the Basin by the cumulative group of all proposed and expected projects, the impacts to Desolation Wilderness could be extremely substantial. What would be the impacts on the Granite Chief Wilderness? What about other trails, including the Pacific Crest Trail, Tahoe Rim Trail, and other popular trails such as the Meeks Bay Trail?*

Please see response to comment 19-62.

Comment 19-66 *Comment Summary – Consider smaller project footprint instead of revised mix of uses.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 19-67 *Comment Summary – There is no mention of what the building footprint and square foot build-outs would be under the proposed alternative 1 or any of the alternatives. This information is crucial to the understanding of the proposed scale of the development vs. the existing development, as is the proposed hard coverage of the project vs. the existing hard coverage of 288,277 sq. ft. This information should be provided to the public. See DEIR/DEIS, p.14-52.*

Building footprints are detailed on Civil Plan Sheets and presented in DEIR/EIS Table 15-9, to size stormwater treatment systems. TRPA verified existing land coverage is determined for the entire Project area, not just the Mid-Mountain area. The Mid-Mountain lodge will require the relocation of existing verified land coverage as discussed for comment 19-49. Creation of land coverage in this area cannot occur until land coverage is removed and restored elsewhere in the Project area, either prior to new land coverage creation or concurrently as part of the Project. As stated in Chapter 3, page 3-25, the area will be open (i.e., the pool and the lodge) to Westshore residents during summer months. Although the general public would not be denied use of the Mid-Mountain facilities, the desired general use of the area is for guests of HMR and residents of nearby West shore homes. This decision was based on input from Homewood residents.

Comment 19-68 *Comment Summary – As a CEP demonstration project, the HMR project should follow the CEP guidelines and code amendments should not be permitted.*

*We are also very concerned with the method that has been used to compare this proposed project. The DEIR/EIS compares the proposed project, to conditions which assume the code amendments have been granted, not to existing conditions at the site. This is a disservice and a misrepresentation to the community of the impacts of this project. The public would assume that a comparison would use existing conditions, not considering code amendments that have not yet been granted. The DEIR/EIS must clearly identify the maximum height for all buildings in all alternatives, and identify how the maximum height compares to existing allowable height. We believe the numbers offered in the DEIR/EIS to be confusing. Should be addressed first through CP process.*

Please see Master Response 6 regarding the CEP. Although the CEP states that it is "not a code avoidance program" it does not say that code amendments are forbidden.

In addition, the CEP FAQ sheet states, "The CEP encourages combining environmental gains with development incentives, and giving wide latitude at the start would foster the most innovative ideas. Therefore, guidelines were left intentionally open-ended at the start. The CEP is based on TRPA's current Code requirements; therefore, the environmental effects of any proposed increases in height or density beyond the current Code provisions are not guaranteed. They must be analyzed and debated as part of the environmental impact statement (EIS) that will be prepared for those projects before TRPA indicates any approval of changes to the current Code standards." While the program is not designed to allow projects to dismiss Code requirements, it allows projects to develop new approaches and designs that innovatively promote threshold attainment, some of which may be contrary to existing code. Requests to eliminate code amendments from CEP projects is beyond the scope of this Project and is a matter for the TRPA to consider separately. Please see Master Response 4 regarding the authority to amend, and regarding the analysis methodology in which the Project is analyzed against amended conditions and the amendments are subsequently analyzed, as opposed to traditionally reactive methods in which the amendments would be included as mitigation measures. The method used in this DEIR/EIS allows for a proactive approach in which the amendments are fully analyzed as part of the Project, rather than relegated to mitigation with less in-depth analysis. Please see Master Response 8 regarding modifications to the height table, which show height as measured by existing TRPA height calculation methods. While the information has been added, the information itself does not change the analysis or conclusions. Please see Master Response 1 regarding community plans.

Comment 19-69 *Comment Summary – The EIS must specifically identify the existing requirements and the additional benefits provided by the project for all thresholds. This information must be provided in a clear format the public can easily understand. The proposed project should achieve net reductions for all parameters of concern, not just those based on existing thresholds. What “new” concepts are being proposed (including the evidence supporting the anticipated benefits of these new concepts) and how the project will help attain all of TRPA’s thresholds (for all alternatives analyzed). What actions will TRPA and the developer take if ‘new’ concepts are not successful to prevent impacts from the project. Identify project's contributions to EIP.*

Please see Master Response 4. Table 6-2 enumerates the combined environmental improvements and benefits attributable to the Master Plan implementation by environmental resource, which is clear and easy to read with bullet points listing each benefit by resource area. The first row of Table 6-2 also lists the Project's contributions to EIP. It should be noted that Alternatives 2 and 4 are not CEP alternatives as discussed in Chapter 6.0. Each analysis chapter discusses consistency with Regional Plan thresholds. Appendix FF provides for an evaluation of the Project's consistency with the CEP resolution adopted for the HMR Ski Area Master Plan by the TRPA Governing Board.

Comment 19-70 *Comment Summary – TASC appreciates HMR's efforts to pursue LEED certification. Endorse this approach for all alternatives.*

Comment noted. CEP Alternatives 1, 3 5 and 6 pursue LEED certification.

Comment 19-71 *Comment Summary – TASC does not support over-development but supports a Homewood development that is compatible with the environment and the rustic quality of Homewood and the West Shore. The TASC is committed to supporting*

*projects that comply with the current rules and regulations of the TRPA and the threshold standards.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 19-72 *Comment Summary – Attachment 1: Information on water usage at Lake Tahoe obtained from utilities for defensible space and BMP retrofit actions. Submitted for use in water supply.*

The Attachment 1 is dated 11/26/2007. Given the date of the letter, the information may be outdated. The DEIR/EIS presents more recent information regarding the TCPUD and the MCWC and their service capabilities. Please see Master Response 21. Information included in the most recent Water Supply Assessment was obtained through personal communications and correspondence with the district engineers on staff. TCPUD and MCWC submitted letters in December 2010 in response to the proposed Project that identified the water supply available to the Project area and the infrastructure necessary to provide this water.

**Comment Letter 20 – Hagberg, Warren V., Tahoe Swiss Village Homeowners Association, 04/18/2011**

Comment 20-1 *Comment Summary – P. 15-31: Request for source of information stating that APN# 08502048W11, owned by Tahoe Swiss Village Homeowner's Association, Inc., is owned by Agate Bay Water Company.*

This is not an APN, it is the TRPA Source Water ID number. The disclosure is to explain that there are no source waters identified within 600 feet of the Project areas, with clarification that these two source waters would be the closest. The Project includes no actions to the source waters. Source: TRPA Source Water Protection Maps (must view at TRPA front desk) and <http://www.trpa.org/documents/docdwnlds/entire%20swapp.pdf>. Agate Bay Water Company was contacted 6/2011 and they confirmed that this Source Water is incorrectly labeled on the TRPA maps. The ownership or status of the Source Water will not be affected by the Project.

**Comment Letter 21 – Adams, Chris, 04/18/2011**

Comment 21-1 *Comment Summary – The currently Project will cause traffic*

See Master Response 10.

Comment 21-2 *Comment Summary – The currently proposed project will cause air pollution*

The commenter is concerned that the Project will increase air pollution. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.

Comment 21-3 *Comment Summary – The proposed height is too high*

With the height amendment, the proposed building heights would conform to amended height limits as discussed in Impact SCENIC-1. Findings can be made that would allow approval of the height amendment (please see Master Response 4). While the commenter may not like buildings above a certain height, this represents an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for

consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 22 – Albanese, Jack, 04/19/2011**

Comment 22-1 *Comment Summary – Opposes project and all development in Tahoe*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 23 – Andrews, Adolph, 04/18/2011**

Comment 23-1 *Comment Summary – Opposes project as currently proposed*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 23-2 *Comment Summary – Traffic congestion in the West Shore will increase*

See Impact Trans-3.

Comment 23-3 *Comment Summary – Urbanization will spread*

Please see Master Response 6. Per TRPA definition, the Plan Area Statements located adjacent to the HMR base areas are considered "urban". While the Project will increase the density of development of the project area, this does not indicate a non-urban area will be urbanized.

Comment 23-4 *Comment Summary – Building height amendment will set new standards in the Basin*

The proposed building height amendment is limited to buildings within a Ski Area Master Plan, "The maximum height specified in Table A may be increased to a maximum height of 50 feet for projects located in special areas within the Homewood Ski Area Master Plan designated for additional height." (Section 22.4.G). Please see Master Response 4 regarding the authority to amend Chapter 22 and Master Response 7 regarding the measurement of building height.

Comment 23-5 *Comment Summary – Consider a reduced project that conforms with the existing TRPA Regional Plan and incorporates more significant environmental benefits.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving

at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 24 – Aquilino, Gloria, 04/18/2011**

Comment 24-1 *Comment Summary – Supports project*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 25 – Arntz, David, 04/18/2011**

Comment 25-1 *Comment Summary – Opposes project*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 25-2 *Comment Summary – Traffic will be exacerbated on SR 89 in the summer and winter and congestion at the Tahoe City Y will increase.*

See Master Response 10 and Impact Trans-3.

**Comment Letter 26 – Arntz, Andrea, 04/18/2011**

Comment 26-1 *Comment Summary – Additional building height will affect visual community character*

Please see Chapter 10.0 regarding the visual impact of the proposed structures, particularly Figures 10-5 through 10-13, as well as Impacts SCENIC-1 and SCENIC-2. As illustrated and discussed, the architecture of the structures maintains the "old Tahoe charm" stated in the comment. The visual impact of the building height does not result in an overbearing structure as shown in the figures; however, Alternative 5 would be required to reduce the height of the structures along SR 89 to avoid overwhelming the visual character. Please see Master Response 7 regarding community character.

Comment 26-2 *Comment Summary – Increased traffic will affect community character*

Please see Chapter 11.0 regarding traffic. Various methods are proposed to reduce traffic volumes and provide alternative transportation so that the community is not impacted by traffic.

Comment 26-3 *Comment Summary – Amending the height standards will create visual impacts*

Please see Response to Comment 21-3.

Comment 26-4 *Comment Summary – Improvements can be made to Homewood on a smaller scale with fewer environmental impacts and impacts to community character.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant

and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 27 – Arntz, Allan, 04/19/2011**

Comment 27-1 *Comment Summary – Current infrastructure cannot support the Project*

Comment noted. Please see impact analysis PSU-1 (p. 16-13) for analysis of Project effects on infrastructure and services and the mitigations necessary to minimize these effects to levels of less than significant.

Comment 27-2 *Comment Summary – Another access route that avoids Tahoe City needs to be identified.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 27-3 *Comment Summary – Existing traffic problems in the summer and winter will become worse with the Project.*

See Master Response 10 and Impact Trans-3.

Comment 27-4 *Comment Summary – The Project will add air pollutants*

The commenter is concerned that the Project will increase air pollution, which will impact the Lake Tahoe Air Basin in a negative way. Please see Master Response 13 and Master Response 14 related to the analysis of impacts of the Project on pollution and air quality and the Lake Tahoe Air Basin, respectively.

**Comment Letter 28 – Aylmer, Justine, 04/19/2011**

Comment 28-1 *Comment Summary – Tahoe is developed enough.*

Commenter states an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 28-2 *Comment Summary – Homewood should not be allowed to build beyond the limits established by TRPA as that will set precedent for future projects.*

Please see Response to Comment 21-3.

Comment 28-3 *Comment Summary – Homewood should focus on redeveloping within the existing disturbed environment.*

Please see Chapter 10.0 regarding the visual impact of the proposed structures, particularly Figures 10-5 through 10-13, as well as Impacts SCENIC-1 and SCENIC-2. The Project improves the site and maintains the natural beauty with implementation of Mitigation Measures SCENIC-1a, SCENIC-2a, and SCENIC-2b. The Project focuses redevelopment within the existing disturbed environment; however, some of the disturbed areas are in need of rehabilitation and restoration rather than redevelopment and this Project restores those environmental resources.

**Comment Letter 29 – Bachand, Karen, 04/19/2011**

Comment 29-1 *Comment Summary – Lake Tahoe is a fragile ecosystem and adding development hurts the lake.*

Please see Master Response 18.

**Comment Letter 30 – Bachand, Cliff & Dorothy, 04/18/2011**

Comment 30-1 *Comment Summary – Larger development is transforming the area and this project will tower over the community, changing the character*

Please see response to comment 26-1 and Master Response 7 regarding community character. An amendment (Alternative 1A) to the Ski Area Master Plan is proposed that would reduce the massing of multifamily units at the South Base and move the development further from homes, and would relocate the parking structure away from residences. The analysis of this amendment can be found in Chapters 6.0 and 10.0. The opinion expressed in the comment is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 30-2 *Comment Summary – Traffic will backup to Tahoe City causing hours of delays with 100 to 200 cars in the summer.*

See Impact Trans-3.

Comment 30-3 *Comment Summary – The Project will degrade lake quality from soil runoff.*

Please see Master Response 18.

Comment 30-4 *Comment Summary – Carbon emissions will affect the Lake*

The commenter states that carbon emissions generated by the Project will negatively impact water quality in Lake Tahoe. Please see Master Response 18 regarding the Project's impact on water quality.

Comment 30-5 *Comment Summary – Opposes the project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 31 – Banatao, Dado, 04/19/2011**

Comment 31-1 *Comment Summary – The Project will have a negative impact on traffic*

See Impact Trans-3.

Comment 31-2 *Comment Summary – Concerned about the negative impact of noise from the Project.*

Please see Master Response 16 for a discussion of noise impacts.

Comment 31-3 *Comment Summary – The Project will have a negative impact on the environment.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 31-4 *Comment Summary – The character of the neighborhood will change.*

Please see Master Response 7 regarding community character. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision

makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 32 – Basso, Robert, 04/20/2011**

Comment 32-1 *Comment Summary – Opposes project*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 32-2 *Comment Summary – Traffic congestion on SR 89 will increase, especially in summer*  
See Master Response 10 and Impact Trans-3.

Comment 32-3 *Comment Summary – The Project will impact parking*  
See Master Response 12.

Comment 32-4 *Comment Summary – The Project will impact air quality*

The commenter states that the Project will cause air pollution from increased traffic. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.

Comment 32-5 *Comment Summary – The Project will impact water supply*

Please see Impact HYDRO-5 (p. 15-114) and PSU-1 (p. 16-13), which conclude that after mitigation potential effects to public water supply are reduced to a level of less than significant.

Comment 32-6 *Comment Summary – The Project will impact lake clarity*

Please see Master Response 18.

Comment 32-7 *Comment Summary – Development should conform to the surrounding community and environment*

Analysis of the Project for consistency with the community and adjacent land uses is discussed in Chapter 6.0. Consistency with the surrounding environment and any impacts on the surrounding environment are discussed in Chapters 6.0 through 20.0 of the DEIR/EIS. Please see these chapters for this analysis. Please see Master Response 7 regarding community character.

Comment 32-8 *Comment Summary – The residents have placed much time, money and effort into preserving the character of the area.*

This is not a comment on the content or adequacy of the DEIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 32-9 *Comment Summary – The scale of the Project and construction timeline will permanently disrupt residents.*

Detailed construction phasing is developed as a condition of project permitting of a selected alternative. Please see impacts HYDRO-1, GEO-4, TRANS-6, NOI-1 and AQ-1 which analyze potential construction phase effects on such resources. The commenter expresses an opinion. This is not a comment on the content or adequacy

of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 32-10 *Comment Summary – The scale of the Project benefits investors at the expense of residents.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 32-11 *Comment Summary – Consider a reduced project that reflects the community*

Please see Master Response 2. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 33 – Batory, Keith, 04/19/2011**

Comment 33-1 *Comment Summary – Opposes project as currently proposed.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 33-2 *Comment Summary – The Project will create impacts related to density*

Please see Chapter 6.0 Impact LU-2 regarding density.

Comment 33-3 *Comment Summary – The Project will create impacts related to height.*

Please see Chapter 10.0 Impact SCENIC-1, Master Responses 7 and 8 regarding height.

Comment 33-4 *Comment Summary – The Project will create impacts related to water supply.*

Please see Master Response 21 and Impact PSU-1 (p. 16-13) for analysis of Project effects on infrastructure and the mitigations necessary to minimize these effects to levels of less than significant.

Comment 33-5 *Comment Summary – The Project will create impacts related to pollution.*

The commenter is concerned that the Project will increase air pollution. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.

- Comment 33-6 *Comment Summary – Concerned about the negative impact of noise from the Project.*  
Please see Master Response 16 for a discussion of noise impacts.
- Comment 33-7 *Comment Summary – The Project will create impacts related to traffic*  
See Impact Trans-3.
- Comment 33-8 *Comment Summary – The Project will create impacts related to parking.*  
See Master Response 12.
- Comment 33-9 *Comment Summary – The Project lacks responsible planning.*  
Commenter states an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 33-10 *Comment Summary – A reduced project that is consistent with environmental thresholds and community character could be supported.*  
Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see analysis for Alternative 1A, Revised Proposed Project, that is included in Chapter 24 of the FEIR/EIS and demonstrates a benefit to several impacts related to land use and neighborhood compatibility.  
Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 33-11 *Comment Summary – The Project is inconsistent with environmental thresholds and community character.*  
The DEIR/EIS was prepared to disclose whether the Proposed Project or Alternatives would result in significant impacts. Significant impacts are identified based on impact evaluation criteria that include compliance with TRPA thresholds. In order to approve the Project or an Alternative, TRPA must make findings that the environmental thresholds will not be degraded. This is not a comment on the content or adequacy of the DEIR/EIS. Please see Master Responses 4 and 7.
- Comment 33-12 *Comment Summary – Consider comments regarding impacts during the decision making process.*  
Comment noted.
- Comment 33-13 *Comment Summary – Alternative transportation and power generation are only included as a marketing tool.*  
The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

- Comment 33-14 *Comment Summary – The 99-unit condominium complex off Tahoe Ski Bowl Way is too dense for the location.*
- Please see Chapter 6.0 Impact LU-2 and Master Response 7 regarding density. The opinion expressed in the comment is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 33-15 *Comment Summary – The 99-unit condominium complex off Tahoe Ski Bowl Way results in a very large footprint.*
- Figure 14-6 illustrates the existing vs. the proposed footprints at the North Base and Tahoe Ski bowl Way. As illustrated, the proposed footprint is over existing land coverage in some areas and over previously disturbed but currently uncovered areas. This land coverage will be relocated from lower capability LCDs to comparable or higher capability LCDs, as required by TRPA Code Subsection 20.5.C.
- Comment 33-16 *Comment Summary – The 99-unit condominium complex off Tahoe Ski Bowl Way will increase density.*
- Please see Chapter 6.0 Impact LU-2 and Master Response 7 regarding density. The opinion expressed in the comment is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 33-17 *Comment Summary – The 99 unit condominium complex off Tahoe Ski Bowl Way results in traffic increases*
- See Master Response 10 and Impact Trans-3.
- Comment 33-18 *Comment Summary – The 99-unit condominium complex off Tahoe Ski Bowl Way results in increased water demand.*
- Please see Impacts HYDRO-5 and PSU-1, which address water supply.
- Comment 33-19 *Comment Summary – The 99-unit condominium complex off Tahoe Ski Bowl Way results in increased garbage production.*
- Please see mitigation measure BIO-4b Trash Management Program in DEIR/EIS Chapter 21 (p. 21-18). The program will include measures to prevent wildlife access to trash and refuse generated by the new lodge and associated facilities. Measures to be included at a minimum are wildlife proof trash containers in all outside areas, scheduling for removal of refuse from the lodge area on a daily basis and educational signage outing the dangers of feeding the wildlife. Residents adjacent to the South Base will continue to be responsible for proper disposal of refuse in accordance with Placer County and TRPA ordinances.
- Comment 33-20 *Comment Summary – The 99-unit condominium complex off Tahoe Ski Bowl Way results in increased air pollution.*
- The commenter is concerned that the 99-unit condominium will increase air pollution. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.
- Comment 33-21 *Comment Summary – The 99-unit condominium complex off Tahoe Ski Bowl Way results in increased noise.*
- Please see Master Response 16 for a discussion of noise impacts.

Comment 33-22 *Comment Summary – The condominium complex will lose its value faster than single-family homes, accelerating deterioration and dilapidation of the area, and will drive down exiting property values.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 33-23 *Comment Summary – Cluster development is not consistent with the existing Homewood homes, lodges, and cabins*

Cluster development is not typical in Homewood, but multi-family units exist. Please see the impact analysis under Impact LU-2 regarding consistency with existing development. It should be noted that as a CEP project, new approaches are welcome if they promote attainment of environmental thresholds.

Comment 33-24 *Comment Summary – Do not allow the denial of public access and parking at Tahoe Ski Bowl Way*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 33-25 *Comment Summary – The existing South Base parking is needed and provides necessary space for future parking*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 33-26 *Comment Summary – The Quail Chair Lift should not become a private lift for select unit owners. This is not addressed in the DEIR and reduces public access to recreation*

Under the Project, the Quail Chair Lift is still available to all skiers using the HMR mountain. The South Base area will be closed for day use visitors, who will now have to access the mountain from the North Base area. The South Base area will include a skier services facility to provide mountain access for guests of HMR and adjacent residents who can walk to the mountain or be dropped off.

Comment 33-27 *Comment Summary – Reduce the project to a size that is compatible with the community, which will also reduce environmental impacts due to the reduction in size.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the

- DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 33-28 *Comment Summary – The height amendment should not be considered as it will affect the character of the area.*  
Please see Master Response 7 and response to comment 21-3 regarding community character. Please see Master Response 4 regarding amendments.
- Comment 33-29 *Comment Summary – Story poles should be erected to fully understand the visual impact of the project*  
Please see Master Response 8 regarding story poles.
- Comment 33-30 *Comment Summary – The visual simulations incorrectly depict more old growth trees following construction, as there are no trees in some of these areas. The size and massing of the building will be more visible and obvious than what is shown in the simulations.*  
Please see response to comment 14a-147.
- Comment 33-31 *Comment Summary – Hotels and lodging of this size is not economically sustainable within the Homewood community*  
The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted. Please see Master Response 3 concerning the economic viability of the Project.
- Comment 33-32 *Comment Summary – Consider an alternative that includes a reduced hotel that is shorter and contains fewer units that compliments the community.*  
Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.  
Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 33-33 *Comment Summary – Available water supply should determine the number of units proposed*  
The comment does not specify the location of the example vague and ambiguous language and thus no direct response is possible. Impact HYDRO-5 addresses public water supply. Impact PSU-1 (p. 16-13) addresses public water supply. Available domestic water supply is not inadequate, but existing infrastructure must be upgraded and/or expanded to serve the Project area. Impacts HYDRO-5 (p. 15-114) and PSU-1 (p. 16-13) are potentially significant because of effects increased snowmaking demand, not public water supply. Please see Master Response 21.

Comment 33-34 *Comment Summary – The document contains insufficient data regarding water supply and relies on assumptions regarding Madden Creek Water Company (specifically page 15-27).*

When data has not been produced or is otherwise unavailable then assumptions based on appropriate peer-reviewed data and studies are made in order move forward with analyses. Please see Appendix AA for details about Madden Creek Water Company not summarized in the DEIR/EIS. Please see mitigation measure PSU-1a. Additionally MCWC submitted a draft To Serve letter in December 2010 stating that the existing water supply would adequately serve the North Base portion of the Project area but that new and/or expanded infrastructure for storage and delivery would be necessary, with funding provided by the Project Applicant. Please see Master Response 21.

Comment 33-35 *Comment Summary – The increased demand for water to support fire suppression, snowmaking, and the lodging facilities will create a shortage of water to existing residential customers of the Madden Creek Water Company.*

Please see Master Response 21 and Impact PSU-1 (p. 16-13) for analysis of Project effects on infrastructure and services and the mitigations necessary to minimize these effects to levels of less than significant.

Comment 33-36 *Comment Summary – What will happen to the community aquifer? This is not addressed in the DEIR*

Please see impact HYDRO-3 (p. 15-103), which analyzes groundwater. Please also see Master Response 21 and Impact HYDRO-5 (p. 15-114), which analyzes TRPA source waters.

Comment 33-37 *Comment Summary – No new source of water is being proposed for the Tahoe Ski Bowl Way 99-unit condominium complex. Where will the water supply for the South Base area come from?*

Please see Appendix AA of the FEIR/EIS for the revised Draft HMR Water Supply Assessment. The South Base is located in the TCPUD McKinney-Quail Sub-district. Please see Master Response 21.

Comment 33-38 *Comment Summary – Is the expansion of the pump house on Swiss Village beach planned by Tahoe Swiss Village Utility Company to supply HMR with new increased water supply? Is HMR involved in the lawsuit regarding this pump house expansion and are they interested in acquiring small independent water companies along the West Shore to meet the demands of this Project?*

Tahoe Swiss Village Utility Company does not supply the Project area. Please see Appendix AA for the HMR Water Supply Assessment. The Project area is served by Howned wells, TCPUD and Madden Creek Water Company. TCPUD indicated in a December 2010 letter that a water treatment plant may be necessary if HMR wants TCPUD to supply domestic water to the South Base Area, which is currently in the TCPUD service area (Civil Sheet C14 shows the South Base and Tahoe Ski Bowl Way within the TCPUD service area).

Comment 33-39 *Comment Summary – The existing well behind the Maritime Museum adjacent to the proposed parking structure is not named as a source of water.*

Please see pages 3-30 (North Base Well), 15-27, 15-118, and 16-1.

Comment 33-40 *Comment Summary – Will all the disaster response services (fire department, law enforcement, ambulance, water) be diverted from the community to the facilities at HMR during an emergency?*

Please see mitigation measure PSU-1c (p. 16-13), which will improve response times in the project area vicinity from Placer County Sheriff. Please see impact PSU-C1 analysis, which concludes the Project does not create a significant impact to service levels.

Comment 33-41 *Comment Summary – How will the project address emergency access issues during construction and in the long-term?*

Please see Impact PS-2 page 17-14 and Mitigation Measure PS-2, page 17-15. See mitigation measure HYDRO-4a: Emergency Response and Evacuation Plan (Ch. 20, p. 21-59).

Comment 33-42 *Comment Summary – Identify the source of water supplies for increased emergency demand (fire suppression). Why is HMR not using the existing well, Quail Lake, or developing water sources on their property?*

Please see Master Response 21 and Impact PSU-1 (p.16-17) for analysis of fire flow capabilities and existing water sources. Note that this analysis has been updated in the FEIR/EIS as based on comment letters 1, 2, 9 and 10 (CALFIRE, CALFIRE, NTFPD and TCPUD, respectively) Quail Lake is located on lands owned and operated by the LTBMU. Expansion of snowmaking systems in the upper mountain would bring water for fire suppression to portions of the Project area currently without water supply lines.

Comment 33-43 *Comment Summary – Construction traffic will create air pollutants, and affect lake clarity*

Please see Master Response 18.

Comment 33-44 *Comment Summary – The increased amount of garbage, sewage, and other wastes will strain the environment*

Please see Impact PSU-1 (p. 16-13) for analysis of Project effects on infrastructure and services and the mitigations necessary to minimize these effects to levels of less than significant.

Comment 33-45 *Comment Summary – The Project will result in increased noise from construction, traffic, and operations to a degree that will affect the community.*

Please see Master Response 16 for a discussion of noise impacts.

Comment 33-46 *Comment Summary – Reduce the project to a size that is compatible with the community and existing infrastructure, which will also reduce environmental impacts due to the reduction in size.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed

course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 33-47 *Comment Summary – Construction traffic will affect the community and will accelerate the deterioration of the existing roadway and roadway drainage systems.*

Construction traffic is temporary. State Highways are built to accommodate and allow heavy vehicle loads due to intermittent construction traffic. Pavement maintenance of State Highways is managed by Caltrans. Pavement maintenance of County roadways is managed by the Placer County Department of Public Works.

Comment 33-48 *Comment Summary – The Project does not clearly address the mitigation of traffic and parking.*

See Impact Trans-2 and Impact Trans-3.

Comment 33-49 *Comment Summary – There is a limited number of skier parking spaces proposed in the parking garage and underground. Why is a public park/bike riding hub not proposed at the parking garage?*

Bike racks will be required as part of project approvals for the commercial component of the North Base redevelopment. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 33-50 *Comment Summary – Include specifics regarding the alternative parking areas or the logistics of the shuttle system during peak times.*

As stated in Chapter 11, Section 5, page 11-61, paragraph 2: "The Project Applicant has committed to eliminating the existing day skier parking along SR 89 and along County roadways. The Parking Management Plan, to be approved by the County and the TRPA, shall outline the measures proposed to fulfill this commitment, including signage, parking enforcement, surveys of on-street parking during peak ski days, and annual reporting to Placer County by May 1 of each year that surveys are required. Surveys shall be required until two years after completion of any new development phase of the Project. All costs associated with the surveys and parking management report are the responsibility of Homewood Mountain Resort."

Comment 33-51 *Comment Summary – HMR has other places on-site to create adequate parking, rather than burdening the neighborhoods and Tahoe City.*

The commenter expresses an opinion. This information is passed on to the Project Applicant and decision makers for consideration. As stated in Chapter 11, Section 5, page 11-61, paragraph 2: "The Project Applicant has committed to eliminating the existing day skier parking along SR 89 and along County roadways. The Parking Management Plan, to be approved by the County and the TRPA, shall outline the measures proposed to fulfill this commitment, including signage, parking enforcement, surveys of on-street parking during peak ski days, and annual reporting to Placer County by May 1 of each year that surveys are required. Surveys shall be required until two years after completion of any new development phase of the Project. All costs associated with the surveys and parking management report are the responsibility of Homewood Mountain Resort."

- Comment 33-52 *Comment Summary – The skier parking proposed for the hotel is limited.*  
See Master Response 12.
- Comment 33-53 *Comment Summary – The proposed valet system caters to few and slows traffic flows.*  
The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 33-54 *Comment Summary – The DEIR does not address the increase in regular commercial traffic.*  
The Cumulative Conditions analysis includes growth in traffic.
- Comment 33-55 *Comment Summary – Traffic and parking impacts can be reduced or mitigated with a reduced project that includes various types of on-site parking, realistic for year-round visitors.*  
Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.  
Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 33-56 *Comment Summary – The Project focuses on investment return at the expense of the community and environment. The Project should be a responsible development that is environmentally sensitive, has sound infrastructure, and is compatible with the community.*  
The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 33-57 *Comment Summary – The Project does not represent the community and is not of a compatible scale*  
Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised analysis in Chapters 6.0 and 10.0.
- Comment 33-58 *Comment Summary – The Project does not support the area's economy or infrastructure, and Homewood is a community in need of improved infrastructure and responsible development*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 33-59 *Comment Summary – The problem with a project of this size and schedule is the financial ability to complete the project. Construction and performance bonds should be required to assure each phase is completed in entirety.*

Please see Master Response 3.

Comment 33-60 *Comment Summary – The Project, as proposed, is incompatible with the community and is not supported.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

#### **Comment Letter 34 – Baugh, Steve, 02/23/2011**

Comment 34-1 *Comment Summary – Supports project*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

#### **Comment Letter 35 – Belding, Judy, 04/18/2011**

Comment 35-1 *Comment Summary – The Project will add congestion in Lake Tahoe*

See Impact Trans-3.

Comment 35-2 *Comment Summary – Adding hotels and stores will increase urbanization and change the feel of Tahoe*

Please see Master Responses 6 and 7 and Chapter 10 regarding the scenic character of the area. The opinion expressed in the comment is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 35-3 *Comment Summary – There are empty hotels and stores in Tahoe City and this project will add to that*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 35-4 *Comment Summary – The Project will increase runoff to the lake*

Please see Master Response 18.

Comment 35-5 *Comment Summary – The Project will increase congestion on SR 89*

See Impact Trans-3.

Comment 35-6 *Comment Summary – Upgrade the facilities instead of adding new development*

Please see analyses for the Alternative 2, the No Project alternative.

**Comment Letter 36 – Bellinger, Jennifer, 04/18/2011**

Comment 36-1 *Comment Summary – The Project will result in traffic impacts*

See Impact Trans-3.

Comment 36-2 *Comment Summary – The Project site cannot support development of this scale*

The opinion expressed in the comment is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 36-3 *Comment Summary – The Project will improve property values, but will result in negative impacts*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 36-4 *Comment Summary – Pursue a reduced project that is 25% less dense*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 36-5 *Comment Summary – Development should consider impacts to residents and should reflect the existing community*

Please see Master Response 7 regarding community character. The development and analysis of the Project have taken into consideration the needs of and impacts to the community, as discussed in the DEIR/EIS. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised analysis in Chapters 6.0 and 10.0. The opinion expressed in the comment is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 36-6 *Comment Summary – Development should consider parking impacts*

See Master Response 12 and Impact Trans-2.

Comment 36-7 *Comment Summary – Development should consider issues of space*

Please see Response to Comment 36-5.

Comment 36-8 *Comment Summary – Identify alternative transportation methods.*

As stated on pages 11-29 and 11-39, Homewood has committed to providing a shuttle service between Homewood and Tahoe City, a Dial-a-Ride service, a water taxi, and a free bike-share service during the summer season, and a skier shuttle service and Dial-a-Ride service during the winter.

**Comment Letter 37 – Bendorf, Danielle, 04/18/2011**

Comment 37-1 *Comment Summary – West Shore is the only area that reflects "Old Tahoe" and that character should be maintained*

Please see Master Response 7 regarding community character. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 37-2 *Comment Summary – Opposes development at Homewood*

Commenter states an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 38 – Benoit, Pierre, 04/20/2011**

Comment 38-1 *Comment Summary – Supports project*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 39 – Bense, Bob, Sugarpine Lakeside Homeowners Association, President, 02/27/2011**

Comment 39-1 *Comment Summary – Supports the project as it improves the environment and the community*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 40 – Berger, Charles, 04/20/2011**

Comment 40-1 *Comment Summary – The Project is too dense for the site*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 40-2 *Comment Summary – Property values will decrease*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 40-3 *Comment Summary – The Project will alter the community character through increased density.*

Please see Master Response 7 regarding community character and the impact analyses in Chapters 6.0 through 20.0. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 40-4 *Comment Summary – The Project is too big.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 40-5 *Comment Summary – There are existing traffic issues*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 40-6 *Comment Summary – Opposes project*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 41 – Bervid, Heather, 04/19/2011**

Comment 41-1 *Comment Summary – The Project will exacerbate existing traffic*

See Impact Trans-3.

Comment 41-2 *Comment Summary – Increased traffic will result in more air pollutants.*

The commenter states that the Project will cause air pollution from increased traffic. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.

Comment 41-3 *Comment Summary – The Basin currently violates ozone standards, and this Project will contribute to that and will harm the environment and population.*

The commenter notes that the Lake Tahoe Air Basin already violates standards for ozone and increases in pollution will harm people and air quality. Please see Master Response 14 and Master Response 15 related to the analysis of impacts of the Project on the Lake Tahoe Air Basin and human health, respectively.

Comment 41-4 *Comment Summary – Urbanization of this scale is not representative of the community character*

Please see Master Responses 6 and 7 regarding urbanization and community character, respectively.

Comment 41-5 *Comment Summary – The Project should comply with the existing plans, rules, and building regulations*

Please see Master Response 4 regarding the authority to amend the Plan Area Statements or Code. Please see Impacts LU-1 and LU-2, as well as Impact SCENIC-1 regarding findings for the amendments. Although existing plans and regulations are to be followed, the TRPA process does allow for amendments to these plans and regulations.

Comment 41-6 *Comment Summary – Changing the rules for height calculations will result in taller development throughout Tahoe, transforming the character.*

Please see response to comment 21-3 and Master Responses 7 and 8. The height amendment limits the additional height to the Homewood Ski Area Master Plan.

Comment 41-7 *Comment Summary – The size of the Project will transform the surrounding community and will not reflect the community.*

Please see Master Responses 1 regarding community plans and 7 regarding community character.

Comment 41-8 *Comment Summary – Benefits of the project are outweighed by the impacts*

Please see Table 2-2 and Table 6-2 for summaries of project benefits and net gains defined for CEP compliance. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 42 – Braly, Ruth Ellen, 04/04/2011**

Comment 42-1 *Comment Summary – The size and scale of the project is overwhelming and incompatible with the community.*

Please see Master Response 7 and Impact LU-2, which discuss the Project's compatibility with the existing community.

Comment 42-2 *Comment Summary – Development can occur, but not at this massing.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 42-3 *Comment Summary – The height amendment is excessive and will impact the scenic threshold.*

Please see Master Response 7 regarding height and community character and Impact SCENIC-2, which discusses impacts to the scenic threshold ratings. Chapter 10.0 also includes visual simulations of the structures from the lake and SR 89. Also included are mitigation measures requiring the Project to retain trees (Mitigation Measure SCENIC-1a), increase landscape screening of the Mid-Mountain Lodge (Mitigation Measure SCENIC-2a), and changes to the materials used for the Mid-Mountain Lodge to reduce reflectivity (mitigation measure SCENIC-2b).

Comment 42-4 *Comment Summary – The mid-mountain lodge will impact the scenic threshold and view from SR 89 and the lake.*

- Please see Response to Comments 13a-62 and 15-11.
- Comment 42-5 *Comment Summary – What impact will the Project have on local view-sheds and community character?*
- Please see Master Response 7 regarding community character and Chapter 10, which analyzes impacts to scenic quality, provides visual simulations of the structures, and provides mitigation measures to reduce structural visibility.
- Comment 42-6 *Comment Summary – Traffic is already a concern in summer and winter, which will become worse with the Project.*
- See Master Response 10 and Impact Trans-3.
- Comment 42-7 *Comment Summary – SR 89 is a two-lane road and can't accommodate additional traffic.*
- See Impact Trans-3.
- Comment 42-8 *Comment Summary – How do we know the off-site parking and shuttling will be successful? What will happen when personal emergencies occur and people need to access their car immediately? What will happen in the evening when there is a rush of people wanting to get back to their cars at the off-site parking area?*
- A Parking Management Plan is being developed and it will be approved by the Development Review Committee prior to Improvement Plan approval for any Project phase.
- Comment 42-9 *Comment Summary – The construction traffic is considerable and will affect the roadway and the community*
- Construction traffic is temporary; therefore it would be unreasonable to require a permanent mitigation measure to offset it. The TRPA Code of Ordinances defines a Significant Increase as "an increase of more than 200 daily vehicle trips, determined by the Trip Table or other competent technical information." Peak construction traffic is expected to be less than 200 vehicle per day.
- Comment 42-10 *Comment Summary – Construction traffic will create noise and operation of the resort will increase noise.*
- Please see Master response 16 for a discussion of noise impacts related to construction and operation of the Project.
- Comment 42-11 *Comment Summary – Night lighting will affect animal habitat.*
- Comment noted. The following change has been made to Chapter 8, Section 8.4, page 8-59, paragraph 4 (Mitigation Measure BIO-10) as follows, "Increased nighttime lighting is not expected to have an impact on wildlife species in the area as all new lighting must comply with TRPA design review guidelines that require lighting to be for illumination only and shall not be directed above the horizontal. Compliance with these design guidelines will prevent the dispersal of light into adjacent residential areas and wildlife habitat."
- Comment 42-12 *Comment Summary – What impact will more lighting have on nocturnal wildlife?*
- Comment noted. The following change has been made to Chapter 8, Section 8.4, page 8-59, paragraph 4 (Mitigation Measure BIO-10) as follows, "Increased nighttime lighting is not expected to have an impact on wildlife species in the area as all new lighting must comply with TRPA design review guidelines that require

lighting to be for illumination only and shall not be directed above the horizontal. Compliance with these design guidelines will prevent the dispersal of light into adjacent residential areas and wildlife habitat."

Comment 42-13 *Comment Summary – Why won't the South Base have LEED certification?*

Alternatives 1, 3, 5 and 6 pursue LEED certification, including the Phase 2 redevelopment of the South Base area.

**Comment Letter 43 – Brochard, Barbara & Victor, 03/31/2011**

Comment 43-1 *Comment Summary – Opposes Project. Supports Alternatives 2 or 4.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 43-2 *Comment Summary – Resort development alternatives are too big and out of character for the community*

Please see Master Response 7 and Chapters 6 and 10 regarding density, community character, and visual impacts. This is an opinion. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 43-3 *Comment Summary – Traffic will increase beyond capacity, particularly in summer with extensive queuing to Tahoe City*

See Master Response 10 and Impact Trans-3.

Comment 43-4 *Comment Summary – Proposed traffic mitigation cannot offset the increase in vehicle trips*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 43-5 *Comment Summary – Emergency service access and evacuations would be impacted by the Project.*

Please see Impact PS-2 page 17-14 and Mitigation Measure PS-2, page 17-15.

Comment 43-6 *Comment Summary – Storm water runoff will affect lake clarity.*

Please see Master Response 18.

Comment 43-7 *Comment Summary – Air pollutants will affect lake clarity.*

Please see Master Response 18.

Comment 43-8 *Comment Summary – The Project is too big and the reduced project alternatives are not measurable reductions.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 44 – Brodie, Paul, 02/28/2011**

Comment 44-1 *Comment Summary – Supports project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 45 – Brown, Robert, 04/18/2011**

Comment 45-1 *Comment Summary – Opposes development at Homewood.*

Commenter states an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 45-2 *Comment Summary – Provide free access to the lake for public transit riders.*

Commenter states an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 46 – Brown, R. Stan, 02/26/2011**

Comment 46-1 *Comment Summary – Supports project as it addresses traffic, erosion and fire control issues.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 46-2 *Comment Summary – Neighborhood commercial will reduce trips to Tahoe City and vehicle emissions*

Commenter states an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 46-3 *Comment Summary – Project will enhance the area.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 47 – Brown, Stevenson, 04/19/2011**

Comment 47-1 *Comment Summary – No text*

Comment letter noted as received with no text. No response is warranted.

**Comment Letter 48 – Burrowes, Marion, 04/19/2011**

Comment 48-1 *Comment Summary – The Project is too big and will change the community character.*

Please see Master Response 7 and Chapters 6 and 10 regarding density, community character, and visual impacts. This is an opinion. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 48-2 *Comment Summary – Other large ski resorts were not developed in established neighborhoods or on the lake and a development of this size is not appropriate at this location.*

This process is not a comparison with other ski resorts within and outside the Tahoe Basin. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 48-3 *Comment Summary – Tahoe is developed enough.*

This is an opinion. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 48-4 *Comment Summary – Traffic will be an issue*

See Impact Trans-3.

Comment 48-5 *Comment Summary – Building heights should not be greater than currently allowed*

Please see response to comment 21-3 regarding building height as well as Impact SCENIC-1. Please see Master Response 4 regarding amendments and 7 regarding community character.

Comment 48-6 *Comment Summary – The Project will affect water quality*

Please see Master Response 18.

Comment 48-7 *Comment Summary – Concerned that the Project will result in increased noise.*

Please see Master Response 16 for a discussion of noise impacts.

Comment 48-8 *Comment Summary – The Project will create more development and coverage*

As presented in Table 14-6 in the column for Total Buildout Land Coverage, Alternatives 1, 3, 4, 5 and 6 result in less land coverage than Alternative 2 (No Project Alternative, which maintains existing conditions).

Comment 48-9 *Comment Summary – The Project will increase light pollution.*

Please see Response to Comment 19-46. This is an opinion. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 48-10 *Comment Summary – More development is proposed at Squaw and Northstar, so there is no demand for more development at Homewood.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant

and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted. Please see Master Response 3 concerning the economic viability of the Project.

Comment 48-11 *Comment Summary – Development reduces night sky clarity and visibility.*

Please see response to comment 19-46. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 48-12 *Comment Summary – The neighborhood commercial uses are not necessary and can't be supported by the community.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted. Please see Master Response 3 concerning the economic viability of the Project.

Comment 48-13 *Comment Summary – Where will neighbors park to access the hardware store and other neighborhood commercial uses?*

The retail uses will be located at the North Base, where 729 (with a potential for up to 770) parking spaces will be supplied.

Comment 48-14 *Comment Summary – The location of condominiums at the South Base will force all parking to the North Base area, creating access problems.*

Parking for the condos at the South Base is provided at the South Base. No other uses are included at the South Base.

Comment 48-15 *Comment Summary – The amount of environmental improvements claimed is false because much of the money to fund the improvements is allocated through grants and other government financing.*

Please see Master Response 3. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 48-16 *Comment Summary – The money JMA has made from selling the Quail Lake area to the Forest Service should be enough to keep the ski facilities open without development. Claims of financial loss and benefits of the project are false*

Please see Master Response 3. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 48-17 *Comment Summary – If approved, will there be timelines to ensure the amenities for the locals at the base areas and mid-mountain lodge are constructed at the same time the lodging is developed?*

Please see Table 3-4 that identifies project-level (Phase 1) and programmatic-level (Phase 2) components. A more detailed construction phasing schedule will be required for project permitting. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this

comment in relation to the DEIR/EIS is warranted. Commenter is referred to Chapter 21, Mitigation and Monitoring Program, which lists the timing of implementation of such measures, most of which must occur prior to or in concurrence with redevelopment of the Project area.

**Comment Letter 49 – Buswell, Tom, 02/23/2011**

Comment 49-1 *Comment Summary – Project is too large*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 49-2 *Comment Summary – Current traffic is congested and dangerous, potentially impeding emergency vehicles*

See Impact Trans-3. The proposed Project and Alternatives have a significant impact at the SR 89/Granlibakken Road intersection, but recommended mitigations are provided at this intersection that improve the LOS and delay to better than existing conditions. The delay at the remaining study intersections increases by less than 10 seconds during the summer and less than 20 seconds during the winter with the Project.

Comment 49-3 *Comment Summary – Does not believe the Project will reduce traffic*

See Master Response 10.

Comment 49-4 *Comment Summary – SR 89 is not designed to handle Project traffic due to road closures at Emerald Bay*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 49-5 *Comment Summary – The Project will create gridlock.*

See Impact Trans-3.

Comment 49-6 *Comment Summary – The Project will result in sprawl.*

Please see Master Responses 6 and 7, and Impacts LU-1 and LU-2 regarding compatibility with the community. By locating mixed uses in one location, the Project attempts to reduce sprawl.

Comment 49-7 *Comment Summary – Reduce the scope of the Project or select a smaller alternative*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 50 – Byron, Earl, 04/18/2011**

Comment 50-1 *Comment Summary – Opposes Project as not consistent with Homewood.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 50-2 *Comment Summary – SR 89 is not designed to handle Project traffic.*

See Impact Trans-3.

Comment 50-3 *Comment Summary – The Lake Tahoe Basin can not handle additional air pollution.*

The commenter states that Project will increase traffic-related air pollution that the Lake Tahoe Air Basin will not be able to handle Please see Master Response 14 related to the analysis of impacts of the Project on the Lake Tahoe Air Basin.

Comment 50-4 *Comment Summary – Oppose the Project or reduce its' scope.*

Please see Master Responses Mr-2 and Mr-3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 51 – Cadriel, Jessica, 04/19/2011**

Comment 51-1 *Comment Summary – Opposes Project due to ecological and traffic concerns.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 52 – Callender, William, 04/21/2011**

Comment 52-1 *Comment Summary – Opposes Project; too big.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 53 – Callison, Earl, 03/10/2011**

Comment 53-1 *Comment Summary – Include conditions in the discretionary approvals for the South Base Area to fully incorporate the 8 existing homes into the new neighborhood.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 53-2 *Comment Summary – Require improving Tahoe Ski Bowl Way to make it consistent with the realignment and extension proposed by the Project as a condition of approval.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 53-3 *Comment Summary – Require undergrounding existing utility lines as a condition of approval.*

Undergrounding utility lines is included as part of the Project.

Comment 53-4 *Comment Summary – Require road surface improvements on Tahoe Ski Bowl Way as a condition of approval for the Project.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 53-5 *Comment Summary – The existing 8 homes on Tahoe Ski Bowl Way should be integrated into the Project through access to Project amenities.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 53-6 *Comment Summary – The existing 8 homes on Tahoe Ski Bowl Way should be integrated into the 115 homes with Project to create the feel of a cohesive community.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 54 – Campe, Patricia, 04/18/2011**

Comment 54-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 55 – Campe, Jack, 04/18/2011**

Comment 55-1 *Comment Summary – Opposes Project due to traffic.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 56 – Carabetta, Michael, 02/10/2011**

Comment 56-1 *Comment Summary – The Project should complete the segment of the Tahoe City-Sugar Pine bike trail at Homewood.*

Homewood will construct the portion of the TCPUD bike trail through the North Base area.

Comment 56-2 *Comment Summary – The existing lack of bike trail connection creates an unsafe situation for bicyclists and children.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 57 – Carswell, Bruce, 02/11/2011 and 03/30/2011**

Comment 57-1 *Comment Summary – The Project would increase traffic because Homewood is not a destination resort, and visitors would travel to other ski areas, sight see, or travel for entertainment.*

See Master Reponse 10. See response to comment 14a-104.

Comment 57-2 *Comment Summary – The Project would increase air pollution because Homewood is not a destination resort, and visitors would travel to other ski areas, sight see, or travel for entertainment.*

The commenter states that the Project will cause air pollution from increased traffic. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.

Comment 57-3 *Comment Summary – The Project area should be restored, not developed.*

The location of the parking garage at the North Base is proposed outside of the delineated Stream Environment Zone. Mitigation BIO-5b requires a SEZ restoration plan be prepared for the Gravel Parking Lot to restore the existing disturbed area back to its natural state.

Comment 57-4 *Comment Summary – Reduce the size of the Project.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the

DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 58 – Casagrande, Stephen, 02/26/2008**

Comment 58-1 *Comment Summary – Supports project*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 59 – Case-Liebhold, Mary, 04/19/2011**

Comment 59-1 *Comment Summary – The Project will worsen traffic.*

See Master Response 10 and Impact Trans-3.

Comment 59-2 *Comment Summary – The Project will worsen air quality, especially ozone, which is already unhealthy for people, wildlife, and vegetation.*

The commenter states that the Project will increase air pollution and that Tahoe is already violating standards for ozone, which is harmful to human health. Please see Master Responses 13, 14, and 15.

Comment 59-3 *Comment Summary – The Project will urbanize a part of Tahoe that is valued for its beauty.*

The Project area is currently recognized by TRPA as an urban area in the TRPA Plan Area Statements and by residents through the request for a Community Plan. Please see Master Response 6 and response to comment 14a-55 regarding "urban areas". Please see Chapter 10 regarding impacts to scenic quality.

Comment 59-4 *Comment Summary – The Project should comply with existing rules for development.*

Please see Master Response 4 regarding the authority to amend the Plan Area Statements or Code and analyzing the Project against amended conditions vs. existing conditions. Please see Impacts LU-1 and LU-2, as well as Impact SCENIC-1, regarding findings for the amendments. Although existing plans and regulations are to be followed, the TRPA process does allow for amendments to these plans and regulations.

Comment 59-5 *Comment Summary – The Project will permanently change building height rules.*

Please see response to comment 21-3, Master Responses 8, 7 and 4 regarding building height as well as Impact SCENIC-1.

Comment 59-6 *Comment Summary – The large scale of the Project will transform and define the community.*

Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised analysis in Chapters 6.0 and 10.0.

Comment 59-7 *Comment Summary – Opposes Project because environmental impacts outweigh benefits.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 59-8 *Comment Summary – Supports a project that complies with regional rules to protect Lake Tahoe, reduce traffic, and enhances and protects environmental values.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 60 – Chalon, Michel, 05/02/2011**

Comment 60-1 *Comment Summary – Supports Project due to economic, scenic, and safety benefits.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 61 – Chambers, Joseph, 04/19/2011**

Comment 61-1 *Comment Summary – Opposes Project due to scenic, traffic, safety, and pollution impacts.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 62 – Chapman, Arthur, 02/21/2011**

Comment 62-1 *Comment Summary – Appreciation for policy allowing active duty military to ski free at Homewood.*

HMR support of active duty military noted.

**Comment Letter 63 – Chequer, Julianna, 04/19/2011**

Comment 63-1 *Comment Summary – Opposes Project due to scenic, traffic, and pollution impacts.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 64 – Clare, Kelley, 04/18/2011**

Comment 64-1 *Comment Summary – Opposes project; too large.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 64-2 *Comment Summary – The large scale of the Project is not compatible with the west shore capacity and scale.*

Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised analysis in Chapters 6.0 and 10.0.

Comment 64-3 *Comment Summary – Concerned about nighttime light pollution from the Project, visible in the area, across the lake, and in wilderness areas.*

Please see Response to Comment 19-46. Also, please note that Squaw Valley is not within the jurisdiction of the TRPA; therefore, the impacts from that development do not represent the development results within the Tahoe Basin.

**Comment Letter 65 – Clark, Sue, 04/23/2011**

Comment 65-1 *Comment Summary – Opposes Project due to traffic impacts.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 66 – Coglizer, David, 04/18/2011**

Comment 66-1 *Comment Summary – Opposes Project due to too much urbanization, congestion, and pollution in the area.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 67 – Coleman, Carol, 04/18/2011**

Comment 67-1 *Comment Summary – Opposes Project due to traffic.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving

at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 68 – Coleman, Annette, 04/18/2011**

Comment 68-1 *Comment Summary – Opposes Project due to traffic, noise, scenic, and air quality impacts.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 69 – Comeau, Jennifer, 04/18/2011**

Comment 69-1 *Comment Summary – Opposes Project due to traffic, GHG emissions, nighttime lighting.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 69-2 *Comment Summary – Have GHG emissions for construction been adequately described?*

The commenter asks if the carbon footprint of Project-construction has been analyzed. Short-term GHG emissions generated by project construction are identified and evaluated in Impacts CC-1 and CC-C1 of the DEIR/EIS. As stated on page 19-20 of the DEIR/EIS, the construction analysis quantifies direct GHG-emissions that would be generated as a result of fuel use by construction equipment, as well as worker and vendor trips. Construction will not require indirect sources of GHGs, such as electricity and natural gas. Emissions from fuel combustion were quantified using accepted methodologies and standard modeling procedures. Total construction-related GHG emissions are disclosed for the Project (Alternatives 1/1A) and Alternatives in Tables 19-7 through 19-9 and Table 19-22 in the Chapter 24 of the FEIR/EIS.

Comment 69-3 *Comment Summary – Have nighttime lighting impacts been analyzed adequately?*

Please see Chapter 10.0, Impact Scenic-3 regarding lighting and light pollution and please see Response to Comment 19-46. A lighting plan has not been developed; however, the Project will meet TRPA requirements regarding structural lighting. It is not clear from the comment how interior lighting during the day would affect wildlife as exterior lighting would not be used during the day. Further, if exterior lighting were used during the day, the effects of the light would be negligible compared to the natural sunlight.

Comment 69-4 *Comment Summary – Prefers the existing recreation environment at Homewood.*

Commenter states an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision

makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 70 – Cooley, Peggy, 04/19/2011**

Comment 70-1 *Comment Summary – Opposes Project due to traffic, parking, and pollution; would support a smaller project of 60 units.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 71 – Cooley, Brenda, 03/21/2011**

Comment 71-1 *Comment Summary – Opposes Project due to its large scale; would support a smaller project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 71-2 *Comment Summary – Project-related traffic will increase congestion and delays on SR 89, especially during peak summer days.*

See Impact Trans-3.

Comment 71-3 *Comment Summary – Project-related congestion will increase emergency vehicle response and evacuation times.*

See Impact Trans-3. The proposed Project and Alternatives have a significant impact at the SR 89/Granlibakken Road intersection, but recommended mitigations are provided at this intersection that improve the LOS and delay to better than existing conditions. The delay at the remaining study intersections increases by less than 10 seconds during the summer and less than 20 seconds during the winter with the Project.

Comment 76-4 *Comment Summary – The large size of the Project will impact traffic.*

See Impact Trans-3.

Comment 71-5 *Comment Summary – The Project noise, lighting, building heights, and activity are not compatible with the existing scale and character of the community.*

Please see Master Responses 7 and 8 regarding community character and height and Chapters 6.0, 10.0 and 13.0 regarding land use, scenic, and noise impacts. Please see Chapter 7.0 regarding population. Please see the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised analysis in Chapters 6.0 and 10.0. Please see Master Response 1 regarding community plans.

Comment 71-6 *Comment Summary – The Project will increase runoff and adversely affect Lake Tahoe clarity due to increased hardscape.*

Please see Master Response 18.

**Comment Letter 72 – Corrao, Christopher, 04/19/2011**

Comment 72-1 *Comment Summary – Supports the Project due to economic and recreation benefits, LID designs, reduction in surface parking, water quality benefits.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 73 – Cosby, Lisa, 02/05/2011 and 04/19/2011**

Comment 73-1 *Comment Summary – Supports Alt. 1 - No Project, and gives secondary support to Alt. 4.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 74 – Costa, Mary, 04/19/2011**

Comment 74-1 *Comment Summary – Opposes Project due to traffic impacts.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 75 – Cracchiola, Ian, 04/19/2011**

Comment 75-1 *Comment Summary – Opposes a Project that turns the west shore into another Stateline.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 76 – Cress, Lorie, 02/15/2011**

Comment 76-1 *Comment Summary – Supports compliance with existing PAS.*

Please see Master Response 4 regarding the authority to amend the Plan Area Statements or Code. Please see Impacts LU-1 and LU-2 regarding Plan Area

Statement Amendments and the impacts of these amendments. Please see Master Response 7 regarding density.

Comment 76-2 *Comment Summary – Mitigation fees go to agencies, and not necessarily to the people affected.*

Mitigation fees are payable to agencies that serve the Lake Tahoe public in some capacity and thus the mitigation monies are spent on public and/or environmental benefit in the Lake Tahoe Basin. Some project-level mitigation measures are specific to the West Shore of Lake Tahoe but some standard mitigation measures such as the TRPA Water Quality and Air Quality Mitigation Fees are applicable to all projects within the Lake Tahoe Basin and not just the West Shore. These funds do stay within the same local jurisdiction in which they are collected (i.e., Homewood's mitigation funds will get spent in Placer County). The comment does not specify what mitigation fees are of concern. No further response is possible.

Comment 76-3 *Comment Summary – Reduce the Project by at least 150 units to improve compatibility with the neighborhood.*

Please see Master Response 2. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 76-5 *Comment Summary – The large size of the Project will impact housing.*

Please see Chapter 7, Population, Employment and Housing, of the DEIR/EIS for applicable analyses. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 76-6 *Comment Summary – The large size of the Project will impact air quality.*

The commenter states that the Project will reduce air quality. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.

Comment 76-7 *Comment Summary – The large size of the Project will impact water quality.*

Please see Master Response 18.

Comment 76-8 *Comment Summary – The large size of the Project will impact public services.*

Please see Master Response 21 regarding water supply and distribution.

Comment 76-9 *Comment Summary – The large size of the Project will impact fire protection.*

Please see impact PS-1 (p. 17-13).

- Comment 76-10 *Comment Summary – The area already has gridlock in summer and ski season, and the Project will exacerbate conditions with 1,466 more trips per day.*  
See Chapter 11, Impact Trans-3.
- Comment 76-11 *Comment Summary – Project traffic will impact emergency services.*  
See Impact Trans-3. The proposed Project and Alternatives have a significant impact at the SR 89/Granlibakken Road intersection, but recommended mitigations are provided at this intersection that improve the LOS and delay to better than existing conditions. The delay at the remaining study intersections increases by less than 10 seconds during the summer and less than 20 seconds during the winter with the Project.
- Comment 76-12 *Comment Summary – Project traffic will impact air quality.*  
The commenter states that increased traffic will reduce air quality beyond any level that mitigation fees could address. Please see response to Comment 13c-11 regarding the effectiveness of the TRPA Mitigation Program. See also Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.
- Comment 76-13 *Comment Summary – Mitigation funding for the Tahoe City bypass will help Tahoe City, but no affected areas of Homewood.*  
The mitigation recommendation for the "fair share contribution to the Fanny Bridge improvement alternative" is specific the traffic impact at that location. Please see Master Response 9 regarding improvements to SR 89 at the Tahoe City "Y" and Fanny Bridge.
- Comment 76-14 *Comment Summary – Describe how the workforce housing plan would be monitored.*  
As stated on p 7-10: The Project Applicant shall develop a detailed "Homewood Employee/Workforce Housing Plan based on the alternative selected for Placer County review and approval". On page 21-16, Placer County is identified as the monitoring agency.
- Comment 76-15 *Comment Summary – The parking garage is located in a wetlands and should not be allowed.*  
The location of the parking garage at the North Base is proposed outside of the delineated Stream Environment Zone. Mitigation BIO-5b requires a SEZ restoration plan be prepared for the Gravel Parking Lot to restore the existing disturbed area back to its natural state.
- Comment 76-16 *Comment Summary – Construction monitoring is the required mitigation, but what about impacts to air and water quality?*  
Construction activities affect a variety of resources, including air and water. Construction impacts and mitigations pertaining to air and water (and soils/grading) are disclosed under impacts HYDRO-1 (p. 15-48), GEO-4 (p. 14-66) and AQ-1 (p.12-20). Potential impacts are reduced to a level of less than significant through compliance measures built into the Project and the mitigation measures identified.
- Comment 76-17 *Comment Summary – The Project will result in permanent increases in exhaust emissions; monitoring and fees do not mitigate the impact.*

The commenter states that mitigation fees will be insufficient to address the pollutant impacts of the Project. Please see response to Comment 13c-11 regarding the effectiveness of the TRPA Mitigation Program.

Comment 76-18 *Comment Summary – The Project will affect water supplies and costs to Madden Creek Water District customers.*

Please see impacts PSU-1 (p. 16-13) and PSU-C1 (p. 16-30).

Comment 76-19 *Comment Summary – Concerned about evacuation and traffic congestion in the event of a wildfire.*

Please see impact PS-2 (p. 17-14) and mitigation measure PS-2 (p. 17-15). See mitigation measure HYDRO-4a: Emergency Response and Evacuation Plan (Ch. 20, p. 21-59). Please see impact TRANS-8.

Comment 76-20 *Comment Summary – Supports a project that is 50% of the proposed size.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 77 – Crook, Jen, 04/18/2011**

Comment 77-1 *Comment Summary – Does not believe plans for alternative modes of transportation will reduce traffic impacts.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 77-2 *Comment Summary – Building that is approved should meet the agreed upon guidelines of the Tahoe Basin.*

Comment noted. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 78 – Crumpton, Thomas and Catherine, 02/22/2011**

Comment 78-1 *Comment Summary – Opposes Project due to impacts to water quality, air quality, and noise in the Lake Tahoe Basin.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 79 – Crumpton, Cathy, Tom and Will, 03/30/2011**

Comment 79-1 *Comment Summary – Opposes Project due to its large size and impacts to water quality, air quality, and noise in the Lake Tahoe Basin.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 80 – Crumpton, Catherine, Thomas and William, 02/09/2011**

Comment 80-1 *Comment Summary – The Project will attract visitors and increase traffic.*

See Master Response 10.

Comment 80-2 *Comment Summary – Concerned that the Project will result in increased noise.*

Please see Master Response 16 for a discussion of noise impacts

Comment 80-3 *Comment Summary – The Project will attract visitors and increase air pollution.*

The commenter states that the Project will cause air pollution from increased traffic. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.

Comment 80-4 *Comment Summary – The Project will attract visitors and increase water pollution.*

Please see Master Response 18.

Comment 80-5 *Comment Summary – The Project is not compatible with the existing community.*

Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised analysis in Chapters 6.0 and 10.0.

Comment 80-6 *Comment Summary – The Project will create a traffic jam on SR 89 for US 50 to Tahoe City.*

See Impact Trans-3.

Comment 80-7 *Comment Summary – The Project will create dangerous traffic conditions on SR 89 for US 50 to Tahoe City.*

See Impact Trans-3.

Comment 80-8 *Comment Summary – Opposes Project due to increased traffic and degradation of the environment and scenic quality of Lake Tahoe.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 81 – Cullinane, Peggy, 04/20/2011**

Comment 81-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 82 – Culp, Henry and Susan, 03/17/2011**

Comment 82-1 *Comment Summary – The Project size and land uses would change the character of the existing community.*

Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised analysis in Chapters 6.0 and 10.0. Please see Master Response 4 regarding the authority to amend the TRPA Code and Plan Area Statements and Master Response 8 regarding the height amendment.

Comment 82-2 *Comment Summary – Consider an alternative that is consistent with existing regulations.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 82-3 *Comment Summary – Consider a reduced size alternative that is consistent with existing regulations.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 82-4 *Comment Summary – Address water quality impacts from increased use of Lake Tahoe, including swimming, boating, pet waste, fishing, and other waste and debris.*

- Please see impact HYDRO-1 (p. 15-48), which addresses potential effects to surface water quality and concludes that the impacts are less than significant after mitigation.
- Comment 82-5 *Comment Summary – Analyze impacts to domestic water quality due to impacts to water quality in Lake Tahoe from construction sediment or hazardous waste spills.*  
Please see impact HYDRO-1 (water quality, p. 15-48) and HYDRO-5 (TRPA source water protection, public water supply, p. 15-114).
- Comment 82-6 *Comment Summary – Believes the Project would substantially increase traffic.*  
See Master Response 10.
- Comment 82-7 *Comment Summary – Analyze reliability and effectiveness of traffic mitigation measures, and include provisions to maintain them in perpetuity.*  
The Parking Management Plan and Alternative Transportation Plan will be incorporated into development agreements with the County.
- Comment 82-8 *Comment Summary – Analyze Project impacts on water supply, instream flows, and Lake Tahoe due to diversions for snow making and domestic uses.*  
Please see impact HYDRO-5 (p. 15-114).
- Comment 82-9 *Comment Summary – Analyze impacts to water supply if the Project builds a wastewater treatment plant.*  
The Project does not propose a wastewater treatment plant.
- Comment 82-10 *Comment Summary – Analyze impacts due to use of hazardous materials if the Project builds a wastewater treatment plant.*  
The Project does not propose a wastewater treatment plant.
- Comment 82-11 *Comment Summary – The impacts to water supply cannot be determined without a WSA.*  
Please see FEIR/EIS Appendix AA and Master Response 21.
- Comment 82-12 *Comment Summary – Supports a project that is smaller in size, improves the ski facilities, has a shorter construction time, and preserves water quality in Lake Tahoe.*  
Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 83 – Dagher Sass, Monque, 04/18/2011**

- Comment 83-1 *Comment Summary – Opposes Project due to traffic impacts and pollution.*  
See Impact Trans-3.
- Comment 83-2 *Comment Summary – Extremely harmful to people, wildlife, and natural vegetation.*  
Chapter 12 Air Quality describes potential impacts associated with increased pollution resulting from traffic. Mitigation measures are included to reduce the impacts to less than significant. As the air quality impacts are less than significant, the resultant air quality impacts to wildlife and natural vegetation would likely be minimal and less than significant.

**Comment Letter 84 – Dalton, Shelley, 04/20/2011**

Comment 84-1 *Comment Summary – Opposes Project due to noise and scenic impacts.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 85 – Dalton, John, 04/22/2011**

Comment 85-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 86 – Damaschino, Nicole, 04/18/2011**

Comment 86-1 *Comment Summary – Opposes Project due to traffic impacts.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 87 – Danielsen, Herbert, 04/18/2011**

Comment 87-1 *Comment Summary – Opposes Project due to impacts to infrastructure, sewage, traffic, water quality, air quality, and lake clarity.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 88 – De Lucchi, Denis, 04/18/2011**

Comment 88-1 *Comment Summary – Opposes Project due to impacts sedimentation in the Lake.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 89 – Dean, Dorothy, 04/19/2011**

Comment 89-1 *Comment Summary – Opposes Project; too large.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 90 – Deas Kimsey, Nicole, 04/19/2011**

Comment 90-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 90-2 *Comment Summary – Create more summer traffic issues; will degrade beauty.*

See Master Response 10. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 90-3 *Comment Summary – Project is an act of pollution both environmentally and visually.*

The commenter is concerned that the Project will increase air pollution. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.

Comment 90-4 *Comment Summary – It won't create local jobs and it won't help the economy.*

Please see impact PEH-1 which discusses construction workforce and Full-time equivalents (FTE) a standardization measure of individual jobs. Table 7-7 specifically presents the estimated employment generated by alternative as 182 FTE under Alternatives 1 and 3, 35 under Alternative 4, 177 under Alternative 5 and 166 under Alternative 6. Note that an FTE is equivalent to a single full-time, 40 hour per week job for 52 weeks out of the year or the equivalent of about 2,087 total labor hours. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 90-5 *Comment Summary – Suggest building a campground or park.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 91 – Dekruef, Richard, 04/18/2011**

Comment 91-1 *Comment Summary – No comment provided on EIR.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 92 – Diaz, Olivia, 04/19/2011**

Comment 92-1 *Comment Summary – Opposes Project due to impacts to traffic and Lake Tahoe.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 93 – DiMaggio, Lorraine, 03/03/2011**

Comment 93-1 *Comment Summary – The analysis of bike and pedestrian traffic is not sufficient.*

The following changes will be added to Impact Trans-5, "The Project (Alternative 1/1A) and Alternatives 3, 5, and 6 will include an extension of the West Shore Bike Trail via construction of the proposed Class I bike trail through the North Base area, as shown on Civil Plan Sheet C10. The proposed bike trail will be designed to meet the standards of the authorizing jurisdictions. The Project and Alternatives will also include a free "Bicycle Share" program. The Project will also dedicate trail easements for public use and maintain five miles of existing hiking trails. This will improve access to and opportunities for bicycle and pedestrian uses. This is considered a less than significant impact.

Peak hour bicycle and pedestrian trips were estimated based on the internally captured recreational trips discussed in Section 11.4.1, which include walking and bicycling recreational trips. The MUTCD provides signal warrant criteria for a pedestrian signal (Warrant 4, Pedestrian Volume). A pedestrian signal is not warranted based on pedestrian volumes generated by the Project.

To enhance pedestrian safety, HMR could consider installing an enhanced pedestrian crossing treatment such as a stutter flash beacon or overhead flashing beacon."

Comment 93-2 *Comment Summary – Homewood is not a destination resort, and therefore the Project would create more traffic.*

See Master Response 10.

Comment 93-3 *Comment Summary – Concerned about evacuation in an wildfire.*

Please see impact PS-2 (p. 17-14) and mitigation measure PS-2 (p. 17-15). See mitigation measure HYDRO-4a: Emergency Response and Evacuation Plan (Ch. 20, p. 21-59). Please see impact TRANS-8.

Comment 93-4 *Comment Summary – New skating rinks and swimming pools are not needed.*

Commenter states an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 93-5 *Comment Summary – P. 3-42. Opposed to scenic impacts from the mountain and the lake of a 77-foot-tall building.*

Please see Response to Comment 14b-4.

Comment 93-7 *Comment Summary – Concerned about impacts to Scenic Thresholds due to removal of 195 trees.*

- The visual impact of tree removal is discussed in Impact SCENIC-1 (page 10-35). Mitigation for tree loss is established in Mitigation Measure BIO-10.
- Comment 93-8 *Comment Summary – Concerned about the visual impact of real estate signs on SR 89.*
- Real estate postings would be required to follow the same TRPA and Placer County mandated requirements as those for surrounding sale or rental properties. Large-scale signage would not occur.
- Comment 93-6 *Comment Summary – Concerned about impacts to Vegetation and Wildlife Thresholds due to removal of 195 trees.*
- Impact BIO-10 identifies impacts associated with removal of trees. The analysis shows a significant impact associated with removal of trees larger than 30" dbh in conservation and recreational plan areas. However, this impact is not in conflict with the vegetation and wildlife thresholds as Mitigation Measure BIO-10 is required to be implemented.
- Comment 93-9 *Comment Summary – The Project will adversely affect bears and nesting eagles and osprey.*
- No Osprey nests are located within the Project area or within the 0.5-mile disturbance zone of any active nest. Active nesting site for Osprey is located east south east of the Project area at Sugar Pine Point. Impact BIO-4 describes the potential impacts to wildlife habitat as a result of project implementation. Black bear are not a sensitive species and therefore subject to specific mitigation protecting their habitat. Mitigation measure BIO-4b Trash Management Program will help protect black bear by not providing increased access to human refuse and trash that impact both sensitive and common wildlife species. Bald eagles are not known to nest within the Project area. The closest bald eagle nest is located in Emerald Bay, approximately 9 miles to the south.
- Comment 93-10 *Comment Summary – P. 3-34, groundwater interception plan would violate TRPA water quality threshold.*
- Please see mitigation measure GEO-4g, which clarifies requirements for groundwater protection during construction, and mitigation measure HYDRO-3a, which clarifies requirements for groundwater protection during operations. Please see response to comments 13-49 and 14-34.
- Comment 93-11 *Comment Summary – The groundwater interception plan is dangerous in a fault area.*
- Groundwater degradation from construction actions or long-term operations of the Project is not permissible under TRPA Code or the Lahontan Basin Plan. Mitigation measure GEO-4g reduces potential effects to groundwater to a less than significant level during construction and mitigation measure HYDRO-3a reduces potential effects to groundwater during operations. The Project area is in Seismic Zone 3/4 and must be engineered to seismic coefficients for such zones for compliance with California Building Codes, as amended for Placer County. This is discussed at length in Holdrege and Kull 2010a, 2010b, geotechnical investigation reports for the Mid-Mountain and North Base Areas. The reports make recommendations concerning the specifications of fill materials. As discussed under impact GEO-1, the area that could potentially be affected by fault rupture does not increase in size because of the

Project and does not increase the surface rupture hazard that currently exists in the Project area. Please see response to comments 13a-58, 13a-59 and 13a-60.

Comment 93-12 *Comment Summary – Supports a smaller project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

#### **Comment Letter 94 – Duggan, Theresa, 04/18/2011**

Comment 94-1 *Comment Summary – Supports Project due to benefits to the Lake, community, and economy.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

#### **Comment Letter 95 – DuMond, Dewey, 04/18/2011**

Comment 95-1 *Comment Summary – Opposes Project due to traffic impacts and pollution.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

#### **Comment Letter 96 – Dunkel, Bob, 04/19/2011**

Comment 96-1 *Comment Summary – The Project is not compatible with the community due to its size, mass, height, number of units, parking garage, and mid-mountain lodge.*

Please see Master Responses 7 and 8 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised analysis in Chapters 6.0 and 10.0. Please see Response to Comments 15-11 and 13a-62 regarding the mid-mountain lodge and Response to Comment 21-3 regarding the height amendment.

Comment 96-2 *Comment Summary – The Project will increase traffic.*

Please see Master Response 10. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 96-3 *Comment Summary – Analyze evacuation and emergency response times with the Project.*

Please see Impact PS-2 (p. 17-14) and Mitigation Measure PS-2 (p. 17-15). See Mitigation Measure HYDRO-4a: Emergency Response and Evacuation Plan (Ch. 20, p. 21-59). Please see Impact TRANS-8.

**Comment Letter 97 – Easton, Bill, filed 04/19/2011**

Comment 97-1 *Comment Summary – The Project will impact traffic on SR 89.*

See Impact Trans-3.

Comment 97-2 *Comment Summary – The Project will create more dangerous conditions for bicyclists.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 97-3 *Comment Summary – The Project will impact air quality with exhaust emissions and cooking appliances.*

The commenter states that the Project will cause air pollution from increased traffic. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.

Comment 97-4 *Comment Summary – Project visitors will increase traffic due to trips to Tahoe City for groceries or entertainment.*

The trip generation analysis includes external vehicle trips for the guests of the lodging units at Homewood. The destinations of these trips is not specified, but they include trips to shopping and recreation opportunities.

Comment 97-5 *Comment Summary – The Transportation, Parking, and Circulation Report does not adequately address impacts.*

See Master Response 9.

Comment 97-6 *Comment Summary – Visitors are unlikely to use transit.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 97-7 *Comment Summary – Require and underground, offsite parking structure to avoid bringing new cars to the resort.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 98 – Echols, Kathy, 04/18/2011**

Comment 98-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 98-2 *Comment Summary – The Project will worsen air quality, especially ozone, which is already unhealthy for people, wildlife, and vegetation.*

The commenter states that the Project will increase air pollution and that Tahoe is already violating standards for ozone, which is harmful to human health. Please see Master Responses 13, 14, and 15.

Comment 98-3 *Comment Summary – The Project will urbanize a part of Tahoe that is valued for its beauty.*

Please see Master Response 6 and response to comment 14a-55 regarding urbanization and Master Response 7 and Impact LU-2 regarding compatibility with the community.

Comment 98-4 *Comment Summary – The Project should comply with existing rules for development.*

Please see Master Response 4 and response to comment 42-5.

Comment 98-5 *Comment Summary – The Project will permanently change building height rules.*

Please see Master Responses 7 and 8 and response to comment 21-3 regarding building height as well as Impact SCENIC-1. The text of the amendment limits the additional height to the project area and not the entire Basin.

Comment 98-6 *Comment Summary – The large scale of the Project will transform and define the community.*

Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised analysis in Chapters 6.0 and 10.0. Please see Master Response 1 regarding community plans.

Comment 98-7 *Comment Summary – Opposes Project because environmental impacts outweigh benefits.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 99 – Edic, William and Carole, 02/23/2011 and 05/21/2011**

Comment 99-1 *Comment Summary – Supports Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 100 – Elliott, Stephen, Elliot Real Estate, Inc., 03/01/2011**

Comment 100-1 *Comment Summary – The Project is not compatible with adjacent neighborhoods.*

Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised analysis in Chapters 6.0 and 10.0.

Comment 100-2 *Comment Summary – The Project will adversely affect traffic.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 100-3 *Comment Summary – Opposes Project, environmental impacts outweigh benefits.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

#### **Comment Letter 101 – Enger, Sue, 04/19/2011**

Comment 101-1 *Comment Summary – Opposes Project due to its large size and traffic impacts.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

#### **Comment Letter 102 – Fallat, Warren, 04/21/2011**

Comment 102-1 *Comment Summary – Supports project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 102-2 *Comment Summary – Traffic issues are related to Tahoe City, not Homewood.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

#### **Comment Letter 103 – Fausold, Jamie, 04/15/2011**

Comment 103-1 *Comment Summary – Supports project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving

at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 104 – Fischer, Shannon, 04/20/2011**

Comment 104-1 *Comment Summary – No comment provided.*

Comment letter noted as received with no text. No response is warranted.

**Comment Letter 105 – Flance, Kristen, 02/23/2011**

Comment 105-1 *Comment Summary – Opposes Project due to traffic impacts.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 106 – Fleming, Paula, 04/18/2011**

Comment 106-1 *Comment Summary – Opposes Project; wants to keep it as is.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 107 – Flinn, Hal and Dolores and Family, 04/04/2011**

Comment 107-1 *Comment Summary – Supports a project to improve HMR south consistent with existing zoning.*

Please see Master Responses 2, 3, and 4. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 107-2 *Comment Summary – The Project is not compatible with the existing neighborhood.*

Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of

some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised analysis in Chapters 6.0 and 10.0.

Comment 107-3 *Comment Summary – Opposes the rezoning of the Special Area (South) from single-family residential to high-density, 15-unit per acre development.*

Commenter states an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 107-4 *Comment Summary – The Project is not consistent with PAS 157/158 designations.*

Please see Master Response 4 regarding the authority to amend the Plan Area Statements or Code. Please see Impacts LU-1 and LU-2 regarding Plan Area Statement Amendments and the impacts of these amendments. Plan Area 158 would remain residential, but would allow multifamily units only within a "Special Area". Increased density would not be allowed outside the South Base area. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size and density of some buildings and relocate others that are planned near residences (South Base) in Alternative 1. Please see the revised analysis in Chapters 6.0 and 10.0.

Comment 107-5 *Comment Summary – The 3-story, 15-unit/acre density is not consistent with adjacent residential areas.*

Please see response to comment 21-3 regarding the height amendment and the response to your previous comment (108-4) regarding Plan Area Statement consistency.

Comment 107-6 *Comment Summary – The traffic from the 50-99 condos is not compatible with the existing residential neighborhood.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 107-7 *Comment Summary – The Project will cause significant, irreversible impacts on Chamberlands Parcel 77.*

Impacts to adjacent parcels are analyzed in the DEIR/EIS, including Chamberlands Parcel 77. Please see the environmental analysis chapters of the document (Chapters 6 through 20).

Comment 107-8 *Comment Summary – Maintain and enforce existing land use plans and zoning.*

Please see Master Responses 1 regarding community character and 4 regarding amendments to the TRPA Code and Plan Area Statements. Although existing plans and regulations are to be followed, the TRPA process does allow for amendments to these plans and regulations.

Comment 107-9 *Comment Summary – Request to reduce and set back South Base Area structures from private residences and CTC property lines.*

Please see Table 10-5 of the DEIR/EIS, which presents the required building set backs. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for

consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 107-10 *Comment Summary – Does not believe scoping and alternative development process was unbiased.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 107-11 *Comment Summary – There is a cumulative impact to the character and complexion of the residential neighborhood adjacent to the South Base Area.*

Please see the response to your comments 108-2,- 4, and -5 above.

Comment 107-12 *Comment Summary – South base Area structures, due to their height and location, result in direct, invasive views into adjacent residences.*

An amendment to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size and density of some buildings and relocate others that are planned near residences (South Base) in Alternative 1. The south base modifications include the elimination of two of the three large multi-family residential condo buildings at the south base area (the most northerly and most southerly two buildings). These two buildings will be replaced with 24 smaller chalet buildings each containing two condo units and their associated parking in first floor garages. Total number of multi-family residential units would be reduced from 99 in Alternative 1 to 95 in Alternative 1A (48 in chalets and 37 in the remaining multi-family residential condo building). Figure 3-9A documents the proposed changes included in Alternative 1A. Please see the revised analysis in Chapters 6.0 and 10.0.

Comment 107-13 *Comment Summary – South Base area development results in noise impacts to adjacent residences.*

Please see Master Response 16 for a discussion of noise impacts.

Comment 107-14 *Comment Summary – South Base Area development results in lighting impacts to adjacent residences.*

Please see Response to Comment 19-46 and Impact SCENIC-3 regarding lighting. As discussed in the response to your comment 108-12, the proposed amendment 1A would reduce the size of structures at the South Base and move structures further from existing residences.

Comment 107-15 *Comment Summary – South Base Area development results in obstruction of scenic views from adjacent residences.*

While more structures would be visible, this does not mean scenic views would be eliminated. In addition, the modifications proposed under Alternative 1A would help maintain views of vegetation with less structural visibility. Please see the revised analysis in Chapter 10, including visual simulations.

Comment 107-16 *Comment Summary – South Base Area development results in increased risk of fire damage to adjacent residences.*

Please see impact PS-1 (p. 17-13).

Comment 107-17 *Comment Summary – South Base Area development results in increased risk of theft and trespassing to adjacent residences.*

The comment does not indicate how improvements to the South Base Area would increase theft and trespassing. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS.

Comment 107-18 *Comment Summary – South Base Area development results in increased impacts to related to garbage affecting adjacent residences.*

Garbage bins will be located and emptied throughout the project area and regular maintenance will occur to eliminate errant trash.

Comment 107-19 *Comment Summary – South Base Area development results in increased risk of nuisance wildlife impacts to adjacent residences.*

Comment noted. Inclusion of mitigation measure BIO-4b Trash Management Program will require measures to be implemented that prevent wildlife access to trash and refuse. By removing access to refuse, nuisance wildlife encounters should decrease.

Comment 107-20 *Comment Summary – South Base area development results in increased traffic safety impacts to current residents, children, and pets.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 107-21 *Comment Summary – Construction at the South Base Area will impact the health of adjacent residents.*

The comment does not state how construction at the South Base would be a health hazard to residents. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS.

Comment 107-22 *Comment Summary – Construction at the South Base Area will generate fugitive dust, and mitigation only covers 50% of emissions, impacting the health of adjacent residents.*

The comment states that Mitigation Measure AQ-1 will only reduce fugitive dust by 50% and will not eliminate prolonged exposure risk to the remaining airborne particles. Mitigation Measure AQ-1 is recommended by the PCAPCD to reduce construction-related dust, and will effectively reduce emissions from the Project to a level that will not result in a significant impact to air quality. Unmitigated dust will not result in prolonged exposure risk as it will only be generated during construction, which is transitory and short-term.

Comment 107-23 *Comment Summary – Construction at the South Base Area will result in greater home maintenance costs for adjacent residents.*

The commenter is of the opinion that the "plan" (assumed to mean Master Plan or Project) does not address the impact of additional home and property maintenance

cost burdens for adjacent homeowners during construction. Please see impact GEO-4 for analysis of grading (i.e., construction soil impacts). The potential effects listed by the commenter relate to clean-up of exteriors, landscaping, parking vehicles and ventilation. The construction SWPPP will identify appropriate staging areas, access and egress points, will include a dust control plan and BMPs for erosion and sediment control within the Project area. Standard permit conditions restrict disturbance to within the Project area. Existing conditions of properties adjacent to the portion of the Project area phased for active construction will not be changed. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 107-24 *Comment Summary – Construction at the South Base Area will result in greater nuisance wildlife impacts to adjacent residents, and mitigation measures are not sufficient.*

Comment noted. Inclusion of mitigation measure BIO-4b Trash Management Program will require measures to be implemented that prevent wildlife access to trash and refuse. By removing access to refuse, nuisance wildlife encounters should decrease.

Comment 107-25 *Comment Summary – Construction at the South Base Area will result in greater home maintenance costs for adjacent residents due to increased nuisance wildlife and pests.*

Please see mitigation measure BIO-4b Trash Management Program in chapter 21 (p. 21-18). The program will include measures to prevent wildlife access to trash and refuse generated by the new lodge and associated facilities. Measures to be included at a minimum are wildlife proof trash containers in all outside areas, scheduling for removal of refuse from the lodge area on a daily basis and educational signage outing the dangers of feeding the wildlife. Residents adjacent to the South Base will continue to be responsible for proper disposal of refuse in accordance with Placer County and TRPA ordinances.

Comment 107-26 *Comment Summary – Project impacts to west shore traffic are not adequately mitigated.*

See Impact Trans-3. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 107-27 *Comment Summary – Project impacts to west shore traffic are not adequately mitigated and will result in increased emergency vehicle response times during peak traffic.*

See Impact Trans-3. The proposed Project and Alternatives have a significant impact at the SR 89/Granlibakken Road intersection, but recommended mitigations are provided at this intersection that improve the LOS and delay to better than existing conditions. The delay at the remaining study intersections increases by less than 10 seconds during the summer and less than 20 seconds during the winter with the Project.

Comment 107-28 *Comment Summary – Request for a Financial Community Impact Report (FCIR) or Community Impact report (CIR), or explanation for not providing one.*

- Please see Master Response 1 and response to comment 13a-87.
- Comment 107-29 *Comment Summary – Request for consideration of the current impacts related to the economic recession.*
- Please see Master Response 1 and response to comment 13a-87.
- Comment 107-30 *Comment Summary – Many studies are outdated and do not reflect current conditions.*
- The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 107-31 *Comment Summary – Since the current resort is not sustainable, what guarantees are there that redevelopment will create a viable ski area?*
- Please see Master Response 1 and response to comment 13a-87.
- Comment 107-32 *Comment Summary – What measures are in place to protect the community if the Applicant defaults and leaves an incomplete project?*
- Please see Master Response 3.
- Comment 107-33 *Comment Summary – Describe where skiers and workers will park during construction in the North Base area.*
- Please see Master Response 12 and response to comment 33-51. The construction of the North Base area will be phased so that portions of the existing parking lots can be used by winter day use visitors during ski resort operations. Additionally, during construction at the North Base area, the South Base area parking lot will remain available for day skiers. During construction of each phase of the resort, and simultaneous operation of the ski resort, adequate parking provisions must be approved in the Parking Management Plan (Mitigation Measure TRANS-2). The County requires that the parking structure will be constructed as part of the first developed phase, Phase 1A, and will be required to be complete prior to final building permits and occupancy of Phase 1A.
- Comment 107-34 *Comment Summary – Describe any other projects near Tahoe Ski Bowl Way.*
- Please see Table 20-1.
- Comment 107-35 *Comment Summary – Does Tahoe Ski Bowl Way extension change ownership of the street.*
- Tahoe Ski Bowl Way will not change ownership as a result of the Project. The existing Placer County right-of-way will be realigned for the Homewood Creek restoration/creek crossing; however, Placer County will continue to maintain Tahoe Ski Bowl Way approximately 0.3 miles from State Highway 89 to the end of the existing right-of-way dedication per Chamberlains Addition Unit No. 3.
- Comment 107-36 *Comment Summary – Describe and map trees to be removed along Tahoe Ski Bowl Way.*
- Tree removal for the Project is described in Chapter 8 Biological Resources and documented in Table 8-6. Tree removal required for the extension of Tahoe Ski Bowl Way will be finalized at the time that project component is reviewed by agency

staff. The extension of Tahoe Ski Bowl Way and the Townhomes that it would serve are program level components of the HMR Ski Area Master Plan.

Comment 107-37 *Comment Summary – The EIR/EIS does not adequately address impacts to the environment or community.*

Please see responses to comments 107-1 to 107-36.

**Comment Letter 108 – Flinn, Hal and Dolores and Family, 04/18/2011**

Comment 108-1 *Comment Summary – Opposes gated access and privatization of 100 block of Tahoe Ski Bowl Way.*

Gates are not proposed on Tahoe Ski Bowl Way with this Project. Placer County does not allow gates across public roads. The extension of Tahoe Ski Bowl Way and the Townhomes that it would serve are programmatic-level components of the HMR Ski Area Master Plan. Subsequent environmental review will be required to understand the project-level proposal for this future phase of the Project for agency staff to analyze the impacts of the proposed extension. The commenter will have another chance to review and comment on this project component. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 109 – Flinn, Hal and Dolores and Family, 02/16/2011**

Comment 109-1 *Comment Summary – No comment on EIR provided. Request of comment extension.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 110 – Flinn, Dolores and Family, 02/26/2011**

Comment 110-1 *Comment Summary – Consider moving the footprint of the South Base condos to provide greater privacy to neighbors.*

Please see Table 10-5 of the DEIR/EIS, which presents the required building setbacks. Please see Chapter 24 for Alternative 1A analysis. Alternative 1A proposes a reconfiguration of the South Base Area. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 111 – Fonteyn, Brandon, 04/19/2011**

Comment 111-1 *Comment Summary – No comment on EIR provided.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 112 – Friedman, Sally, 04/18/2011**

Comment 112-1 *Comment Summary – The Project will worsen traffic on the west shore.*

See Master Response 10 and Impact Trans-3.

Comment 112-2 *Comment Summary – The Project will worsen air quality, especially ozone, in Tahoe.*

The commenter states that the Project will increase air pollution and that Tahoe is already violating standards for ozone, which is harmful to human health. Please see Master Response 13, Master Response 14, and Master Response 15.

Comment 112-3 *Comment Summary – Urbanization will affect scenic quality.*

Please see Master Response 6 and response to comment 14a-55 regarding urbanization and Master Response 7 and Impact LU-2 regarding compatibility with the community.

Comment 112-4 *Comment Summary – The Project should be consistent with existing development rules.*

Please see Master Response 4.

Comment 112-5 *Comment Summary – The Project will permanently change height rules in the Basin, allowing taller development.*

Please see response to comment 21-3 regarding building height as well as Impact SCENIC-1. The text of the amendment limits the additional height to the project area and not the entire Basin. Please see Master Response 7 and 8.

Comment 112-6 *Comment Summary – The size of the Project will transform the existing community.*

Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised analysis in Chapters 6.0 and 10.0. Please see Master Response 1 regarding community plans.

Comment 112-7 *Comment Summary – Project impacts outweigh its benefits.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 113 – Fries, Beverly, 04/20/2011**

Comment 113-1 *Comment Summary – Opposes Project due to impacts on traffic, air quality, ecology, and scenic resources.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 113-2 *Comment Summary – Any project should conform to the regional plan and enhance environmental quality.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 114 – Fritschi, Jack, 04/18/2011**

Comment 114-1 *Comment Summary – Opposes Project due to traffic.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 115 – Fry, Stuart, 04/18/2011**

Comment 115-1 *Comment Summary – No comment on EIR provided.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 116 – Fugate, Brie, 04/18/2011**

Comment 116-1 *Comment Summary – No comment on EIR provided.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 117 – Fury, Joan, 04/18/2011**

Comment 117-1 *Comment Summary – Opposes Project due to impacts on traffic, air quality, and scenic resources.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 118 – Futch, Zone, 04/20/2011**

Comment 118-1 *Comment Summary – The Project will worsen traffic on the west shore.*

See Master Response 10 and Impact Trans-3.

Comment 118-2 *Comment Summary – The Project will worsen air quality, especially ozone, in Tahoe.*

The commenter states that the Project will increase air pollution and that Tahoe is already violating standards for ozone, which is harmful to human health. Please see Master Response 13, Master Response 14, and Master Response 15.

Comment 118-3 *Comment Summary – Urbanization will affect scenic quality.*

Please see Master Response 6 and response to comment 14a-55 regarding urbanization and Master Response 7 and Impact LU-2 regarding compatibility with the community.

Comment 118-4 *Comment Summary – The Project violates existing height rules, and would result in taller buildings being allowed in the basin.*

Please see response to comment 21-3 regarding building height as well as Impact SCENIC-1. The text of the amendment limits the additional height to the project area and not the entire Basin. Please see Master Response 7 and 8.

Comment 118-5 *Comment Summary – The Project should follow existing development rules.*

Please see Master Response 4 and Response to Comment 42-5.

Comment 118-6 *Comment Summary – The size of the Project will transform the existing community.*

Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised analysis in Chapters 6.0 and 10.0. Please see Master Response 1 regarding community plans.

**Comment Letter 119 – Garton, Michael and Beverly, 04/05/2011**

Comment 119-1 *Comment Summary – Concerned about existing and with Project storm water runoff across Homewood Resort property and bike trail and onto 5245 Westlake Blvd.*

Please see impact HYDRO-2 (p. 15-73) for analysis of storm water runoff and concludes that potential impacts are reduced to a level of less than significant with mitigation.

Comment 119-2 *Comment Summary – Concerned about the adequacy of parking with the Project.*

See Master Response 12.

Comment 119-3 *Comment Summary – Concerned about existing traffic congestion.*

Section 11.1 discloses existing transportation conditions. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project.

**Comment Letter 120 – Gay, Julie Lane, 04/19/2011**

Comment 120-1 *Comment Summary – Opposes Project due to impacts to scenic, water quality, traffic, and the west shore community.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 120-2 *Comment Summary – The Project size will permanently transform the West Shore community.*

Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised analysis in Chapters 6.0 and 10.0. Please see Master Response 1 regarding community plans.

Comment 120-3 *Comment Summary – The Project size will permanently impact scenic resources.*  
Please see Chapter 10.0 regarding impacts to the scenic quality.

Comment 120-4 *Comment Summary – The Project size will permanently impact water quality*  
Please see Master Response 18.

Comment 120-5 *Comment Summary – The Project size will permanently impact traffic.*  
See Master Response 10. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project

**Comment Letter 121 – Gay, Craig, 04/20/2011**

Comment 121-1 *Comment Summary – Opposes Project because its size will change the west shore area.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 121-2 *Comment Summary – The Project will worsen traffic on the west shore.*  
See Master Response 10 and Impact Trans-3.

Comment 121-3 *Comment Summary – Urbanization will affect scenic quality.*  
Please see Master Response 6 and response to comment 14a-55 regarding urbanization and Master Response 7 and Impact LU-2 regarding compatibility with the community. Please see Impact SCENIC-2 regarding impacts to the scenic quality rating.

Comment 121-4 *Comment Summary – The Project should follow existing development rules.*  
Please see Master Response 4 and Response to Comment 42-5.

Comment 121-5 *Comment Summary – The Project changes existing height rules, and would result in taller buildings being allowed in the basin.*  
Please see Response to Comment 21-3, as well as Master Response 4, 7 and 8. The height amendment limits the additional height to the Homewood Ski Area Master Plan.

Comment 121-6 *Comment Summary – The size of the Project will transform the existing community.*  
Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised analysis in Chapters 6.0 and 10.0. Please see Master Response 1 regarding community plans.

**Comment Letter 122 – Gay, Andrew, 04/19/2011**

Comment 122-1 *Comment Summary – Opposes Project due to traffic impacts.*

See Impact Trans-3.

Comment 123-2 *Comment Summary – Violates TRPA's own building restrictions on building height, creating a slippery slope.*

Please see Response to Comment 21-3, as well as Master Response 4, 7 and 8. The height amendment limits the additional height to the Homewood Ski Area Master Plan.

Comment 122-3 *Comment Summary – Disregard for fragile ecosystem of the lake Tahoe basin by dramatically increasing pollution in the region.*

See HYDRO-1 for surface water quality analysis, and Chapter 12 Air Quality for a discussion of impacts and associated mitigation measures that reduce air quality impacts to less than significant. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 122-4 *Comment Summary – Opposes project; will destroy the community and ethos that has been recognized for its serenity and tradition.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 122-5 *Comment Summary – Opposes project; TRPA is motivated by greed. Project threatens to contribute to the destruction of the lake and its ecosystem.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 123 – Gearheart, James and Susan, 04/20/2011**

Comment 123-1 *Comment Summary – The Project will block views of Mt. Ellis and Lake Tahoe*

Please see Impacts SCENIC-1 and -2 regarding scenic quality impacts. Regulations require projects to analyze impacts to public views rather than private views; however your concerns have been forwarded to decision-makers. In addition, Alternative 1A is proposed to reduce conflicts with adjacent residences. Please see the description of this alternative in Chapter 3 and the revised analysis in Chapters 6.0 and 10.0.

Comment 123-2 *Comment Summary – The up to 1,400 new peak residents is a major impact to Homewood.*

Please see impact PEH-2, which describes that full-time resident population may increase by up to 327 persons under Alternative 1 and 3, 39 under Alternative 4, 403 under Alternative 5 and 355 under Alternative 6, including employees in

- employee/workforce housing (p. 7-18). The commenter is not clear how the total of 1,400 peak residents was determined.
- Comment 123-3 *Comment Summary – Redevelopment should be limited to the existing paved footprint.*  
Please see Section 3.2.4 of Chapter 3.0, which discusses why the "Existing Coverage Alternative" was rejected from further consideration.
- Comment 123-4 *Comment Summary – The South Base Area will affect local residential quality of life.*  
The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 123-5 *Comment Summary – Concerned that noise from the Project will bounce off of the mountain and into the communities.*  
Please see Master Response 16 for a discussion of noise impacts, and response to Comment 14a-70 for a discussion of amphitheater noise. The mountain will tend to reflect noise upwards away from noise-sensitive land uses, rather than towards the ground towards noise-sensitive land uses.
- Comment 123-6 *Comment Summary – Lighting will impact night skies and sunlight for adjacent residences.*  
Please see Impact SCENIC-3 regarding lighting impacts. In addition, Alternative 1A is proposed to reduce conflicts with adjacent residences. Please see the description of this alternative in Chapter 3 and the revised analysis in Chapters 6.0 and 10.0.
- Comment 123-7 *Comment Summary – The Project should be of similar scale to the existing community, 2-stories tall and off the slope of the Ellis Creek/Homewood Creek watershed.*  
Please see Table 10-5 of the DEIR/EIS, which presents the proposed building heights and required building setbacks. Please see Chapter 24 for Alternative 1A analysis. Alternative 1A proposes a reconfiguration of the South Base Area (i.e. Homewood Creek watershed). This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 123-8 *Comment Summary – Project structures will appear 108.5 feet tall, even if measured at 77 feet, so the visual impact is one of a 108.5 foot tall building.*  
Please see Master Response 8 and 7 and response to comment 21-3 regarding building height as well as Impact SCENIC-1 and the visual simulations in Chapter 10. The simulations show that the height of the structures graduates with the tree canopy and the location of the tallest structures does not result in adverse impacts to the scenic quality rating along SR 89 or from the lake as discussed in impact SCENIC-2. Mitigation is in place to reduce the visibility of the mid-mountain lodge (see Mitigation Measures SCENIC-2a and -2b). In addition, it should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised description in Chapter 3 and revised analysis in Chapters 6.0 and 10.0. Regulations require projects to analyze impacts to public

views rather than private views; however your concerns have been forwarded to decision-makers.

- Comment 123-9 *Comment Summary – The Project is not compatible with the community or the CEP.*
- Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised project description in Chapter 3 and the revised analysis in Chapters 6.0 and 10.0. Please see Master Response 6 regarding the CEP. The comment does not disclose how the Project is incompatible with the intent of the CEP. The intent of the CEP is to promote environmental thresholds, which may include methods that are not currently recognized by the TRPA, as long as they ultimately progress toward environmental achievement and thresholds beyond that which is required.
- Comment 123-10 *Comment Summary – The Project will worsen traffic on SR 89.*
- See Master Response 10 and Impact Trans-3.
- Comment 123-11 *Comment Summary – The community already has a shortage of parking on peak days, and will be worse with less parking with the Project.*
- See Master Response 12.
- Comment 123-12 *Comment Summary – Traffic congestion will worsen ozone levels.*
- The commenter states that increases in traffic will exacerbate ozone, which is harmful to human health. Please see Master Response 15 related to the analysis of impacts of project-generated ozone on human health and the environment.
- Comment 123-13 *Comment Summary – Project structures will impact the scenic qualities valuable to other recreational activities such as hiking and cross-country skiing at Homewood, and recreational use of Lake Tahoe.*
- Please see response to your comment 124-8. Visual impacts on recreational sites are analyzed in impact SCENIC-2 and illustrated in the visual simulations in Chapter 10.0. The presence of structures does not automatically eliminate all views of the natural environment, nor do structures reduce the scenic quality rating if sited, designed, and constructed appropriately. Project structures are not built on the shoreline and are mostly blocked by existing structures and trees. Mitigation is established to reduce views of the mid-mountain lodge. Views from peaks and trails will continue to include the lake, surrounding peaks, the mountain, and surrounding vegetation.
- Comment 123-14 *Comment Summary – Impacts to groundwater are a concern.*
- Please see mitigation measure GEO-4g, which clarifies requirements for groundwater protection during construction, and mitigation measure HYDRO-3a, which clarifies requirements for groundwater protection during operations. Please see response to comments 13a-49 and 14a-34.
- Comment 123-15 *Comment Summary – Urban runoff impacts water quality in Lake Tahoe and new developments should be required to be tested for TMDL impacts.*
- Please see Master Response 18.

- Comment 123-16 *Comment Summary – Groundwater flow should not be an amendment to TRPA Code of Ordinances; it should be preserved and attain its thresholds.*
- Please see mitigation measure GEO-4g, which clarifies requirements for groundwater protection during construction, and mitigation measure HYDRO-3a, which clarifies requirements for groundwater protection during operations.
- Comment 123-17 *Comment Summary – The Project is really a new development, and is an attempt by HMR to build the project without a Community Plan or following the Master Ski Plan with community input as required under Code 16.1 and Goal #2, Policy 11 of the Conservation Element of the Regional Plan.*
- Please see Master Responses 1. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 123-18 *Comment Summary – The Project impacts to scenic resources will negatively impact thresholds.*
- Please see Impact SCENIC-2, which discusses impacts to the scenic threshold ratings. Chapter 10.0 also includes visual simulations of the structures from the lake and SR 89.
- Comment 123-19 *Comment Summary – The Project impacts to noise will negatively impact thresholds.*
- Please see Master Response 18.
- Comment 123-20 *Comment Summary – The Project impacts to traffic and parking will negatively impact thresholds.*
- See Master Response 10 and Impact Trans-3. See Master Response 12.
- Comment 123-21 *Comment Summary – The Project impacts to air quality will negatively impact thresholds.*
- The commenter believes that the Project will negative impact TRPA’s air quality thresholds for the Lake Tahoe Air Basin. Please see Master Response 14 related to the analysis of impacts of the Project on the Lake Tahoe Air Basin.
- Comment 123-22 *Comment Summary – The Project impacts to water quality will negatively impact thresholds.*
- Please see Master Response 18.
- Comment 123-23 *Comment Summary – Project construction on soft surfaces does not meet the requirements for infill or redevelopment, and constitutes sprawl.*
- The Project reduces coverage in environmentally sensitive areas. Development on soft surfaces, particularly when trading coverage on low capability land for coverage on high capability does not automatically indicate sprawl, but it does indicate more responsible development. Sprawl can be defined as widespread development that encourages car dependency and segregation of land uses, whereas this Project includes mixed-use development with a variety of transit options. Sprawl is defined by more factors than just new development. Please see Master Response 6.
- Comment 123-24 *Comment Summary – The TRPA needs to achieve and maintain ETCCs as a priority.*

The DEIR/EIS was prepared to disclose whether the Proposed Project or Alternatives would result in significant impacts. Significant impacts are identified based on impact evaluation criteria that include compliance with TRPA thresholds. In order to approve the Project or an Alternative, TRPA must make findings that the environmental thresholds will not be degraded.

Comment 123-25 *Comment Summary – Placer County must focus on a General Plan adopted by the TRPA and Community Plans prior to allowing the Project.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 124 – Gebhardt, Vernon, 04/18/2011**

Comment 124-1 *Comment Summary – Opposes Project due to traffic.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 125 – Genseal, Anne, 04/19/2011**

Comment 125-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 125-2 *Comment Summary – The Project will worsen traffic on the west shore.*

See Master Response 10 and Impact Trans-3.

Comment 125-3 *Comment Summary – The Project will worsen air quality, especially ozone, in Tahoe.*

The commenter states that the Project will increase air pollution and that Tahoe is already violating standards for ozone, which is harmful to human health. Please see Master Response 13, Master Response 14, and Master Response 15.

Comment 125-4 *Comment Summary – Urbanization will affect scenic quality.*

Please see Master Response 6 and response to comment 14a-55 regarding urbanization and Master Response 7 and Impact LU-2 regarding compatibility with the community. Please see Impact SCENIC-2 regarding impacts to the scenic quality rating.

Comment 125-5 *Comment Summary – The Project should follow existing development rules.*

Please see Master Response 4.

Comment 125-6 *Comment Summary – The Project changes existing height rules, and would result in taller buildings being allowed in the basin.*

Please see Response to Comment 21-3 and Master Responses 4, 7 and 8. The height amendment limits the additional height to the Homewood Ski Area Master Plan.

Comment 125-7 *Comment Summary – The size of the Project will transform the existing community.*

Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised analysis in Chapters 6.0 and 10.0. Please see Master Response 1 regarding community plans.

Comment 125-8 *Comment Summary – Opposes Project; environmental impacts outweigh benefits.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

#### **Comment Letter 126 – George, Fred, 04/18/2011**

Comment 126-1 *Comment Summary – Opposes Project due to changes in height limitation, traffic, and pollution.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

#### **Comment Letter 127 – Gompertz, Doug, 04/18/2011**

Comment 127-1 *Comment Summary – Opposes Project due to impacts to scenic resources.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

#### **Comment Letter 128 – Gray, Carole, 03/15/2011**

Comment 128-1 *Comment Summary – Supports the Project but at a smaller scale.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 128-2 *Comment Summary – The Project will worsen traffic on SR 89.*

See Master Response 10 and Impact Trans-3.

Comment 128-3 *Comment Summary – Increased congestion caused by the traffic will reduce emergency vehicle response times and evacuation times.*

See Impact Trans-3. The proposed Project and Alternatives have a significant impact at the SR 89/Granlibakken Road intersection, but recommended mitigations are provided at this intersection that improve the LOS and delay to better than existing conditions. The delay at the remaining study intersections increases by less than 10 seconds during the summer and less than 20 seconds during the winter with the Project.

Comment 128-4 *Comment Summary – The Project is not compatible with the existing community.*

Please see Master Responses 7 and 8 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. Although the structures are new, they are designed with the "Old Tahoe" architecture, and provide improvements to correct deficiencies noted in the TRPA Scenic Quality Assessment (See Chapter 10). It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised description in Chapter 3 and the revised analysis in Chapters 6.0 and 10.0.

Comment 128-5 *Comment Summary – Concerned that the Project will result in increased noise and impact adjacent communities.*

Please see Master Response 16 for a discussion of noise impacts.

Comment 128-6 *Comment Summary – Project light will impact adjacent communities.*

Please see Response to Comment 19-46 and Impact SCENIC-3 regarding lighting.

Comment 128-7 *Comment Summary – The size and height of proposed buildings will adversely affect existing communities.*

Please see Master Response 7 regarding community character and Impact SCENIC-1 and SCENIC-2, which discuss building height and impacts to scenic viewpoints from the roadway and lake. The proposed 77-foot tall building (using existing TRPA Code measurement methods, up to 50 feet tall using proposed average grade methods) would step up the slopes and would be placed at the back of the project area, behind other structures and trees, and below the canopy level as shown in the visual simulations. Figures 10-5 through 10-8 show views from the lake. As shown, views of the project structures are subordinate to views of the natural landscape and the existing lakeside structures. Mitigation is included to further reduce views of the structures (Mitigation Measures BIO-10, SCENIC-1a, 1b, 2a, and 2b).

Comment 128-8 *Comment Summary – The Project will urbanize the area.*

Please see Master Response 6 regarding urbanization and Master Response 7 regarding compatibility with the community. Please see Master Response 1 regarding the community plan.

Comment 128-9 *Comment Summary – Runoff from the Project will affect water quality in Lake Tahoe.*

Please see Master Response 18.

**Comment Letter 129 – Grebitus, Tom, 02/25/2008**

Comment 129-1 *Comment Summary – Supports Project as a master plan*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 129-2 *Comment Summary – Benefits of project include runoff mitigation, filtration, improved runoff to lake.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 129-3 *Comment Summary – Fire suppression benefits of selective vegetation eradication and use of snowmaking water to fight summer fires*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 129-4 *Comment Summary – Benefits exceed minimum requirements*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 129-5 *Comment Summary – Architecture reflects old Tahoe that will unify west shore and improve visual quality.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 130 – Grebitus, Ted, Homewood Homeowners Association, Member, 02/27/2008**

Comment 130-1 *Comment Summary – Supports project due to benefits such as forest management, water conservation, and equipment upgrades*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 131 – Greenlee, Daniel and Smith, Susan, 04/12/2011**

Comment 131-1 *Comment Summary – The Project threatens attainment of TRPA thresholds.*

The DEIR/EIS was prepared to disclose whether the Proposed Project or Alternatives would result in significant impacts. Significant impacts are identified based on impact evaluation criteria that include compliance with TRPA thresholds. In order to approve the Project or an Alternative, TRPA must make findings that the environmental thresholds will not be degraded.

Comment 131-2 *Comment Summary – P. 8-20: Bald eagle has been observed in the ski area in the summer.*

Comment noted. The closest known bald eagle nest site is in Emerald Bay as noted on page 8-21 of the document. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 131-3 *Comment Summary – P. 8-23: Osprey will be impact by the Project. Correct the statement about osprey because 2 miles east of the Project is in Lake Tahoe.*

No Osprey nests are located within the Project area or within the 0.5 mile disturbance zone of any active nest. Active nesting site for osprey is located east south east of the Project area at Sugar Pine Point.

Comment 131-4 *Comment Summary – P. 8-23: Correct the statement about osprey because 2 miles east of the Project is in Lake Tahoe.*

No Osprey nests are located within the Project area or within the 0.5 mile disturbance zone of any active nest. Active nesting site for osprey is located east south east of the Project area at Sugar Pine Point.

Comment 131-5 *Comment Summary – P. 8-4: Black bear have been observed in the Project area, and the project will encroach upon their habitat.*

Impact BIO-4 describes the potential impacts to wildlife habitat as a result of project implementation. Black bear are not a sensitive species and therefore subject to specific mitigation protecting their habitat. Mitigation measure BIO-4b Trash Management Program will help protect black bear by not providing increased access to human refuse and trash that impact both sensitive and common wildlife species. Additionally Mitigation Measure BIO-2 protects dens and nursery sites of wildlife species.

Comment 131-6 *Comment Summary – P. 15-24: The groundwater amendment will impact water quality*

Please see mitigation measure GEO-4g, which clarifies requirements for groundwater protection during construction, and mitigation measure HYDRO-3a, which clarifies

- requirements for groundwater protection during operations. Please see response to comments 13-49 and 14-34.
- Comment 131-7 *Comment Summary – P. 3-34: Fill, and the requested amendment to code §64.7.A(2) and (I) increases seismic risks.*  
Please see response to comment 93-11.
- Comment 131-8 *Comment Summary – P. 10-0: The 77-foot tall buildings will impact scenic resources and TRPA goals.*  
Please see response to comment 128-7.
- Comment 131-9 *Comment Summary – P. 10-0: The Mid-Mountain Lodge will be visible from Lake Tahoe and impact scenic resources and TRPA goals.*  
Please see Response to Comments 13a-62 and 15-11.
- Comment 131-10 *Comment Summary – The Project will worsen air quality.*  
The commenter states that the Project will reduce air quality. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.
- Comment 131-11 *Comment Summary – The Project will worsen traffic on SR 89.*  
See Master Response 10 and Impact Trans-3.
- Comment 131-12 *Comment Summary – Opposed to traffic light as mitigation for pedestrian traffic.*  
The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 131-13 *Comment Summary – Increased demand for summer Lake Tahoe beach access will degrade the experience.*  
Impacts to beach access are addressed in Chapter 18 Recreation of the DEIR/EIS. Impact REC-1 discusses potential impacts to beach access related to increased demand and use of area beaches. Mitigation measure REC-1a requires the Project Applicant to work with Placer County to develop a Zone of Benefit, which is a geographic area formed under Placer County Service Area law to provide extended services not already being provided, or a similar mechanism to fund maintenance needs that result from the Project.
- Comment 131-14 *Comment Summary – P. 8-55: Tree removal, including 33 over 30 inches dbh, does not meet the vegetation threshold.*  
Impact BIO-10 identifies impacts associated with removal of trees larger than 30 inches dbh. This impact is considered significant for alternatives 1, 3, 4, 5, and 6 and requires mitigation.
- Comment 131-15 *Comment Summary – P. 11-81, Table 11-24: Dump truck loads violates the vegetation threshold.*  
Removal of excavated material from the Project area would not have an impact on the Vegetation Threshold as it will have no impact on richness, relative abundance or pattern of common vegetation, or impact uncommon plant communities or sensitive plant species.

Comment 131-16 *Comment Summary – P. 16-2: concerned that the current system can accommodate new demand after 2013 and who will pay for \$6.4 million TCPUD expansion.*

Please see impact PSU-1 (p. 16-13) and mitigation measure PSU-1 (p. 16-13)a, which address water supply infrastructure requirements and state that costs are born by the Project Applicant.

Comment 131-17 *Comment Summary – The South Base Area should be LEED certified, too, to be green according to the CEP.*

Alternatives 1, 3, 5 and 6 pursue LEED certification and thus are designed to meet energy conservation goals outlined by the program for obtaining LEED ratings.

Comment 131-18 *Comment Summary – Supports Alternative 6 without two amendments, with a total of 184 units. Greenlee submitted duplicative Smith letter was submitted on 4/15/2011.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 132 – Gregg, Ronald, 04/18/2011**

Comment 132-1 *Comment Summary – Opposes Project due to impacts to traffic and scenic resources, non-compliance with existing rules, the height amendment will establish a precedent, and the Project is not compatible with the community.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 133 – Griswold, David and Marjorie, 02/23/2011**

Comment 133-1 *Comment Summary – Opposes Project because the size, scale, and height of the Project is not compatible with the community; traffic; and roadway safety.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 134 – Griswold, David and Marjorie, 04/19/2011**

Comment 134-1 *Comment Summary – Opposes Project; too big.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 134-2 *Comment Summary – The Project would permanently change the West Shore community.*

Please see Master Response 7. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 134-3 *Comment Summary – The scale of the Project is not compatible with the community.*

Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. The parking garage replaces the existing paved parking lot to allow for ski parking in a more compact design. The CEP allows methods and designs that are not typical when those methods or designs promote the attainment of environmental thresholds (See Master Response 6). It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised project description in Chapter 3 and the revised analysis in Chapters 6.0 and 10.0.

Comment 134-4 *Comment Summary – Concerned about traffic impacts.*

See Impact Trans-3.

Comment 134-5 *Comment Summary – Safety related concern about traffic congestion.*

See Impact Trans-8.

**Comment Letter 135 – Groh, John, 02/09/2011**

Comment 135-1 *Comment Summary – Opposes Project; too big.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 135-2 *Comment Summary – Supports Alternative 4.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 135-3 *Comment Summary – Supports Alternative 6.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 136 – Name Withheld, 04/07/2011**

Comment 136-1 *Comment Summary – Opposes Project; too big.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 136-2 *Comment Summary – Concerned about traffic impacts to the community.*

See Impact Trans-3.

Comment 136-3 *Comment Summary – Concerned about parking impacts to the community.*

See Master Response 12.

Comment 136-4 *Comment Summary – Supports a Project at least half as small as the proposed Project.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 137 – Gruber, David, 04/19/2011**

Comment 137-1 *Comment Summary – No comment on the EIR provided.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 138 – Hafner, Ann Dee, 04/19/2011**

Comment 138-1 *Comment Summary – Opposed to Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the

DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 138-2 *Comment Summary – Concerned about impacts to scenic resources.*

Please see Chapter 10.0 regarding impacts to the scenic quality.

Comment 138-3 *Comment Summary – Concerned about impacts to the "unique feeling" of the community.*

Please see Master Response 6 regarding urbanization and Master Response 7 and Impact LU-2 regarding compatibility with the community.

Comment 138-4 *Comment Summary – Concerned about traffic impacts, congestion.*

See Impact Trans-3.

Comment 138-5 *Comment Summary – Concerned about car emission impacts to air quality.*

The commenter states that the Project will result in increased odor from traffic congestion. Fumes from vehicle exhaust are not considered by the air quality management agencies within the Project area as an odorous source. Traffic exhaust will dissipate quickly, even in light winds. The Project will not result in the addition of any major odor producing facilities, such as landfills, wastewater treatment plants, or manufacturing plants. Thus, the Project is not anticipated to generate objectionable odors. Please refer to Impact AQ-5 in the DEIR/EIS for an evaluation of odor impacts.

Comment 138-6 *Comment Summary – Concerned about precedent of changing building codes to allow the Project.*

Please see Master Response 4.

**Comment Letter 139 – Hagen, Marcia, 04/19/2011**

Comment 139-1 *Comment Summary – No comment on the EIR provided.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 140 – Hagge, Howard R., Jr., 02/16/2011**

Comment 140-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 141 – Hale, Elizabeth, 04/21/2011**

Comment 141-1 *Comment Summary – Concerned about lack of parking with Project, and dial-a-ride is not sufficient or reliable mitigation due to limited vans and users from around the Basin.*

See Master Response 12. The Dial-a-Ride service is proposed as part the Project and will be available specifically to resort guests.

- Comment 141-2 *Comment Summary – Lack of parking will worsen safety concerns on busy days.*
- The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 141-3 *Comment Summary – Drop-off/concierge parking would not be used by ski enthusiasts that would inspect snow conditions, and prepare equipment accordingly or return to cars during the day.*
- The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 141-4 *Comment Summary – Does not believe Tahoe City parking would be effective and would not affect cars coming from the east or south.*
- The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 141-5 *Comment Summary – Destination resort planning is not consistent with the recreation access ETCC.*
- Chapter 18 Recreation Impacts REC-1 through REC-4 address potential effects to recreational quality and quantity from implementation of the Project. One of the goals of the Project is to improve the recreational quality for a winter day use facility. This is consistent with the Recreation thresholds of the TRPA. The Project will maintain recreational capacity levels consistent with Winter Day Use PAOT allocations for the Homewood Mountain Resort.
- Comment 141-6 *Comment Summary – Reduced parking reduces recreation access.*
- Please see response to comment 33-51.
- Comment 141-7 *Comment Summary – Opposes height amendment.*
- Please see Master Response 4 and Response to Comment 42-5 regarding amendments. Please see Master Response 7 regarding community character. The height amendment would apply only to the project area. Please see the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 141-8 *Comment Summary – Lake Tahoe is an outstanding water resource and it is unclear how the project would protect groundwater flowing to the lake.*
- Please see mitigation measure GEO-4g, which clarifies requirements for groundwater protection during construction, and mitigation measure HYDRO-3a, which clarifies requirements for groundwater protection during operations. Please see response to comments 13-49 and 14-34.

- Comment 141-9 *Comment Summary – The Project is not compatible with the scale and character of existing land uses.*
- Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. Although the structures are new, they are designed with the "Old Tahoe" architecture, and provide improvements to correct deficiencies noted in the TRPA Scenic Quality Assessment (See Chapter 10). It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised description in Chapter 3 and the revised analysis in Chapters 6.0 and 10.0.
- Comment 141-10 *Comment Summary – Expansion of the urban area will cause more traffic.*
- This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 141-11 *Comment Summary – Expansion of the urban area will cause more air pollution.*
- The commenter is concerned that the Project will increase air pollution. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.
- Comment 141-12 *Comment Summary – Expansion of the urban area will cause more water pollution.*
- Please see Master Response 18.
- Comment 141-13 *Comment Summary – Expansion of the urban area will impact scenic resources with visible structures and lighting.*
- Please see Response to Comments 13a-62 and 15-11 regarding the mid-mountain lodge and Response to Comment 19-46 regarding light. Please see Master Response 6 regarding urbanization.
- Comment 141-14 *Comment Summary – The parking garage would be in an SEZ.*
- Impact BIO-5 identifies impacts to the SEZ located in the gravel parking lot and requires mitigation to offset impacts.
- Comment 141-15 *Comment Summary – The Project would impact bears and other wildlife.*
- Impact BIO-4 describes the potential impacts to wildlife habitat as a result of project implementation. Black bear are not a sensitive species and therefore subject to specific mitigation protecting their habitat. Mitigation Measure BIO-4b Trash Management Program will help protect black bear by not providing increased access to human refuse and trash that impact both sensitive and common wildlife species. Additionally Mitigation Measure BIO-2 protects dens and nursery sties of wildlife species.
- Comment 141-16 *Comment Summary – The EIR is incomplete because it does not explain groundwater runoff amelioration.*
- Please see mitigation measure GEO-4g, which clarifies requirements for groundwater protection during construction, and mitigation measure HYDRO-3a, which clarifies requirements for groundwater protection during operations. Please see response to

comments 13-49 and 14-34. Federal, state and local regulations not permit groundwater to exit a Project area as surface runoff.

**Comment Letter 142– Hall, Meaghan, 04/19/2011**

Comment 142-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 143– Handwerker, Elliott, 04/18/2011**

Comment 143-1 *Comment Summary – Opposes Project; prefers an alternative consistent with the General Plan.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 143-2 *Comment Summary – Prefers an alternative consistent with the General Plan.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 144– Haney, Heather, 04/19/2011**

Comment 144-1 *Comment Summary – Opposes Project; prefers an alternative consistent with the General Plan.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 144-2 *Comment Summary – Prefers an alternative consistent with the General Plan, reduces traffic, and makes commitments to environmental enhancement and protection.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 145– Hargett, Lindsay, 04/19/2011**

Comment 145-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 146– Harmon, Ann, 04/18/2011**

Comment 146-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 147– Harper, Julie, 04/18/2011**

Comment 147-1 *Comment Summary – Opposes Project and requested height amendment.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 148– Harris, Hugh W. and Muriel M., 03/10/2011**

Comment 148-1 *Comment Summary – Concerned about Project impacts to traffic on SR 89.*

See Master Response 10 and Impact Trans-3.

Comment 148-2 *Comment Summary – Concerned about Project impacts to summer and winter parking shortages at Homewood, leading to parking on SR 89 and the McKinney subdivision.*

See Master Response 12.

Comment 148-3 *Comment Summary – Inadequate parking, leading to parking on residential streets, creates safety hazards.*

See Master Response 12.

Comment 148-4 *Comment Summary – Existing parking shortages also occur with vehicles, boats, and trailers using Obexer's marina in the summer.*

The Project may allow boat trailer parking in the parking structure to alleviate existing on-street boat trailer parking issues during summertime when HMR does not need parking constructed for winter ski operations.

Comment 148-5 *Comment Summary – Recommendation for a residential parking district as mitigation for parking-related impacts.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 149– Harris, Dianne, 04/20/2011**

Comment 149-1 *Comment Summary – The Project will damage the ecological health of the area.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 149-2 *Comment Summary – The Project will damage the scenic resources of the area.*

Please see Chapter 10.0 regarding impacts to the scenic quality.

Comment 149-3 *Comment Summary – Supports alternatives recommendations of the League to Save Lake Tahoe.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 149-4 *Comment Summary – The Project will worsen traffic.*

See Master Response 10 and Impact Trans-3.

Comment 149-5 *Comment Summary – The Project will worsen air quality.*

The commenter is concerned that the Project will increase air pollution. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.

Comment 149-6 *Comment Summary – The Project will create runoff that will damage Lake Tahoe water quality.*

Please see Master Response 18.

Comment 149-7 *Comment Summary – The Project is not compatible with the scale of the existing community.*

Please see Master Response 7 and 8 and Chapter 10.0 Impact SCENIC-1 regarding height. Also, please see the visual simulations, which show that the 77 foot tall structure is not particularly visible or overbearing as it is located at the toe of and on the slope, backing up against the mountain instead of hugging the road.

Comment 149-8 *Comment Summary – The Project will impact the scenic quality of the area.*

Please see Chapter 10.0 regarding impacts to the scenic quality.

Comment 149-9 *Comment Summary – The Project will impact wildlife in the area.*

Impacts BIO-1, BIO-2, BIO-3 and BIO-4 analyze impacts to Threatened, Endangered and Sensitive species and their habitats. Mitigation measures are required in order to offset significant impacts.

Comment 149-10 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

#### **Comment Letter 150 – Harris Wang, Dianne, 04/19/2011**

Comment 150-1 *Comment Summary – Concerned about existing and with-Project traffic impacts to SR 89.*

See Master Response 10 and Impact Trans-3.

Comment 150-2 *Comment Summary – The Project is too big, out of scale with the character of the existing community.*

Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised analysis in Chapters 6.0 and 10.0.

Comment 150-3 *Comment Summary – Supports a project consistent with the Regional Plan.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 151 – Hash, Steve, 04/18/2011**

Comment 151-1 *Comment Summary – Supports a Project reduced by 60%.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS Section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 151-2 *Comment Summary – The Project would impact traffic.*

See Master Response 10 and Impact Trans-3.

Comment 151-3 *Comment Summary – The Project would "destroy the unique beauty."*

Please see Chapter 10.0 regarding impacts to the scenic quality. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 151-4 *Comment Summary – The Project would impact Lake Tahoe clarity.*

Please see Master Response 18.

**Comment Letter 152 – Hatch, Daphne, 04/21/2011**

Comment 152-1 *Comment Summary – Supports environmental restoration and resort improvement elements.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 152-2 *Comment Summary – The Project is not consistent with the character of the existing community.*

Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised analysis in Chapters 6.0 and 10.0.

Comment 152-3 *Comment Summary – Does not believe the financial analysis conclusions on the number of residential units needed for 400 skiers per day and achieve "destination resort" status.*

Please see Master Response 1 and response to comment 13a-87.

Comment 152-4 *Comment Summary – Historical hydrological data used in the EIR is not a good predictor for future water supply. Instead, use Coats et al. 6/30/10 TERC Technical Report which estimates future hydrologic conditions with climate change.*

Please see impact Master Responses 19 and 21. See also Impact HYDRO-2 for analysis of storm water treatment systems. As detailed in Table 15-9, storm water treatment system volumes have been maximized based on site-conditions and are sized in excess of the 20-yr, 1-hr storm and include primary (removal of coarse sediment), secondary (removal of fine sediment) and tertiary (soil treatment) treatment. Potential increases in runoff from effects of climate change are unknown and not quantified at the project-scale. Regional models (e.g., Coates) predict possible increases that the Project considers in the treatment train sizing and design.

Comment 152-3 *Comment Summary – Concerned that the Project will result in increased noise.*

Please see Master Response 16 for a discussion of noise impacts.

Comment 152-5 *Comment Summary – Historical hydrological data used in the EIR is not a good predictor for future storm water runoff. Instead, use Coats et al. 6/30/10 TERC Technical Report which estimates future hydrologic conditions with climate change.*

Please see impact HYDRO-2 (p. 15-78) for analysis of storm water treatment systems. As detailed in Table 15-9, storm water treatment system volumes have been maximized based on site-conditions and are sized in excess of the 20-yr, 1-hr storm and include primary (removal of coarse sediment), secondary (removal of fine sediment) and tertiary (soil treatment) treatment. Potential increases in runoff from effects of climate change are unknown and unquantified at the project-scale. Regional models (e.g., Coates) predict possible increases that the Project considers in the treatment train sizing and design.

Comment 152-6 *Comment Summary – Historical hydrological data used in the EIR is not a good predictor for future water demand. Instead, use Coats et al. 6/30/10 TERC Technical Report which estimates future hydrologic conditions with climate change.*

Please see impact HYDRO-2 (p. 15-73) for analysis of storm water treatment systems. As detailed in Table 15-9, storm water treatment system volumes have been maximized based on site-conditions and are sized in excess of the 20-yr, 1-hr storm and include primary (removal of coarse sediment), secondary (removal of fine sediment) and tertiary (soil treatment) treatment. Potential increases in runoff from effects of climate change are unknown and unquantified at the project-scale. Regional models (e.g., Coates) predict possible increases that the Project considers in the treatment train sizing and design.

Comment 152-7 *Comment Summary – Historical precipitation data used in the EIR is not a good predictor for future snowfall. Instead, use Coats et al. 6/30/10 TERC Technical Report which estimates future snow conditions with climate change. Homewood is unlikely to be a viable ski resort with climate change due to greater proportion of precipitation falling as rain.*

The Coats et al (2010) is referenced on page 15-1. This publication is one of a number of climate change studies in the region with varying results and conclusions based on varying environmental metrics. Historical precipitation data is a likely metric considered in each of these studies, as modeled future precipitation must be compared to measured historic precipitation to estimate change over time. The commenter expresses an opinion. This is not a comment on the content or adequacy

of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 152-8 *Comment Summary – The Project (Alternatives 1, 3, 5, and 6) will increase GHG emissions and conflict with regulations seeking a reduction in GHGs.*

The commenter states that the Project will result in an increase in GHG emissions, result in a significant impact, and conflict with regulations seeking to reduce GHG emissions. The commenter believes that reductions in “our” carbon footprint will never be achieved if projects with significant impacts on the environmental are approved.

Regarding the analysis of Project-generated GHG emissions and potential conflicts with state and local GHG polices and regulations, please see response to Comment 12-3. Regarding reductions in carbon emissions and Project approvals, the comment expresses an opinion and is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 152-9 *Comment Summary – The Project is too big and not consistent with the character of the existing community.*

Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised project description in Chapter 3 and the revised analysis in Chapters 6.0 and 10.0. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 152-10 *Comment Summary – Supports a small project with fewer South Base Area units, and upgraded but smaller ski facilities at the North Base Area.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 152-11 *Comment Summary – The mid-mountain area is wild and is a valuable habitat corridor for USFS and wilderness lands to the west.*

Impact BIO-4 describes the potential impacts to wildlife habitat as a result of project implementation. Impact BIO-3 discusses migration and travel corridors and includes mitigation to protect fish passage in Homewood Creek.

Comment 152-12 *Comment Summary – Supports a smaller, removable mid-mountain lodge.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 152-13 *Comment Summary – The Project will increase summer traffic.*

See Master Response 10.

Comment 152-14 *Comment Summary – The Project will result in a significant cumulative impact to traffic.*

See Impact Trans-C1 for disclosure of cumulative transportation impacts.

Comment 152-15 *Comment Summary – Opposes any Project that increases traffic.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 152-16 *Comment Summary – Opposes any Project that increases air pollution.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 152-17 *Comment Summary – Variances from existing height codes is a significant impact*

Please see Response to Comment 42-5 and Master Response 4 regarding amendments. The height amendment would apply only to the project area. Please see 7 regarding community character. Please see the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 152-18 *Comment Summary – Opposed to Alternative 4.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the

DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 152-19 *Comment Summary – Consider an alternative that sells lots on the lower mountain but transfers mid-mountain and upper-mountain lands to the USFS for continued public recreation.*

Please see Master Response2.

**Comment Letter 153 – Hays, Kristine, 04/19/2011**

Comment 153-1 *Comment Summary – Concerned about scenic impacts of parking structure to adjacent residential areas.*

Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. The parking garage replaces the existing paved parking lot to allow for ski parking in a more compact design. The CEP allows methods and designs that are not typical when those methods or designs promote the attainment of environmental thresholds. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others, including the parking garage, that are planned near residences in Alternative 1. Please see the revised project description in Chapter 3 and the revised analysis in Chapters 6.0 and 10.0.

Comment 153-2 *Comment Summary – Concerned about traffic impacts on adjacent residential streets.*

Please see Impact Trans-3.

Comment 153-3 *Comment Summary – Concerned about noise impacts on adjacent residential areas.*

Please see Master Response 16 for a discussion of noise impacts.

**Comment Letter 154 – Head, Margaret R., 04/21/2011**

Comment 154-1 *Comment Summary – The Project is not compatible with the existing community; too large and dense.*

Please see 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others, including the parking garage, that are planned near residences in Alternative 1. Please see the revised project description in Chapter 3 and the revised analysis in Chapters 6.0 and 10.0.

Comment 154-2 *Comment Summary – The Project is not consistent with the historical nature of the community.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted. Please see Chapter 6 for land use analysis, Chapter 9 for Cultural Resource analysis and Chapter 10 for visual resources analysis.

- Comment 154-3 *Comment Summary – The Project heights are not consistent with the existing community.*
- Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others, including the parking garage, that are planned near residences in Alternative 1. Please see the revised project description in Chapter 3 and the revised analysis in Chapters 6.0 and 10.0.
- Comment 154-4 *Comment Summary – The Project traffic is not consistent with the existing community.*
- The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 154-5 *Comment Summary – Project changes in groundwater runoff will be detrimental to the environment.*
- Please see mitigation measure GEO-4g, which clarifies requirements for groundwater protection during construction, and mitigation measure HYDRO-3a, which clarifies requirements for groundwater protection during operations. Please see response to comments 13-49 and 14-34.
- Comment 154-6 *Comment Summary – Supports a smaller Project consistent with current building codes and TRPA CEP criteria.*
- Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.
- Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 154-7 *Comment Summary – The lack of a community Plan makes it even more important to conform to existing urban growth boundaries and the PASs.*
- The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 154-8 *Comment Summary – The Project will increase VMTs, congestion.*
- Please see Master Response 10.
- Comment 154-9 *Comment Summary – Project increases in VMTs will impact air quality.*

The commenter states that the Project will cause air pollution from increased traffic. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.

Comment 154-10 *Comment Summary – Project increases in VMTs will impact water quality.*

Please see Master Response 18.

Comment 154-11 *Comment Summary – Supports a Project that decreases units, builds only on built areas, and has no amendments to current codes.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 155 – Head, Margaret, 04/20/2011**

Comment 155-1 *Comment Summary – The Project will impact views of the mountain and nighttime lighting for adjacent South Base Area residents.*

Please see Response to Comment 19-46 and Impact SCENIC-3 regarding lighting. The impact of interior lighting in the day would be negligible and should exterior lighting be utilized during the day, it would be subordinate to the natural sunlight.

Comment 155-2 *Comment Summary – Concerned that the Project will result in increased noise for residents adjacent to the South Base area.*

Please see Master Response 16 for a discussion of noise impacts.

Comment 155-3 *Comment Summary – The Project will cause soil erosion for adjacent South Base Area residents.*

The commenter does not state that the current Project area contributes to soil erosion on parcels adjacent to the South Base and does not offer reasoning as to how the Project would cause erosion onto these properties. The assumption of the response is that new disturbance is seen to increase erosion potential offsite. Mitigation measures GEO-4a through 4f address potential erosion during construction periods. Off-site erosion during long-term project operations would be in violation of TRPA Code Chapter 25 and Lahontan waste discharge requirements (i.e., individual permit for control of discharges from the Project area). Should off-site erosion affect private parcels, neighbors can contact HMR Offices for immediate attention. If the appropriate response and corrective actions are not taken by HMR, then neighbors can contact TRPA or Lahontan Staff to request compliance actions.

Comment 155-4 *Comment Summary – The Project soil erosion will cause sedimentation in Lake Tahoe.*

Please see impacts HYDRO-1 and GEO-4.

- Comment 155-5 *Comment Summary – The Project will obstruct views of Quail Mountain from SR 89.*  
 Please see the visual simulations in Chapter 10.0. As shown in the simulations (Figures 10-10 through 10-14) ridgelines are still visible with the structures present.
- Comment 155-6 *Comment Summary – Supports a Project on existing developed areas with added height.*  
 Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.  
 Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 155-7 *Comment Summary – Opposes project as too urban in a residential area.*  
 Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 155-8 *Comment Summary – Project construction of buildings up the mountain will impact scenic quality.*  
 Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. As shown in the visual simulations, (Figures 10-10 through 10-14) the natural environment remains present and natural views persist. Although the structures are new, they are designed with the "Old Tahoe" architecture, and provide improvements to correct deficiencies noted in the TRPA Scenic Quality Assessment (See Chapter 10). It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised description in Chapter 3 and the revised analysis in Chapters 6.0 and 10.0. While residents are attracted to the natural charm of the area, they also benefit from neighborhood commercial services, which reduces vehicle traffic and the associated damages of vehicle traffic. Both the natural charm and growth can be accomplished and compatible if the proposal is environmentally beneficial. Please see Chapters 6 through 20 regarding environmental impacts of the Project and alternatives.
- Comment 155-9 *Comment Summary – The Project will impact emergency responses and evacuation.*  
 Please see impact PS-2 (p. 17-14) and mitigation measure PS-2 (p. 17-15). See mitigation measure HYDRO-4a: Emergency Response and Evacuation Plan (Ch. 20, p. 21-59). Please see impact TRANS-8.

Comment 155-10 *Comment Summary – Supports a smaller Project on existing developed areas only that does not build up the mountain slopes.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 156 – Heard, David, 04/19/2011**

Comment 156-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 157 – Hillman, Todd, 04/19/2011**

Comment 157-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 158 – Hirsch, Doug, 04/18/2011**

Comment 158-1 *Comment Summary – The Project will impact the natural beauty of the area.*

Please see Chapter 10.0 regarding impacts to the scenic quality. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration.

Comment 158-2 *Comment Summary – The Project will cause traffic congestion.*

See Master Response 10 and Impact Trans-3.

**Comment Letter 159 – Hogan, Jason, 04/21/2011**

Comment 159-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the

DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 160 – Hogan, Clay, 04/18/2011**

Comment 160-1 *Comment Summary – Supports Project due to scenic and socioeconomic benefits.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 161 – Hogan, Michael, 04/18/2011**

Comment 161-1 *Comment Summary – Supports the Project; reduces sediment to Lake Tahoe.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 162 – Holiday, Judd and Margaret, 01/26/2011**

Comment 162-1 *Comment Summary – Supports Project; socioeconomic benefits.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 163 – Hommel, Jason, 03/01/2011**

Comment 163-1 *Comment Summary – The Project should have more parking, parking garages, to accommodate vehicles.*

See Master Response 12.

**Comment Letter 164 – Houghton-Berry, Meganne, 04/18/2011**

Comment 164-1 *Comment Summary – Supports Project due to public service, traffic, and socioeconomic benefits.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 165 – Houghton-Berry, Mark, 04/18/2011**

Comment 165-1 *Comment Summary – Supports Project due to scenic, traffic, and socioeconomic benefits.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 166 – Howard, Giselle, 04/19/2011**

Comment 166-1 *Comment Summary – No comment on the EIR provided.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 167 – Howlett, Lesley, 04/20/2011**

Comment 167-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 168 – Huff, Don, 02/27/2008**

Comment 168-1 *Comment Summary – Supports Project as it improves the economy of the area as well as the environment*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 169 – Hutchinson, Tom, 04/18/2011**

Comment 169-1 *Comment Summary – Opposes Project due to traffic impacts.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 170 – Ibara, Ronnie, 04/18/2011**

Comment 170-1 *Comment Summary – No comment on the EIR provided.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 171 – Irelan, Sue Rae, 03/31/2011**

Comment 171-1 *Comment Summary – Supports the Project; style is elegant and height and massing are nice.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 171-2 *Comment Summary – Request for a funkier architectural style to Project buildings.*

Please see Chapter 24 for analysis of Alternative 1A. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 171-3 *Comment Summary – Request for more variety in architectural style and height of buildings.*

Please see Chapter 24 for analysis of Alternative 1A. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 172 – Jaquier, Tracy Bruener, 04/16/2011**

Comment 172-1 *Comment Summary – Supports a project that upgrades the resort.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 172-2 *Comment Summary – Opposes Project; size and scope are too large for the community.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 172-3 *Comment Summary – Concerned about impacts to traffic on SR 89.*

See Master Response 10 and Impact Trans-3.

Comment 172-4 *Comment Summary – Does not believe traffic mitigation measures are realistic; visitors will still use cars, and not take shuttles or water taxis.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 173 – Jewett, Hal, 02/02/2011**

Comment 173-1 *Comment Summary – Supports Project as long as adequate parking is provided.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 174 – Jiler, Rachel, 04/19/2011**

Comment 174-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 175 – Johnson, Cyrus, 03/25/2011**

Comment 175-1 *Comment Summary – Supports redevelopment of Homewood but opposes Project due to scale and size.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 175-2 *Comment Summary – Concerned Project will impact traffic on SR 89.*

See Master Response 10 and Impact Trans-3.

Comment 175-3 *Comment Summary – Project impacts to traffic will impact emergency vehicle response times and evacuation.*

See Impact Trans-3. The proposed Project and Alternatives have a significant impact at the SR 89/Granlibakken Road intersection, but recommended mitigations are provided at this intersection that improve the LOS and delay to better than existing conditions. The delay at the remaining study intersections increases by less than 10 seconds during the summer and less than 20 seconds during the winter with the Project.

Comment 175-4 *Comment Summary – Concerned that the Project will result in increased noise in adjacent communities.*

Please see Master Response 16 for a discussion of noise impacts.

Comment 175-5 *Comment Summary – Project light will impact the adjacent community.*

Please see Response to Comment 19-46 and Impact SCENIC-3 regarding lighting.

Comment 175-6 *Comment Summary – Project building heights will impact the adjacent community.*

Please see Master Response 7 regarding community character and Chapter 10.0 Impact SCENIC-1 regarding height. Also, please see the visual simulations included in Chapter 10, which show that the 77 foot tall structures at the North Base area (as currently measured using TRPA Code Chapter 22) is not particularly visible or overbearing as it is located at the toe of and on the slope, backing up against the mountain instead of hugging SR 89.

Comment 175-7 *Comment Summary – The Project is not compatible with the scale and character of the existing community.*

Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others, including the parking garage, that are planned near residences in Alternative 1. Please see the revised project description in Chapter 3 and the revised analysis in Chapters 6.0 and 10.0.

Comment 175-8 *Comment Summary – The Project will increase runoff to Lake Tahoe from hardscape, impacts lake clarity.*

Please see Master Response 18.

Comment 175-9 *Comment Summary – Supports a smaller Project.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 176 – Johnson, Claire, 04/19/2011**

Comment 176-1 *Comment Summary – Opposes Project due to size, heights, and traffic.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 177 – Johnson, Charlotte, 03/25/2011**

Comment 177-1 *Comment Summary – Supports redevelopment of Homewood but opposes Project due to scale and size.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 177-2 *Comment Summary – Concerned Project will impact traffic on SR 89.*

See Master Response 10 and Impact Trans-3.

Comment 177-3 *Comment Summary – Project impacts to traffic will impact emergency vehicle response times and evacuation.*

See Impact Trans-3. The proposed Project and Alternatives have a significant impact at the SR 89/Granlibakken Road intersection, but recommended mitigations are provided at this intersection that improve the LOS and delay to better than existing conditions. The delay at the remaining study intersections increases by less than 10 seconds during the summer and less than 20 seconds during the winter with the Project.

Comment 177-4 *Comment Summary – Concerned that the Project will result in increased noise in the adjacent community.*

Please see Master Response 16 for a discussion of noise impacts.

Comment 177-5 *Comment Summary – Project light will impact the adjacent community.*

Please see response to comment 19-46 and Impact SCENIC-3 regarding lighting.

Comment 177-6 *Comment Summary – Project building heights will impact the adjacent community.*

Please see Master Response 7 regarding community character and 8 regarding height, as well as Chapter 10.0 Impact SCENIC-1 regarding height. Also, please see the visual simulations, which show that the 77 foot tall structure is not particularly visible or overbearing as it is located at the toe of and on the slope, backing up against the mountain instead of hugging the road.

Comment 177-7 *Comment Summary – The Project is not compatible with the scale and character of the existing community.*

Please see Master Response 6 regarding urban areas and the impacts analyses LU-2, SCENIC-1, and SCENIC-2, as well as Master Response 7 regarding compatibility. Please see Master Response 1 regarding community plans.

Comment 177-8 *Comment Summary – The Project will increase runoff to Lake Tahoe from hardscape, impacts lake clarity.*

Please see Master Response 18.

**Comment 177-9** *Comment Summary – Supports a smaller Project.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 178 – Johnson, Alyce, 04/19/2011****Comment 178-1** *Comment Summary – Opposes Project due to traffic, widening of SR 89 Project size, and heights.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 179 – Johnston, Charlotte, 04/18/2011****Comment 179-1** *Comment Summary – Opposes Project due to traffic, exceedence of height limits.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 180 – Jordan, Wendy, 04/19/2011****Comment 180-1** *Comment Summary – Opposed to Project due to traffic and steep watershed.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 181 – Jordan, Phil, 04/18/2011****Comment 181-1** *Comment Summary – TRPA is bought by developers instead of upholding the rules*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 181-2 *Comment Summary – Tahoe Research Consortium shows the project creates more watershed problems*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 181-3 *Comment Summary – Large projects create large problems that cannot be solved through technology*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 181-4 *Comment Summary – TRPA should not propose a project of this size*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 182 – Jordan, Jacklyn, 04/18/2011**

Comment 182-1 *Comment Summary – Opposed to Project due to traffic and size.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 183 – Judd, Nita, 04/19/2011**

Comment 183-1 *Comment Summary – Opposed to Project due to traffic.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 183-2 *Comment Summary – Does not believe traffic mitigation measures are realistic; visitors will still use cars, and not take shuttles or water taxis.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 184 – Kalousdian, David, 04/19/2011**

Comment 184-1 *Comment Summary – Opposed to Project; not consistent with existing plans.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed

course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 185 – Kaufman, Veronica, 04/18/2011**

Comment 185-1 *Comment Summary – Supports Project due to socioeconomic and traffic benefits.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 186 – Kaufman, Carol, 03/04/2011**

Comment 186-1 *Comment Summary – Supports Project due to socioeconomic benefits.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 187 – Keagy, John, Jill, Anna and Caroline, 02/23/2011**

Comment 187-1 *Comment Summary – Supports Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 188 – Keenan, William and Mary, 04/18/2011**

Comment 188-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 189 – Keil, Kirk, 04/18/2011**

Comment 189-1 *Comment Summary – The Project will impact the scenic beauty of the area with 77-foot tall structures.*

Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of

some buildings and relocate others, including the parking garage, that are planned near residences under Alternatives 1 and 3. Please see the revised project description in Chapter 3 and the revised analysis in Chapters 6 and 1.

Comment 189-2 *Comment Summary – The Project will impact west shore traffic.*

See Master Response 10 and Impact Trans-3.

Comment 189-3 *Comment Summary – The Project will impact west shore air quality.*

The commenter is concerned that the Project will increase air pollution. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.

Comment 189-4 *Comment Summary – Supports a Project consistent with existing regulations.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 189-5 *Comment Summary – The Project is not compatible with the community due to density and height.*

Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others, including the parking garage, that are planned near residences in Alternative 1. Please see the revised project description in Chapter 3 and the revised analysis in Chapters 6.0 and 10.0.

**Comment Letter 190 – Kelly, Bill, 04/19/2011**

Comment 190-1 *Comment Summary – No comment on the EIR provided.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 191 – Kennedy, Judy, 04/19/2011**

Comment 191-1 *Comment Summary – Opposes Project due to impacts to Lake Tahoe clarity.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 192 – Kershaw, Katherine 04/19/2011**

Comment 192-1 *Comment Summary – Concerned about impacts to traffic.*

See Master Response 10 and Impact Trans-3.

Comment 192-2 *Comment Summary – Concerned about impacts to scenic resources.*

Please see Chapter 10 regarding impacts to the scenic quality.

Comment 192-3 *Comment Summary – Concerned about impacts to pollution.*

The commenter is concerned that the Project will increase air pollution. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.

Comment 192-4 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 193 – Killian, Tim, 04/18/2011**

Comment 193-1 *Comment Summary – Opposed to buildings over 3-stories tall.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 194 – Killian, James, 04/18/2011**

Comment 194-1 *Comment Summary – Opposes Project due to traffic.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 195 – Kincannon, Lee, 04/20/2011**

Comment 195-1 *Comment Summary – Concerned about impacts to traffic.*

See Master Response 10 and Impact Trans-3.

Comment 195-2 *Comment Summary – Concerned about impacts to pollution.*

The commenter states that the Project will cause air pollution from increased traffic. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.

Comment 195-3 *Comment Summary – Concerned about impacts to water supply.*

Please see Impact HYDRO-5 (p. 15-114) and PSU-1 (p. 16-13), which conclude that after mitigation potential effects to public water supply are reduced to a level of less than significant.

Comment 195-4 *Comment Summary – Concerned about Project sewage impacts.*

Please see impact analysis PSU-1 (p. 16-13) for analysis of Project effects on infrastructure and the mitigations necessary to minimize these effects to levels of less than significant.

Comment 195-5 *Comment Summary – Concerned about Project impacts to scenic quality.*

Please see Master Response 6 and response to comment 14a-55 regarding urbanization and Master Response 7 and Impact LU-2 regarding compatibility with the community.

Comment 195-6 *Comment Summary – Project should following existing development rules for height.*

Please see Response to Comment 42-5 and Master Response 4.

**Comment Letter 196 – Kline, Terri, 04/25/2011**

Comment 196-1 *Comment Summary – Opposed to Project due to socioeconomic and traffic impacts.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 197 – Kline, Ron, 04/18/2011**

Comment 197-1 *Comment Summary – TRPA values development more than residents*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 197-2 *Comment Summary – The Project is too big for the area*

Please see Master Response 7 regarding community character and density and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others, including the parking garage, that are planned near residences in Alternative 1. Please see the revised project description in Chapter 3 and the revised analysis in Chapters 6 and 10.

Comment 197-3 *Comment Summary – Traffic will become worse*

See Master Response 10 and Impact Trans-3.

**Comment Letter 198 – Kniesche, Theodore, 03/15/2011**

Comment 198-1 *Comment Summary – Supports redevelopment of Homewood but opposes Project due to scale and size.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred

Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

- Comment 198-2 *Comment Summary – Concerned Project will impact traffic on SR 89.*  
See Master Response 10 and Impact Trans-3.
- Comment 198-3 *Comment Summary – Project impacts to traffic will impact emergency vehicle response times and evacuation.*  
See Impact Trans-3. The proposed Project and Alternatives have a significant impact at the SR 89/Granlibakken Road intersection, but recommended mitigations are provided at this intersection that improve the LOS and delay to better than existing conditions. The delay at the remaining study intersections increases by less than 10 seconds during the summer and less than 20 seconds during the winter with the Project.
- Comment 198-4 *Comment Summary – Concerned that the Project will result in increased noise in the adjacent community.*  
Please see Master Response 16 for a discussion of noise impacts.
- Comment 198-5 *Comment Summary – Project light will impact the adjacent community.*  
Please see response to comment 19-46 and Impact SCENIC-3 regarding lighting.
- Comment 198-6 *Comment Summary – Project building heights will impact the adjacent community.*  
Please see Master Responses 7 and 8, as well as Chapter 10.0 Impact SCENIC-1 regarding height. Also, please see the visual simulations, which show that the 77 foot tall structure is not particularly visible or overbearing as it is located at the toe of and on the slope, backing up against the mountain instead of hugging the road.
- Comment 198-7 *Comment Summary – The Project is not compatible with the scale and character of the existing community.*  
Please see Master Response 6 regarding urban areas and Master Response 7 and the impacts analyses LU-2, SCENIC-1, and SCENIC-2 regarding compatibility. Please see Master Response 1 regarding community plans.
- Comment 198-8 *Comment Summary – The Project will increase runoff to Lake Tahoe from hardscape, impacts lake clarity.*  
Please see Master Response 18.
- Comment 198-9 *Comment Summary – Supports a smaller Project.*  
Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, that is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 199 – Knight, Michael, 04/29/2011**

Comment 199-1 *Comment Summary – Section 11.1.2 states that the worst traffic is Friday evening going south, but there is worse traffic going north on Saturdays and Sundays in the summer.*

See Master Response 11.

Comment 199-2 *Comment Summary – Peak traffic is mid-June to mid-August, not late August.*

See Master Response 11.

Comment 199-3 *Comment Summary – The Project construction traffic impact analysis needs to address worker and supplier trips, not just dirt moving.*

Traffic generated during construction (summer season) is temporary and less than traffic generated by the Project during the summer. The analysis provided in DEIR/EIS Chapter 11 (Impact TRANS-6) has been supplemented with the following analysis.

Based on information provided by the project applicant, the maximum number of employees on site during construction is not expected to exceed the number of full time equivalent employees when the Project is built out (approximately 182 employees). As a result, the number of construction related trips generated by the site will not exceed the daily trip generation of the Project. Assuming 4 trips per day per construction employee (1 trip to the site, 1 trip from the site, and 2 lunch time trips – in/out) and 192 trips per day for grading activity, the Project can have up to 318 construction employees on site during grading activity without exceeding the daily trip generation of the Project at build out. Note that 4 trips per day per construction employee is a conservative estimate, as it is unlikely that each construction employee will drive to the site alone and many construction employees will not leave the project site for lunch. Based on TRPA standards (referenced in Section 11.2.7), level of service analysis is not required for construction activity if the estimated trip generation does not exceed the trip generation of the Project under normal operating conditions.

Comment 199-4 *Comment Summary – Analyze traffic impacts considering summer construction season is when Caltrans makes road repairs.*

Roadway repairs are temporary and inconsistent occurrences that cannot be considered "typical" of a peak travel period.

Comment 199-5 *Comment Summary – Analyze Project impacts to road conditions considering heavy loads and high water tables.*

Construction traffic is temporary. State Highways are built to accommodate and allow heavy vehicle traffic. Pavement maintenance is managed by Caltrans.

Comment 199-6 *Comment Summary – Concerned about inadequate parking.*

See Master Response 12.

Comment 199-7 *Comment Summary – Does not believe traffic mitigation measures are realistic; visitors will still use cars, and not take transit.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 199-8 *Comment Summary – The large scale of the Project is not compatible with the existing community.*

Please see Master Response Mr-7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. As shown in the visual simulations, (Figures 10-10 through 10-14) the natural environment remains present and natural views persist. Although the structures are new, they are designed with the "Old Tahoe" architecture, and provide improvements to correct deficiencies noted in the TRPA Scenic Quality Assessment (See Chapter 10). It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised description in Chapter 3 and the revised analysis in Chapters 6.0 and 10.0. While residents are attracted to the natural charm of the area, they also benefit from neighborhood commercial services, which reduces vehicle traffic and the associated damages of vehicle traffic. Both the natural charm and growth can be accomplished and compatible if the proposal is environmentally beneficial. Please see Chapters 6 through 20 regarding environmental impacts of the Project and alternatives.

#### **Comment Letter 200 – Kovach, Daniel, 03/10/2011**

Comment 200-1 *Comment Summary – Supports Project due to benefits to water supply and water quality.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

#### **Comment Letter 201 – Kranz, Heather, 04/18/2011**

Comment 201-1 *Comment Summary – Opposes Project due to biological and scenic impacts.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

#### **Comment Letter 202 – Krauss, Marshall, 04/20/2011**

Comment 202-1 *Comment Summary – Supports Project due to socioeconomic and traffic benefits.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed

course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 203 – Krauss, Jon, 02/23/2011**

Comment 203-1 *Comment Summary – Opposes Project due to impacts to traffic, pollution, and erosion.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 204 – Kreling, Renton, 04/20/2011**

Comment 204-1 *Comment Summary – Project summer boat trailer parking will be a benefit.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 204-2 *Comment Summary – The Project will have only minor traffic impacts; the key congestion problem is in Tahoe City at Fannie Bridge.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 204-3 *Comment Summary – Traffic impacts at Squaw Creek, a larger resort, are also minor.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 204-4 *Comment Summary – Analyze scenic impacts of structures based on relation to tree heights. If structures are shorter than tree canopies, the scenic impact is minor.*

Proposed structures are below the tree canopy as illustrated in the visual simulations (Figures 10-10 through 10-14).

Comment 204-5 *Comment Summary – Consider increased building heights reduce other impacts.*

This is not a comment on the content or adequacy of the DEIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 204-6 *Comment Summary – Project building heights are below the tree canopy and are therefore appropriate.*

This is not a comment on the content or adequacy of the DEIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 204-7 *Comment Summary – Consider architecture and design, not just height, as part of the scenic impact analysis.*

This is not a comment on the content or adequacy of the DEIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 204-8 *Comment Summary – Project building styles are appropriate and attractive, and complement the natural environment, and therefore the Project improves the existing scenic quality of the site.*

This is not a comment on the content or adequacy of the DEIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 204-9 *Comment Summary – Impacts to hikers on the mountain will be minor because the buildings will be visible in only a small area and the existing environment is already developed.*

This is not a comment on the content or adequacy of the DEIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 204-10 *Comment Summary – The Project will reduce energy use through LEED certification and transference of TAUs from less efficient structures.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 204-11 *Comment Summary – The Project will reduce light pollution through LEED certification and transference of TAUs from less efficient structures.*

This is not a comment on the content or adequacy of the DEIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 204-13 *Comment Summary – Supports Project due to socioeconomic, recreation, and scenic benefits.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 204-12 *Comment Summary – The Project will reduce indoor air pollution through LEED certification and transference of TAUs from less efficient structures.*

The commenter believes that the Project will reduce indoor air pollution through LEED certification and the transference of TAUs from less efficient structures. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 205 – Krieger, Steve, 04/18/2011**

Comment 205-1 *Comment Summary – Concerned about impacts to traffic.*

See Impact Trans-3 in Chapter 11.

**Comment Letter 206 – Kupec, Lolly, 02/09/2011**

Comment 206-1 *Comment Summary – Supports Project due to socioeconomic benefits.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 206-2 *Comment Summary – Homewood has improved forest health on the mountain.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 207 – Kutzner, Andy, 04/18/2011**

Comment 207-1 *Comment Summary – Supports a Project that does not have significant impacts on traffic or the environment.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 208 – Kutzner, Kerri, 04/18/2011**

Comment 208-1 *Comment Summary – Supports a Project that is consistent with existing regulations.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 208-2 *Comment Summary – Concerned about impacts to scenic resources.*

Please see Chapter 10.0 regarding impacts to the scenic quality.

Comment 208-3 *Comment Summary – Concerned about impacts to traffic.*

Please see Impact Trans-3.

**Comment Letter 209 – Kutzner, Charlotte and Bill, 04/19/2011**

Comment 209-1 *Comment Summary – Supports redevelopment but not the size of the Project.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 209-2 *Comment Summary – The Project will impact traffic.*

Please see Impact Trans-3.

Comment 209-3 *Comment Summary – The Project will impact scenic resources.*

Please see Chapter 10 regarding impacts to the scenic quality.

**Comment Letter 210 – Labadie, Jeff, 04/18/2011**

Comment 210-1 *Comment Summary – Opposes Project due to size.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 211 – Lambie, Robert, 04/18/2011**

Comment 211-1 *Comment Summary – The Project will worsen traffic on the west shore.*

See Master Response 10 and Impact Trans-3.

Comment 211-2 *Comment Summary – The Project will worsen air quality, especially ozone, which is already unhealthy for people, wildlife, and vegetation.*

The commenter states that the Project will increase air pollution and that Tahoe is already violating standards for ozone, which is harmful to human health. Please see Master Responses 13, 14, and 15.

Comment 211-3 *Comment Summary – The Project will urbanize a part of Tahoe that is valued for its beauty.*

Please see Master Response 6 and response to comment 14a-55 regarding urbanization and Master Response 7 and Impact LU-2 regarding compatibility with the community.

Comment 211-4 *Comment Summary – The Project should follow existing development rules.*

Please see Master Response 4.

Comment 211-5 *Comment Summary – The Project will change height rules, affecting other areas.*

Please see response to comment 21-3, as well as Master Responses 4, 7, and 8. The height amendment limits the additional height to the Homewood Ski Area Master Plan.

Comment 211-6 *Comment Summary – The Project will transform the community, rather than being defined by a community plan.*

Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised analysis in Chapters 6.0 and 10.0. Please see Master Response 1 regarding community plans.

Comment 211-7 *Comment Summary – Opposes Project because environmental impacts outweigh benefits.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 212 – Lanchemann, Suzi, 03/01/2011**

Comment 212-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 212-2 *Comment Summary – The area is non-commercial in existing land uses.*

The West Shore includes commercial land uses such as marinas, restaurants, and sporting rentals. In addition, Plan Area Statement 159 is designated as a "Commercial" area.

Comment 212-3 *Comment Summary – Construction will impact road quality due to heavy trucks.*

Construction traffic is temporary. State Highways are built to accommodate and allow heavy vehicle traffic. Pavement maintenance is managed by Caltrans.

Comment 212-4 *Comment Summary – Project will impact traffic.*

Please see Impact Trans-3.

**Comment Letter 213 – Landis, Julie, 03/17/2011**

Comment 213-1 *Comment Summary – Supports redevelopment of Homewood but opposes Project due to scale and size.*

Please see Master Response 2. Alternative 6 is identified as the Reduced Project alternative. Please see Alternative 1A, Revised Proposed Project Alternative, that is

analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts. The statement that TRPA must recirculate the DEIR/EIS is not substantiated and no further comment is possible. As outlined in CEQA Guidelines Section 15088.5: A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term “information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement.

- Comment 213-2 *Comment Summary – Concerned Project will impact traffic on SR 89.*  
See Impact Trans-3.
- Comment 213-3 *Comment Summary – Project impacts to traffic will impact emergency vehicle response times and evacuation.*  
See Impact Trans-3. The proposed Project and Alternatives have a significant impact at the SR 89/Granlibakken Road intersection, but recommended mitigations are provided at this intersection that improve the LOS and delay to better than existing conditions. The delay at the remaining study intersections increases by less than 10 seconds during the summer and less than 20 seconds during the winter with the Project.
- Comment 213-4 *Comment Summary – Concerned that the Project noise will impact the adjacent community.*  
Please see Master Response 16 for a discussion of noise impacts.
- Comment 213-5 *Comment Summary – Project light will impact the adjacent community.*  
Please see Response to Comment 19-46 and Impact SCENIC-3 regarding lighting.
- Comment 213-6 *Comment Summary – Project building heights will impact the adjacent community.*  
Please see Master Response 7 and Chapter 10.0 Impact SCENIC-1 regarding height. Also, please see the visual simulations, which show that the 77 foot tall structure is not particularly visible or overbearing as it is located at the toe of and on the slope, backing up against the mountain instead of hugging the road.
- Comment 213-7 *Comment Summary – The Project is not compatible with the scale and character of the existing community.*  
Please see Master Response 6 regarding urban areas and Master Response 7 and the impacts analyses LU-2, SCENIC-1, and SCENIC-2 regarding compatibility. Please see Master Response 1 regarding community plans.
- Comment 213-8 *Comment Summary – The Project will increase runoff to Lake Tahoe from hardscape, impacts lake clarity.*  
Please see Master Response 18.
- Comment 213-9 *Comment Summary – Supports a smaller Project.*

Please see Master Responses 2. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

### **Comment Letter 214 – Laub, Traci, 04/19/2011**

Comment 214-1 *Comment Summary – The Project will worsen traffic on the west shore.*

See Master Response 10 and Impact Trans-3.

Comment 214-2 *Comment Summary – The Project will worsen air quality, especially ozone, which is already unhealthy for people, wildlife, and vegetation.*

The commenter states that the Project will increase air pollution and that Tahoe is already violating standards for ozone, which is harmful to human health. Please see Master Response 13, Master Response 14, and Master Response 15.

Comment 214-3 *Comment Summary – The Project will urbanize a part of Tahoe that is valued for its beauty.*

Please see Master Response 6 and response to comment 14a-55 regarding urbanization and Master Response 7 and Impact LU-2 regarding compatibility with the community.

Comment 214-4 *Comment Summary – The Project should follow existing development rules.*

Please see Master Response 4.

Comment 214-5 *Comment Summary – The Project will change height rules, affecting other areas.*

Please see Response to Comment 21-3. The height amendment limits the additional height to the Homewood Ski Area Master Plan.

Comment 214-6 *Comment Summary – The Project will transform the community, rather than being defined by a community plan.*

Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised analysis in Chapters 6.0 and 10.0. Please see Master Response 1 regarding community plans.

Comment 214-7 *Comment Summary – Opposes Project because environmental impacts outweigh benefits.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed

course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 215 – Lindemann, Bill, 02/24/2011**

Comment 215-1 *Comment Summary – There are no public recreation trails above Homewood's frontage on SR 89.*

HMR proposes to complete the West Shore Bike Trail through their property as part of the Project. Please see response to comment 3-10. HMR is providing public access to five miles of on mountain hiking trails as part of the Project. Please see response to comment 14a-69.

Comment 216-2 *Comment Summary – The Project will not impact lake views from the mountain.*

This is not a comment on the content or adequacy of the DEIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 215-3 *Comment Summary – Traffic congestion is limited to holidays and special-event days.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 215-4 *Comment Summary – The Project will bring jobs and other socioeconomic benefits.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 215-5 *Comment Summary – Supports the Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 216 – Loonin, Michael, 04/19/2011**

Comment 216-1 *Comment Summary – Opposes Project due to impacts to scenic resources.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 217 – Loverde, Richard, 03/04/2011**

Comment 217-1 *Comment Summary – Supports the Project as consistent with the CEP*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 217-2 *Comment Summary – The Project will reduce erosion and sedimentation.*

Comment noted.

Comment 218-3 *Comment Summary – The Project will improve scenic resources by removing the parking lot and constructing new buildings with an "Old Tahoe" style.*

This is not a comment on the content or adequacy of the DEIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 217-4 *Comment Summary – The Project will improve the visitor experience*

Comment noted.

Comment 217-5 *Comment Summary – The Project will have socioeconomic benefits*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 217-6 *Comment Summary – The Project will improve safety with fire flow infrastructure.*

Comment noted. Please see response to comments 9-1 to 9-46 (letter submitted by NTFPD).

**Comment Letter 218 – Loverde, Richard, 03/27/2011**

Comment 218-1 *Comment Summary – The Project will improve public access to recreation opportunities.*

Comment noted. Please see response to comment 10-8 regarding extension of the West Shore Bike Trail.

Comment 218-2 *Comment Summary – The Project will improve socioeconomics.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 218-3 *Comment Summary – Supports the Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the

DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 219 – Lynch, Joseph, 02/18/2011**

Comment 219-1 *Comment Summary – Supports Project due to benefits to socioeconomic, scenic, housing, recreation, traffic, and parking.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 220 – Lynch, Joseph, 03/30/2011**

Comment 220-1 *Comment Summary – Supports Project due to benefits to socioeconomic, scenic, housing, recreation, traffic, and parking.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 221 – Lyon, Suzanne and Stephen, 03/20/2011**

Comment 221-1 *Comment Summary – Opposes Project due to traffic and its large size.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 222 – Lyon, Mr. and Mrs. Stephen C., 03/25/2011**

Comment 222-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 221-2 *Comment Summary – The Project and alternatives would impact traffic, and the mitigation is not adequate.*

See Master Response 10 and Impact Trans-3.

Comment 222-3 *Comment Summary – The Project size is not compatible with the existing character of the community.*

Please see Master Response 7 regarding community character. The West shore is not as densely developed as other communities around the lake, such as the South Shore

referenced in the comment; however, the West Shore includes urban features and is identified as an area appropriate for a community plan, which indicates that this is indeed an urban area. The height amendment limits the additional height to the project area. Any future projects or height amendments would be subject to TRPA environmental review and approval. While shopping, restaurants, and entertainment can be found in North and South Shore, having some of these amenities that are geared toward the needs of the local community in the West Shore reduces vehicle trips, congestion, and the environmental pollutants associated with vehicle use. In turn, the community benefits the environment and the residents if designed and planned properly. The purpose of this document is to analyze the plans and designs. Please see the analysis chapters (Chapters 6 through 20) regarding the Project impacts.

**Comment Letter 223 – Lyon, Mr. and Mrs. S.C., 03/21/2011**

Comment 223-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 224 – Lyon, Mr. and Mrs. S.C., 03/21/2011**

Comment 224-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 225 – MacFadyen, Gary, 04/19/2011**

Comment 225-1 *Comment Summary – Opposes Project due to traffic.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 226 – MacKenzie, Walter, 04/20/2011**

Comment 226-1 *Comment Summary – Opposes Project because it is not consistent with the existing community and character of the West Shore.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 227 – Maenchen, George and MaryPlease, 04/18/2011**

Comment 227-1 *Comment Summary – Opposes Project because it is too large and impacts to traffic and noise.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 228 – Malmquist, Steven, 04/20/2011**

Comment 228-1 *Comment Summary – Opposes Project due to traffic.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 229 – Manalang, Cindy Ohlson, 03/21/2011**

Comment 229-1 *Comment Summary – Opposes Project due to traffic.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 230 – Marchette, Laura, 04/18/2011**

Comment 230-1 *Comment Summary – Opposes Project due to traffic and scenic impacts.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 231 – Marquis, George, Jr., 04/18/2011**

Comment 231-1 *Comment Summary – Opposes Project due to traffic and runoff into Lake Tahoe.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 232 – Maser, Dr. Morton and Julia/Wheaton, Keri and Kevin, 04/18/2011**

Comment 232-1 *Comment Summary – Request that the Project adhere to laws regulating building density, height, traffic, and TRPA guidelines.*

Please see Master Responses 2 through 8.

**Comment Letter 233 – Matthews, Alan, 04/18/2011**

Comment 233-1 *Comment Summary – Opposes Project due to lack of compatibility with area (size and height), and traffic impacts.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 234 – McClelland, Justin, 04/19/2011**

Comment 234-1 *Comment Summary – No comment on the EIR provided.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 235 – McCloskey, Thomas, 02/09/2011**

Comment 235-1 *Comment Summary – Consider surface geophysical and trenching methods to evaluate a potentially active fault at the North Base Area and seismic risks to Project structures.*

Comment applicable to Final Geotechnical Reports noted. Please see mitigation measure GEO-1, which outlines Placer County requirements for final geotechnical evaluation and report. Please see response to comments 13a-58 through 13a-60.

Comment 235-2 *Comment Summary – Groundwater pumping for construction could affect existing contaminated groundwater in the vicinity of the North Base Area, which may affect groundwater quality adjacent properties.*

Please see mitigation measure GEO-4g, which clarifies requirements for groundwater protection during construction, and mitigation measure HYDRO-3a, which clarifies requirements for groundwater protection during operations. Please see response to comments 13-49 and 14-34.

Comment 235-3 *Comment Summary – Groundwater pumping for construction could affect existing contaminated groundwater in the vicinity of the North Base Area, which may affect air quality adjacent properties.*

The commenter indicates that groundwater extraction could cause contaminants to migrate beneath previously unaffected properties and result in increased indoor air quality concerns. Please see Impact HYDRO-3 for the operational dewatering analysis and Impact GEO-4 for the construction dewatering analysis. As noted in the Phase I Environmental Site Assessment (Robinson Engineering 2005) for the Proposed Project (Alternative 1/1A), groundwater monitoring and soil studies completed at the North and South Base Areas identified no areas of contamination that would preclude redevelopment of the site. Moreover, methyl-tertiary-butyl-ether

(MTBE), the contaminant that was identified in trace amounts at the North Base, dissolves quickly and easily in water. Thus, if MBTE were present at trace levels, the action of dewatering would not release the substance into air and no impact to indoor air quality at adjacent properties would occur.

Comment 235-4 *Comment Summary – Dewatering and groundwater pumping for construction, if contaminated, may require treatment prior to discharge. The EIR should analyze potential to draw in hazardous chemicals from dewatering for construction.*

Please see mitigation measure GEO-4g, which clarifies requirements for groundwater protection during construction, and mitigation measure HYDRO-3a, which clarifies requirements for groundwater protection during operations. Please see response to comments 13-49 and 14-34.

### **Comment Letter 236 – McCullaugh, Rachel, 03/04/2011**

Comment 236-1 *Comment Summary – Supports Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

### **Comment Letter 237 – McLean, Robert, 04/18/2011**

Comment 237-1 *Comment Summary – Opposes Project due to traffic.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

### **Comment Letter 238 – McNamara, Dan, 01/23/2011**

Comment 238-1 *Comment Summary – Supports Alternative 1.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

### **Comment Letter 239 – Mein, Thomas T., 04/18/2011**

Comment 239-1 *Comment Summary – Supports Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 240 – Melbostad, Richard, 04/20/2011**

- Comment 240-1 *Comment Summary – The Project will worsen traffic on the west shore.*  
See Master Response 10 and Impact Trans-3.
- Comment 240-2 *Comment Summary – The Project will worsen air quality, especially ozone, which is already unhealthy for people, wildlife, and vegetation.*  
The commenter is concerned that the Project will increase air pollution. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.
- Comment 240-3 *Comment Summary – The Project will urbanize a part of Tahoe that is valued for its beauty.*  
Please see Master Response 6 and response to comment 14a-55 regarding urbanization and Master Response 7 and Impact LU-2 regarding compatibility with the community.
- Comment 240-4 *Comment Summary – The Project should follow existing development rules.*  
Please see Master Response 4.
- Comment 240-5 *Comment Summary – The Project will change height rules, affecting other areas.*  
Please see Response to Comment 21-3, as well as Master Responses 4, 7, and 8. The height amendment limits the additional height to the Homewood Ski Area Master Plan.
- Comment 240-6 *Comment Summary – The Project will transform the community, rather than being defined by a community plan.*  
Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised analysis in Chapters 6.0 and 10.0. Please see Master Response 1 regarding community plans.
- Comment 240-7 *Comment Summary – Opposes Project because environmental impacts outweigh benefits.*  
Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 241 – Meyer, Wayne, 03/02/2011**

- Comment 241-1 *Comment Summary – Opposes Project, particularly the parking garage*  
Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the

DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 242 – Michelson, Judy, 04/05/2011**

Comment 242-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 243 – Milanese, Donald, 04/21/2011**

Comment 243-1 *Comment Summary – The Project will worsen traffic, summer and winter, on SR 89 and at the Y.*

See Master Response 10 and Impact Trans-3.

Comment 243-2 *Comment Summary – The Project will worsen air quality.*

The commenter states that the Project will cause air pollution from increased traffic. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.

Comment 243-3 *Comment Summary – The Project will worsen water quality.*

Please see Master Response 18.

Comment 243-4 *Comment Summary – Concerned that the Project will result in increased noise.*

Please see Master Response 16 for a discussion of noise impacts.

Comment 243-5 *Comment Summary – The Project should follow existing development rules.*

Please see Master Response 4.

Comment 243-6 *Comment Summary – Development will decrease percolation, affecting water quality.*

Please see Master Response 18.

Comment 243-7 *Comment Summary – The Project will impact scenic resources.*

Please see Chapter 10.0 regarding impacts to the scenic quality.

**Comment Letter 244 – Miller, Mark, 02/25/2011**

Comment 244-1 *Comment Summary – Supports Project due to scenic resource improvements.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 245 – Miller, Cara, 04/18/2011**

Comment 245-1 *Comment Summary – Opposes Project due to impacts to scenic resources.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 246 – Missick, Brett, 04/19/2011**

Comment 246-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 247 – Mitchell, John Edward, 04/19/2011**

Comment 247-1 *Comment Summary – Opposes Project due to size and traffic; supports a smaller project.*

Please see Master Responses 2. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 248 – Mix, Mike, 03/05/2011**

Comment 248-1 *Comment Summary – Supports Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 249 – Monaco, Kevin, 04/18/2011**

Comment 249-1 *Comment Summary – Opposes Project due to size and traffic.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the

DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 250 – Monahan, Brian, 02/25/2011**

Comment 250-1 *Comment Summary – Supports Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 250-2 *Comment Summary – Mitigate traffic impacts at Fanny Bridge.*

Please see Master Response 9 regarding improvements to SR 89 at the Tahoe City “Y” and Fanny Bridge.

Comment 250-3 *Comment Summary – Ensure day skier access at South Base area.*

Day skier parking is provided at the North Base; therefore, day skier access is also provided at the North Base.

Comment 250-4 *Comment Summary – The access to the South Base area townhouses should be via Fawn St., not past the Ski Bowl.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 250-5 *Comment Summary – Ensure promises are kept.*

Comment noted. Please see Chapter 21 for the Mitigation and Monitoring Program, which identifies the lead, implementing and monitoring entities/agencies, mitigation level and timing.

**Comment Letter 251 – Moon, Beverly, 04/18/2011**

Comment 251-1 *Comment Summary – Opposes Project due to traffic and water quality impacts.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 252 – Morrow, Roberta, 04/18/2011**

Comment 252-1 *Comment Summary – The Project is too large to be compatible with the area.*

Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised analysis in Chapters 6.0 and 10.0.

Comment 252-2 *Comment Summary – Consider an alternative of using existing capacity is local vacation rentals.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 252-3 *Comment Summary – Consider an alternative with and indoor/outdoor skating rink at lake level that could serve as a training center.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 253 – Mrazek, Lubor, 02/21/2011**

Comment 253-1 *Comment Summary – Opposes Project because new lodgings are not needed, and it will cause impacts to water supply, air quality, water quality, and traffic.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 254 – Murray, Janet, 04/18/2011**

Comment 254-1 *Comment Summary – Opposes Project because it is too large.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 255 – Neeley, Dennis, 04/18/2011**

Comment 255-1 *Comment Summary – Opposes Project because it is too large and impacts to traffic and water quality.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed

course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 256 – Nord, Barbra, 04/19/2011**

Comment 256-1 *Comment Summary – Opposes Project due to traffic and impacts to the visitor experience.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 257 – Obexer, Sarah and Fields, Keith, Obexer's Boat Co., 03/03/2011**

Comment 257-1 *Comment Summary – Supports Project due to socioeconomic and forest health benefits.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 258 – Obuhoff, Oleg, 04/20/2011**

Comment 258-1 *Comment Summary – No comment on the EIR provided.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 259 – Oliver, Cindy, 04/18/2011**

Comment 259-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 260 – Ondry, Carl, 04/18/2011**

Comment 260-1 *Comment Summary – Opposes Project due to scenic resources impacts from tall buildings.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the

DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 261 – Pagliughi, Anthony, 04/18/2011**

Comment 261-1 *Comment Summary – Opposes Project; new projects should be consistent with TRPA guidelines.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 262 – Pedersen, Mark, 04/20/2011**

Comment 262-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 263 – Peets, Diane, 04/18/2011**

Comment 263-1 *Comment Summary – Opposes Project due to size and traffic.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 264 – Perryman, Ray, 03/06/2011**

Comment 264-1 *Comment Summary – A controlled access gate on the north end of Sacramento Street would reduce impacts to the existing residential community.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 264-2 *Comment Summary – Describe if the Project install a controlled access gate on the north end of Sacramento Street.*

The Project does not install a controlled access gate on Sacramento Street. The Project creates no change to this existing roadway.

Comment 264-3 *Comment Summary – Describe plans to minimize or eliminate South Street for an entry to employee housing and public parking.*

The Project access points include Silver Street, Fawn Street, Tahoe Ski Bowl Way, and an exclusive Homewood driveway. This information is passed on to the Project Applicant and decision makers for consideration.

- Comment 264-4 *Comment Summary – Describe if Sacramento Street would be extended across Homewood Canyon Creek and connect to Tahoe Ski Bowl Way.*  
 The Project does not include plans to extend Sacramento Street.
- Comment 264-5 *Comment Summary – Describe if South Street would be opened or extended uphill/west from Sacramento Avenue.*  
 The Project does not include plans to extend South Street.
- Comment 264-6 *Comment Summary – Describe if the 11 lot subdivision could be accessed by extending Fawn Street uphill past Sacramento Avenue.*  
 It appears that the "11 lot subdivision" reference is referring to the 16 townhomes. The Project does not include an extension of Fawn Street north. The townhomes will be accessed via Tahoe Ski Bowl Way.
- Comment 264-7 *Comment Summary – Describe the bridge/culvert over Homewood Canyon Creek to reach the 11 lot subdivision.*  
 Homewood Canyon Creek is termed Ellis Creek and/or Homewood Creek throughout the DEIR/EIS. The commenter is referred to the Preliminary Drainage Report by NCE
- Comment 264-8 *Comment Summary – Design the bridge/culvert over Homewood Canyon Creek to reach the 11 lot subdivision by considering historic extreme high flows.*  
 Comment noted. The bridge must span the 100-yr floodwaters, by law. Please see impact HYDRO-3 in Chapter 15 Hydrology.
- Comment 264-9 *Comment Summary – Describe the plan to cross Homewood Canyon Creek where it is currently damaged by grooming equipment crossings.*  
 HMR is not proposing changes to the creek channel above the proposed residential units at the South Base area. HMR currently uses grooming equipment during winter operations which cross the creek channel over a log bridge and those operations would be unchanged by the Project. HMR must continue to comply with their operating permit issued by the Regional Water Quality Control Board.
- Comment 264-10 *Comment Summary – Describe plans to control and prevent polluted runoff from reaching Lake Tahoe.*  
 Please see Impacts HYDRO-1 and HYDRO-2. Please see Master Response 18 for additional information concerning the Project's benefit towards the Lake Tahoe TMDL and the Lake Clarity challenge.
- Comment 264-11 *Comment Summary – Describe any plans to subdivide lands east and west of the proposed northern extension of Tahoe Ski Bowl Way.*  
 Subdivision of lots adjacent to Tahoe Ski Bowl Way extension are not part of the Proposed Project or Alternatives, only the proposed two-step subdivision permitted by TRPA for the townhomes proposed at the end of Tahoe Ski Bowl Way (above the existing North Base area) as part of a future project phase. The two-step subdivision process used by TRPA requires that the property first be permitted for multi-family residential use, the townhome units can then be constructed and sold to individual owners. The Project does not include the North Base Townhomes on the Tentative Map submitted to Placer County for review and approval as part of the entitlement

application. The Townhome project component has been included at a programmatic-level and not analyzed at a project-level in the DEIR/EIS.

Comment 264-12 *Comment Summary – Describe if the Project is locking dumpsters to reduce potential bear problems.*

Please see mitigation measure BIO-4b, Trash Management Program, described in Chapters 8 and 21.

**Comment Letter 265 – Petersen, Madeline, 04/18/2011**

Comment 265-1 *Comment Summary – Concerned about traffic impacts on SR 89 during construction and operation.*

See Impact Trans-3 and Impact Trans-6.

Comment 265-2 *Comment Summary – Concerned about the economic viability of the Project.*

Please see Master Response 1 and response to comment 13a-87.

Comment 265-3 *Comment Summary – Concerned about the environmental impact of snowmaking.*

Snowmaking is analyzed in impacts HYDRO-1 (water quality), HYDRO-5 (TRPA Source water and TROA) and PSU-1 (p. 16-13) (public water supply) and NOI-3 (noise). With mitigation potential impacts from snowmaking would be reduced to a level of less than significant.

Comment 265-4 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 266 – Petersen, Larry, 04/19/2011**

Comment 266-1 *Comment Summary – The Project will impact public services and facilities.*

Please see impact PSU-1 (p. 16-13).

Comment 266-2 *Comment Summary – The Project will impact public safety.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS.

Comment 266-3 *Comment Summary – The Project is not likely to succeed.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 266-4 *Comment Summary – Project traffic will cause congestion, especially with heavy truck traffic during construction.*

See Impact Trans-3 and Impact Trans-6.

Comment 266-5 *Comment Summary – Project traffic will result in deterioration of roadway quality.*  
 Construction traffic is temporary. State Highways are built to accommodate and allow heavy vehicle loads due to intermittent construction traffic. Pavement maintenance of State Highways is managed by Caltrans. Pavement maintenance of County roadways is managed by the Placer County Department of Public Works.

Comment 266-6 *Comment Summary – Project traffic will impact emergency vehicle response and evacuation times.*  
 Please see impact PS-2 and TRANS-8.

Comment 266-7 *Comment Summary – Opposes Project.*  
 Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 267 – Peterson, Kathryn, 02/02/2011**

Comment 267-1 *Comment Summary – Opposes Project.*  
 Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 267-2 *Comment Summary – The proposed parking garage would be health hazard for adjacent residents.*  
 The comment does not state how the parking garage would be a health hazard to the Peterson family. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS.

**Comment Letter 268 – Peterson, Kathryn, 02/17/2011**

Comment 268-1 *Comment Summary – Approval of the Project without a Community Plan violates PAS 157.*  
 Please see Master Response 1 regarding community plans.

Comment 268-2 *Comment Summary – Approval of the Project without a Community Plan is not appropriate because: Alternatives 1, 3, 5, and 6 irreversibly change the character of the community.*  
 Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1.

Please see the revised project description in Chapter 3 and the revised analysis in Chapters 6 and 10.

Comment 268-3 *Comment Summary – Approval of the Project without a Community Plan is not appropriate because: the Project would physically divide the community.*

The proposed development physically unifies the North and South ends of the community by providing neighborhood commercial facilities and transit options in one central location. Extension of transit and alternative transportation (bike and pedestrian routes) further connects each end of the community. Please see the note under Table 6-1, which states that the impact of physically dividing the community is not analyzed in detail because the Project is confined to the resort boundaries. The Project does not physically prevent access between each end of the community and does not interrupt access to SR 89, which runs through the community.

Comment 268-4 *Comment Summary – Approval of the Project without a Community Plan is not appropriate because: proposed TAU and hard coverage credits are not well documented or supported.*

The Project does not transfer land coverage associated with TAUs to the Project area. All land coverage will be relocated within the Project area, meaning that existing verified land coverage will be removed and restored from one portion of the Project area and relocated to another portion of the Project area that contains the same or higher capability LCD. Please see Master Response 17 and response to comments 13a-81, 14a-3, 14a-4, 14a-5, 14a-6, 14a-10, 14a-12, 14a-67, 19-31, 19-33, 19-49, 19-50, and 19-67, addressing various aspects of TRPA land coverage analysis.

Comment 268-5 *Comment Summary – Approval of the Project without a Community Plan is not appropriate because: the parking structure is not compatible with the community.*

Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. The parking garage replaces the existing paved parking lot to allow for ski parking in a more compact design. The CEP allows methods and designs that are not typical when those methods or designs promote the attainment of environmental thresholds (Please see Master Response 6). It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others that are planned near residences in Alternative 1. Please see the revised project description in Chapter 3 and the revised analysis in Chapters 6 and 10.

Comment 268-6 *Comment Summary – Approval of the Project without a Community Plan is not appropriate because: traffic impacts cannot be mitigated.*

Traffic impacts are determined (and mitigated if necessary) based on standards and policies of regulating jurisdictions. Chapter 11, section 2 (Regulatory Setting) provides "transportation related standards and criteria that apply to the Project area, reflecting the number of jurisdictions with regulatory authority over transportation conditions.

Comment 268-7 *Comment Summary – Approval of the Project without a Community Plan is not appropriate because unmitigated construction noise will impact the community for more than 10 years.*

Impact NOI-1 in Chapter 13 of the DEIR/DEIS evaluates noise from construction activities and indicates that noise from construction activities during nighttime hours

would result in a significant noise impact. The DEIR/DEIS identifies Mitigation Measures NOI-1a through NOI-1c to reduce construction-related noise impacts to less than significant. For a detailed construction schedule, refer to Appendix N of the DEIR/DEIS. As indicated on pages 13-21 and 13-22 of the DEIR/DEIS, the construction noise analysis presents a worst-case scenario with the three loudest anticipated construction equipment pieces operating concurrently.

Comment 268-8 *Comment Summary – Require the developer to fully fund or bond mitigation measures to ensure they can be completed.*

As part of the TRPA permitting process, TRPA requires a bond to ensure that regulatory standards and mitigation measures are implemented.

Comment 268-9 *Comment Summary – Include employee housing in the residential area, not within the parking garage.*

Please see impact LU-1 for analysis of zoning and permissible uses. The proposed employee housing would be located adjacent to the parking garage, residents would not have to enter the garage to enter their units. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 268-10 *Comment Summary – Change the parking structure to single unit cabins to be compatible with existing cabins on Sacramento Street.*

Please see Chapter 24 for analysis of Alternative 1A, which replaces the proposed location of the parking garage with a multi-family residential building. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 268-11 *Comment Summary – Construction noise impacts are as high as 85 dBA, and that the DEIR/DEIS does not address construction phasing schedule impacts.*

The commenter is correct that construction noise levels are as high as 85 dBA. The DEIR/DEIS estimated construction noise levels as a function of distance and determined that construction noise impacts could be as high as 85 dBA and would be significant. In addition, the DEIR/DEIS identifies Mitigation Measure NOI-1, which would reduce construction-related impacts to less than significant. Please also see response to Comment 268-7 regarding construction phasing.

Comment 268-12 *Comment Summary – The EIR does not address two existing contamination plumes in the North and South Base Areas that may be affected by construction.*

Refer to the Phase I Environmental Site Assessment (Robinson Engineering 2005). Please see impacts HYDRO-3 and PS-5. Groundwater monitoring and soil studies completed in the North and South Base Areas identified no areas of contamination (Robinson Engineering 2005) that would preclude redevelopment of the site.

Comment 268-13 *Comment Summary – The EIR fails to analyze the age or activity status of two unnamed faults under the site.*

Please see pages 14-5 and 14-6 of the DEIR/EIS discussing the environmental settings of the Project area. Please see impact GEO-1 (pages 14-39 to 14-44) analysis and mitigation measure GEO-1.

- Comment 268-14 *Comment Summary – The EIR fails to analyze potential for contamination at the North base Area due to its past use as a dump site.*

Please see impact PS-5 and the Phase I Environmental Site Assessment (Robinson Engineering 2005). Please see impacts HYDRO-3 and PS-5. Groundwater monitoring and soil studies completed in the North and South Base Areas identified no areas of contamination (Robinson Engineering 2005) that would preclude redevelopment of the site.

- Comment 268-15 *Comment Summary – The EIR fails to analyze potential noise and vibration impacts due to construction and operation of the Project along Sacramento Street and the 16 townhouses at the end of Tahoe Ski Bowl Way.*

The analysis considers construction and operational impacts at potentially impacted roadways and intersections. Construction and vibration noise impacts were evaluated in Impact NOI-1; in addition, please see response to Letter 13a, Comment 53 regarding the locations of sensitive receptors relative to construction activities. Operational impacts at affected roadways were analyzed along SR 89, as traffic volumes and speeds, and traffic noise levels are anticipated to be highest for segments along this roadway. It is measured that traffic noise impacts would be less than those identified for SR 89 along other roadway segments.

- Comment 268-16 *Comment Summary – The EIR fails to analyze potential traffic impacts due to construction and operation of the Project along Sacramento Street and the 16 townhouses on the Tahoe Ski Bowl Way extension.*

See Impact Trans-3. The analysis considers potentially impacted roadways and intersections. The SR 89/Tahoe Ski Bowl Way intersection is included in the intersection LOS analysis; however, this project phase is not analyzed at a project level in the DEIR/EIS and will be subsequently reviewed under CEQA prior to any project level approvals for the extension of Tahoe Ski Bowl Way and the 16 townhomes

- Comment 268-17 *Comment Summary – The EIR fails to analyze potential light (natural and artificial) impacts due to construction and operation of the Project along Sacramento Street and the 16 townhouses on the Tahoe Ski Bowl Way extension.*

Please see Chapter 10.0 Impact SCENIC-3 regarding light impacts.

- Comment 268-18 *Comment Summary – The EIR fails to analyze potential air quality (emissions, fugitive dust) impacts due to construction and operation of the Project along Sacramento Street and the 16 townhouses on the Tahoe Ski Bowl Way extension.*

The commenter believes that the DEIR/EIS fails to address emissions on Sacramento Avenue generated by the Project and parking structure. To clarify, there is no access driveway to the proposed parking structure from Sacramento Avenue under any Alternative. Access to the underground parking for the Skier Services building is provided near the intersection of Fawn and Sacramento Avenue. Under Alternatives 1 and 3, access to the parking structure is from Fawn Street near its intersection with Sacramento Avenue. Under 1A, the parking structure is accessed from Fawn Street near its intersection with SR89. The traffic analysis concludes that most vehicles using the parking structure will access it from Fawn Street and SR 89 and not Sacramento Avenue. The DEIR/EIS evaluates localized increases in CO concentrations from vehicle congestion at the intersections of SR 89/SR 28 and SR89/ Granlibakken Road. These intersections were evaluated because the traffic

data indicates that vehicle congestion and volumes will be highest at these locations compared to other surrounding intersections (please refer to Chapter 13 for additional information on traffic and transportation). Because local streets, such as Fawn Street, Sacramento Avenue and Tahoe Ski Bowl Way, will have lower traffic volumes and less congestion than the roadways analyzed in the DEIR/EIS, air quality impacts on local streets will likely be less than those analyzed in the DEIR/EIS. Additionally, the CO modeling performed for the DEIR/EIS assumed receptors would be placed 100 feet from the center of intersection diagonals and 71 feet from roadway centerlines. Given right of way constraints, individuals within the 16 townhomes and along local roadways would likely be located more than 100 feet from passing vehicles.

As shown in Table 12-29 in Chapter 24 of the FEIR/EIS, CO concentrations modeled at the intersections of SR 89/SR 28 and SR 89/ Granlibakken Road will not exceed the federal or State 1- and 8-hour standards. Consequently, CO concentrations generated along Sacramento Avenue and Tahoe Ski Bowl Way are not expected to violate applicable standards or result in adverse effects to air quality.

Comment 268-19 *Comment Summary – Request for an extension of the DEIR review period by 90-120 days.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 268-20 *Comment Summary – Request for TRPA to require a Community Plan be completed prior to considering the Project.*

Please see Master Response 1. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

### **Comment Letter 269 – Peterson, Ted, 04/18/2011**

Comment 269-1 *Comment Summary – Section 1.0 Introduction. DEIR/EIS fails to address CEQA checklist item X as to the potential of the project to physically divide an established community. The report should be amended to address in full CEQA Item X regarding the potential division of an existing community and TRPA Environmental Item 11 regarding the Project's potential to displace existing residents.*

Please see Response to Comment 269-3 and the note following Table 6-1 regarding the physical division of the community and why this impact is not applicable to the project area as the Project is confined to the resort property and does not affect access to or circulation of SR 89, which connects each end of the community. Residents would not be displaced as homes would not be demolished and construction activity would be scheduled within TRPA approved construction periods. Please see Section 3.12 of Chapter 3 for a description of the various methods the Project will minimize construction impacts including equipment mufflers, working within designated construction hours, and measures to reduce dust and other construction-related impacts. As stated in Chapter 1 Section 1.2.2, the Project would not displace persons from their homes. It is important to note that while construction of the Project may take up to ten years, it would be broken into phases that are split between the north and south base areas. In addition, impacts from noise, dust and vibration would be

minimized through project compliance measures (Section 3.12) and would not occur every day during construction. There is no need to relocate residents.

Comment 269-2 *Comment Summary – Section 2.0 Executive Summary. Unclear whether the Summary of Impacts Table 2-1 assumes Amended, as opposed to existing and enforceable regulations. Amend 2-1 to reflect existing currently enforceable regulations and not the proposed Amendments to existing regulations. Do not allow proposed Amendments to existing regulations to be treated in the Report or Summary Table as a "mitigation".*

Please see Master Response 4.

Comment 269-3 *Comment Summary – Section 3.0 Description of Proposed Project and Alternatives. Since the public has made clear the size of the proposal is a critical issue, the HMR financial analysis documentation referenced in the Report should be made available for public review. An additional Alternative that alleviates the need for a multi-level parking structure should be added to the Report.*

Please see Master Response 3, which addresses the economic viability of the Project. Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 269-4 *Comment Summary – Section 3.0 Description of Proposed Project and Alternatives. Altering PAS boundary lines such that neighboring Plan Area Statements become interchangeable, such that Community Plans are no longer required, Residential areas become Tourism areas is not consistent with the established PAS and contradicts the Goals and Policies Plan and stands in contradiction to the Goals and Policies themselves. Provide analysis of how each of the proposed amendments to PAS boundary lines and allowable uses are consistent with the existing PAS for that area.*

Please see Master Response 4. If an amendment to the PAS were consistent with the existing PAS it would not be an amendment. There is a separate, and allowable process for amending the PAS as discussed in Master Response 4.

Comment 269-5 *Comment Summary – Section 3.0 Description of Proposed Project and Alternatives. TRPA must ensure the Regional Plan and its elements as implemented through agency ordinances, rules, and regulations, achieves and maintains the thresholds. TRPA Code of Ordinances Section 6.5 requires findings that the proposed Amendments implement the plan in a way that achieves the thresholds. It is not enough to show that the proposed Amendments do not make the problem worse. With thresholds not presently in attainment; Amendments to the ordinances face a higher burden than individual projects. For each Amendment proposed in the report, an analysis should be provided showing how the proposed Amendment would or would not support achievement of the thresholds.*

Findings for the amendment analyze if the amendment supports environmental thresholds or causes environmental detriment. Please see Impacts LU-1, LU-2 and SCENIC-1 for a discussion of those findings. Also, please see Master Response 4 regarding amendment findings.

Comment 269-6 *Comment Summary – Section 3.0 Description of Proposed Project and Alternatives. The report suggests that multiple Chapters of the TRPA Code of Ordinances may be amended such that "Ski Area Master Plan" OR "Community Plan" will suffice. Yet, it is axiomatic that a developer proposed Master Plan IS NOT the equivalent of a Community Plan, or the proposed Amendments would not be necessary. In each of the TRPA Code of Ordinance Chapters for which an Amendment is proposed, the existence of a Community Plan is a clearly stated prerequisite: 22.7(6): "The building is located within an approved community plan." 33.4A(3): "After January 1, 2007 TRPA shall allocate the 200 tourist accommodation bonus units, (with 170 units remaining) to projects within adopted community plans... 35.3: "Tourist accommodation bonus units may be approved by TRPA only on parcels located within an adopted community plan." The PAS is clear that no new or additional commercial uses shall be permitted to occur in the absence of an established Community Plan. See PAS 157 Special Policy #9. Community reaction to a proposed development Master Plan is not the equivalent of a Community Plan. Require a clear statement of how the proposed Master Plan satisfies or under what authority and process it may replace the need for an established Community Plan.*

Please see Master Response 1.

Comment 269-7 *Comment Summary – Section 3.5.26 Given impacts of construction on noise, traffic, dust, etc. a more specific Master Plan Phasing construction schedule should be required. It is impossible to accurately assess the environmental impacts without a more specific understanding of their duration. Require a detailed timeline for construction phasing in order for the public to clearly understand potential environment impacts. Particular importance should be placed on detail for construction near existing residential uses such as those on Sacramento Ave.*

Detailed construction phasing is developed as a condition of project permitting of a selected alternative. Please see impacts HYDRO-1, GEO-4, TRANS-6, NOI-1 and AQ-1, which analyze potential construction phase effects on such resources.

Comment 269-9 *Comment Summary – The magnitude of the proposal is underscored by the fact that it is inconsistent with significant elements of each of the land use regulations it analyses: TRPA Regional Plan Goals and Policies, TRPA Area Statements 157, 158, and 159, the 1998 West Shore Area General Plan, and the 1994 Placer County General Plan. It is patently misleading to state that something is "Consistent with Amendment" when the "Amendment" has not proposed or approved by the governing body. A more forthright presentation would state it is inconsistent with the current policy or regulation and then refer to a proposal that would revolve that consistency. The current presentation is confusing to the public. See Environmental Planning & Information Council v. County of El Dorado. Another misleading area appears in Section 21 Mitigations and Monitoring Program. It's the Project Applicant's Amendment so why did the buildings have to be "redesigned"? Analyzing the effects of the proposed project on the basis of hypothetical regulations infects much of the Report. Clearly state for the public where the Project is inconsistent with current policies and regulations and republish all impacted Sections of the Report.*

Please see Master Response 4 regarding the use of the amendments in the analysis rather than proposing the amendments as mitigation. Both methods have the same results except one is reactive and the other method, which was approved by the TRPA, is proactive and analyzes the full effects of the amendment in the impact analysis. Mitigation Measures SCENIC-1a, 1b, and 2b are in response to the scenic

resource analysis and visual simulations. After review of the analysis and simulations, it was found that some structures still resulted in visual impacts. The height amendment allows the height, but also requires environmental analysis to determine if the additional height is appropriate at that location. Please see Impacts SCENIC-1 and -2 for a detailed discussion. One can see where the Project is inconsistent with the existing Code and PAS in Chapter 4. Those areas identified as "Consistent with Amendment" are those areas that are currently inconsistent, but are consistent with adoption of the proposed amendment. Similarly conflicts identified as "Consistent with Mitigation" indicate the Project will be consistent with the implementation of the proposed mitigation measure. These labels are clear and are intended to inform the reader of these distinctions and provide more detail rather than merely labeling them as consistent or inconsistent.

Comment 269-10 *Comment Summary – Section 6.0 The proposed Project must be evaluated on what it proposes, without "taking credit" for "inconsistent" existing conditions. The conclusion reached on this basis that changing the content of and boundaries for a Plan Area could ever be considered a "less than significant" impact especially when we are talking about building a multi-story parking garage next to an existing single family residential neighborhood. While the Report provides a list of Environmental Improvements/Benefits it argues are associated with the proposed Project, it fails to address how the proposed boundary and content Amendments allowing for construction of a multi-story parking garage would "enable TRPA to make progress toward one or more environmental thresholds without degradation to other thresholds." Revise the Report to analyze how the proposed Amendments to allow a multi-story parking garage would enable TRPA to make progress towards one or more environmental thresholds.*

Please see Master Response 4. The impact is considered less than significant because the Project includes amendments, as elements of the Project, to avoid significant impacts. The amendments are required before the Project can be constructed and approval of the Project includes approval of the amendments. The amendments allow the Project and the Project achieves progress toward various environmental benefits as listed in Table 6-2. It would not be appropriate to piecemeal each element of the Project, so it is important to address the Project as a whole.

Comment 269-11 *Comment Summary – Section 7.0 In analyzing population, employment, and housing impacts from the Project, there seems to be an underlying assumption that the Project will be a success. Given the negative economic climate for housing (especially second home housing) and employment, the Report should also address what the impacts will be if the Project is a failure. Also, the Report relies on a JMA Ventures LLC study to estimate number of new jobs (FTE) yet, is not included for public review. The Report should be amended to address the economic and social consequences if the Project were approved but was not successful (stopped construction before completion, could not sell timeshare or housing unit etc.) Also, disclose the JMA Venture's study on FTEs for public review and comment.*

Please see Master Response 1 and response to comment 13a-87.

Comment 269-12 *Comment Summary – Section 8.0 The Report should not ignore the existing effects of unauthorized action; damage resulting from existing but unauthorized projects must be acknowledged by the Report. See Friends of Yosemite v. Scarlett. An agency law may not escape its duty by ignoring that duty and then presenting the result as a fait accompli. See Swab View Coalition v. Barbouletos. Provide a complete permitting*

*authorization and approvals history as to how and under what authority the existing North Base wetland became a gravel parking lot.*

Please refer to TRPA File #LCAP2008-0179 for a summary and review of approval history and decision.

- Comment 269-13 *Comment Summary – Section 8.0 Public review timing does not allow for adequate field verification of biological resources. While the Report does address the existence/non-existence of biological resources, the public should also have the opportunity to verify any special concerns. Extend the public review period through June 21, 2011 to allow for independent and public verification of biological resources or republish the Report in draft form with an additional public comment period. Also, provide a Table of the Protocol relied upon for each resource and the time of year the survey was conducted for each resource.*

See Appendix I for a list of protocols utilized and a summary of surveys performed.

- Comment 269-14 *Comment Summary – Section 9.0 It is well known that the Project Applicant has implied that the existing facilities may be shut down if the project is not approved- this implication has no rightful place in the DEIR/EIS and all such references should be removed from the Report. Neither should what is economically viable for an individual developer dictate the approval process for a Project that fundamentally changes an entire community.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

- Comment 269-15 *Comment Summary – Section 10.0 The Scenic Viewpoint 4 North Base Parking Structure (Figure 10-13) is incomplete to the degree that the proper public review of the negative impact to this scenic resource is not possible. The "Proposed Conditions" simulation photo referenced above does not adequately address the full height of the proposed multi-level parking structure and its relation to public scenic views and existing single story, single family homes. Since the Project Applicant is requesting an amendment to the TRPA Code of Ordinances Height Standards, an accurate representation of the visual impact of this structure is vital to a fair public review opportunity. Provide additional photos of the multi-level parking structure that shows the full height proposed. Additional photos should also be provided showing the structure from the viewpoint from the ski hill and existing single family residential on Sacramento. Further, require "story poles" of the parking garage structure for public review.*

Figure 10-13 does not misrepresent height, but represents the visual impact from the scenic roadway. While the document is required to analyze impacts from public viewpoints it is not required to analyze impacts from private views. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings (e.g., South Base area buildings A1 and B) and relocate others, including the parking garage that are planned near residences in Alternative 1. Please see the revised analysis in Chapters 6.0 and 10.0. Please see Master Response 8 regarding the request for story poles.

- Comment 269-16 *Comment Summary – Section 10.0 The Report misleads the public by failing to analyze building heights for Alternatives 1, 5, 6 in relation to the standards that are currently enforced. See Table 10-5. Instead, the Report analyzes building heights in*

*relation to a proposed Amendment to building Height standards that has not yet been adopted by any governmental authority. It is impossible to have a fair public review by presenting Tables and regulatory "analysis" based on proposed Amendments that do not reflect what is currently enforceable to the Project. The Report should present a complete analysis and revised Table exhibits reflecting the Master Plan proposal in relation to existing and currently enforceable regulations.*

Please see Master Response 8 regarding building heights and building height data. While this data is included for reference, it will not affect the results of the analysis.

Comment 269-17 *Comment Summary – Section 11.0 The Report suggests a mitigation of this parking deficit may be handled by way of a Parking Management Plan, the analysis of this impact fails to address the most obvious concerns, that if the proposed multi-story parking structure still is not enough to manage the projected traffic impacts of the Project, cars will naturally overflow onto the surrounding residential streets. Conduct an analysis of existing traffic regulations and circulation on residential streets neighboring the proposed multi-story parking structure and assess the projected impacts to those streets.*

Chapter 11, Section 5, page 11-61, paragraph 2: "The Project Applicant has committed to eliminating the existing day skier parking along SR 89 and along County roadways. The Parking Management Plan, to be approved by the County and the TRPA, shall outline the measures proposed to fulfill this commitment, including signage, parking enforcement, surveys of on-street parking during peak ski days, and annual reporting to Placer County by May 1 of each year that surveys are required. Surveys shall be required until two years after completion of any new development phase of the Project. Costs associated with the surveys and parking management report are the responsibility of Homewood Mountain Resort."

Comment 269-18 *Comment Summary – Section 12.0, the Project proposes 12-13 employee residential units inside a 270 space parking garage with the potential that children may reside in one or more of these units. Carbon monoxide concentration estimates should be done for the employee residential units associated with the proposed parking structure to ensure safe air quality for employees and children.*

The commenter states that the Project will construct employee housing units inside the parking structure and that residents may therefore be exposed to carbon monoxide emissions. The commenter requests an analysis of carbon monoxide concentrations at the employee housing units be conducted. Please refer to response to comment 268-18.

Comment 269-19 *Comment Summary – Section 13.0 Require detailed analysis and schedule for construction of the structure and its impacts on existing neighboring residential. Given the substantial noise impacts indicated in the Report, provide analysis of whether existing residents will be displaced during construction.*

Please see response to Comment 268-7.

Comment 269-20 *Comment Summary – Section 13.0 fails to address the ongoing noise impacts of the proposed parking structure/employee housing on the existing adjacent residential homes. The Report should address ongoing noise impacts from the multi-level parking structure. The parking structure design should be reviewed for the potential to create wind tunnels, mechanical equipment location, trash dumpsters and pickup locations and all other potential noise impacts from the parking garage structure should also be analyzed.*

Please see response to comment 268-18 regarding the orientation of the parking structure under the Alternatives. The data necessary to evaluate noise impacts associated with the interior use of the parking structure (i.e., location of parking stalls relative to sensitive land uses, timing and number of vehicle entrance and egress trips associated with the structure) is not available to quantify these operational noise impacts, as the parking structure layout has not been finalized. However, noise associated with vehicle trips were analyzed as part of the DEIR/EIS, and were necessary, mitigation measures have been proposed to reduce impacts to a less than significant level (see Impact NOI-2). Mitigation Measure NOI-3a requires that new residences be designed so that noise from snowmaking and other activities (which includes concerts as well as HVAC systems, cooling towers/evaporative condensers, loading docks, lift stations, emergency generators, and outdoor public address systems) meet an interior noise standard of 45 dBA, Ldn. Mitigation Measure NOI-3a has been revised as follows to clarify that it applies to mechanical equipment and other noise sources, in addition to amphitheater noise.

Comment 269-21 *Comment Summary – Section 14.0 Table 14-6 purports to provide a comparison of proposed land coverage for the Project alternatives. Footnote #2 indicated the total "Existing Land Coverage to Remain" reflects a commitment by the Project Applicant to remove and restore approximately 500,000 square feet of existing land coverage. Since the Table assumes restoration of 500,000 square feet of existing land coverage, the accuracy of the public's ability to review the Table depends on whether the Project Applicant actually has 500,000 square feet of existing land coverage. Revise the Land Coverage Comparison Table based only on approved land restoration numbers or have the additional land restoration areas approved first. To present the Table in this manner is misleading and does not allow for a fair and proper public review.*

Please see Master Response 17 and response to comments 14a-3, 14a-5 and 14a-6 for response to land coverage questions and comments related to the 500,000 square feet to be removed, restored and banked.

Comment 269-22 *Comment Summary – Section 14.0 Need for Further Investigation of "Unnamed Faults" It is inadequate to identify two Unnamed Fault lines yet conclude that the Project area is not located in an active fault zone without conducting any site specific investigation to ensure that structures for human occupancy will not be located across active faults. Surface geophysical and trenching methods are available to evaluate the activity along the Unnamed Faults and recommend appropriately wide setbacks if necessary. See McCloskey Consultants. It is imperative to ensure the public safety that a site specific geophysical and trenching analysis of the Unnamed Fault lines should be completed and the findings of the additional analysis should be published for public review and comment.*

Please see response to comment 13a-59.

Comment 269-23 *Comment Summary – Section 15.0 The Project Applicant proposes to in part off-set traffic and air quality pollution caused by the Project with water taxis. This Section fails to analyze the impacts in terms of additional water pollution caused by the proposed water taxis service. Provide an analysis of potential water pollution increases caused by the use of a water taxis service, including the number of taxis, number of trips per day, and projected quantity of additional pollution into the lake.*

Project-level water quality effects to Lake Tahoe from one water taxi on Lake Tahoe operating 2 to 4 trips a day would be countered by reduced daily trips and associated

VMTs from vehicle trips not taken by HMR visitors and combined into one round-trip group transit. The proposed water taxi will be subject to the same regulations, inspections and Blue Boating requirements of all other watercraft accessing Lake Tahoe. Please see impact AQ-2 for analysis of air quality effects and includes potential emissions from the 1 water taxi. Please see impact TRANS-1 (p. 11-58) for VMT analysis.

Comment 269-24 *Comment Summary – Section 17.0 In response to PS-5 (Page 17-18) According to the State of CA Geotacker Database of known hazardous material releases, there are multiple identified leaking underground tank cleanup sites in the Project area such that contaminants may travel from their current location as a result of the proposed soil dewatering and disturbance from construction of the Project. A complete analysis of the existing known contamination sites should be conducted, together with an analysis of the potential for known contaminants to travel due to the proposed dewatering and construction activities of the Project.*

Please see impact PS-5 and the Phase I Environmental Site Assessment (Robinson Engineering 2005). Please see impacts HYDRO-3 (p. 15-103) and PS-5 (p. 17-30). Groundwater monitoring and soil studies completed in the North and South Base Areas identified no areas of contamination (Robinson Engineering 2005) that would preclude redevelopment of the site.

Comment 269-25 *Comment Summary – Section 21.0 Because the Report contains no discussion of whether and how the air quality mitigation fee will suffice to offset the impacts of increased traffic and air pollution, the Report fails to take a hard look at how the fees will counterbalance the impacts of the proposed development such that the Project can be approved when it is contrary to threshold attainment. See Robertson v. Method Valley Citizens Council. The Report should include a reasonably complete discussion of mitigation measures including analytical data regarding whether the available measures (payment of fees) would achieve the required result.*

Please see response to comment 13c-11.

Comment 269-26 *Comment Summary – Section 21.0 All assertions of mitigation must be supported by a "hard look" at supporting analytical data provided by the Project Applicant. Mere assertions of mitigation or payment of mitigation fees are not enough. Bare assertions of mitigation through future plans and agreement, and enforcement are not enough. All proposed mitigations (parking management plans, water taxis, etc.) should be fully vetted with corresponding supporting analytical data.*

Comment noted. Please see Chapter 21 for the Mitigation and Monitoring Program, which identifies the lead, implementing and monitoring entities/agencies, mitigation level and timing. When a project alternative is approved, the mitigation and monitoring program becomes part of the approved project and enforceable through a variety of processes and mechanisms as disclosed in Chapter 21. Proposed mitigations are supported by data appropriate to the resource analyzed. The sections titled "after Mitigation" are meant to explain to the reader how the proposed mitigation measure avoids, reduces, minimizes or otherwise mitigates potential impacts to a level of less than significant.

Comment 269-27 *Comment Summary – Conclusion: The Compact's EIS provision obliges TRPA provide information sufficient to enable meaningful public participation this process. The Project Applicant may have received grant money tied ultimately to Federal actions for certain work related to land road/restoration projects in the proposed*

*Project Area. The Project Applicant should be required to affirm that any and all applicable Federal, State, and Local requirements were satisfied in connection with any grant money received. If General Conformity is required under the Clean Air Act, the Report should analyze the proposed Project's performance under those requirements, as the South Shore of Lake Tahoe is a carbon monoxide maintenance area.*

Grant monies, which were matched by JWA, were applied in conformance with conditions specified by the grant. Grant monies were used at HMR primarily for monitoring of restoration activities; the results of which are published in the HMR Restoration Monitoring Report 2006-2008 (IERS 2009). Additional monitoring results will be published after the completion of the 2011 field season and sometime in 2012 in compliance with grant reporting requirements. Matching JWA monies were used towards the removal and restoration of dirt access roads. The commenter is unclear as to the connection between road removal and restoration in the project area and the Clean Air Act/carbon monoxide. Therefore no further response is possible. This is not a comment on the content or adequacy of the analysis of the Project included in the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS. Please see Chapter 12 for air quality analyses.

**Comment Letter 270 – Peterson, Kathryn, No Date (File is 03/31/2011)**

Comment 270-1 *Comment Summary – Opposes Project due to impacts to traffic, wetlands, the parking garage, and employee housing.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 270-2 *Comment Summary – SR 89 cannot support the increased traffic with the Project.*

See Impact Trans-3.

Comment 270-3 *Comment Summary – The gravel area across from 5225 Sacramento Street is a wetland and must be preserved.*

Impact BIO-5 identifies impacts to the SEZ located in the gravel parking lot and requires mitigation to offset impacts.

Comment 270-4 *Comment Summary – The parking garage ingress/egress will overwhelm the local street with traffic.*

The impact analysis considers ingress and egress at Project access locations. See Impact Trans-3.

Comment 270-5 *Comment Summary – The 3-story parking garage is not compatible with the community.*

Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others, including the parking garage, that are planned

near residences in Alternative 1. Please see the revised project description in Chapter 3 and the revised analysis in Chapters 6.0 and 10.0.

Comment 270-6 *Comment Summary – The sounds of car alarms, horns, and motors reverberating from a parking structure out into the thin mountain air would be very loud.*

This is not a comment on the content or adequacy of the DEIR/EIS, as a noise complaint is not indicative whether a noise standard has been exceeded. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 270-7 *Comment Summary – There will be late night parties and car alarms as a result of the employee housing and parking garage.*

This is not a comment on the content or adequacy of the DEIR/EIS, as a noise complaint is not indicative whether a noise standard has been exceeded. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 270-8 *Comment Summary – The construction of private homes on the hill above Sacramento Street may alter runoff affecting existing properties.*

Please see impact HYDRO-2 (p. 15-73), which addresses storm water and concludes that the impacts are less than significant after mitigation.

Comment 270-9 *Comment Summary – The height and land coverage of the structures are not compatible with the community.*

Please see Master Response 8 regarding building heights and building height data. While this data is included for reference, it will not affect the results of the analysis. Please see Master Response 7 and the analysis under Impact LU-2 and SCENIC-1 and -2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility.

Comment 270-10 *Comment Summary – Opposes Project due to impacts to traffic and land use.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 270-11 *Comment Summary – Analyze impacts to Sacramento Avenue residents from air quality emissions due to vehicles accessing and exiting the parking garage.*

The commenter states that the parking structure will contribute to emissions on Sacramento Avenue. Specifically, emissions will be generated from 1) vehicles idling to exit the building; 2) vehicles accelerating as they exit the parking structure; and 3) vehicles turning left onto Sacramento Avenue after they exit the parking structure. Please refer to responses to comment 268-18 for a discussion of potential air quality impacts to residents on Sacramento Avenue.

**Comment Letter 271 – Petrosky, Eric, 04/18/2011**

Comment 271-1 *Comment Summary – Opposes Project: too big and environmentally damaging.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 272 – Pipkin, Kymberly, 04/18/2011**

Comment 272-1 *Comment Summary – No comment on the EIR provided.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 271 – Pittavino, Margret Smetana, 04/18/2011**

Comment 273-1 *Comment Summary – Opposes Project; not consistent with existing rules.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 274 – Plummer, Gerald, 04/18/2011**

Comment 274-1 *Comment Summary – No comment on the EIR provided.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 275 – Poage, Laurie, 04/19/2011**

Comment 275-1 *Comment Summary – Opposes Project due to traffic and land use impacts.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 276 – Powell, David, 02/17/2011**

Comment 276-1 *Comment Summary – Supports Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 276-2 *Comment Summary – Supports a Project that creates an economically viable resort.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 276-3 *Comment Summary – Supports the smallest alternative that results in an economically viable resort, such as Alternative 6.*

Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 276-4 *Comment Summary – Prefers the North Base Area design for Alternative 1 over Alternative 6.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 276-5 *Comment Summary – Prefers Alternative 6 due to reduced land use impacts on the community.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 276-6 *Comment Summary – Opposes Alternatives 3, 5, and 6 as inferior designs and less economically viable.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the

DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 27 – Powell, David, 02/21/2011**

Comment 277-1 *Comment Summary – Supports Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 277-2 *Comment Summary – Supports a Project that creates an economically viable resort.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 277-3 *Comment Summary – Opposes Alternatives 3, 5, and 6 as inferior designs and less economically viable.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 277-4 *Comment Summary – Prefers the North Base Area design and greater probability of economic success for Alternative 1 over Alternative 6.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 278 – Powell, David, 02/22/2011**

Comment 278-1 *Comment Summary – Supports Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving

at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 278-2 *Comment Summary – Alternative 1 is required to create an economically viable resort.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 278-3 *Comment Summary – Opposes Alternatives 2 and 4; wants to keep resort open.*

Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 278-4 *Comment Summary – Opposes Alternatives 3, 5, and 6 as inferior designs and less economically viable.*

Please see Master Responses 2 and 3. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

#### **Comment Letter 279 – Putnam, Marty, 04/19/2011**

Comment 279-1 *Comment Summary – No comment on the EIR provided; request to follow existing development rules.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

#### **Comment Letter 280 – Putnam, Kent, 04/18/2011**

Comment 280-1 *Comment Summary – No comment on the EIR provided; request to follow existing development rules.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 274 – Rapp, Charles, 04/20/2011**

Comment 281-1 *Comment Summary – Opposes Project; too big and traffic impacts.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 274 – Reich, Rudolph, 04/18/2011**

Comment 282-1 *Comment Summary – Opposes Project, too big, building too tall, and traffic impacts to SR 89.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 283 – Rhine, Toby and Steve, 04/18/2011**

Comment 283-1 *Comment Summary – No comment on the EIR provided.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 284 – Rhoads, Dorothy, 02/02/2011**

Comment 284-1 *Comment Summary – The Project will result in a decrease in property values in the community.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 284-2 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 285 – Rice, Susan P. and James A., 02/26/2011**

Comment 285-1 *Comment Summary – Supports Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 286 – Rich, Christine, 04/19/2011**

Comment 286-1 *Comment Summary – No comment on the EIR provided; opposes development.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 287 – Riegels, David, 01/25/2011**

Comment 287-1 *Comment Summary – P. 3-19: Clarify location and size of South Base Building B. The text states that it is at the present day lodge location, but Figure 3-9 shows it 40 feet west and 150 feet north of Parcel 15, on undeveloped land in Parcel 11.*

The DEIR/EIS states that Building B will be located in the area of the existing facilities. The building is 117,000 square feet for the total building area and parking garage (92,000 square feet for building and 25,000 square feet for parking). Building B would be partially located on the existing parking and the northernmost wing extends onto a portion of the Project area that currently has no existing land coverage.

Comment 287-2 *Comment Summary – Explain why Parcels 11 and 15 will be rezoned from PAS 157 to 158, and a Special Area would be created for multi-family housing in PAS 158, instead of just a multi-family Special Area in PAS 157.*

PAS 157 is a recreation plan area and multi-family housing is not allowed in a recreation plan area. For this reason multi-family housing is added to PAS 158 which is a residential plan area.

Comment 287-3 *Comment Summary – The Ski Bowl Way extension of about 1,500 feet would pave 60,000 square feet and serve 84 acres of undeveloped parcels, and therefore should require CEQA and TRPA analysis.*

The extension of Tahoe Ski Bowl Way, even though included at a program level only in the DEIR/EIS, was included in the analysis of the DEIR/EIS for tree removal, land coverage, soils effects associated with excavation and water quality effects related to modified site runoff. Subsequent CEQA analysis will be required prior to any Placer County entitlements can be considered for this project phase.

**Comment Letter 288 – Riegels, David, 03/11/2011**

Comment 288-1 *Comment Summary – The description of the South Base Area developments are not adequate to inform decision-makers of the nature and scope of the Project and to assess impacts.*

As explained in Chapter 1 of the DEIR/EIS, the document is both a Program EIR and Project EIR under CEQA, based on the level of detail provided for each project component. The redevelopment of the South Base portion of the Project area is part of Phase 2 of the Ski Area Master Plan and is analyzed programmatically and not at the project-level. Please see Table 3-4 in the DEIR/EIS for identification of project-

level vs. programmatic-level components. In summary the South Base portion of the project will require additional project-level environmental documentation prior to Phase 2 approval and permitting.

Comment 288-2 *Comment Summary – Land coverage for parcels APN # 097-210-024 and APN# 097-050-072 is not listed in Appendix U and needs to be documented.*

Please see Table 3-2 in the DEIR/EIS, which lists the APNs within the Project area and the applicable zoning. APN 097-210-024 and 097-050-072 and 097-170-013 are grouped as Parcel 15.

Comment 288-3 *Comment Summary – Verify the sizes and locations of existing South Base Area facilities.*

Please see Figure 3-3, Existing South and North Base Area Facility Locations.

Comment 288-4 *Comment Summary – Verify the South Base Area facilities that would be removed.*

Please see Figures 3-4 and 3-5 of DEIR/EIS for the North and South Base Area Demolition Plans, respectively.

Comment 288-5 *Comment Summary – Verify the locations, sizes and types of South Base Area facilities that would be constructed.*

Please see Tables 3-11 and 3-12 in the DEIR/EIS. Figures 3-8, 3-9 and 3-10 illustrate the site plans and building locations for Alternative 1 and include building floor areas. Table 3-7 details building heights and setbacks.

Comment 288-6 *Comment Summary – P. 3-19. The South Base Area condominiums in Building B appear to be located beyond the area where existing facilities would be removed (APN # 097-050-072); they also appear to be located in an 8.9 acre undeveloped parcel (APN # 097-050-059).*

The commenter makes a correct statement. Please see response to comment 287-1.

Comment 288-7 *Comment Summary – Figures 3-7, 3-9, and 14.7 do not accurately depict the location of South Base Area condominiums in Building B as being located on an 8.9-acre undeveloped parcel (APN # 097-050-059).*

Please see response to comment 287-1.

Comment 288-8 *Comment Summary – The locations of the new snowmaking pump house and cooling tower at the South Base Area are not disclosed.*

The locations of proposed snowmaking facilities is included in the Snowmaking Master Plan (SMI, Inc. 2010) that is included in the DEIR/EIS by reference. The proposed South Base pumphouse and cooling tower would be adjacent to the existing upper mountain access roadway several hundred feet south of the South Base development area. The new pumphouse would replace an existing structure located within the existing South Base parking area. Snowmaking facilities are programmatic-level components of the HMR Ski Area Master Plan and may require additional environmental review when they are submitted to the agencies for consideration.

Comment 288-9 *Comment Summary – The size and number of units in Building B are not disclosed.*

Please see Master Response 7, which details the floor areas of the proposed buildings. Table 10-5 presents building heights by building name.

Comment 288-10 *Comment Summary – As a 49-foot tall structure, Building B would be approximately 69 feet above the street elevation of Tahoe Ski Bowl Way, which is 20 feet lower than the building site.*

Please see Master Response 8 regarding building heights and building height data. While this data is included for reference, it will not affect the results of the analysis. Building height, using the existing method, does not require an analysis of the building height in relation to the nearest roadway. The height is measured by the low point of the footprint to the roof ridgeline. TRPA does not require the low point to be the lowest point of the nearest roadway or other land use or structure. The argument of this comment is not based on the existing height calculation method or other related TRPA regulations. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings, particularly at the South Base and relocate others that are planned near residences in Alternative 1. Please see the revised project description in Chapter 3 and the revised analysis in Chapters 6.0 and 10.0.

Comment 288-11 *Comment Summary – The aesthetic impacts of Building B are not analyzed in the EIR.*

Visual simulations of the South Base were not included as the South Base is not visible from a scenic roadway unit, shoreline, or recreation area. Since alternative 1A is now proposed, which would reduce building size and density at the South Base, visual simulations of the revised structures are included in Chapter 10.0. Please see Chapter 10 for the analysis and simulations.

Comment 288-12 *Comment Summary – It is incorrect to state there are higher density or other commercial uses at the South Base Area adjacent to the 99-unit condominium complex. Therefore, the analysis of compatibility in terms of land use and aesthetics of the condominiums is inaccurate.*

The text on page 6-19 should read "...where adjacent nearby land uses include..." The adjacent land uses are residential units; however the intent of the statement was that nearby land uses include the post office, West Shore Sports, a market, lodge, and marina, all of which are commercial uses, and that multifamily units would be limited strictly to this location and not permitted throughout the PAS. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of buildings at the South Base to create two-unit chalets with attached garages in keeping with the adjacent land uses. In addition, the structures would be located further from the property line and setback to provide more distance and coverage between the uses. Please see the revised project description in Chapter 3 and the revised analysis in Chapters 6.0 and 10.0.

Comment 288-13 *Comment Summary – Describe if the Tahoe Ski Bowl Way extension is part of the HMR Ski Area Master Plan and describe its length and any required or planned secondary access roads.*

Please see page 3-18 of the DEIR/EIS and sheet C11 of the revised Civil Plan Set for a description of the Tahoe Ski Bowl Way extension. A secondary emergency access road for the proposed townhomes at the end of Tahoe Ski Bowl Way will follow an existing easement for South Street in an east-west direction to connect to Sacramento Street. This secondary access road is required by Placer County and the NTFPD and will be used solely as an emergency evacuation route. Additional environmental analysis of the Tahoe Ski Bowl Way extension and secondary emergency access will

be required when proposed by HMR since they are programmatic components of the current HMR Ski Area Master Plan proposal.

Comment 288-14 *Comment Summary – Describe the secondary access road for the Tahoe Ski Bowl Way extension, including its location, length, how it would connect o other roads, and if vehicle circulation would be permitted.*

See response to comment 288-13.

Comment 288-15 *Comment Summary – Describe if the Tahoe Ski Bowl Way extension would provide new access to, and open for development, any new parcels, such as Parcel 13 (15.05 acres), Parcel 12 (15.58 acres), and Parcel 6 (12.52 acres). If the new access would permit new development, describe the development and analyze the environmental impacts in the EIR/EIS.*

Development of these parcels is not part of the Proposed Project or alternatives. These parcels are not part of the Project area but Tahoe Ski Bowl Way extension will utilize an easement through these parcels. This is a future phase project component and analyzed at the programmatic-level in the DEIR/EIS. These parcels could be developed with single-family homes by the current owner, but at this time development of these parcels has not been identified as a reasonably foreseeable project. The development of a single-family home does not typically necessitate preparation of an EIR for CEQA or EIS for TRPA.

Comment 288-16 *Comment Summary – The DEIR/DEIS is inadequate by not fully analyzing and disclosing the impacts of the South Base Area portion of the Project.*

As explained in Chapter 1 of the DEIR/EIS, the document is both a Program EIR and Project EIR under CEQA, based on the level of detail provided for each project component. The redevelopment of the South Base portion of the Project area is part of Phase 2 of the Ski Area Master Plan and is analyzed programmatically and not at the project-level. Please see Table 3-4 in the DEIR/EIS for identification of project-level vs. programmatic-level components. In summary the South Base portion of the project is analyzed at the programmatic-level and will require additional project-level environmental review and documentation prior to Phase 2 approval and permitting.

#### **Comment Letter 289 – Rippon, Ruth M., 03/17/2011**

Comment 289-1 *Comment Summary – Opposes Project due to noise, traffic, air pollution, and incompatible land uses*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

#### **Comment Letter 290 – Rogers, Hamilton, 02/27/2011**

Comment 290-1 *Comment Summary – Project will enhance the area.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the

DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 290-2 *Comment Summary – Project will help area jobs and housing*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 290-3 *Comment Summary – Project provides bike access to restaurants and connects area with Tahoe City*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

#### **Comment Letter 291 – Rogers, Hamilton, 02/09/2011**

Comment 291-1 *Comment Summary – Supports Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

#### **Comment Letter 292 – Ross Ross, Elizabeth B., 04/20/2011**

Comment 292-1 *Comment Summary – Opposes Project due to size and roadway capacity.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

#### **Comment Letter 293 – Sabarese, Michael F., 03/06/2011**

Comment 293-1 *Comment Summary – Supports Project due to socioeconomic benefits.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

#### **Comment Letter 290 – Sanders, Curtis, 04/18/2011**

Comment 294-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 295 – Sanford, Karen, 04/19/2011**

Comment 295-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 296 – Sargent, Jan, 03/03/2011**

Comment 296-1 *Comment Summary – Supports Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 297 – Sargent, David, 03/04/2011**

Comment 297-1 *Comment Summary – Supports Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 298 – Scharpf, Jason 04/18/2011**

Comment 298-1 *Comment Summary – Opposes Project due to traffic and non-compliance with existing rules.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 299 – Scheidt, Craig, 04/18/2011**

Comment 299-1 *Comment Summary – Opposes Project due to traffic, land use compatibility, air pollution, and water pollution impacts.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 300 – Scholer, Paula, 04/26/2011**

Comment 300-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 301 – Scholz, David, 04/19/2011**

Comment 301-1 *Comment Summary – No comment on the EIR provided.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 302 – Schommer, Ed, 04/18/2011**

Comment 302-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 303 – Seaman, Jane and Ed, 04/21/2011**

Comment 303-1 *Comment Summary – Opposes Project due to traffic, water pollution, and building heights.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 304 – Segre, Marcy, 04/18/2011**

Comment 304-1 *Comment Summary – Supports an alternative that is consistent with existing development rules and height standards.*

Please see Master Responses 2. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed

in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 305 – Seymour, Linda, 04/19/2011**

Comment 305-1 *Comment Summary – Opposes Project due to impacts to utilities, traffic, and lighting.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 306 – Shackleton, Woody, 01/22/2011**

Comment 306-1 *Comment Summary – Does not believe limiting ticket sales will be a feasible mitigation to reduce parking and traffic impacts.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 307 – Slusser, Dave, 03/10/2011**

Comment 307-1 *Comment Summary – No comment on the EIR provided.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 308 – Slusser, Dave, 03/10/2011**

Comment 308-1 *Comment Summary – No comment on the EIR provided.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 309 – Smart, Mike, 03/10/2011**

Comment 309-1 *Comment Summary – No comment on the EIR provided.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 310 – Smith, Rosalee, 04/21/2011**

Comment 310-1 *Comment Summary – No comment on EIR provided. Opposes increases in traffic and changing development rules.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 311 – Smith, Jim, 03/21/2011**

Comment 311-1 *Comment Summary – Opposes Project due to traffic and its large size.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 311-2 *Comment Summary – The Project and alternatives would impact traffic, and the mitigation is not adequate.*

See Master Response 10 and Impact Trans-3.

Comment 311-3 *Comment Summary – The Project size is not compatible with the existing character of the community.*

Please see Master Response 6 regarding urbanization and 7 regarding community character. The West shore is not as densely developed as other communities around the lake, such as the South Shore referenced in the comment; however, the West Shore includes urban features and is identified as an area appropriate for a community plan, which indicates that this is indeed an urban area. The height amendment limits the additional height to the project area. Any future projects or height amendments would be subject to TRPA environmental review and approval. While shopping, restaurants, and entertainment can be found in North and South Shore, having some of these amenities that are geared toward the needs of the local community in the West Shore reduces vehicle trips, congestion, and the environmental pollutants associated with vehicle use. In turn, this creates a unique community that benefits the environment and the residents if designed and planned properly. The purpose of this document is to analyze the plans and designs. Please see the analysis chapters (Chapters 6 through 20) regarding the Project impacts.

**Comment Letter 312 – Smith, Susan, 04/18/2011**

Comment 312-1 *Comment Summary – Opposes Project, but supports a development that does not impact traffic, change height rules, and does not require a groundwater amendment.*

Please see Master Responses 2. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 313 – Snyder, Margaret, 04/18/2011**

Comment 313-1 *Comment Summary – Opposes Project, no comment on the EIR provided.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 314 – Sorensen, Carsten and Rebecca, 04/18/2011**

Comment 314-1 *Comment Summary – Supports a smaller Project.*

Please see Master Responses 2. Alternative 6 is the Reduced Project alternative and identified in DEIR/EIS Chapter 20 as the CEQA Environmentally Preferred Alternative. Please see DEIR/EIS section 3.4 for alternatives considered but rejected. Please see Alternative 1A, Revised Proposed Project Alternative, which is analyzed in the FEIR/EIS and determined to reduce a number of potential environmental impacts.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 315 – Stirton, Jack and Mary, 04/18/2011**

Comment 315-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 315-2 *Comment Summary – Will cause significant problems when leaving for Tahoe City.*

See Master Response 10 and Impact Trans-3.

Comment 315-3 *Comment Summary – Reduce density of lake community, opposes urbanization.*

Please see Master Responses 6 and 7. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 316 – Strain, John, 04/19/2011**

Comment 316-1 *Comment Summary – SR 89 will be impacted.*

See Master Response 10 and Impact Trans-3.

**Comment Letter 317 – Sworder, Ron, 04/20/2011**

Comment 317-1 *Comment Summary – Already too crowded with summer traffic congestion*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 318 – Taglang, Joseph, 04/18/2011**

Comment 318-1 *Comment Summary – Too crowded, will add congestion and traffic problems.*

See Master Response 10 and Impact Trans-3.

**Comment Letter 319 – Taylor, Stephanie, 04/18/2011**

Comment 319-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 320 – Taylor, Sally, 04/19/2011**

Comment 320-1 *Comment Summary – Supports Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 321 – Taylor, Chris and Lynda, 02/26/2011**

Comment 321-1 *Comment Summary – Supports Project and the amenities that will support business*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 322 – Taylor, Clark, 04/19/2011**

Comment 322-1 *Comment Summary – Will worsen traffic on West Shore.*

See Master Response 10 and Impact Trans-3.

Comment 322-2 *Comment Summary – Contributes to air pollution; Tahoe already violates ozone standards.*

The commenter states that the Project will increase air pollution and that Tahoe is already violating standards for ozone, which is harmful to human health. Please see Master Response 13, Master Response 14, and Master Response 15.

Comment 322-3 *Comment Summary – Large project will urbanize a part of Tahoe that is treasured.*

Please see Master Response 6 and response to comment 14a-55 regarding urbanization.

Comment 322-4 *Comment Summary – Project should follow rules that all property owners must follow.*

Please see Master Response 4 regarding amendments.

Comment 322-5 *Comment Summary – Opposes size of project; will define surrounding community rather than being defined by community plan; environmental benefits are outweighed by detrimental impacts.*

Please see Table 2-2 and Table 6-2 for summaries of project benefits and net gains defined for CEP compliance.

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 323 – Thaw, Travis, 04/21/2011**

Comment 323-1 *Comment Summary – Will worsen traffic on West Shore.*

See Master Response 10 and Impact Trans-3.

Comment 323-2 *Comment Summary – Contributes to air pollution; Tahoe already violates ozone standards.*

The commenter states that the Project will increase air pollution and that Tahoe is already violating standards for ozone, which is harmful to human health. Please see Master Responses 13, 14, and 15.

Comment 323-3 *Comment Summary – Large project will urbanize a part of Tahoe that is treasured.*

Please see Master Response 6 and response to comment 14a-55 regarding urbanization.

Comment 323-4 *Comment Summary – Project should follow rules that all property owners must follow.*

Please see Master Response 4 regarding amendments.

Comment 323-5 *Comment Summary – Opposes size of project; will define surrounding community rather than being defined by community plan; environmental benefits are outweighed by detrimental impacts.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 324 – Thompson, Marylin, 07/22/2010**

Comment 324-1 *Comment Summary – SR 89 is already heavy. How do you plan to handle increased traffic?*

See Master Response 10 and Impact Trans-3.

Comment 324-2 *Comment Summary – Does Tahoe really need another ski resort?*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 324-3 *Comment Summary – Job creation for local residents does not justify commercial development.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 325 – Thompson, Brian, 04/22/2011**

Comment 325-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 326 – Tobey, Marla, 04/25/2011**

Comment 326-1 *Comment Summary – Keep Tahoe clean.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 327 – Tobie, Beverly, 04/19/2011**

Comment 327-1 *Comment Summary – Improvements are great and needed.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 327-2 *Comment Summary – People and Pollution*

The commenter is concerned that the Project will increase air pollution. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.

Comment 327-3 *Comment Summary – Traffic*

Comment noted.

**Comment Letter 328 – Tonello, Greg, 04/21/2011**

Comment 328-1 *Comment Summary – Grossly overscaled; detriment. Homewood is not Squaw Valley or Northstar. Do not have the space, infrastructure, workforce, or roadways to accommodate project.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

- Comment 328-2 *Comment Summary – Summer use will outweigh winter use.*  
 See Chapter 18, Recreation for analysis of winter and summer uses within the Project area.
- Comment 328-3 *Comment Summary – Increase population density; daily trip traffic in all seasons.*  
 See Master Response 10.
- Comment 328-4 *Comment Summary – Negative impact on air.*  
 The commenter states that the Project will reduce air quality. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.
- Comment 328-5 *Comment Summary – Negative impact on water quality.*  
 Please see Master Response 18.
- Comment 328-6 *Comment Summary – Negative impact on emergency response time.*  
 Please see impact PSU-3 (p. 16-30).
- Comment 328-7 *Comment Summary – Increase maintenance needs of already abused state and county roadways.*  
 Please see Chapter 6 for density analysis and Chapter 11 for traffic analyses. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 328-8 *Comment Summary – Increase in daily semi-truck traffic for condo/resort/commercial deliveries; ultimately require signalization at Hwy.*  
 See Master Response 10. The trip generation and intersection LOS analysis consider a typical increase of commercial vehicle traffic generated by the Project.
- Comment 328-9 *Comment Summary – Line of boats at marina facilities, trailer parking?*  
 As stated on page 3-40 of the DEIR/EIS, "Additional transportation strategies will include: Accommodate boat trailer parking during the summer at day skier parking facilities." Providing boat trailer parking within the proposed parking structure will be a benefit by removing parked trailers from the SR 89 roadway right of way. New trips will not be generated by allowing trailers to be parked at HMR, the trailer owners will just be provided with an alternative location.  
 The HMR day skier parking facility will be able to accommodate boat trailer parking with on-site management of the facility by HMR parking attendants to allow for optimal boat trailer parking. The design of the parking structure will accommodate vehicles and their trailers. The floor-to-ceiling clearance (approximately 8 feet 6 feet is fairly typical for structured parking) is adequate for pick-up trucks, SUVs, and other vehicles that might be hauling boat trailers. The main drive aisle of the parking structure is 25 feet in width. This drive aisle width will allow for an adequate turning radius for most vehicles hauling a boat trailer, particularly given that only one side of the drive aisle would be used for the trailer parking. Typical parking stall sizes are 9 feet x 20 feet. The boat trailers can be backed into individual parking spaces on one side of the drive aisle with the provision that parking stalls on the other side of the drive aisle are left vacant. The use of the facility for boat trailer parking will be

managed by on-site HMR personnel during the summer months to ensure optimal placement of boat trailers within the facility. Boat trailers range in size but typically are 5-8 feet in width by 13-20 feet in length, within the range of size of a typical parking stall. Operationally, a parking stall/space would be left vacant between boat trailers for ease of maneuvering. The HMR generated parking demand during the summer months is significantly less than during the winter ski season. Exceptions would be when there are special concert type events at the amphitheater when the day skier parking facility would be in full use. This particular situation would also be managed by on-site HMR personnel to ensure that boat trailers are not using the day skier parking facility during special summer events. Per the LSC-HMR parking study (FEIR/EIS Appendix K-4), summer use will result in a demand of up to 46 parking spaces primarily linked to activities such as miniature golf and the mid-mountain lodge (pool). Given that the parking garage has 272 parking spaces, there is more than adequate room to accommodate the boat trailers.

Comment 328-10 *Comment Summary – Litter, waste.*

The site is already used by many skiers and the presence of lodging, waste receptacles, trash collection, and regular site maintenance will not cause the amount of litter onsite to increase.

Comment 328-11 *Comment Summary – Construction activities will take years and start early in the morning.*

Please see response to Comment 13a-52 and Master Response 16 regarding construction noise impacts.

Comment 328-12 *Comment Summary – A quarter mile extension of Tahoe Ski Bowl up a steep slope to steep lots subject to high runoff.*

The Tahoe Ski Bowl Way Extension project component is programmatic-level (i.e., Phase 2) and further project-level environmental analysis will be completed prior to entitlements by Placer County. Road design, including grade, will comply with Placer County road standards. As illustrated in Figure 15-13 and enumerated in Table 15-9, storm water runoff from the Townhomes will be captured and directed to bioretention areas with roadway runoff directed to a treatment vault for removal of oil and grease and coarse sediment prior to conveyance to bioretention areas.

Comment 328-13 *Comment Summary – Will set precedent for approvals of more overscaled commercial development in Homewood.*

Please see Master Response 4 regarding amendments, Master Response 6 regarding urbanization, and Master Response 7 regarding community character. Future projects are subject to environmental review and approval.

Comment 328-14 *Comment Summary – How long do you want to let a loved one wait for emergency response?*

Please see responses to comments 9-6, 8, 10, 14, 15, 16, 22, 28, 29, 38, 41, 42, 43 and 44.

Comment 328-15 *Comment Summary – Attempting to justify housing to pay for larger Northstar style Resort. Why not reduce scale of resort? Rental units would be vacant 6 months of the year; places virtual ghost town in Homewood Community and draw for vandalism.*

Please see Master Response 2. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on

to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 329 – Tornese, Judith and Winters, Jerry, 02/16/2011**

Comment 329-1 *Comment Summary – Opposes size and scale of project; lack compatibility with the neighborhood and entire west shore. If approved, will set precedent for similar developments.*

Please see Master Response 7.

Comment 329-2 *Comment Summary – The number of bedrooms and population by building does not appear to be disclosed in EIR/EIS, please provide this information.*

Please see response to comments 13c-3 and 19-3.

Comment 329-3 *Comment Summary – Lack of community plan; community plan should be determined before this project is allowed to proceed. Example of development occurring prior to planning, long term detrimental impacts to the community and environment.*

Please see Master Response 1 regarding Community Plans

Comment 329-4 *Comment Summary – Development should comply with all requirements under the Code of Ordinances.*

Please see Master Responses 2 and 4.

Comment 329-5 *Comment Summary – What is the new mix of hard and soft coverage proposed under the new development? What amount of existing soft coverage from the resort will be transferred to hard coverage at the new proposed development? What is the proposed square feet of build-out by building and for all structures in total? What is the square feet of vacant land being developed? HMR stated there is 13% reduction in total coverage; how is that calculated?*

Please see Master Response 17 and response to comments 13a-81, 14a-3, 14a-4, 14a-5, 14a-6, 14a-10, 14a-12, 14a-67, 19-31, 19-33, 19-49, 19-50, and 19-67, addressing various aspects of TRPA land coverage analysis.

Comment 329-6 *Comment Summary – Concerned about increase in traffic on SR 89.*

See Master Response 10 and Impact Trans-3.

Comment 329-7 *Comment Summary – What is the proposed number of parking spaces by building and underground vs. above ground?*

See Chapter 3, section 5, page 3-18 of the DEIR/EIS, "The Proposed Project (Alternative 1) will provide 729 parking spaces at the North Base (with potentially up to 770 spaces provided based on final parking layout design), including 272 day use parking spaces in a four-level parking structure located adjacent to Building P, 47 limited surface parking spaces at the retail and skier drop off area, and 410 underground valet stacked and single parking spaces below the hotel and skier services buildings (Buildings A and B). The commercial/retail areas are designed to be accessible from the adjacent residential neighborhood, employee/workforce housing, and the day-skier parking structure." Page 3-19, "There will be 117 underground parking spaces provided, with up to 150 underground parking spaces ultimately provided based on final parking layout design" at the South Base. Each of the 16 townhomes will include two garage spaces and two driveway spaces for a total of 64 spaces.

Chapter 3 Tables 3-11 and 3-12 provide the number of proposed parking spaces by Alternative.

Comment 329-8 *Comment Summary – Stop sign or stop light should be considered.*

See response to comment 13a-37.

Comment 329-9 *Comment Summary – Support installation of story poles. Request comment period extension.*

Please see Master Response 8 regarding story poles. Your request for an extension is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 330 – Trimble, Thomas, 04/18/2011**

Comment 330-1 *Comment Summary – Supports Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 331 – Turner, Peter, 04/18/2011**

Comment 331-2 *Comment Summary – Stick to the development rules.*

Please see Master Response 4 regarding amendments.

**Comment Letter 332 – Turner, Dan, 04/19/2011**

Comment 332-1 *Comment Summary – Horrendous traffic on SR 89.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 33 – Upton, Cecily, 04/19/2011**

Comment 333-1 *Comment Summary – Already strained ecosystem; cannot handle proposed resort.*

Comment noted. Construction of the proposed Project or alternatives results in contributions to non-attainment of the TRPA Air Quality Threshold. Mitigation Measures are included in the DEIR/EIS to offset those impacts.

Comment 333-2 *Comment Summary – Water, sewage.*

Please see impact analysis PSU-1 (p. 16-13) for analysis of Project effects on infrastructure and services and the mitigations necessary to minimize these effects to levels of less than significant.

Comment 333-3 *Comment Summary – Traffic systems are not equipped to service this proposal.*

See Master Response 10 and Impact Trans-3.

**Comment Letter 334 – Van Zee, Drew, 04/21/2011**

Comment 334-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed

course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 334-2 *Comment Summary – Negative ramifications for the natural habitat.*

Impact BIO-4 on page 8-58 of the DEIR/EIS describes the potential impacts to wildlife habitat and includes mitigation measures to protect sensitive wildlife species, nests and also includes a Trash Management Program to protect local wildlife.

**Comment Letter 335 – Van Zee, Ali, 02/24/2011**

Comment 335-1 *Comment Summary – Employee housing/parking to be built over a non-riparian wetland; provided filter to lake and prevented run off; protected by law.*

Impact BIO-5 on page 8-60 of the DEIR/EIS describes impacts to SEZ areas below the employee housing/parking gorge referenced in the comment. Mitigation Measure BIO-5b SEZ Restoration Plan for the Gravel Parking lot requires HMR to develop a detailed restoration plan for the subject SEZ area.

Comment 335-2 *Comment Summary – Concerns regarding Tahoe Ski Bowl Way extension; paving road would add heat island effect.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 335-3 *Comment Summary – Vital corridor for wildlife habitat.*

Wildlife may cross the existing dirt roadway that connects the North and South Base areas. Paving of the roadway and use by residents of the townhomes will not result in any restriction or blockage of the roadway that would prevent wildlife from crossing.

Comment 335-4 *Comment Summary – Reduction in quality of life and security.*

Please see impact analysis PSU-1 (p. 16-13) for analysis of Project effects on infrastructure and services and the mitigations necessary to minimize these effects to levels of less than significant.

Comment 335-5 *Comment Summary – Why can you not put your access road in leading up from the lodge you plan for the North Ski Hill? Land is already degraded and no wildlife would be affected.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 335-7 *Comment Summary – Mid-Mountain Lodge; degradation of wildland and wildlife habitat.*

Impact BIO-4 describes the potential impacts to the habitat and associated species surrounding the proposed mid-mountain lodge and includes mitigation measures to offset impacts.

Comment 335-8 *Comment Summary – Water use/increased pollution*

Please see Master Response 18.

Comment 335-9 *Comment Summary – Grateful for tree clearance, JMA has made a significant investment.*

Comment noted.

Comment 335-11 *Comment Summary – Not opposed to project; wants sanity and sensitivity.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

### **Comment Letter 336 – Van Zee, Rick, 04/21/2011**

Comment 336-2 *Comment Summary – Negatively impact traffic on local roads and SR 89; increase significant backup going north in summer and winter.*

See Master Response 10 and Impact Trans-3.

Comment 336-3 *Comment Summary – Visitors park their vehicles and boat trailers on local roads in summer; impact accessibility to driveways and roads.*

Please see response to comment 328-9.

Comment 336-4 *Comment Summary – Impact air quality.*

The commenter states that the Project will reduce air quality. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.

Comment 336-5 *Comment Summary – Impact water quality; change in groundwater run off would be detrimental to environment.*

Please see Master Response 18. Please see mitigation measure GEO-4g, which clarifies requirements for groundwater protection during construction, and mitigation measure HYDRO-3a, which clarifies requirements for groundwater protection during operations. Please see response to comments 1a3-49 and 14a-34.

Comment 336-7 *Comment Summary – Opposes amending existing codes to accommodate proposed development.*

Please see Master Response 4 regarding amendments.

### **Comment Letter 337 – Van Zee, Stephen, 04/19/2011**

Comment 337-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

### **Comment Letter 338 – Vance, Carolyn, 04/18/2011**

Comment 338-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 339 – Vidinsky, Alan, 04/18/2011**

Comment 340-1 *Comment Summary – Concerned about magnitude of project and effects to the Homewood environment.*

Please see Master Response 7 regarding community character and scale.

**Comment Letter 340 – Villemaire, Janice, 04/19/2011**

Comment 340-1 *Comment Summary – Concerned about magnitude of project.*

Please see Master Response 7 regarding community character and scale.

Comment 340-2 *Comment Summary – Cause more traffic on SR 89.*

See Master Response 10 and Impact Trans-3.

Comment 340-3 *Comment Summary – Cause more pollution to Lake Tahoe.*

Please see Master Response 18.

Comment 340-4 *Comment Summary – Compromise original beauty of the west shore with high rise buildings.*

Please see Master Response 7 regarding community character and scale.

**Comment Letter 341 – Virgolini, Marcelo, 04/19/2011**

Comment 341-1 *Comment Summary – No Comment.*

Comment letter noted as received with no text. No response is warranted.

**Comment Letter 342 – Volkmann, Billy, 04/18/2011**

Comment 342-1 *Comment Summary – Worsen traffic on the west shore.*

See Master Response 10 and Impact Trans-3.

Comment 342-2 *Comment Summary – Contribute to air pollution.*

The commenter is concerned that the Project will increase air pollution. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.

Comment 342-3 *Comment Summary – Tahoe is already violating standards for ozone, a gas that is harmful to people, wildlife, and vegetation.*

The commenter states that the Project will increase air pollution and that Tahoe is already violating standards for ozone, which is harmful to human health. Please see Master Responses 13, 14, and 15.

Comment 342-4 *Comment Summary – This large project will urbanize a part of Tahoe that is treasured for its serenity and natural beauty.*

Please see Master Response 6 and response to comment 14a-55 regarding urbanization.

Comment 342-5 *Comment Summary – The Project should follow rules that all property owners must follow. Wants to permanently change the rules for height, which will allow for taller development throughout Tahoe in the future.*

Please see Master Response 4 regarding amendments.

Comment 342-6 *Comment Summary – Project is too large; detrimental impacts outweigh environmental benefits.*

Please see Master Response 7 regarding community character and scale.

**Comment Letter 343 – Waller, Peter and Liz, 04/20/2011**

Comment 343-1 *Comment Summary – Too much development for Homewood and Hwy 89. Will ruin Tahoe as a national treasure.*

This is not a comment on the content or adequacy of the DEIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted

**Comment Letter 344 – Waller, Ellie, 04/20/2011**

Comment 344-1 *Comment Summary – Concerned about new height amendments; setting precedent for smaller communities. To continue to amend each community defeats the purpose of a regional update. Height requests do not honor current community plans that reflect community character.*

Please see Master Response 4 regarding amendments.

Comment 344-2 *Comment Summary – Traffic on the west shore will be exacerbated with the proposed size of the Project.*

See Master Response 10 and Impact Trans-3.

Comment 344-3 *Comment Summary – Economy shifting should not be a reason to build larger village style projects. Redevelopment not overdevelopment should be the theme. Ask yourself why people come to Tahoe? To see the lake.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted. Please see Master Response 3 concerning viability of the Project.

**Comment Letter 345 – Wallunas, Julie, 02/16/2011**

Comment 345-1 *Comment Summary – Supports Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 345-2 *Comment Summary – Plan will improve existing resort, help create jobs, and support local economy.*

Comment noted. Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs

about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 346 – Weston, Rob, 04/19/2011**

Comment 346-1 *Comment Summary – Proposal will not overwhelm the rural town. Replaces current asphalt with green buildings; will capture rain water, create view corridors with trees, scrubs, greenery and add previous roadways and walkways.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 346-2 *Comment Summary – Traffic has never been a significant problem on SR 89 in summer with exception being fourth of July weekend.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 346-3 *Comment Summary – NTCAA in their Feb newsletter discusses the SEZs of which JMA plans to completely re-vegetate all of them.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 346-4 *Comment Summary – TRPA admits and understands that you are the only regulatory agency that measures height of buildings from the front plan view vs. the middle side plan, especially on a slope.*

This is not a comment on the content or adequacy of the DEIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 346-5 *Comment Summary – Supports Project; most important projects for the entire Lake Tahoe region due to the decline and decay of much of our older buildings.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 347 – White, Jesalyn, 04/21/2011**

Comment 347-1 *Comment Summary – Treasure small family feel that Homewood has.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 347-2 *Comment Summary – Already deal with traffic during summer.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 347-3 *Comment Summary – Pollution would be devastating to the lake and wildlife.*

Please see Master Response 18.

Comment 347-4 *Comment Summary – Picked Tahoe because of the peacefulness.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 347-5 *Comment Summary – Homewood could invest their money in better projects.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 347-6 *Comment Summary – Supports bringing more jobs to the area.*

Comment noted. Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 347-7 *Comment Summary – Supports small town feel where strong family values can be cultivated.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 347-8 *Comment Summary – Opposes parking lot; too busy and unhealthy energy*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 348 – White, Dick and Ulli, Tahoma Meadows B&B, 02/15/2011**

Comment 348-1 *Comment Summary – Supports Project*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 349 – White, Clarence and Ulrike, Tahoma Meadows B&B, 02/16/2011**

Comment 349-1 *Comment Summary – Supports Project*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed

course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 350 – Whitmore, Ellen, 04/18/2011**

Comment 350-1 *Comment Summary – Opposes size of project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 350-2 *Comment Summary – Traffic is considerable already; fragile area.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 350-3 *Comment Summary – Taller buildings in forested environment; changes character.*

The structures are below the canopy level. Please see Master Response 7 regarding impacts to community character.

Comment 350-4 *Comment Summary – Plenty of recreational opportunities; prevent further urbanization.*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 351 – Williams, Claudia, 02/21/2011**

Comment 351-1 *Comment Summary – Need for local jobs and town renovation.*

Comment noted. Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 351-2 *Comment Summary – Opposes size of project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 351-3 *Comment Summary – Need for more Fire/Police Protection; cannot afford to add personnel or update facilities to protect residents.*

Please see impact analysis PSU-1 (p. 16-13) for analysis of Project effects on infrastructure and services and the mitigations necessary to minimize these effects to

levels of less than significant. Fire protective services and sheriff and police services are analyzed on page 16-27.

Comment 351-4 *Comment Summary – Altering traffic flow in Tahoe City will not ease traffic problems on SR 89.*

See Impact Trans-3.

Comment 351-5 *Comment Summary – Opposes altering Tahoe Ski Bowl Way; ups the noise level.*

Please see Master Response 16 for a discussion of noise impacts.

Comment 351-6 *Comment Summary – Extending the road creates more pollution.*

The commenter is concerned that the Project will increase air pollution. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.

**Comment Letter 352 – Williams, Stewart, 04/21/2011**

Comment 352-1 *Comment Summary – Current PAS 157/158 does not allow multi-family dwellings.*

Please see Master Response 4 regarding amendments.

Comment 352-2 *Comment Summary – Complex exceeds current height limits.*

Please see Master Response 4 regarding amendments.

Comment 352-3 *Comment Summary – Complex expands into a currently unused parcel.*

The Project would be located on some higher capability areas that are not currently developed; however, the Project also restores environmentally sensitive areas that were previously developed.

Comment 352-4 *Comment Summary – Opposes road extension; Needless construction, noise, hard coverage, disruption of land and wildlife, tree removal.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 352-5 *Comment Summary – Suggest ulterior motive; providing access to landlocked parcels, increasing their values.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 352-7 *Comment Summary – Supports Placer County Review Committee Findings' "cumulative significant impacts on land use, biological resources, visual resources, transportation and circulation, global warming, soil, geology, seismicity, hydrology and water quality, public services and utilities and air quality".*

Cumulative effects are analyzed at the conclusion of Chapters 6-19 of the DEIR/EIS. Chapter 20 presents the Mandatory Environmental Analysis, including cumulative impacts (Section 20.1) and summarizes significant and unavoidable impacts by alternative in Table 20-2. Please see Master Response 2 for response concerning reduced sized project alternatives. Please see the FEIR/EIS for analysis of Alternative 1A, the Revised Proposed Project alternative presenting a redesign and

reconfiguration of the North and South Base Areas. Please see response to comment 19-62.

Comment 352-6 *Comment Summary – Disagrees with premise in EIR; "the character of the area is maintained by limited higher density units at the area at the South Base where adjacent land uses include higher density and more commercial uses".*

The text on page 6-19 should read "...where adjacent nearby land uses include..." The adjacent land uses are residential units; however the intent of the statement was that nearby land uses include the post office, West Shore Sports, a market, lodge, and marina, all of which are commercial uses, and that multifamily units would be limited strictly to this location and not permitted throughout the PAS. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of buildings at the South Base to create two-unit chalets with attached garages in keeping with the adjacent land uses. In addition, the structures would be located further from the property line and setback to provide more distance and coverage between the uses. Please see the revised project description in Chapter 3 and the revised analysis in Chapters 6.0 and 10.0.

**Comment Letter 353 – Williams, Paul and Marlene, 04/18/2011**

Comment 353-1 *Comment Summary – Project would bring more revenue to the area.*

Comment noted. Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 353-2 *Comment Summary – The Project would ruin the peace and serenity.*

This is not a comment on the content or adequacy of the DEIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 353-3 *Comment Summary – Traffic is bad enough during summer.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 353-4 *Comment Summary – Air pollution.*

The commenter states that the Project will cause air pollution from increased traffic. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.

Comment 353-5 *Comment Summary – Water quality from all the extra cars.*

Please see Master Response 18.

Comment 353-6 *Comment Summary – Opposes size of project.*

This is not a comment on the content or adequacy of the DEIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 354 – Wilson, Ross, 04/18/2011**

Comment 354-1 *Comment Summary – Opposes Project; will worsen traffic.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 354-2 *Comment Summary – Worsen pollution in and near lake.*

Please see Master Response 18.

**Comment Letter 353 – Wolfe, Bruce, 04/21/2011**

Comment 355-1 *Comment Summary – Impact on SR 89 on summer weekends.*

See Master Response 10 and Impact Trans-3.

Comment 355-2 *Comment Summary – Contributes to air pollution.*

The commenter states that the Project will cause air pollution from increased traffic. Please see Master Response 13 related to the analysis of impacts of the Project on pollution and air quality.

Comment 355-3 *Comment Summary – Dangerous driving by some.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 353 – Wren, Allison, Tahoe SUP, 04/18/2011**

Comment 356-1 *Comment Summary – Opposes Project.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 356-2 *Comment Summary – Seeking a host of riles changes; height, grading, density, groundwater, ski area master plans, development transfer, and other environment protections.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Comment Letter 357 – Zand, Ariane, 02/21/2011**

Comment 357-1 *Comment Summary – Incompatible Size and Scale.*

Please see Master Response 7 regarding community character and scale.

Comment 357-2 *Comment Summary – Result in high traffic, and other negative environmental impacts.*

See Chapter 11, section 5 for complete traffic impact analysis.

Comment 357-3 *Comment Summary – Does not show cumulative impact of the development concurrent with other existing/ proposed developments in the area.*

Please see Chapter 21, Mandatory Environmental Analysis, Section 20.1.

Comment 357-4 *Comment Summary – Proposed mitigations are unrealistic and unreasonable, will not actualize.*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted. Please review the DEIR/EIS for the disclosure of a variety of "long term monetary guarantees" posed on the Project. TRPA specifically requires the payment of a Security Bond. The Governing Board decides on the fee, as based on the approved project alternative.

#### **Comment Letter 358 – Deemarks, Claudeene, 03/31/2011**

Comment 358-1 *Comment Summary – Opposes project due to pollution and traffic.*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information may be used by the decision maker(s) in arriving at a decision. This is not a comment on the specific content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

#### **Comment Letter 359 – Support Petitions, various dates**

Comment 359-1 *Comment Summary – 1,011 Members of the Public Submitted a Petition in Support for the Project: "Please accept this document as my endorsement of support for the HMR Ski Area Master Plan located at Homewood CA on Lake Tahoe's West Shore. The proposed master plan for the HMR Ski Area demonstrates that it will significantly improve the existing resort, help to reinforce a sense of community center, help to bolster the local economy, and implement a number of positive environmental improvements such as renewable energy, alternative transportation and continuing land restoration. My signature below signifies my support for the proposed HMR Ski Area Master Plan".*

Comment noted. This information is passed on to the Project Applicant and decision makers for consideration, No further response to this comment in relation to the DEIR/EIS is warranted.

## **23.7 RESPONSE TO ORAL COMMENTS RECEIVED AT DRAFT EIR/EIS HEARINGS**

Comments received during the three public hearings on the DEIR/EIS are summarized below in italics text followed by a response to the comment in non-italicized text. February 2011 hearings were held before the TRPA Advisory Planning Commission and Governing Board, and Placer County Planning Commission.

**FEBRUARY 9, 2011 TRPA ADVISORY PLANNING COMMISSION HEARING****Speaker 1 - Claudia Williams (Tahoe Ski Bowl Way)**

Comment 1-a: *Comment Summary – Too big*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 1-b: *Comment Summary – Does not want to change character of old Tahoe*

Comment noted. Please see Master Response 7 regarding community character.

**Speaker 2 - Ron Grassi (Sierra Club)**

Comment 2-a: *Comment Summary – Please recommend 30 additional days for public review*

In accordance with Article VII(a) of the Tahoe Regional Planning Compact, Article 6.13.b of the TRPA Rules of Procedure, and TRPA Code of Ordinances Section 5.8.A(4), a 60-day public review period was provided for the DEIS. This 60-day public review period for TRPA included and extended the 45-day review period required under CEQA. The review period was extended by 30 days to April 21, 2011 based on a request by local non-profit groups.

Comment 2-b: *Comment Summary – Concerned with proposed density and inconsistency with existing plan area statement*

Please see 4 regarding amendments to the Plan Area Statements, 5 regarding density, and 7 regarding community character and density. Also, please see Impacts LU-1 and LU-2 regarding plan area amendments and density.

Comment 2-c: *Comment Summary – Don't have a CP in this area – think one should have preceded this project*

Please see Master Response 1 regarding Community Plans and the TRPA process.

Comment 2-d: *Comment Summary – Economics - thinks the number of skiers is not the only metric for sustainability - earn more dollars in other areas*

Please see Master Response 3 regarding project viability.

Comment 2-e: *Comment Summary – Transportation – gridlock in Tahoe City - don't want to add to the existing problem*

Please see Master Responses 10 and 11, as well as impact TRANS-3 for alternative transportation.

Comment 2-f: *Comment Summary – Amendments - prove threshold attainment*

The DEIR/EIS was prepared to disclose whether the Proposed Project or Alternatives would result in significant impacts, with significance thresholds reflecting Regional Plan thresholds. Significant impacts are identified based on impact evaluation criteria that include compliance with TRPA thresholds. In order to approve the Project or an Alternative, TRPA must make findings that the environmental thresholds will not be degraded. Project impacts are analyzed in the DEIR/EIS in

Chapters 6.0 through 21.0. Please see Master Response 4 regarding amendments and thresholds as well as Tables 2-2 and 6-2, which demonstrate how the Project meets and exceeds thresholds. Without a specific reference to an inadequacy in the document, no further response can be provided.

Comment 2-g: *Comment Summary – Look at other Alternatives*

The Ski Area Master Plan has been amended to include Alternative 1A, which results in changes to the placement of structures at the North Base Area and the design and placement of structures at the South Base Area. Please see the FEIR/EIS for the description and analysis of this alternative. Chapter 3 provides a discussion of the alternatives and alternatives that were considered but rejected. Please see Master Response 2.

**Speaker 3 - Melissa Thaw (League to Save Lake Tahoe)**

Comment 3-a: *Comment Summary – Want the comment period extended at least 30 days*

In accordance with Article VII(a) of the Tahoe Regional Planning Compact, Article 6.13.b of the TRPA Rules of Procedure, and TRPA Code of Ordinances Section 5.8.A(4), a 60-day public review period was provided for the DEIS. This 60-day public review period for TRPA included and extended the 45-day review period required under CEQA. The review period was extended by 30 days to April 21, 2011 based on a request by local non-profit groups.

Comment 3-b: *Comment Summary – Wants more information about land coverage*

Please see Master Response 17 regarding land coverage as well as Chapter 14, Table 14-6, and Chapter 3, Section 3.5.21 on page 3-44. Existing land coverage within the 1,253-acre Project area is approximately 1,781,000 square feet, which includes approximately 271,000 square feet of coverage at the North Base area and approximately 117,000 square feet at the South Base area. Approximately 288,000 square feet of the total land coverage is hard coverage associated with parking and ski facilities, lodges, paved roads and buildings.

Comment 3-c: *Comment Summary – Total footprint?*

Please see Table 3-12 in Chapter 3 and Table 14-6 and impact GEO-3 in Chapter 14, which provide the footprint and land coverage data for each alternative.

Comment 3-d: *Comment Summary – Soft coverage vs. hard coverage not clearly explained*

The definitions of hard and soft coverage are explained on page 14-18 in Chapter 14, which states, “Hard coverage typically describes structures, improvements or coverings that inhibit more than 75 percent of precipitation from directly reaching the soil or inhibits the growth of vegetation. Soft coverage describes compacted areas without structures, improvements or coverings and includes uses such as the parking of cars and heavy and repeated pedestrian traffic that compacts the soil so as to prevent substantial infiltration.” Please see impact GEO-3 regarding hard and soft coverage for each of the alternatives.

Comment 3-e: *Comment Summary – Concern about traffic analysis - only access is Highway 89 - new trips will exceed roadway capacity*

Please see Master Responses 10 and 11, as well as Impact TRANS-3.

**Speaker 4 - Ellie Waller (Friends of Tahoe Vista)**

- Comment 4-a: *Comment Summary – Document just came out – it is too soon to comment*  
Oral comments were collected and are addressed here. Written comments were also collected and are addressed in Chapter 23 of this document.
- Comment 4-b: *Comment Summary – CEP Report from Aug 1, 2007 listed requirements for participation in the CEP*  
Comment noted.
- Comment 4-c: *Comment Summary – Example of one of the requirements - be consistent with Community Plan Goals and Policies*  
Please see Master Response 1. Table 4.2-1 in Chapter 4 provides a consistency analysis for each alternative in relation to the Regional Plan Goals and Policies. Please see Master Response 1 regarding community plans and the TRPA process and 4 regarding amendments and the CEP. Although the CEP states that it is "not a code avoidance program" it does not say that code amendments are forbidden. Please see Table 2-2 in Chapter 2 regarding CEP threshold attainment.
- Comment 4-d: *Comment Summary – Provide substantial environment benefit*  
Please see DEIR/EIS Table 2-2 in Chapter 2 and Table 6-2 in Chapter 6, page 6-21 for a list of improvements and environmental benefits by environmental resource area.
- Comment 4-e: *Comment Summary – Hopes to find table in EIS to show how it meets phasing*  
Phasing is discussed in DEIR/EIS Table 3-4 on page 3-17 of Chapter 3. Project scheduling is shown in Appendix N.
- Comment 4-f: *Comment Summary – When was CEP compliance matrix last updated?*  
This is not a comment on the content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Speaker 5 - Hal Flynn (adjacent to South Lodge)**

- Comment 5-a: *Comment Summary – How will the project impact people at the base areas – we will see a lot more air quality and noise impacts*  
Impacts are analyzed in DEIR/EIS Chapters 6 through 21, with air quality and noise addressed specifically in chapters 12 and 13, respectively. Please see Master Responses 13, 14, 15, and 16. Please see the discussion of Alternative 1A, which reduces, redesigns, and relocates structures at each of the base areas (Chapters 3 and 24).
- Comment 5-b: *Comment Summary – Need more time to review the documents*  
In accordance with Article VII(a) of the Tahoe Regional Planning Compact, Article 6.13.b of the TRPA Rules of Procedure, and TRPA Code of Ordinances Section 5.8.A(4), a 60-day public review period was provided for the DEIS. This 60-day public review period for TRPA included and extended the 45-day review period required under CEQA. The review period was extended by 30 days to April 21, 2011 based on a request by local non-profit groups.

**Speaker 6 - Delores Flynn**

Comment 6-a: *Comment Summary – Immediate next door neighbor to south base lodge. Worried about proximity of proposed condos*

Please see Chapter 3 for a description of Alternative 1A, which restructures the condominium units at the south base area and moves them further from adjacent homes. The south base modifications include the elimination of two of the three large multi-family residential condo buildings at the south base area (the most northerly and most southerly two buildings). These two buildings will be replaced with 24 smaller chalet buildings each containing two condo units and their associated parking in first floor garages. The total number of multi-family residential units would be reduced from 99 in Alternative 1 to 95 in Alternative 1A (48 in chalets and up to 47 in the remaining large multi-family residential condo building). Please see Figure 3-9A, which documents the proposed changes included in Alternative 1A.

Comment 6-b: *Comment Summary – What is the EIR conclusions for our family?*

The DEIR/EIS identifies impacts, but also identifies mitigation measures to reduce these impacts. Changes in the community will occur; however these changes are not anticipated to be adverse or overwhelming with implementation of mitigation. The community will also experience environmental and social benefits as listed in Tables 2-2 and 6-2.

Comment 6-c: *Comment Summary – Are we going to have construction noise all day for 9 years?*

Please see Master Response 16. The Project will be phased, with construction at the north base and mid-mountain areas occurring during phase 1 and construction at the south base area occurring during phase 2. Construction is expected to occur over a 5-year period for each phase, some of which will occur in the building interior, and includes post-construction restoration. Average new construction timing is expected to occur over a two-year period for each phase. Compliance measure 3.12.4 restricts construction activities to between the hours of 8:00 AM and 6:30 PM.

Comment 6-d: *Comment Summary – Concerned about the construction dust and impacts from blasting - fear that grandchildren will be scared from construction*

Please see Master Response 16 regarding construction noise, and Impacts NOI-1 in Chapter 13, and Impact AQ-1 in Chapter 12, which finds that impacts related to dust will be less than significant with implementation of mitigation measures and compliance measures. Residents would not be displaced by construction. In regard to noise during blasting, Mitigation Measures NOI-1a, -1b, and 1c would reduce noise levels, airblast, and vibration to less than significant.

Comment 6-e: *Comment Summary – Our quality of life will be threatened*

This comment represents an opinion. No further response is warranted.

Comment 6-f: *Comment Summary – Does not agree that project will bring new jobs for area residents - may hire outside contractors*

This comment represents an opinion. No further response is warranted.

Comment 6-g: *Comment Summary – Think of impacts to people and not just wildlife and other resources*

Impacts to people are analyzed in the document in addition to wildlife and natural resources. Impacts are analyzed in relation to both the natural environment and the community environment, particularly impacts related to noise, traffic, air and water quality, land use, visual resources, public services, hazards, and others.

**Speaker 7 - Karen Flynn (Homewood Resident)**

Comment 7-a: *Comment Summary – Read the letters from the neighbors in the EIR/EIS. Majority of people want to downsize the project*

Oral and written comments are addressed in this document. This comment reflects an opinion. No further response is warranted.

Comment 7-b: *Comment Summary – Project is too big and too close at the South base lodge*

Please see Master Responses 5 regarding density, 6 regarding urbanization, 7 regarding community character and density, and 8 regarding height. Please see Chapter 3 for a description and figures depicting the relocation of structures under Alternative 1A, which would reduce the condominiums into a series of two-unit chalets that are located further up the mountain, away from existing residences.

Comment 7-c: *Comment Summary – Dust and noise will be a problem during construction and operation*

Please see Master Responses 13 and 16 regarding air pollutants and noise as well as Chapters 12 and 13. Project compliance measures are included in the Project to reduce air and noise impacts during construction. Mitigation Measure AQ-1 would reduce air pollutant emissions during construction and Mitigation Measures AQ-2a and -2b would reduce air emissions during operations. In regard to noise during construction, Mitigation Measures NOI-1a, -1b, and 1c would reduce noise levels, airblast, and vibration. Mitigation Measure NOI-3c would ensure noise levels at existing residences are reduced to meet the plan area statement noise limits.

Comment 7-d: *Comment Summary – Increased population will result in residual impacts to the town of Homewood and its people*

The impacts of population increases are analyzed in Chapter 7, Impact PEH-2, which concludes less than significant impacts as a result of population increases. The effects of increased population on other areas such as noise, traffic, services, etc. are analyzed in each of the environmental analysis chapters (Chapters 6 through 20).

Comment 7-e: *Comment Summary – Our family wants to maintain our home and quality of life for future generations*

Comment noted.

**Speaker 8 - Mike Berg (Carpenters Union)**

Comment 8-a: *Comment Summary – Supports the project*

Comment noted.

Comment 8-b: *Comment Summary – Involved in many planning committees in the basin*

Comment noted.

Comment 8-c: *Comment Summary – Thinks the developers like HMR need to come to Tahoe and restore past problems with redevelopment. This project meets the environment, economy, and social needs*

Comment noted.

Comment 8-d: *Comment Summary – HMR is committed to use of local labor for construction*

Comment noted.

**Speaker 9 - Judy Tornese (Friends of the West Shore)**

Comment 9-a: *Comment Summary – Wants to preserve and enhance W. Shore from Tahoe City to Emerald Bay*

Comment noted.

Comment 9-b: *Comment Summary – Proposal is too big*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 9-c: *Comment Summary – Height, Density, Traffic, and Runoff*

Please see Master Responses 8 regarding height, 5 regarding density, 7 regarding community character and density, 10 and 11 regarding traffic, and 18 regarding runoff. Also, please see the analysis in Chapters 6, 10, 11, and 15 regarding density, height, traffic, and runoff, respectively.

Comment 9-d: *Comment Summary – Incompatible to the surrounding area*

Please see Master Response 7 regarding community character and compatibility.

Comment 9-e: *Comment Summary – Current codes and CEP requirements should not be amended*

Please see Master Response 4 regarding Code and CEP amendments. Please see Table 2-2 regarding CEP threshold attainment.

Comment 9-f: *Comment Summary – Density – project will add 329 units, 700 bedrooms and 1400 people at peak times*

Units per alternative (349 units for Alternative 1) are provided in Chapter 3 Tables 3-11 and 3-12. Please see Master Response 7 regarding density and population increases.

Comment 9-g: *Comment Summary – Height - proposed buildings will be the tallest on the W. Shore*

Please see Master Responses 7 regarding community character and 8 regarding height, as well as Chapter 10, impact SCENIC-1.

Comment 9-h: *Comment Summary – Noise - will increase from increased use as will night lighting.*

Please see Chapter 13, Impact NOI-2 regarding operations noise as well as Master Response 16. Please see Impact SCENIC-3 regarding night lighting.

Comment 9-i: *Comment Summary – Parking garage will set a precedent for West Shore*

Future projects within the West Shore would be subject to environmental analysis and county and TRPA review and approval. Approval of a parking garage at one location does not result in approval of parking garages at all locations.

- Comment 9-j: *Comment Summary – Traffic will increase, especially in the summer – SR 89 cannot handle the new vehicles – will exacerbate Tahoe City congestion*  
Please see Master Responses 10 and 11 regarding traffic.
- Comment 9-k: *Comment Summary – Pullouts for project could back up traffic on SR 89 trying to get into the development*  
Please see Chapter 11 regarding traffic impacts as well as Master Responses 10 and 11.
- Comment 9-l: *Comment Summary – May need a traffic light for pedestrian safety*  
The traffic analysis in Chapter 11 does not indicate a traffic light is warranted. Mitigation measures include intersection improvements, such as the addition of an acceleration lane at SR 89 and Granlibakken Road, but does not include new signalization.
- Comment 9-m: *Comment Summary – Groundwater and SEZ will be impacted by base development*  
Please see Chapter 15 regarding groundwater impacts. Please see mitigation measure GEO-4g, which clarifies requirements for groundwater protection during construction, and mitigation measure HYDRO-3a, which clarifies requirements for groundwater protection during operations. Please see response to written comments 13a-49 and 14a-34. Impact BIO-5 identifies impacts to the SEZ requires mitigation to offset impacts. Mitigation Measure BIO-5b SEZ Restoration Plan for the Gravel Parking lot requires HMR to develop a detailed restoration plan for the subject SEZ area.

**Speaker 10 - Mason Overstreet (Meeks Bay)**

- Comment 10-a: *Comment Summary – Wants all of the references listed in the EIR/EIS to be available for public review*  
Comment noted. The FOIA request was fulfilled and the FOWS have access to references. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.
- Comment 10-b: *Comment Summary – Restart the public review comment period and add 30 more days to the planned review period*  
In accordance with Article VII(a) of the Tahoe Regional Planning Compact, Article 6.13.b of the TRPA Rules of Procedure, and TRPA Code of Ordinances Section 5.8.A(4), a 60-day public review period was provided for the DEIS. This 60-day public review period for TRPA included and extended the 45-day review period required under CEQA. The review period was extended by 30 days to April 21, 2011 based on a request by local non-profit groups.

**Speaker 11 - Ted Peterson (Sacramento Street across from proposed parking structure)**

- Comment 11-a: *Comment Summary – Time table for construction - 10 years per the EIR*  
Construction is expected to occur over a 10-year period with each of the two construction phases occurring over a five-year period, which includes site restoration following construction. The plan is for the North Base development to take 2 years

to build. Phase 1 includes the North Base and Mid-mountain Lodge and Phase 2 includes the South Base. Please see Appendix N for additional construction scheduling.

Comment 11-b: *Comment Summary – EIR fails to address a construction phasing schedule and noise at these points*

Please see Table 3-4, which identifies project-level (Phase 1) and programmatic-level (Phase 2) components. Impact NOI-1 in Chapter 13 of the DEIR/DEIS evaluates noise from construction activities and indicates that noise from construction activities during nighttime hours would result in a significant noise impact. The DEIR/DEIS identifies Mitigation Measures NOI-1a through NOI-1c to reduce construction-related noise impacts to less than significant. For a detailed construction schedule, refer to Appendix N of the DEIR/DEIS. As indicated on pages 13-21 and 13-22 of the DEIR/DEIS, the construction noise analysis presents a worst-case scenario with the three loudest anticipated construction equipment pieces operating concurrently.

Comment 11-c: *Comment Summary – The two faults on the site must be tested*

Please see pages 14-5 and 14-6 of the DEIR/EIS discussing the environmental settings of the Project area. Please see impact GEO-1 (pages 14-39 to 14-44) analysis and mitigation measure GEO-1. Also please see response to written comment 13a-58 and 13a-59.

Comment 11-d: *Comment Summary – The two contamination plumes need to be addressed*

Please see impact PS-5 and the Phase I Environmental Site Assessment (Robinson Engineering 2005). Please see impacts HYDRO-3 and PS-5. Groundwater monitoring and soil studies completed in the North and South Base Areas identified no areas of contamination (Robinson Engineering 2005) that would preclude redevelopment of the site.

Comment 11-e: *Comment Summary – The EIR does not adequately address the incompatibility of the parking structure and homes. TRPA and Placer County should give HMR a variance for parking need so a structure is not required.*

Please see Chapter 24 for analysis of Alternative 1A, which replaces the proposed location of the parking garage with a multi-family residential building. The second portion of the comment is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration.

Comment 11-f: *Comment Summary – Employee housing on the parking structure is not compatible with adjacent residential homes*

Please see Chapter 24 for analysis of Alternative 1A, which replaces the proposed location of the parking garage with a multi-family residential building. Please see the discussion of employee housing in Chapter 7, Impact PEH-1. It is critical to provide employee housing in compliance with Placer County requirements and there are many environmental benefits of providing employee housing onsite, including reductions in traffic which also reduces noise and air emissions.

Comment 11-g: *Comment Summary – EIR doesn't address Sacramento Street – only addresses Fawn Street*

Please see response to written comments 268-15 through 268-18. Please see Impact TRANS-3. The analysis considers potentially impacted roadways and intersections.

The SR 89/Tahoe Ski Bowl Way intersection is included in the intersection LOS analysis.

Comment 11-h: *Comment Summary – EIR doesn't talk about noise from parking garage – we are sandwiched between the parking garage below and the Townhomes above*

Please see Chapter 24 for analysis of Alternative 1A, which replaces the proposed location of the parking garage with a multi-family residential building. The data necessary to evaluate noise impacts associated with the parking structure is not available, as the building parking layout has not been finalized. However, noise associated with vehicle trips were analyzed as part of the DEIR/EIS, and where necessary, mitigation measures have been proposed to reduce impacts to a less than significant level (see Impact NOI-2). Mitigation Measure NOI-3a requires that new residences be designed so that noise from snowmaking and other activities (which includes concerts as well as HVAC systems, cooling towers/evaporative condensers, loading docks, lift stations, emergency generators, and outdoor public address systems) meet an interior noise standard of 45 dBA, L<sub>dn</sub>. Mitigation Measure NOI-3a has been revised as follows to clarify that it applies to mechanical equipment and other noise sources, in addition to amphitheater noise.

**Mitigation Measure NOI-3a: Design new residences to reduce interior noise below 45 dBA, L<sub>dn</sub>.**

HMR shall design and construct new residences such that interior noise from snowmaking and other sources of noise (including concerts, HVAC systems, cooling towers/evaporative condensers, loading docks, lift stations, emergency generators, and outdoor public address systems) in the area does not exceed 45 dBA, L<sub>dn</sub>. HMR will retain a qualified acoustical consultant to design the necessary acoustical treatments. Measures that can be implemented include installing acoustically rated doors and windows, use of upgraded wall and roof materials to provide additional acoustical insulation, and sealing gaps in walls and ceilings with acoustical caulking. The acoustical consultant will prepare a report for the TRPA and Placer County demonstrating compliance with noise standards inside of residential units.

Comment 11-i: *Comment Summary – The parking garage area should be developed as cabins and not a parking garage*

Please see Chapter 24 for analysis of Alternative 1A, which replaces the proposed location of the parking garage with a multi-family residential building. This represents an opinion or suggestion for the Project. This information is passed on to the Project Applicant and decision makers for consideration.

Comment 11-j: *Comment Summary – The parking garage allows them to reduce coverage needed for surface parking - don't make the project include a parking structure - give them an exception*

The parking garage results in less surface coverage, and less visual focus on a barren paved lot, which is beneficial. The second portion of the comment is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration.

**Speaker 12 - Elizabeth Hale**

Comment 12-a: *Comment Summary – Where are the existing visitors going to park in the future on big weekends?*

Please see Master Response 12 regarding parking as well as Impact TRANS-2 in Chapter 11.

Comment 12-b: *Comment Summary – South of Homewood there is no shuttle buses - Shuttle buses will not go further south than Tahoma*

As stated on page 11-29, "HMR is proposing to provide a shuttle service between Homewood and Tahoe City, a Dial-A-Ride service, a water taxi, and a free bike-share service during the summer season." As stated on page 11-39, "HMR is proposing to provide a skier shuttle service and a Dial-A-Ride service during the winter season." The document does not hide the fact that shuttle service would not be provided south of Tahoma during the summer and does not analyze the Project as though shuttle service was extended beyond Tahoe City and Tahoma. Dial-a-Ride services and airport shuttles may extend beyond those limits.

Comment 12-c: *Comment Summary – Concerned about the groundwater interception - worried that it will impact adjacent properties*

Please see response to written comment 14a-34.

**Speaker 13 - Roger Kahn**

Comment 13-a: *Comment Summary – HMR is deteriorating and needs redevelopment*

Comment noted.

Comment 13-b: *Comment Summary – HMR owners are already fixing past impacts since they took over - over and above the existing requirements*

Comment noted.

Comment 13-c: *Comment Summary – Worried that developer will walk away from project if Alt 6 is selected because it is not feasible economically*

Alternative 6 results in the least level of impacts and is identified as the environmentally superior project/environmentally preferable alternative. Please see Master Responses 2 regarding alternatives and 3 regarding feasibility.

Comment 13-d: *Comment Summary – HMR will be a catalyst for the economy*

Comment noted.

**Speaker 14 - Michael Turnquist**

Comment 14-a: *Comment Summary – Homewood community needs a lot of work*

Comment noted.

Comment 14-b: *Comment Summary – Will benefit from redevelopment*

Comment noted.

Comment 14-c: *Comment Summary – Neighbors have always been neighbors of an existing Ski Resort*

Comment noted.

**Speaker 15 - Henry Stark**

Comment 15-a: *Comment Summary – Redevelopment projects affect us residents of the Basin - we need this project in the Basin*

Comment noted.

Comment 15-b: *Comment Summary – This project is needed for the jobs*

Comment noted.

Comment 15-c: *Comment Summary – Most of the people who are against this project don't live here*

Comment noted.

Comment 15-d: *Comment Summary – Go look at a community where this project has already been built*

Comment noted. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 15-e: *Comment Summary – Don't keep delaying these projects in the Basin*

Comment noted.

**Speaker 16 - Gary Cheney (Homewood)**

Comment 16-a: *Comment Summary – Impressed with JMAs efforts to involve community*

Comment noted.

Comment 16-b: *Comment Summary – Traffic in Homewood - I have been watching SR 89 congestion for many years - used to back up all the way to HMR from Fanny Bridge - not so anymore*

Comment noted.

Comment 16-c: *Comment Summary – Many improvements have occurred to reduce SR 89 congestion*

Comment noted.

**Speaker 17 - Rob Weston**

Comment 17-a: *Comment Summary – West Shore Business Association and HOA board member and involved with state parks fundraising. Hears a lot of supportive comments for the HMR project from people that come to my shop*

Comment noted.

Comment 17-b: *Comment Summary – HMR will become a year round resort, which is good for the community*

Comment noted. It is an objective of the Project to optimize the quality of the existing winter ski experience and improve the year-round use of the site while responding to changes in technology, market trends and user preferences.

Comment 17-c: *Comment Summary – HMR will employ local people in the area*

Comment noted.

Comment 17-d: *Comment Summary – People are afraid of noise – real fear should be loss of all West Shore commercial business*

Comment noted.

Comment 17-e: *Comment Summary – Thinks JMA has met CEP requirements*

Comment noted.

Comment 17-f: *Comment Summary – Why do people need more time to review the documents - this project has been well noticed*

In accordance with Article VII(a) of the Tahoe Regional Planning Compact, Article 6.13.b of the TRPA Rules of Procedure, and TRPA Code of Ordinances Section 5.8.A(4), a 60-day public review period was provided for the DEIS. This 60-day public review period for TRPA included and extended the 45-day review period required under CEQA. The review period was extended by 30 days to April 21, 2011 based on a request by local non-profit groups.

**Speaker 18 - Alan Tolhurst, APC Chairman**

Comment 18-a: *Comment Summary – The financial feasibility model presented by HMR did not discuss the summer months operation of the resort. Maybe the summer operations could offset the winter visitation needs*

Please see Master Response 3 regarding project viability.

Comment 18-b: *Comment Summary – Traffic - more locals will come to HMR with the improvements – model these impacts too*

Please see Master Responses 9, 10, 11, and 12 in regard to traffic and parking.

Comment 18-c: *Comment Summary – Housing – make sure to accommodate the necessary demand*

Please see Impact PEH-1 and Mitigation Measure PEH-1: Develop Homewood Employee/Workforce Housing Plan, which requires the Project Applicant to provide a detailed plan for off-site employee/workforce housing to meet County housing requirements once an alternative is selected for approval.

**Speaker 19 – Mike Riley, APC Member**

Comment 19-a: *Comment Summary – How will employee housing be operated? Open for all workforce or just HMR employees?*

Employee housing units will be deed restricted and rented to full time year round employees of the facilities. HMR will operate the units and Placer County will monitor the employee/workforce housing plan. Employee/Workforce housing is intended to serve the housing needs of HMR employees.

**Speaker 20 - Ron McIntyre, APC Member**

Comment 20-a: *Comment Summary – Economic impact analysis would answer many questions*

Please see Master Response 3 regarding project need and economic viability. CEQA and TRPA environmental analysis processes do not include an analysis of economic impacts. In some cases, economic impacts are assessed if they result in a significant economic or environmental burden on the community, but a general assessment of future economic viability and operational profits would not qualify and is outside the

scope of the environmental analysis. Economic assessments of a project may be considered during the decision-making process, separate from the environmental analysis.

Comment 20-b: *Comment Summary – TTD is already undertaking the SR 89 bypass which would eliminate existing impacts near Fanny Bridge*

Please see Master Response 9 regarding improvements to SR 89 at the Tahoe City “Y” and Fanny Bridge.

Comment 20-c: *Comment Summary – Alt 3 that spreads out development will impact the amphitheater - would be an impact to recreation*

An amphitheater is also proposed under Alternative 3, and the presence of the amphitheater with other proposed development would not result in a negative impact to recreation. The ski facilities, hiking trails, swimming pool, pond, and other recreational amenities would be the same under Alternative as the other CEP alternatives.

**Speaker 21 - Jennifer Merchant, APC Member**

Comment 21-a: *Comment Summary – What is CFA area for Alt 4?*

The commercial floor area for Alternative 4 is up to 15,000 square feet (see Table 3-12).

Comment 21-b: *Comment Summary – Purpose of the amendments*

HMR Master Plan implementation under the Proposed Project (Alternative 1) will require an amendment to TRPA Code of Ordinances Chapters 22 and 64 for additional building height and exceptions for groundwater interception and amendments to TRPA and Placer County Plan Area Statement (PAS) boundaries, allowable uses, density, and special policies. The Master Plan will also require amendments to Goals and Policies to allow for the use of Tourist Accommodation Bonus Units within the Master Plan boundary. The purpose of the amendments is to maintain consistency between the Project and the Code, Plan Area Statements, and Goals and Policies. Plan Area amendments allow for multi-residential uses, which support a mixed-use project and transit oriented development under CEP.

Comment 21-c: *Comment Summary – Difference in heights?*

Please see Master Response 8, which provides the height per building by alternative and also shows the height using the existing and proposed height calculation methods (Tables 10-5 through 10-8).

Comment 21-d: *Comment Summary – Difference in land coverage by Alts?*

Additional height allowances reduce coverage by at least 100,000 square feet. Please see Table 3-12, which provides land coverage for each alternative.

Comment 21-e: *Comment Summary – Assumes that the request for extension of the comment period will be heard at the Governing Board hearing?*

In accordance with Article VII(a) of the Tahoe Regional Planning Compact, Article 6.13.b of the TRPA Rules of Procedure, and TRPA Code of Ordinances Section 5.8.A(4), a 60-day public review period was provided for the DEIS. This 60-day public review period for TRPA included and extended the 45-day review period

required under CEQA. The review period was extended by 30 days to April 21, 2011 based on a request by local non-profit groups.

Comment 21-f: *Comment Summary – Are CEP benefits listed in the EIR/EIS?*

Tables 2-2 and 6-2 enumerate the combined environmental improvements and benefits attributable to the Master Plan implementation by environmental resource, which is clear and easy to read with bullet points listing each benefit by resource area.

**Speaker 22 - Peter Maurer, APC Member**

Comment 22-a: *Comment Summary – Why did Regional Plan restrict TAU transfers in the first place? How would the regional plan update change TAU transfers?*

The portion of the comment regarding the regional planning process and results is not a comment on the content or adequacy of the DEIR/EIS. No further response is warranted as it is outside the scope of the Project. In regard to how the amendment of Land Use Goal 2, Policy 5, Subparagraph ‘Tourist Accommodation’ would impact the region, please see Master Response 5.

**Speaker 23 - Doug Smith, APC Member**

Comment 23-a: *Comment Summary – TMDL not adopted by Lahontan - will take a few more steps to adopt and implement the TMDL*

Comment noted. The Lake Tahoe TMDL was finalized by USEPA approval on August 16, 2011.

Comment 23-b: *Comment Summary – TMDL will change the way urban storm water is treated in the future*

Comment noted. The Lake Tahoe TMDL was finalized by USEPA approval on August 16, 2011. Please see Master Response 18.

Comment 23-c: *Comment Summary – The water quality analysis is adequate and I agree with the findings, but once the TMDL is adopted - project will have to do 1 of 3 things: 1) Treat all water onsite, 2) Meet discharge standards or 3) work with Placer County/Caltrans on a Regional level to meet load reduction targets*

Comment noted. The Lake Tahoe TMDL was finalized by USEPA approval on August 16, 2011. Please see Master Response 18.

Comment 23-d: *Comment Summary – Project analysis should go next step and document the load reductions per TMDL process to be used in the future by the County*

Comment noted. The Lake Tahoe TMDL was finalized by USEPA approval on August 16, 2011. Please see Master Response 18. Impact HYDRO-1 presents results from the stormwater routing model developed for the North Base, South Base, Tahoe Ski Bowl Way and Mid-Mountain areas (i.e., the redevelopment and development portions of the project area) with the results presented in terms of kilograms/year of sediment load reduction. Impact HYDRO-1 presents the results of the HMR CWE analysis with the results presents in terms of tons/year of sediment yield reduction.

**Speaker 24 - Chuck Greene, APC Member**

Comment 24-a: *Comment Summary – Wants there to be a reason for extending the circulation timeline (e.g., if information is missing)*

In accordance with Article VII(a) of the Tahoe Regional Planning Compact, Article 6.13.b of the TRPA Rules of Procedure, and TRPA Code of Ordinances Section 5.8.A(4), a 60-day public review period was provided for the DEIS. This 60-day public review period for TRPA included and extended the 45-day review period required under CEQA. The review period was extended by 30 days to April 21, 2011 based on a request by local non-profit groups.

**FEBRUARY 17, 2011 PLACER COUNTY PLANNING COMMISSION HEARING****Speaker 1 – Ellie Waller**

Comment 1-a: *Comment Summary – Good range of Alts*

Comment noted.

Comment 1-b: *Comment Summary – Supports a 30 day extension*

In accordance with Article VII(a) of the Tahoe Regional Planning Compact, Article 6.13.b of the TRPA Rules of Procedure, and TRPA Code of Ordinances Section 5.8.A(4), a 60-day public review period was provided for the DEIS. This 60-day public review period for TRPA included and extended the 45-day review period required under CEQA. The review period was extended by 30 days to April 21, 2011 based on a request by local non-profit groups.

Comment 1-c: *Comment Summary – CEP requirements - Why wasn't HMR project a Community Plan instead of a Ski Area Master Plan?*

Please see Master Response 1.

Comment 1-d: *Comment Summary – What is the dollar value of the mitigation measures? Are they financially able to pay for them?*

Please see Master Response 3 regarding project viability, including mitigation measures and the guarantee for project completion, which also includes the mitigation measures.

Comment 1-e: *Comment Summary – Goals talk about an urban center - is this HMR?*

Project objectives, listed on pages 3-8 and 3-9 of Chapter 3, do not state that a project goal is to be an urban center. The first sentence of Chapter 3 states, "Homewood Village Resorts, LLC, the Project Applicant, has prepared the Homewood Mountain Resort (HMR) Ski Area Master Plan Project (Project) with the goal of upgrading the Project area by redeveloping the mountain into a mixed-use base area in the north of the resort, a residential base area in the south, and a Mid-Mountain lodge and support facilities in the upper ski area." Please see Master Response 6 regarding urbanization.

Comment 1-f: *Comment Summary – What is the phasing to complete?*

Please see Table 3-4, which identifies project-level (Phase 1) and programmatic-level (Phase 2) components. For a detailed construction schedule, refer to Appendix N of the DEIR/DEIS.

Comment 1-g: *Comment Summary – Market Demand - Is a 5 star hotel required on the West Shore?*

Please see Master Response 3 regarding project viability.

Comment 1-h: *Comment Summary – Wants to see impacts for scenic from adjacent land uses/neighbors - not just highway*

Please see Impacts SCENIC-1, LU-1, and LU-2, which discuss compatibility with the existing community, structural visibility, and mitigation measures to reduce visibility. Please see Master Response 7 regarding community character and 8 regarding story poles and scenic views from adjacent residences. Also please see response to written comment 13a-15.

Comment 1-i: *Comment Summary – Air quality and VMT reduction?*

Please see Chapter 11 regarding traffic and Chapter 12 regarding air quality. In addition, please see Master Response 10 regarding trip generation and 13, 14, and 15 regarding air pollutants and air quality.

Comment 1-j: *Comment Summary – Is Alt. 3 financially viable?*

Please see Master Response 3 regarding project viability. Alternative 3 is financially viable; however, it would result in greater land coverage since more structures would need to be built to capture area lost due to height limitations. It is unclear why the commenter feels Alternative 3 would not be considered viable since it would include the same amenities as Alternative 1, with the difference being in building height and coverage.

Comment 1-k: *Comment Summary – When did County staff last review the CEP requirements for HMR MP?*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 1-l: *Comment Summary – Submitted written comments from others who could not attend*  
Comment noted.

**Speaker 2 – David Powell**

Comment 2-a: *Comment Summary – Wants the resort to be redeveloped*

Comment noted.

Comment 2-b: *Comment Summary – Wants the smallest alternative selected that meets goals*

Comment noted.

Comment 2-c: *Comment Summary – Alternative 6 would meet goals for more skiers with higher occupancy rate*

Comment noted.

Comment 2-d: *Comment Summary – Likes the layout of Alternative 1 for the North Base area in the smaller # of units from Alternative 6*

Comment noted.

Comment 2-e: *Comment Summary – Opposed to Alternatives 2 and 4 because they don’t improve the resort, and Alternatives 3 and 5 because they are inferior to Alternatives 1 and 6.*

Comment noted.

Comment 2-f: *Comment Summary – Wants HMR to support improvements to highway 89 to mitigate the existing impacts*

Please see DEIR/EIS Table 2-2 in Chapter 2 and Table 6-2 in Chapter 6, which lists improvements and benefits of the Project, including improvements to SR 89 (stormwater treatment, intersection improvements, pedestrian facilities, etc.). Please see Master Response 9 regarding improvements to SR 89 and the Tahoe City “Y”.

**Speaker 3 – Claudia Williams (Tahoe Ski Bowl Way)**

Comment 3-a: *Comment Summary – Alt. 1 impacts are too great to existing community*

Alternative 1 impacts are analyzed in the document and mitigation measures are proposed where necessary (please see Chapters 6 through 20, as well as the summary Table 2-1 in Chapter 2). Significant impacts for Alternative 1 include summer traffic queuing impacts and cumulative impacts to climate change. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 3-b: *Comment Summary – Thinks agencies are willing to ignore the impacts to the community*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Speaker 4 – Rob Weston (Skyland)**

Comment 4-a: *Comment Summary – Has received a lot of positive comments from visitors about the proposed HMR project*

Comment noted.

Comment 4-b: *Comment Summary – Thinks opponents are concerned about the summer operations at HMR which are currently non existent because it is a winter only resort*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 4-c: *Comment Summary – The HMR project will be a big economic boon to the area*

Comment noted.

**Speaker 5 – Randy Hill (Tahoe Vista)**

Comment 5-a: *Comment Summary – Thinks the project is a great idea*

Comment noted.

Comment 5-b: *Comment Summary – Economic impact is the main benefit. The area is degrading and decaying*

Comment noted.

Comment 5-c: *Comment Summary – JMA has already spent money to restore past impacts on the mountain. A model for green planning and development.*

Comment noted.

Comment 5-d: *Comment Summary – Thinks the same development proposed by HMR is needed at other Lake Tahoe Basin communities*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Speaker 6 – Ted Peterson (Sacramento Ave)**

Comment 6-a: *Comment Summary – Supports responsible development*

Comment noted.

Comment 6-b: *Comment Summary – Noise impacts will last 10 years and will be up to 85 dB*

The commenter is correct that construction noise levels are as high as 85 dBA. The DEIR/DEIS estimated construction noise levels as a function of distance and determined that construction noise impacts could be as high as 85 dBA and would be significant. In addition, the DEIR/DEIS identifies Mitigation Measure NOI-1, which would reduce construction-related impacts to less than significant. Please also see response to written comment 268-7 regarding construction phasing. The plan is for the North Base development to take 2 years to build, and that each 5-year phase includes post-construction restoration.

Comment 6-c: *Comment Summary – EIR glosses over 2 existing contamination plumes at the south base*

Please see response to written comment 268-12. Refer to the Phase I Environmental Site Assessment (Robinson Engineering 2005). Please see impacts HYDRO-3 and PS-5. Groundwater monitoring and soil studies completed in the North and South Base Areas identified no areas of contamination (Robinson Engineering 2005) that would preclude redevelopment of the site.

Comment 6-d: *Comment Summary – EIR fails to identify unnamed faults under the development*

Comments regarding the unnamed faults are addressed in response to written comment 13a-58 and 13a-59. Please see pages 14-5 and 14-6 of the DEIR/EIS discussing the environmental settings of the Project area. Please see impact GEO-1 (pages 14-39 to 14-44) analysis and mitigation measure GEO-1.

Comment 6-e: *Comment Summary – Does not address traffic noise on Sacramento Ave from proposed parking garage and townhomes*

The analysis considers construction and operational impacts at potentially impacted roadways and intersections. Construction and vibration noise impacts were evaluated in Impact NOI-1; in addition, please see response to Letter 13a, Comment 53

regarding the locations of sensitive receptors relative to construction activities. Operational impacts at affected roadways were analyzed along SR 89, as traffic volumes and speeds, and traffic noise levels are anticipated to be highest for segments along this roadway. It is measured that traffic noise impacts would be less than those identified for SR 89 along other roadway segments.

Comment 6-f: *Comment Summary – North base area used to be a dump in the past, so need to test soils*

Please see response to written comment 268-14. Please see impact PS-5 and the Phase I Environmental Site Assessment (Robinson Engineering 2005). Please see impacts HYDRO-3 and PS-5. Groundwater monitoring and soil studies completed in the North and South Base Areas identified no areas of contamination (Robinson Engineering 2005) that would preclude redevelopment of the site.

Comment 6-g: *Comment Summary – Compatibility of project with existing uses - a 3 level parking garage is not compatible with this Lake Tahoe treasure and not necessary for development*

Please see Master Response 12 regarding parking requirements and Master Responses 7 and 8 regarding community character and compatibility. Please see the scenic compatibility analysis in SCENIC-1 and SCENIC-2. It should be noted that a revision to the Ski Area Master Plan is proposed (Alternative 1A) that would reduce the size of some buildings and relocate others, including the parking garage, that are planned near residences in Alternative 1. Please see the revised project description in Chapter 3 and the revised analysis in Chapters 6 and 10. A large parking lot currently exists onsite, so the use would not change to result in an incompatibility.

Comment 6-h: *Comment Summary – Employee housing does not need to be onsite – its integration into the plan is seen as a benefit*

As stated in Chapter 3, Section 3.12.1, Placer County requires the Project Applicant to accommodate at least 50 percent of the housing demand generated by the Project either by development of employee/workforce housing onsite, offsite, through dedication of land or through payment of an in-lieu fee. The Project Applicant has chosen to provide some housing onsite, which benefits employees and operations, reduces traffic and associated noise and air pollution, among other benefits. The remainder will be provided offsite. It does not need to be onsite, but there are many benefits to the Project and community when employee/workforce housing is provided onsite, such as traffic and air pollution reductions.

Comment 6-i: *Comment Summary – Thinks that Project Applicant would rather not have to build a parking garage but needs to because of coverage limits*

This comment represents an opinion on the Project Applicant’s intentions. Parking garages increase the number of spaces that can be made within a footprint. This results in less coverage, and less coverage is beneficial, particularly in terms of visual and water quality.

Comment 6-j: *Comment Summary – Worried about employees next door to their cabin in the employee housing*

This is an opinion not based on fact. Please see Master Response 7 regarding population increases and safety.

Comment 6-k: *Comment Summary – Wants the parking garage site to be used for more compatible uses*

Alternative 1A would accommodate this request. At the north base area, the proposed parking structure (building P) would be moved from the existing gravel parking lot location in Alternative 1 to the SR 89 frontage just north of Fawn Street. The proposed commercial and residential building (building C) proposed for the Alternative 1A parking structure location would be moved to the existing gravel parking lot and will only include residential condominiums and some associated surface parking spaces. Please see the revised project description in Chapter 3 and the revised analysis in Chapters 6 and 10.

Comment 6-l: *Comment Summary – Does not want townhouses above and parking garage below his home*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 6-m: *Comment Summary – A Community Plan should precede this development*

Please see Master Response 1 regarding community plans.

**Speaker 7 – Uli White (Tahoma)**

Comment 7-a: *Comment Summary – Owns a B&B with 16 units*

Comment noted.

Comment 7-b: *Comment Summary – Supports the development - needs the ski resort to remain open*

Comment noted.

Comment 7-c: *Comment Summary – The West Shore needs the jobs to maintain the families that rely on the ski resort*

Comment noted.

**Speaker 8 – Roger Kahn (Tahoe City)**

Comment 8-a: *Comment Summary – Agrees with Randy Hill’s comments*

Comment noted.

Comment 8-b: *Comment Summary – Existing infrastructure is 50 years old and decaying*

Comment noted.

Comment 8-c: *Comment Summary – Seems that everyone wants some redevelopment but they don’t realize that the project has to be a certain size to be economically feasible*

Comment noted.

Comment 8-d: *Comment Summary – Move forward with this project*

Comment noted.

**Speaker 9 – Paul Moniot**

- Comment 9-a: *Comment Summary – Agrees with Randy Hill*  
 Comment noted.
- Comment 9-b: *Comment Summary – Project is like a heart implant for Homewood - will provide an indirect economic benefit for others*  
 Comment noted.
- Comment 9-c: *Comment Summary – Thinks the project keeps getting better based on changes JMA is making*  
 Comment noted.

**Speaker 10 – Kay Williams (Granlibakken Resort Employee)**

- Comment 10-a: *Comment Summary – Works on the West Shore*  
 Comment noted.
- Comment 10-b: *Comment Summary – Agrees with Uli that small businesses are at risk on West Shore*  
 Comment noted.
- Comment 10-c: *Comment Summary – Many old businesses have failed in years past and have not been replaced – have been turned into single family homes*  
 Comment noted.
- Comment 10-d: *Comment Summary – If there is no change there is decay*  
 Comment noted.
- Comment 10-e: *Comment Summary – Schools are not impacted by the project - we need some growth to support the schools*  
 Comment noted. Please see Chapter 16 regarding school impacts.
- Comment 10-f: *Comment Summary – Worried about private property rights for owners like JMA*  
 Comment noted. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Speaker 11 – Gary Davis (Civil Engineer in Tahoe City)**

- Comment 11-a: *Comment Summary – Very good project, well thought out*  
 Comment noted.
- Comment 11-b: *Comment Summary – Provides much environmental and economic benefit*  
 Comment noted.
- Comment 11-c: *Comment Summary – HMR is important to all of Lake Tahoe and eastern Placer County*  
 Comment noted. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for

consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 11-d: *Comment Summary – Infrastructure needs to be replaced and this project will help facilitate that*

The comment is correct in that the Project will support infrastructure improvements as listed in Table 2-2 in Chapter 2 and Table 6-2 in Chapter 6.

**Speaker 12 – Renton Kreling**

Comment 12-a: *Comment Summary – Likes what Kay Williams said*

Comment noted.

Comment 12-b: *Comment Summary – Part time resident*

Comment noted.

Comment 12-c: *Comment Summary – Supports Alt. 1*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information can only be used by the decision maker(s) in arriving at a decision and not for improving the environmental analysis or documentation. This is not a comment on the content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 12-d: *Comment Summary – EIR talks about proposed height amendment but does not state the benefits of constructing one tall building rather than multiple shorter buildings*

The DEIR/EIS analyzes the Project as a whole; therefore, the land coverage impact of a structure that displaces coverage with height, is addressed. Benefits of the Project are listed in Tables 2-2 and 6-2.

Comment 12-e: *Comment Summary – Developers never volunteer to build and pay for a parking garage because of the cost - EIR should talk about the benefits of the parking structure compared to surface parking (e.g., land coverage and scenic)*

The DEIR/EIS analyzes the Project as a whole; therefore, the benefits of the parking garage (less coverage, elimination of a parking lot from the viewshed, etc.) are discussed in their respective analysis chapters. Benefits of the Project are listed in Tables 2-2 and 6-2.

Comment 12-f: *Comment Summary – The existing SR 89 impacts will be reduced – not maybe – it just a matter of time*

Traffic related benefits of the Project are listed in Tables 2-2 and 6-2. Please see Master Response 9 regarding improvements to SR 89 at the Tahoe City “Y” and Fanny Bridge

Comment 12-g: *Comment Summary – Scenic quality of the buildings should be addressed – well done buildings can be a benefit to scenic quality*

The scenic quality of the buildings is addressed in Chapter 10 and is included in the list of project benefits (Tables 2-2 and 6-2).

**Speaker 13 – Connie Stevens (West Shore Resident and Small Business Owner)**

- Comment 13-a: *Comment Summary – Time to stop micro-managing this project*  
 Comment noted.
- Comment 13-b: *Comment Summary – A reputable corporation is proposing this project – they are trustworthy*  
 Comment noted.
- Comment 13-c: *Comment Summary – Height limitations of TRPA basin should be changed to allow height rather than more land coverage*  
 Comment in support of the height amendment is noted.
- Comment 13-d: *Comment Summary – Do not need to extend comment deadline*  
 In accordance with Article VII(a) of the Tahoe Regional Planning Compact, Article 6.13.b of the TRPA Rules of Procedure, and TRPA Code of Ordinances Section 5.8.A(4), a 60-day public review period was provided for the DEIS. This 60-day public review period for TRPA included and extended the 45-day review period required under CEQA. The review period was extended by 30 days to April 21, 2011 based on a request by local non-profit groups.
- Comment 13-e: *Comment Summary – Extended time will not improve plan and will not eliminate all opposition*  
 Comment noted.

**Speaker 14 – Ernie Grossman (Tahoe City Office Building Owner)**

- Comment 14-a: *Comment Summary – In a bad situation because of economic decline in the region*  
 Comment noted.
- Comment 14-b: *Comment Summary – Thinks HMR will benefit the entire region*  
 Comment noted.
- Comment 14-c: *Comment Summary – Involved with Lake Tahoe Music Festival - HMR is bringing opportunities to the organization*  
 Comment noted.

**Speaker 15 – Mike Berg (Carpenters Local 1789)**

- Comment 15-a: *Comment Summary – Has 165 letters supporting this project*  
 Comment noted.
- Comment 15-b: *Comment Summary – Thinks the Master Plan will benefit economy and environment*  
 Comment noted.
- Comment 15-c: *Comment Summary – Part of P7 process and basis for CEP process - was worried that the goals of the CEP would scare off developers because of its lofty goals for environmental improvement*  
 Comment noted.
- Comment 15-d: *Comment Summary – Doing nothing is not an option*

Comment noted.

Comment 15-e: *Comment Summary – HMR Plan needed to meet new TMDL requirements*

Comment noted. Project benefits related to water quality are listed in Tables 2-2 and 6-2.

**Speaker 16 – Ron Treabess (N. Lake Tahoe Resort Assoc. and TCPUD)**

Comment 16-a: *Comment Summary – Talking as an individual*

Comment noted.

Comment 16-b: *Comment Summary – Thinks EIR document is very thorough*

Comment noted.

Comment 16-c: *Comment Summary – Ok to get comments on Draft EIR - they get addressed in the Final EIR*

Comment statement is correct.

Comment 16-d: *Comment Summary – Don't want to further delay process with more comment time*

In accordance with Article VII(a) of the Tahoe Regional Planning Compact, Article 6.13.b of the TRPA Rules of Procedure, and TRPA Code of Ordinances Section 5.8.A(4), a 60-day public review period was provided for the DEIS. This 60-day public review period for TRPA included and extended the 45-day review period required under CEQA. The review period was extended by 30 days to April 21, 2011 based on a request by local non-profit groups.

Comment 16-e: *Comment Summary – The project will benefit West Shore water infrastructure - many different small water providers need to be improved*

Comment noted. This is not a comment on the content or adequacy of the DEIR/EIS. No further response is warranted.

Comment 16-f: *Comment Summary – Transit improvements will occur with the project. The existing bridge will be improved soon because there is need to maintain access to West Shore for all uses of the highway*

Comment noted. This is not a comment on the content or adequacy of the DEIR/EIS. No further response is warranted.

Comment 16-g: *Comment Summary – Project replaces dangerous segment of the West Shore bike trail network*

The Project will extend the network and provide for greater bicycle access and safety.

**Speaker 17 – Debbie Kelly Hogan**

Comment 17-a: *Comment Summary – Developer understands sustainable development model - environment, economy, people*

Comment noted. This is not a comment on the content or adequacy of the DEIR/EIS. No further response is warranted.

Comment 17-b: *Comment Summary – The project provides high end accommodations which are needed*

Comment noted. This is not a comment on the content or adequacy of the DEIR/EIS. No further response is warranted.

Comment 17-c: *Comment Summary – Thinks many environmental benefits have already been made by HMR – unique for development to do improvements before development approval*

Comment noted. Environmental benefits and improvements associated with the Project are listed in Tables 2-2 and 6-2. Previous actions to reduce coverage and restore vegetation are discussed in Chapter 3.

## FEBRUARY 23, 2011 TRPA GOVERNING BOARD HEARING

### Speaker 1 – Ted Peterson

Comment 1-a: *Comment Summary – EIR has a 10 year construction timeline - does not address air quality impact*

Please see Table 3-4, which identifies project-level (Phase 1) and programmatic-level (Phase 2) components. For a detailed construction schedule, refer to Appendix N of the DEIR/DEIS. The plan is for the North Base development to take 2 years to build. Each five-year phase includes post-construction restoration. Please see impact AQ-1, which analyzes potential construction phase effects on air quality.

Comment 1-b: *Comment Summary – Construction noise levels would be up to 85 dB*

The commenter is correct that construction noise levels are as high as 85 dBA. The DEIR/DEIS estimated construction noise levels as a function of distance and determined that construction noise impacts could be as high as 85 dBA and would be significant. In addition, the DEIR/DEIS identifies Mitigation Measure NOI-1, which would reduce construction-related impacts to less than significant.

Comment 1-c: *Comment Summary – Fails to address noise impacts on Sacramento and underground contamination plumes*

Please see Chapter Refer to the Phase I Environmental Site Assessment (Robinson Engineering 2005). Please see impacts HYDRO-3 and PS-5. Groundwater monitoring and soil studies completed in the North and South Base Areas identified no areas of contamination (Robinson Engineering 2005) that would preclude redevelopment of the site.

Comment 1-d: *Comment Summary – Fails to define unnamed faults in the project area*

Please see pages 14-5 and 14-6 of the DEIR/EIS discussing the environmental settings of the Project area. Please see impact GEO-1 (pages 14-39 to 14-44) analysis and mitigation measure GEO-1.

Comment 1-e: *Comment Summary – Does not describe the inconsistencies with community character of Homewood*

Chapter 10 discusses community character. Please see Master Response 7-which specifically addresses community character in relation to the Project.

Comment 1-f: *Comment Summary – We lost the beach with the Topel project – now we lose open space with the parking structure*

It is unclear how the parking structure would result in a loss of open space. The Project does not eliminate dedicated open space but develops current base facilities which include parking and onsite access roadways.

Comment 1-g: *Comment Summary – Homewood does not want a parking garage*  
 This comment represents an opinion that is not substantiated. No further response is necessary.

**Speaker 2 – Claudia Williams**

Comment 2-a: *Comment Summary – Size of the project is not viable with our mountain*  
 This comment represents an opinion that is not substantiated. No further response is necessary.

Comment 2-b: *Comment Summary – Won't be compatible with existing area*  
 Please see Master Response 7 regarding community character and compatibility.

Comment 2-c: *Comment Summary – Can't pay for fire protection and law enforcement*  
 This comment is unsubstantiated. Please see Master Response 3 regarding project funding and mitigation guarantees. In addition please see Regulatory Compliance Measure 3.12.10 regarding impact fees, particularly in relation to fire protection (Chapter 3), and Mitigation Measure PSU-1c in regard to payment of a development impact fee to the Placer County Sheriff's Department to offset the cost of one full time equivalent deputy.

Comment 2-d: *Comment Summary – Infrastructure – HMR will impact schools, utilities and costs to locals*  
 Please see Chapter 16 regarding public services and infrastructure. The Project will not impact schools. Mitigation Measure PSU-1a and 21 address water supply and infrastructure and PSU-1c addresses payment of impact fees to the Placer County Sheriff's Department. Also please see the regulatory compliance measures in Section 3.12 of Chapter 3.

Comment 2-e: *Comment Summary – Traffic - the 2-lane road can't accommodate the existing traffic*  
 Please see Chapter 11 regarding traffic and roadway capacity. Please see Master Responses 10 and 11 regarding traffic impacts.

Comment 2-f: *Comment Summary – Bikes won't be safe during construction*  
 This comment is unsubstantiated. Appropriate fencing, signage and traffic controls will be utilized during construction, which will be outlined in a traffic control plan (See regulatory compliance measure 3.12.3 in Chapter 3).

Comment 2-g: *Comment Summary – Provide access to town homes from North Base*  
 The access route is designed to avoid impacts to the creek. Providing access from the North base would impact the creek. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 2-h: *Comment Summary – Agencies are becoming too pro development – need to save the lake*  
 This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 2-i: *Comment Summary – Alternative 4 is an OK result for jobs and environment*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information can only be used by the decision maker(s) in arriving at a decision and not for improving the environmental analysis or documentation. This is not a comment on the content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Speaker 3 – Michael Hogan**

Comment 3-a: *Comment Summary – The basin has been trying to find a balance between environment and economy. Need more monitoring data to correct past problems*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 3-b: *Comment Summary – HMR has already done restoration and is monitoring results to use for future projects in the Basin to better predict results*

Comment noted.

Comment 3-c: *Comment Summary – We need private business to pay for restoration in Tahoe to meet goals*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 3-d: *Comment Summary – Think the environmental community should participate and help*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Speaker 4 – Michael Turnquist**

Comment 4-a: *Comment Summary – Thinks the Basin is in deterioration – which is not good for the environment*

Comment noted.

Comment 4-b: *Comment Summary – This project will bring more full time residents – that is a good thing – we need more caretakers and more school children in the schools*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 4-c: *Comment Summary – This project will be an improvement for jobs*

Comment noted.

**Speaker 5 – Stuart Williams**

Comment 5-a: *Comment Summary – Homewood is primarily a residential area with two commercial uses – marinas and the ski resort*

Comment noted.

Comment 5-b: *Comment Summary – Parking is not a problem with the existing resort*

Comment noted.

Comment 5-c: *Comment Summary – Hampton Inn Hotel in Tahoe City is similar to what they are proposing at the South Base, which is not compatible*

Please see Master Response 7 regarding compatibility and community character.

Comment 5-d: *Comment Summary – For locals the biggest threat is for JMA to close the ski resort – maybe JMA could lease out the resort to others to operate at a profit*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 5-e: *Comment Summary – HMR has been owned by JMA for 3 years now – their environmental scorecard ranked number 6 in the area per the Sierra Ski Area Coalition*

Comment noted.

Comment 5-f: *Comment Summary – This project is wrong for community and not affordable for families with limited income*

Comments that state an opinion are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information can only be used by the decision maker(s) in arriving at a decision and not for improving the environmental analysis or documentation. This is not a comment on the content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Speaker 6 – Melissa Thaw, League to Save Lake Tahoe**

Comment 6-a: *Comment Summary – Creates increased traffic*

Please see Master Responses 10 and 11 regarding traffic.

Comment 6-b: *Comment Summary – Urbanize serene area*

Please see Master Response 6 regarding urbanization.

Comment 6-c: *Comment Summary – Lack of assurance that benefit will occur*

Please see Master Response 3 regarding project completion guarantees, including mitigation. Please review the DEIR/EIS for the disclosure of a variety of "long term monetary guarantees" posed on the Project. TRPA specifically requires the payment of a Security Bond. The Governing Board decides on the fee, as based on the approved project alternative.

Comment 6-d: *Comment Summary – Seeking many amendments to existing rules*

The comment correctly reflects that the Project is seeking amendments to existing regulations and policies as thoroughly discussed in Chapter 3 and analyzed in Chapters 6 and 10. Please see Master Response 4 regarding amendments.

Comment 6-e: *Comment Summary – League wants fair and predictable enforcement of rules*

Comment noted.

- Comment 6-f: *Comment Summary – Need to meet the environmental thresholds, reduce traffic and follow existing rules*  
 Please see Master Response 4 regarding thresholds and amendments, and 10 and 11 regarding traffic.
- Comment 6-g: *Comment Summary – Two lane road is already impacted and often closed in winter south of Homewood*  
 Please see Master Response 10 and 11 regarding traffic as well as Chapter 11.
- Comment 6-h: *Comment Summary – JMA says the winter traffic will go down, but summer traffic will increase and will also impact AQ and water quality*  
 Please see Master Response 9, 10 and 11 regarding traffic and 13, 14, and 15 regarding air pollution. Also, please see 18 regarding water quality.
- Comment 6-i: *Comment Summary – League wants accurate land coverage info provided to the public – include transferred land coverage*  
 Please see Master Response 17 regarding land coverage and response to written comments 13a-81, 14a-3, 14a-4, 14a-5, 14a-6, 14a-10, 14a-12, 14a-67, 19-31, 19-33, 19-49, 19-50, and 19-67, addressing various aspects of TRPA land coverage analysis.
- Comment 6-j: *Comment Summary – Tall buildings will still block views even if they are designed with green building practices*  
 Please see Chapter 10 regarding building height and viewsheds. Also, please see Master Response 7 regarding community character and 8 regarding height. Additional height will not block public views. Added height reduces the need for additional footprint in support of green building practices.

**Speaker 7 – Doloris Flynn**

- Comment 7-a: *Comment Summary – Lives next to South Base area*  
 Comment noted.
- Comment 7-b: *Comment Summary – This weekend we noticed the plan has changed from the NOP to present plans*  
 Comment noted. The DEIR/EIS was distributed and noticed January 21, 2011. Also please see Chapter 24 regarding Alternative 1A, which moves structures at the South Base further from existing residences.
- Comment 7-c: *Comment Summary – The plans are misleading*  
 It is unclear in this statement how the plans and visual simulations are misleading. Please see Master Response 8 regarding story poles and the accuracy of the simulations. No further response can be made.
- Comment 7-d: *Comment Summary – HMR buildings are planned 50 ft from our home - how would you like that?*  
 Some of the structures are located across the street from existing structures and residences. Please see Alternative 1A, for revisions to the placement of some structures at the North and South Bases. Please see Chapter 3, Section 3.5 for a description of Alternative 1A and figures depicting the relocation and redesign of structures nearest residences.

Comment 7-e: *Comment Summary – Our quality of life will be impacted during and after the project*

Impacts related to the Project, including construction and operations are analyzed in the DEIR/EIS. Appropriate mitigation is included in the DEIR/EIS. Your concerns have been passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 7-f: *Comment Summary – We want story poles to be used to show size and location of the project*

Please see Master Response 8 regarding story poles.

Comment 7-g: *Comment Summary – During North side construction, all winter skiing activity will use the South side - this will be a big problem for adjacent residents*

The mountain will remain open to local residents (smaller numbers) during construction of Phase 1.

**Speaker 8 – Gary Cheney**

Comment 8-a: *Comment Summary – Wants to see community move forward*

Comment noted.

Comment 8-b: *Comment Summary – Listen to the experts that you have hired*

Comment noted.

**Speaker 9 – David Riegels**

Comment 9-a: *Comment Summary – There is not enough description of the South base area development footprint and design*

Please see response to written comment 288-1.

Comment 9-b: *Comment Summary – Development is moving onto parcel 11 into an undeveloped area not currently used*

This comment refers to Building B at the South Base. The DEIR/EIS states that Building B will be located in the area of the existing facilities. The building is 117,000 square feet for the total building area and parking garage (92,000 sf for building and 25,000 square feet for parking). Building B would be partially located on the existing parking and the northern most wing extends onto a portion of the Project area that currently has no existing land coverage.

Comment 9-c: *Comment Summary – Extension of Ski Bowl Way – 1,500 linear feet times 40 feet wide will result in 60,000 square feet of new disturbance - more info needed*

The extension of Tahoe Ski Bowl Way was included in the analysis of the DEIR/EIS for tree removal, land coverage, soils effects associated with excavation and water quality effects related to modified site runoff. However, since this project component is proposed at programmatic-level in the DEIR/EIS, further environmental analysis will be required to review grading impacts and other impacts prior to completing a subsequent CEQA process and prior to the County permitting this use.

**Speaker 10 – Patrice Larkins Jones**

Comment 10-a: *Comment Summary – Concerned about size of development and change of character to the environment*

Please see Master Response 7 regarding community character.

Comment 10-b: *Comment Summary – It is a dangerous project to our community because once constructed we could never go back to the way it was*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Speaker 11 – Renton Crawley**

Comment 11-a: *Comment Summary – Clear we are not taking care of our human environment.*

It is unclear from the comment how this applies to the content of the DEIR/EIS. No further response is warranted.

Comment 11-b: *Comment Summary – Wants to preserve environment that is being neglected.*

Comment noted.

Comment 11-c: *Comment Summary – EIR traffic analysis does not consider boat trailer traffic. Taking them off of the road will be better for the environment.*

Please see Master Responses 10, 11 and 12 regarding traffic and parking. Please see response to comment 328-9.

Comment 11-d: *Comment Summary – The existing traffic blockage is at the Fanny Bridge and not at the Wye. Must replace the bridge – will improve the existing backups.*

Please see Master Response 9 regarding improvements to SR 89 at the Tahoe City “Y” and Fanny Bridge.

Comment 11-e: *Comment Summary – HMR is proposing LEED certified buildings - it is relevant as a positive to the project even though there is no credit for CEP.*

Comment noted.

Comment 11-f: *Comment Summary – There are benefits of building one large structure rather than multiple structures (to accommodate height restrictions)*

The benefits of increased height are reflected in a decrease in land coverage. Impacts related to height are discussed in DEIR/EIS Chapter 10 and in Master Response 8.

Comment 11-g: *Comment Summary – Buildings are not necessarily all ugly – they can add to the scenic quality with the structures and spaces HMR is proposing*

The architectural quality is addressed in DEIR/EIS Chapter 10, which finds that the architecture can improve scenic quality ratings in the area. This is also discussed in Master Response 7. Screening is used to integrate the structures into the natural environment.

**Speaker 12 – Juan Aguera**

Comment 12-a: *Comment Summary – The locals need your support so that we have more job opportunities in the local area*

Comment noted.

Comment 12-b: *Comment Summary – Not many around*

Comment noted.

**Speaker 13 – David Jem**

Comment 13-a: *Comment Summary – Many people are afraid of change, but change can be good – sees this project as an opportunity*

Comment noted.

Comment 13-b: *Comment Summary – Opportunity to increase the community in shoulder seasons*

Comment noted.

Comment 13-c: *Comment Summary – This project can drive a new economy in the Basin*

Comment noted.

Comment 13-d: *Comment Summary – Quality of life in Tahoe - not many opportunities here - this project creates new opportunities for people*

Comment noted.

**Speaker 14 – Uncha Hackel**

Comment 14-a: *Comment Summary – I live across from the parking structure*

Comment noted.

Comment 14-b: *Comment Summary – It is too large*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 14-c: *Comment Summary – Does not like the parking garage across from house*

Please see Alternative 1A in FEIR/EIS Chapter 24, which results in the relocation of the parking garage. The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

**Speaker 15 – Mason Overstreet**

Comment 15-a: *Comment Summary – The reference documents in the Draft EIR/EIS are not available for the community to review*

Comment noted. The FOIA request was fulfilled and the FOWS have access to references. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 15-b: *Comment Summary – Restart the comment period after the references are available and make the new comment period 90 days*

In accordance with Article VII(a) of the Tahoe Regional Planning Compact, Article 6.13.b of the TRPA Rules of Procedure, and TRPA Code of Ordinances Section 5.8.A(4), a 60-day public review period was provided for the DEIS. This 60-day

public review period for TRPA included and extended the 45-day review period required under CEQA. The review period was extended by 30 days to April 21, 2011

Comment 15-c: *Comment Summary – All my neighbors are concerned about this project – feel misled by JMA*

Comment noted.

Comment 15-d: *Comment Summary – CEP - major goal is to enhance community character and be scaled consistent with existing community – the HMR MP is not consistent and requires code amendments that the CEP does not want*

Please see Master Response 7 regarding community character. The Project is consistent as discussed in 7 and in DEIR/EIS Chapter 10. Please see Master Response 4 regarding amendments, specifically amendments and the CEP.

Comment 15-e: *Comment Summary – How does 77 ft tall buildings enhance the scenic quality from the shoreline units and road?*

Please see Impact SCENIC-1 and SCENIC-2 regarding impacts as a result of the Project in relation to height and scenic quality ratings. As shown in DEIR/EIS Table 10-10, the scenic quality rating would improve.

Comment 15-f: *Comment Summary – Thinks the visual impact of the mid mountain lodge will be worse than shown in the simulations*

The simulations represent the visibility of the mid-mountain lodge from the lake. In addition, Mitigation Measures SCENIC-2a Slope Vegetation Management and SCENIC-2b Mid-Mountain Lodge Redesign, are proposed to reduce the visibility of the structures.

### **Speaker 16 – Marion Burrows**

Comment 16-a: *Comment Summary – Agrees with Mason*

Comment noted.

Comment 16-b: *Comment Summary – Project is too big*

The commenter expresses an opinion. This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 16-c: *Comment Summary – Destroy west shore quiet community feeling*

Comment noted. The commenter expresses an opinion.

Comment 16-d: *Comment Summary – HMR is proposing development similar to other winter resorts in the area – but those resorts are far from the Lake and not in an existing residential community*

This is not a comment on the content or adequacy of the DEIR/EIS. This information is passed on to the Project Applicant and decision makers for consideration. No further response to this comment in relation to the DEIR/EIS is warranted.

Comment 16-e: *Comment Summary – Worried about night sky conditions and loss with more lighting*

Please see Impact SCENIC-3, which addresses impacts to night sky conditions.

Comment 16-f: *Comment Summary – Will submit written comments*  
 Comment noted.

**Speaker 17 – Rob Weston**

Comment 17-a: *Comment Summary – Owns business next to HMR*  
 Comment noted.

Comment 17-b: *Comment Summary – JMA has exceeded CEP requirements – is reducing land coverage and disturbance*  
 Comment noted. As discussed in DEIR/EIS Chapter 3, the Project Applicant has reduced land coverage and restored previously disturbed areas and has met CEP requirements as shown in DEIR/EIS Tables 2-2 and 6-2.

Comment 17-c: *Comment Summary – JMA restoration work with Mr. Hogan is leading the Basin on new restoration methods*  
 Comment noted.

Comment 17-d: *Comment Summary – HMR will offer new summer recreation uses including access to outstanding views on the publicly accessible hiking trails*  
 Comment noted.

Comment 17-e: *Comment Summary – Thinks many opponents are seasonal residents and not aware of decline*  
 Comment noted.

**Speaker 18 – Judith Tornese**

Comment 18-a: *Comment Summary – Too big, height, density, traffic, groundwater runoff*  
 Please see Master Responses 5, 6 and 7 regarding density, 10 and 11 regarding traffic, and 18 regarding water quality.

Comment 18-b: *Comment Summary – Out of character with West shore*  
 Please see Master Response 7 regarding community character.

Comment 18-c: *Comment Summary – Follow CEP guidelines – no amendments to existing Codes*  
 Please see Master Response 4 regarding amendments, specifically Amendments and the CEP.

Comment 18-d: *Comment Summary – Project would increase Homewood population from small village to urban center*  
 Please see Master Response 6 regarding urbanization and 7 regarding population increases

Comment 18-e: *Comment Summary – Peace and serenity impacted by noise and light and population increases*  
 Please see Impact SCENIC-3 regarding lighting and PEH-1 and PEH-2 regarding population. Also see Master Response 7 regarding population and community character. Please see Master Response 16 regarding noise.

- Comment 18-f: *Comment Summary – Need number of bedrooms and population by buildings in the EIR*  
 Population and density of each structure does not affect the area individually. It is important to look at total units and total population increases so that potential impacts are not ignored or portrayed in a piecemeal manner. This is particularly true when many of the units may be used as second homes or visitor units where the population or occupancy is highly variable. The addition of population by building will not alter the results of the DEIR/EIS. The number of units was taken into account for the parking analysis.
- Comment 18-g: *Comment Summary – No community plan for the area to rely on*  
 Please see Master Response 1 regarding community plans.
- Comment 18-h: *Comment Summary – 500 to 600 more vehicles could be at the resort – only have Highway 89 for access, which is a 2 lane road*  
 Please see Master Response 10 and 11 regarding traffic.
- Comment 18-i: *Comment Summary – Sunnyside to Tahoe City backs up already in summer*  
 Please see Master Response 10 and 11 regarding traffic.
- Comment 18-j: *Comment Summary – Concerned about evacuation during fire in the summer, very dangerous, what is the evacuation plan?*  
 Please see Impact HYDRO-4 and Mitigation Measure HYDRO-4a (Emergency Response and Evacuation Plan), DEIR/EIS page 15-119, Mitigation Measure PS-1, page 17-14, and Mitigation Measure PS-2, page 17-15.
- Comment 18-k: *Comment Summary – How will emergency vehicles get to the area?*  
 Please see Impact HYDRO-4 and Mitigation Measure HYDRO-4a (Emergency Response and Evacuation Plan), DEIR/EIS page 15-119, Mitigation Measure PS-1, page 17-14, and Mitigation Measure PS-2, page 17-15.
- Comment 18-l: *Comment Summary – Groundwater interception will also require a plan amendment*  
 TRPA Code Chapter 64 will require an amendment related to groundwater interception as stated in Chapter 3 (DEIR/EIS page 3-52). As discussed in Master Response 4, such amendments are feasible.
- Comment 18-m: *Comment Summary – Air quality impacts will also occur from increased use, these impacts cannot be mitigated with impact fees*  
 Air quality impacts are analyzed in DEIR/EIS Chapter 12 and mitigation measures include AQ-2a: Contribute to the TRPA Traffic and Air Quality Mitigation Program and AQ-2b: Prohibit Installation of Wood-Burning Appliances. These mitigation measures reduce the impact to less than significant. Also, please see Master Responses 13, 14, and 15.
- Comment 18-n: *Comment Summary – Need meaningful downsize of the project*  
 This comment represents an opinion. Comment noted.

**Speaker 19 – Mike Berg (Local Carpenter)**

- Comment 19-a: *Comment Summary – Supports project*

Comment noted.

Comment 19-b: *Comment Summary – 300 letters in support*

Comment noted.

Comment 19-c: *Comment Summary – JMA has been responsive*

Comment noted.

Comment 19-d: *Comment Summary – Enough time has been provided for review*

Comment noted.

Comment 19-e: *Comment Summary – EIR has shown the benefits of the project - which makes the amendments to Plans ok*

Comment noted. Please see Master Response 4 regarding amendments.

**Speaker 20 – Cane Showler (Lake Tahoe Music Festival Board Member)**

Comment 20-a: *Comment Summary – There are many costs if the project is not approved - environmental and economic*

Comment noted.

Comment 20-a: *Comment Summary – Project needed to stave off atrophy of the west shore*

Comment noted.

**Speaker 21 – Roger Kahn**

Comment 21-a: *Comment Summary – Need to replace West shore infrastructure – it is deteriorating*

Comment noted.

Comment 21-b: *Comment Summary – JMA plan is responsive to community and will improve what is there now*

Comment noted.

Comment 21-c: *Comment Summary – Approve project and monitor to ensure benefits are achieved*

Comment noted. Master Response 3 discusses financial guarantees in relation to project benefits and mitigation measures. The Mitigation Monitoring Program (FEIR/EIS Chapter 21) ensures monitoring of mitigation measure implementation.

**Speaker 22 – Randy Hill**

Comment 22-a: *Comment Summary – Supports project*

Comment noted.

Comment 22-b: *Comment Summary – Renew the insipid decay in North Shore and West Shore*

Comment noted.

Comment 22-c: *Comment Summary – If not careful, we will love this place to death*

Comment noted.

Comment 22-d: *Comment Summary – Cannot lose sight of economic viability*

Comment noted.

Comment 22-e: *Comment Summary – Other resorts (Squaw and North Star) are proposing expansion. Neither has committed to restoration of Tahoe Basin environment like JMA*

Comment noted.

Comment 22-f: *Comment Summary – JMA has already done restoration and proposed much more*

Comment is correct regarding restoration as discussed in Chapter 3.

Comment 22-g: *Comment Summary – Many of the comments concern impacts from summer visitors – Tahoe is a tourist area where we already must deal with inconveniences – like weather in winter and traffic in August*

Comment noted.

**Speaker 23 – Steve Noll (Design Workshop)**

Comment 23-a: *Comment Summary – This project exceeded goals to meet triple bottom line*

Comment noted.

Comment 23-b: *Comment Summary – Environmental benefit list is phenomenal for the project - need private sector dollars for environmental gain*

Comment noted. DEIR/EIS Tables 2-2 and 6-2 list environmental benefits of the Project.

Comment 23-c: *Comment Summary – This project will benefit economy with growth – can't rely on public money*

Comment noted.

Comment 23-d: *Comment Summary – 3 schools have closed since I moved here on the South Shore*

Comment noted. The Project would not negatively impact schools.

Comment 23-e: *Comment Summary – We need the people, jobs and students for schools to remain viable*

Comment noted.

Comment 23-f: *Comment Summary – TRPA has very qualified people working on the review of this Master Plan*

Comment noted.

**Speaker 24 – Kay Williams (West Shore Business Owner)**

Comment 24-a: *Comment Summary – Hard to thrive as a business in Tahoe*

Comment noted.

Comment 24-b: *Comment Summary – Needs HMR to stay open for community*

Comment noted.

Comment 24-c: *Comment Summary – West Shore is high quality and so is project*

Comment noted.

Comment 24-d: *Comment Summary – Lodges are going out of business on the West Shore, can't just have single family houses and condos*

Comment noted.

Comment 24-e: *Comment Summary – Need more than just wealthy 2<sup>nd</sup> home owners*

Comment noted.

Comment 24-f: *Comment Summary – Delay is just risking no project*

Comment noted.

Comment 24-g: *Comment Summary – Can't just keep everything the same - we can't keep it like it was when we got here*

Comment noted.

**Speaker 25 – Gary Davis (Civil Engineer)**

Comment 25-a: *Comment Summary – Member of many boards and organizations*

Comment noted.

Comment 25-b: *Comment Summary – Reviewed many EIRs and worked on many similar projects*

Comment noted.

Comment 25-c: *Comment Summary – JMA plans will implement environmental improvements with private dollars*

Comment noted.

Comment 25-d: *Comment Summary – This project defines what CEP is all about*

Comment noted.

Comment 25-e: *Comment Summary – EIR adequately discloses the protected impacts*

Comment noted.

Comment 25-f: *Comment Summary – Support Alt 1 and has no association with the project*

Comments that state a position for or against a specific Alternative are appreciated as this gives the Agency a sense of the public's feeling and beliefs about a proposed course of action. Such information can only be used by the decision maker(s) in arriving at a decision and not for improving the environmental analysis or documentation. This is not a comment on the content or adequacy of the DEIR/EIS. No further response to this comment in relation to the DEIR/EIS is warranted.

**Speaker 26 – Hal Flynn**

Comment 26-a: *Comment Summary – Has read much of the EIR*

Comment noted.

Comment 26-b: *Comment Summary – Does not see much about the human habitat impacts*

Impacts to land use, population and housing, scenic resources, public services and utilities, hazards and safety, and recreation are addressed in the DEIR/EIS. The “human habitat” is also affected by traffic, water quality, air quality, noise, geology, biological resources and climate change, each of which are addressed in individual chapters of the DEIR/EIS.

Comment 26-c: *Comment Summary – Sees a lot about non-human habitat*

Comment noted.

Comment 26-d: *Comment Summary – Get story poles to show where the South Shore buildings will be located*

Please see Master Response 8 regarding the balloon study..

**Speaker 27 – Laurel Ames (Tahoe Area Sierra Club)**

Comment 27-a: *Comment Summary – No conflict between goals of the Sierra Club and the League to Save Lake Tahoe*

Comment noted.

Comment 27-b: *Comment Summary – Ron Grassi spoke at the APC and said that project is too large*

Comment noted. Ron Grassi’s oral comments are addressed above.

Comment 27-c: *Comment Summary – Project must attain threshold standards – mostly not addressed in the EIR*

Threshold standards are addressed in each of the analysis chapters. Please see the Master Responses for additional response regarding threshold standards. The DEIR/EIS includes Project benefits in Chapter 2, Table 2-2 and in Chapter 6, Table 6-2. Project impacts are analyzed in the DEIR/EIS in Chapters 6 through 20. Without a specific reference to an inadequacy in the document, no further response can be provided.

Comment 27-d: *Comment Summary – AQ will be impacted by new traffic - CARB monitors for the basin – but not any Placer County monitors – would violate VMT threshold standard*

Please see Master Responses 13 through 15 regarding air pollutants.

Comment 27-e: *Comment Summary – Ozone - sand paper for the inside of your lungs and really bad for children*

Comment noted. Please see Master Response 15 regarding ozone.

Comment 27-f: *Comment Summary – Nitrogen - comes from cars and 63% ends up in lake from atmospheric deposition*

Please see Master Response 13 and 18 regarding nitrogen.

Comment 27-g: *Comment Summary – If you increase cars here - need to subtract them somewhere else*

Comment noted. Please see Master Response 13 and 18 regarding nitrogen.

Comment 27-h: *Comment Summary – Table 5.18-3 shows the nitrogen levels*

Comment noted. Please see Master Response 13 and 18 regarding nitrogen.

Comment 27-i: *Comment Summary – Proposed stormwater treatment system is assumed to work, but we aren’t sure it will work, requires monitoring and maintenance*

Please see Master Response 18 regarding water quality. Mitigation Measure HYDRO-1d includes the inspection and monitoring of stormwater treatment systems.

Comment 27-j: *Comment Summary – Soil conservation threshold – massive amount of cutting, grading, and filling - 81,000 truck loads*

Please see Impact GEO-4 regarding grading volumes. DEIR/EIS Table 14-8 presents earthwork estimates for Alternatives 1, 3, 5 and 6. Net Grading does not equate Net Cut. Please see DEIR/EIS pages 14-71 to 14-73 for analysis of cut material. Alternative 1 will likely require no off-site disposal of materials and thus zero dump truck trips would be required. Alternatives 3, 5, and 6 will generate materials that will likely be transported to a TRPA-approved disposal site. The traffic analysis addresses these trips in Table 11-24 under impact TRANS-6. The standard dump truck capacity is 20 yards. The traffic analysis did not assume the use of 102,200 cubic yards of cut utilized within the Project area and thus presents a worst-case scenario. DEIR/EIS Table 3-6 and Figure 3-12 identify potential fill sites.

Comment 27-k: *Comment Summary – EIR does not discuss the truck loads offsite*

Please see response to oral comment 27-j above.

Comment 27-l: *Comment Summary – Does not talk about soft vs. hard coverage or restoration*

Please see Master Response 17. Appendix U presents land coverage verification letters and maps. Most of these verifications occur between 1998 and 2006 and prior to JMA ownership of HMR. More specific land coverage information concerning roadway removal and restoration will become available when Banking Applications are completed during the 2011 field season.

#### **Speaker 28 – Michael Rich (Carpenters Union Member)**

Comment 28-a: *Comment Summary – Most of work is out of the Basin- puts more cars on the road because there are no jobs here*

Comment noted.

Comment 28-b: *Comment Summary – Few high school classmates still live here*

Comment noted.

Comment 28-c: *Comment Summary – Our 3 children had to move out of the Basin*

Comment noted.

Comment 28-d: *Comment Summary – Need reasons to keep people here in Basin*

Comment noted.

Comment 28-e: *Comment Summary – Looks like great project to bring West Shore into 21<sup>st</sup> century*

Comment noted.

Comment 28-f: *Comment Summary – HMR is a waste in the summer - no positive impact to the community*

Comment noted.

Comment 28-g: *Comment Summary – Support the local schools and businesses*

Comment noted.

Comment 28-h: *Comment Summary – We can't support a local Union hall on West Shore anymore, we have to go to the South Shore to work with other members*

Comment noted.

Comment 28-i: *Comment Summary – Doesn't want to have to move*

Comment noted.

**Speaker 29 – Dave Ferrari**

Comment 29-a: *Comment Summary – West Shore is almost the same community as I had as a kid 50 years ago*

Comment noted.

Comment 29-b: *Comment Summary – The old lodges on the West Shore are now gone - so we are not maintaining the old Tahoe that so many people are fond of preserving*

Comment noted.

Comment 29-c: *Comment Summary – There is a cost of doing nothing - these existing facilities are impacting economy and environment by languishing*

Comment noted.

**Speaker 30 – Rene Kojay**

Comment 30-a: *Comment Summary – Agrees with the gentlemen that said we will love this place to death*

Comment noted.

Comment 30-b: *Comment Summary – Saw a similar story in San Francisco 15 years ago - Crissy field -people were opposed to change even there even though the developers wanted to tear down dilapidated structures*

Comment noted.

Comment 30-c: *Comment Summary – Supports the project*

Comment noted.

**Speaker 31 – Ron Treabess, Executive Director, NLT Chamber**

Comment 31-a: *Comment Summary – Worked for National Park Service on the Crissy field site mentioned by the previous speaker. The project there is a great success even though the public expressed many concerns*

Comment noted.

Comment 31-b: *Comment Summary – We need the revitalization to support the people that live in the Basin who can afford to year round*

Comment noted.

Comment 31-c: *Comment Summary – Most of the comments have been subjective and not detailed facts - the EIR is solid and provides the factual information*

Comment noted.

Comment 31-d: *Comment Summary – You can answer the subjective comments in the Final EIR/EIS and move forward*

Comment noted.

Comment 31-e: *Comment Summary – Public Service benefits will be improvement to water infrastructure*

Comment noted.

Comment 31-f: *Comment Summary – Better transit with the project - including the water taxi*

Comment noted.

Comment 31-g: *Comment Summary – Bike trail improvements will eliminate the most dangerous trail area identified in the TRPA Bike Plan*

Comment noted.

Comment 31-h: *Comment Summary – CEP process - will allow testing of new plan amendments*

Comment noted.

**Speaker 32 – Gary Midkiff**

Comment 32-a: *Comment Summary – Plan area statements include several inconsistencies that the Master Plan will correct*

Comment noted.

Comment 32-b: *Comment Summary – Plan Area 157 covers the ski area and currently allows all of the proposed uses in the Master Plan – just doesn't allow for transfer of development rights needed to transfer units to the project area*

Please see Chapter 3, Master Response 4 and Chapter 6 regarding Plan Area amendments. Personal Services (S) and Participant Sports Facility (S) would need to be added to Plan Area 157 as permissible uses.

Comment 32-c: *Comment Summary – Many of the proposed changes are necessary to implement uses that are already included in the Plan Area*

Comment noted.

Comment 32-d: *Comment Summary – Need new uses for the pool, amphitheater, weddings - these are community benefits*

Comment noted.

**Speaker 33 – Elizabeth Hale**

Comment 33-a: *Comment Summary – Recreational access improvement is a TRPA goal*

Comment noted.

Comment 33-b: *Comment Summary – The plan will reduce access for locals to go skiing*

Local access to ski facilities will not be reduced, but improved. Please see Chapter 3 and Chapter 18.

Comment 33-c: *Comment Summary – The 900 parking spaces will be replaced with 157 in a garage on SEZ*

Total parking at the North Base is 729 spaces under Alternative 1 and 738 spaces under Alternative 1A. For Alternative 1, 410 spaces would be located underground, 47 spaces would be surface parking, and 272 would be within a day-skier parking structure. For Alternative 1A, 410 spaces would be located underground, 56 spaces would be surface spaces, and 272 would be within the day-skier parking structure. Please see Tables 3-11 and 11-19 regarding parking. The location of the parking garage at the North Base is proposed outside of the delineated Stream Environment Zone.

Mitigation Measure BIO-5b requires a SEZ restoration plan be prepared for the gravel parking lot to restore the existing disturbed area back to its natural state.

Comment 33-d: *Comment Summary – If the garage is not allowed, locals won't be able to access, and the recreation threshold will be reduced*

A parking garage is proposed and local access will not be reduced. The garage is part of the proposal, and would be allowed if one of the alternatives proposing the parking garage is selected and approved.

**Speaker 34 – Larry Sevision, GB Member**

Comment 34-a: *Comment Summary – How did the timeline for public comments get extended to April 21, 2011?*

*The Executive Director (Joanne Marchetta) agreed in consultation with Placer County*

In accordance with Article VII(a) of the Tahoe Regional Planning Compact, Article 6.13.b of the TRPA Rules of Procedure, and TRPA Code of Ordinances Section 5.8.A(4), a 60-day public review period was provided for the DEIS. This 60-day public review period for TRPA included and extended the 45-day review period required under CEQA. The review period was extended by 30 days to April 21, 2011 based on a request by local non-profit groups.

**Speaker 35 – Casey Beyer, GB Member**

Comment 35-a: *Comment Summary – Compliments to the staff on the document*

Comment noted.

Comment 35-b: *Comment Summary – Thinks more work to be done*

Comment does not indicate what additional work is needed. No further response can be made.

Comment 35-c: *Comment Summary – Height Requirements, how TRPA defines height? TRPA documents talk about height like a camels back, with most height near the middle of the development – thinks this analogy needs to be revisited in our documents*

Please see Master Response 8 regarding height and Impact SCENIC-1 regarding current and proposed height calculation methods. The current method uses the lowest grade elevation and the highest roof ridge, while the proposed method uses the average grade and the highest roof ridge. The Project proposes to place the shortest structures nearest the roadway and adjacent residences, with the highest building near the center of the site and furthest from the roadway.

Comment 35-d: *Comment Summary – Restoration on the mountain top is reported to equal about 300,000 square feet - how was this funded?*

*Chapman stated that 240,000 square feet restored by HMR, a \$650,000 Grant was received after HMR restoration occurred to monitor and test the results of the work. HMR had to match \$200,000 for the Grant to test the TMDL methods*

Comment and response noted.

Comment 35-e: *Comment Summary – LEED Certification is an architectural design point system. Measures numerous criteria that are green related (e.g., walk ability, air, water*

*quality, alternative transportation). It is a certification you have to earn with your project design*

Comment is correct and noted.

Comment 35-f: *Comment Summary – Economic vs. Environment - League wants all projects to achieve each threshold. Can a project help meet all thresholds?*

Comment noted. Attainment of thresholds is not the responsibility of one single project, but rather projects should support the attainment of thresholds and should not decrease attainment. This is not a comment on the content of the DEIR/EIS.

Comment 35-g: *Comment Summary – Access to documents. How are we going to make it available*

Public notice was provided and documents made accessible at the TRPA and Placer County Planning offices, Tahoe City Library, Kings Beach Library, Rideout Community Center, and Placer County Clerks Office. In addition, the document could also be found on the TRPA website and Placer County website.

**Speaker 36 – Byron Sheer, GB Member**

Comment 36-a: *Comment Summary – Alternatives in the EIS (page 3-9) states that Alts feasibly obtain most of the objectives but lessen some of the effects. Couple pages later, HMR financial documentation says Alt 6 fails to meet minimum number of units to achieve number of skier visits. So, are all the alternatives feasible or not?*

Please see Master Responses 2 regarding alternatives and 3 regarding feasibility.

Comment 36-b: *Comment Summary – Project driving amendments to Codes and Ordinances rather than other way around. Concern for this project because it requires multiple amendments.*

Please see Master Response 4 regarding amendments.

Comment 36-c: *Comment Summary – The Amendments have to help meet the thresholds, achieve and maintain them.*

Please see Master Response 4 regarding amendments.

Comment 36-d: *Comment Summary – Is the groundwork for these findings in the Draft EIR/EIS?*

Findings are discussed in the DEIR/EIS (see Chapter 6 impact LU-1 and LU-2, Chapter 10 impact SCENIC-1, and Chapter 14) and in Master Response 4. Ultimately the TRPA staff report will contain the findings for the amendments.

Comment 36-e: *Comment Summary – Traffic - Winter weekend skier numbers will be limited per the Plan. What is the mechanism to enforce this proposal? How do we then monitor the mechanism?*

Please see response to comment 39-c. The Project Applicant will provide for monitoring. Please see Mitigation Measure TRANS-2.

Comment 36-f: *Comment Summary – People who are opposed are the current community members. These people do not think the project enhances their community and it is being analyzed under the Community Enhancement Program. Need to minimize impacts on the existing community members.*

Comment noted. Current community members have submitted comments both for and against the Project. Mitigation measures are included to address impacts.

**Speaker 37 – Larry Sevison, GB Member**

Comment 37-a: *Comment Summary – Height - Rules are changing and we are encouraging the improvements they are proposing - is the height amendment really an impediment for this project?*

*Wells – we found that our methods to measure height do not work well on slopes and conflict with other goals and policies (e.g., land coverage limits)*

Comment and response noted. Please see Impact SCENIC-1 and Master Response 8 regarding height and the height amendment.

**Speaker 38 – Ron Slaven, GB Member**

Comment 38-a: *Comment Summary – Height - How does slope affect the maximum building height at Homewood?*

Please see Impact SCENIC-1 and Master Response 8 regarding height and the height amendment. Because the site has substantial slope, the maximum building height is limited under the existing method, which measures height as the difference between the lowest grade elevation and the highest roof ridge.

Comment 38-b: *Comment Summary – Using an average grade to calculate slope – there may be a scenic improvement with one large building vs. splitting a large building into two separate buildings further up the hillside?*

Please see Impact SCENIC-1 and Master Response 8 regarding height and the height amendment. Figures 10-14 and 10-14A illustrate the visual difference in changing the calculation method.

**Speaker 39 – Shelly Aldean, GB Member**

Comment 39-a: *Comment Summary – Thinks the CEP is educating the Board on many issues faced by projects (e.g., height)*

Comment noted.

Comment 39-b: *Comment Summary – Is there adequate parking onsite and offsite for the numbers needed?*

*Chapman – answered how the limitation on ticket sales will work when parking is full – says that people will have to show public bus ticket when parking is full onsite.*

Comment and response noted. Please see Master Response 12 regarding parking.

Comment 39-c: *Comment Summary – Deed Restriction is proposed for the upper mountain area - what is the lost development potential?*

*Chapman – yes, we propose to deed restrict the upper mountain for only recreational use with a Master Plan adoption*

Comment and response noted.

Comment 39-d: *Comment Summary – Preliminary phasing plan - how long will it take to build? 10 years as suggested by the public?*

*Chapman – most restoration proposed will be done with Phase 1 (North Base development). The plan is for the North Base development to take 2 years to build.*

*The mountain will remain open to local residents (smaller numbers) during construction of phase I.*

Comment and response noted.

Comment 39-e: *Comment Summary – Can all development be located on existing disturbance or land coverage*

*Chapman – Our plan has been developed to locate structures on existing development – some new areas above the existing parking lots would also be used (e.g., one of the south base condos and the Townhomes)*

Comment and response noted.

**Speaker 40 – Nancy McDermott, GB Member**

Comment 40-a: *Comment Summary – Thanked the staff and the resort on thresholds and benefits*

Comment noted.

Comment 40-b: *Comment Summary – The TRPA codes were written long ago and could not foresee the future building methods and economic requirements. It is difficult to plan codes for projects in the future. So some amendments are always necessary*

Comment noted.

Comment 40-c: *Comment Summary – There are also times when we have to make findings for impacts to meet some other benefits to the environment*

Comment noted. Please see Master Response 4 regarding amendments and findings.

**Speaker 41 – Shelly Aldean, GB Member**

Comment 41-a: *Comment Summary – Sees a limitation in the EIR/EIS based on the required format to document impacts*

The format of the document is based on CEQA and TRPA requirements. Please see Master Response 1 regarding TRPA process.

Comment 41-b: *Comment Summary – Benefits of the project are not very well reflected in the EIR/EIS tables*

CEQA and TRPA requirements are aimed at identifying adverse impacts and not benefits. Benefits are listed in DEIR/EIS Tables 2-2 and 6-2 even though this is not a requirement of CEQA or TRPA.

Comment 41-c: *Comment Summary – Thinks the beneficial impacts should be added to future documents in the summary table so a reader does not have to go somewhere else to find this information*

Comment noted.

Comment 41-d: *Comment Summary – What is enough to qualify as CEP over and above?*

Over and above benefits are those improvements that exceed current TRPA and/or County regulations (e.g, treating in excess of the 20 year/1 hour regulatory design storm event, permanent retirement of verified existing land coverage)..

**Speaker 42 – Timothy Cashman, GB Member**

Comment 42-a: *Comment Summary – Asked about the qualifications of the environmental consultant?*

This is not a comment on the content of the DEIR/EIS. Comment noted.

Comment 42-b: *Comment Summary – Asked a Process question about page 2-13 – Scenic-2. Is this a standard mitigation measure by TRPA?*

Mitigation Measure SCENIC-2b: Mid-Mountain Lodge Redesign (1, 1A, 3, 5 and 6) is feasible and appropriate. The mitigation measure was written to ensure the structure follows TRPA design guidelines as details on the types of materials to be used on the structure had not yet been identified.

Comment 42-c: *Comment Summary – Asked about the benefits of the proposed storm water system*

Please see Chapter 15 and Tables 2-2 and 6-2 regarding the benefits as well as Master Response 18.

**Speaker 43 – Norma Santiago, GB Member**

Comment 43-a: *Comment Summary – Addressing discrepancies between TRPA and Placer County*

Comment noted. A variety of discrepancies exist between TRPA and Placer County codes and regulations, including Plan Area boundaries, uses and text, and height calculation methods. Amendments proposed under this Project would help to correct some of the inconsistencies between TRPA and Placer County documents.

Comment 43-b: *Comment Summary – How were the amendments addressed in the EIR/EIS?*

The amendments are described in DEIR/EIS Chapter 3 and analyzed in the correlating environmental analysis chapters (Chapters 6 – Land Use, 10 – Scenic Resources, and 14-Geology). The impacts of the amendments are addressed and include an analysis of whether findings can be made. Please also see Master Response 4.

Comment 43-c: *Comment Summary – How was community character addressed in the EIR/EIS?*

Special policies were reviewed regarding community character (See Placer County and TRPA Plan Areas in DEIR/EIS Chapter 6). Community character is addressed in Chapter 10 in relation to the visual impacts and in Chapter 6 regarding land use changes and how those changes may or may not impact community character. Please see Master Response 7 regarding community character.

Comment 43-d: *Comment Summary – Traffic choke point at Fanny Bridge – isn't a project already proposed by transportation agencies to fix that impact?*

Please see Master Response 9 regarding improvements to SR 89 at the Tahoe City “Y” and Fanny Bridge.

Comment 43-e: *Comment Summary – How is restoration measured or monitored?*

Please see Master Response 17.

Comment 43-f: *Comment Summary – Is restoration on hard vs. soft coverage and will this lead to additional TRPA clarification or amendment of coverage language?*

Please see Master Response 17.

- Comment 43-g: *Comment Summary – Tahoe Ski Bowl extension - would it be a Placer County road?*
- The road would be built to Placer County specifications. This project component is proposed as a private roadway as part of a future phase of the Project and analyzed at a programmatic-level with this DEIR/EIS. Additional environmental analysis will be necessary for project approval and permitting.
- Comment 43-h: *Comment Summary – Air Quality-How was it analyzed in the document? Were the alternative transportation measures proposed by HMR included in the analysis? How do those measures compare to CA standards?*
- Please see Master Responses 13, 14, and 15 regarding air pollution, as well as DEIR/EIS Chapter 12. Air quality analysis utilizes traffic estimates developed in Chapter 11, which includes transit and alternative transportation measures. Mitigation measures proposed in Chapter 12 reduce pollutant levels to a level of less than significant.
- Comment 43-i: *Comment Summary – Scenic requirements - How would the unit scoring improve? Would it make it to attainment?*
- Please see DEIR/EIS Table 10-10 regarding scenic quality ratings. The table shows an improvement in the Roadway Unit 11 rating in relation to man-made features, roadway distractions, and landscape views increasing the threshold composite from 12.0 to 14.0. The overall status remains in non-attainment, but there are other areas beyond the project area that affect this rating. The Project does improve the rating. No change occurs for the Shoreline Unit 12 rating as the Project is located beyond existing shoreline structures and is less visible and prevalent. It does not decrease the rating. In order to improve the Roadway and Shoreline Unit ratings at this location, improvements are needed along the lakeside of SR 89.
- Comment 43-j: *Comment Summary – When can we take into account economic viability when comparing the alternatives that have similar benefits?*
- Economic considerations can be made outside the DEIR/EIS document during the decision-making process.