

## 24.0 REVISIONS TO THE DRAFT EIR/EIS

According to CEQA Section 15132, the Final EIR shall consist of:

- The DEIR or a revision of the draft.
- Comments and recommendations received on the DEIR either verbatim or in summary.
- A list of persons, organizations, and public agencies commenting on the DEIR.
- The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
- Any other information added by the Lead Agency.

This Chapter presents a summary of the revisions that are made to the DEIR/EIS. Chapter 23 provides a list of persons, organizations, and public agencies that commented on the DEIR/EIS and responses to comments received on the DEIR/EIS.

The revisions to the DEIR/EIS include the addition of a Revised Project initiated by Homewood Mountain Resort (Alternative 1A), and corrections and edits made in response to public comments and Lead Agency review. Revisions to the DEIR/EIS were completed in track changes mode for Chapters 1 through 22 and are available for review at TRPA offices (128 Market Street, Stateline, NV), Placer County offices (565 West Lake Blvd, Tahoe City, CA), local libraries (Tahoe City Library - 740 North Lake Blvd, Tahoe City, CA; Kings Beach Library - 301 Secline Drive, Kings Beach, CA; and Rideout Community Center, 740 Timberland Lane, Sunnyside, CA) and can be downloaded for review from TRPA and Placer County websites at:

- <http://www.trpa.org/default.aspx?tabindex=0&tabid=407>
- <http://www.placer.ca.gov/Departments/CommunityDevelopment/EnvCoordSvcs/EIR/Homewood.aspx>

The following sections (24.1 through 24.22) summarize the revisions that have been made to the DEIR/EIS. In order to keep the size of this Chapter manageable, the summary below includes only those pages that include a substantive change to the content or conclusions of the DEIR/EIS. In most cases, the analysis of Alternative 1A is identical to Alternative 1 that was analyzed in the DEIR/EIS. As such, a majority of the changes related to the addition of Alternative 1A are similar to the change shown below. These changes are not included in this Summary.

Analysis: *Significant Impact; Alternatives 1/1A, 3 and 6*

**Consistency with Adjacent Land Uses.** The Proposed Project (Alternative 1/1A) and Alternatives 3 and 6 will result in substantial changes to the existing conditions, with proposed new land uses as defined by TRPA, expansion or modification of existing land uses, and overall changes to the layout, height and density of the developed base areas at Homewood Mountain Resort. Existing structures will be deconstructed. As discussed in Chapter 3, the Proposed Project (Alternative 1/1A) and Alternatives 3 and 6 will result in a mixed-use base area (North Base), a residential base area (South Base), and a lodge at the Mid-Mountain Base area, including:

Under CEQA (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 DEIR 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. “Significant new information” requiring recirculation include, for example, a disclosure showing that:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project’s proponents decline to adopt it.
- (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (*Mountain Lion Coalition v. Fish and Game Com.* (1989) 214 Cal.App.3d 1043)

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

## 24.1 CHAPTER 1 - INTRODUCTION

Chapter 1 of the DEIR/EIS introduces the type and purpose of the DEIR/EIS, the scope of the document, effects found not to be significant under CEQA, definition of baseline, project background and history, project review and environmental process, public involvement and definitions of terms. No revisions are required for Chapter 1.

## 24.2 CHAPTER 2 - EXECUTIVE SUMMARY

Chapter 2 of the DEIR/EIS provides an executive summary of the document. Section 2.2 was revised to include a summarized project description for Alternative 1A and disclose reasoning behind the revisions of the Proposed Project. Table 2-1 of the DEIR/EIS, Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1), No Project (Alternative 2) and Alternatives 3, 4, 5 and 6, was revised to include impact conclusions and mitigations associated with Alternative 1A. Alternative 1A has the same impacts and requires the same mitigation measures as Alternative 1.

### *Section 2.2, DEIR/EIS page 2-2, FEIR/EIS page 2-2: Summary of Alternative 1A*

#### **Alternative 1A – Revised Proposed Project**

HMR has proposed modifications to Alternative 1 based on input from neighbors at the North and South base areas. The modifications and resultant environmental analysis are identified as Alternative 1A in Chapters 3 through 21. In summary, at the North Base area, the proposed parking structure (Building P) is 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 is moved to the existing gravel parking lot and would include only residential condominiums and some associated surface parking spaces. The modifications do not change the number of proposed multi-family residential or tourist accommodation units or the amount of proposed CFA at the North Base area. The total parking provided onsite increases by 9 surface spaces under the revised propose Project.

The South Base modifications include the elimination of two of the three large multi-family residential condo buildings at the South Base area (i.e., the most northerly and most southerly two buildings – B and A1). These two buildings are replaced with 24 smaller chalet buildings each containing two condo units and associated parking in first floor garages. Total number of multi-family residential units reduces from 99 in Alternative 1 to 95 in Alternative 1A (i.e., 48 in chalets and up to 47 in the remaining large multi-family residential condo Building A).

***Section 2.3, Table 2-1 DEIR/EIS page 2-5, FEIR/EIS page 2-5: Table 2-1 revisions***

Table 2-1 summarizes the impacts, mitigation measures designed to eliminate or reduce the impacts, the duration of the impact, and the level of significance of each impact after mitigation is implemented. The following acronyms are used:

- SU – Significant and Unavoidable Impact
- S – Significant Impact
- PS – Potentially Significant Impact
- LS – Less than Significant Impact
- NI – No Impact
- P – Permanent (indefinitely)
- LT – Long-term (6+ years)
- T – Temporary (0-5 years)
- C – Construction (construction period)

**Table 2-1**

Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

Impact	Significance before Mitigation	Recommended Mitigation Measures*	Significance after Mitigation	Duration of Impact
<b>6.0 Land Use</b>				
LU-1. Will the Project be consistent with the land use plan or zoning plan, or land use goals, policies, and provisions of the TRPA Regional Plan, including the Goals and Policies, Code of Ordinances, Plan Area Statements, or Ski Area Master Plan Guidelines, and the Placer County General Plan and West Shore Area General Plan?	Alt.1/1A – LS Alt. 2 – S Alt. 3 – LS Alt. 4 – S Alt. 5 – S Alt. 6 – LS	None feasible for Alternatives 2, 4 and 5  Note: Alts 1, 3, 5, and 6 propose amendments to TRPA PAS, Code Chapters, Goals and the Placer County West Shore Area General Plan to attain consistency	Alt.1/1A – LS Alt. 2 – SU Alt. 3 – LS Alt. 4 – SU Alt. 5 – SU Alt. 6 –LS	P
LU-2. Will the Project be consistent with adjacent land uses or expand/intensify existing non-conforming uses?	Alt.1/1A – S Alt. 2 – LS Alt. 3 – S Alt. 4 – LS Alt. 5 – S Alt. 6 – S	LU-2a: Purchase and Transfer of Additional ERUs (Alts 1, 3, and 6)  LU-2b: CFA Reduction or Additional CFA Reservation (Alts 1, 3, 5, and 6)  LU-2c: Purchase and Transfer of Additional ERUs (Alt 5)	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – SU Alt. 6 –LS	P
LU-C1: Will the Project have significant cumulative impacts to land use?	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – S Alt. 5 – S Alt. 6 – LS	None feasible for Alternatives 4 and 5	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – SU Alt. 5 – SU Alt. 6 – LS	P



**Table 2-1**

Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

Impact	Significance before Mitigation	Recommended Mitigation Measures*	Significance after Mitigation	Duration of Impact
<b>7.0 Population, Employment and Housing</b>				
PEH-1. Will the Project increase the demand for housing, thereby causing direct or indirect environmental impacts?	Alt.1/1A – S Alt. 2 – LS Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	PEH-1: Develop Homewood Employee/Workforce Housing Plan	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P
PEH-2. Will the Project alter the location, distribution, density, or growth rate of the human population planned for the Region?	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P
PEH-C1. Will the Project have significant cumulative impacts to population, employment, and housing?	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – <u>LS</u> Alt. 6 – LS	P

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Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

Impact	Significance before Mitigation	Recommended Mitigation Measures*	Significance after Mitigation	Duration of Impact
<b>8.0 Biological Resources</b>				
BIO-1. Will the Project, directly or indirectly (including through spread of noxious weeds and habitat modification), cause a loss of individuals or occupied habitat of endangered or threatened fish or wildlife species?	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P
BIO-2. Will the Project cause loss of raptor nests, migratory bird nests, or wildlife nursery sites?	Alt.1/1A – S Alt. 2 – NI Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	BIO-2: Active Raptor, Migratory Bird Nest Site, Wildlife Nursery/Den Site, and Bat Roost Protection Program	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	C
BIO-3. Will the Project substantially block or disrupt major fish or wildlife migration or travel corridors?	Alt.1/1A – S Alt. 2 – LS Alt. 3 – S Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	BIO-3: Fish Passage Protection and Enhancement	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P

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Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

<b>Impact</b>	<b>Significance before Mitigation</b>	<b>Recommended Mitigation Measures*</b>	<b>Significance after Mitigation</b>	<b>Duration of Impact</b>
BIO-4. Will the Project cause a permanent loss of sensitive wildlife individuals or habitat, as defined by the Tahoe Regional Planning Agency, Placer County General Plan Section 6, or California Department of Fish and Game or cause a decline in population levels below a viable population level?	Alt.1/1A – S Alt. 2 – NI Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	BIO-2: Active Raptor, Migratory Bird Nest Site, Wildlife Nursery/Den Site, and Bat Roost Protection Program BIO-4a: Bat Roost Relocation Program BIO-4b: Trash Management Program	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	C
BIO-5. Will the Project affect wetlands or waters of the U.S. and/or riparian and Stream Environment Zones (SEZ) through direct removal, filling, hydrologic interruption, encroachment, removal of streamside vegetation or other means?	Alt.1/1A – S Alt. 2 – NI Alt. 3 – S Alt. 4 – LS Alt. 5 – S Alt. 6 – S	BIO-5a: Final Homewood Creek SEZ Restoration Plan (Alternatives 1 and 3) BIO-5b: SEZ Restoration Plan for Gravel Parking Lot (Alternatives 5 and 6)	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P
BIO-6. Will the Project, directly or indirectly (including through spread of noxious weeds), cause a loss of individuals or occupied habitat of endangered, threatened, or CNPS List 1b, 2, and 3, or TRPA listed plant species?	Alt.1/1A – S Alt. 2 – LS Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	BIO-6a: Noxious Weed Risk Assessment and Eradication BIO-6B: Pre-Construction Rare Plant Surveys	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P

**Table 2-1**

Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

Impact	Significance before Mitigation	Recommended Mitigation Measures*	Significance after Mitigation	Duration of Impact
BIO-7. Will the Project have a substantial adverse effect on any sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or the US Fish and Wildlife Service?	Alt.1/1A – S Alt. 2 – NI Alt. 3 – S Alt. 4 – NI Alt. 5 – S Alt. 6 – S	BIO-5a: Homewood Creek SEZ Restoration Plan (Alternatives 1 and 3) BIO-5b: SEZ Restoration Plan for Gravel Parking Lot (Alternatives 5 and 6)	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – NI Alt. 5 – LS Alt. 6 – LS	P
BIO-8. Will the Project cause a change in diversity or distribution of species or result in permanent loss of sensitive native plant communities (including SEZs and communities defined as sensitive in the California Natural Diversity Data Base), including trees, shrubs, grass, crops, micro flora and aquatic plants through direct removal or indirect lowering of the groundwater table?	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – NI Alt. 5 – LS Alt. 6 – LS	None Required	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – NI Alt. 5 – LS Alt. 6 – LS	P
BIO-9. Will the Project introduce new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?	Alt.1/1A – S Alt. 2 – NI Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	BIO-9: Final Landscape/Revegetation and Fertilizer Management Plan	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P

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Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

Impact	Significance before Mitigation	Recommended Mitigation Measures*	Significance after Mitigation	Duration of Impact
BIO-10. Will the Project result in the removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreational land use classifications, remove native vegetation in excess of the area utilized for the actual development permitted by the land capability, or cause a change in the natural functioning of an old growth ecosystem?	Alt.1/1A – S Alt. 2 – NI Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	BIO-10: Prepare Forest Plan and Tree Protection Plan For Homewood Mountain Resort	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P
BIO-C1. Will the Project have significant cumulative impacts to biological resources?	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P
<b>9.0 Cultural Resources</b>				
CUL-1. Will the Project adversely change the significance of an eligible or potentially-eligible National Register property, or a resource that meets the criteria for inclusion in the California Register of Historical Resources, or a resource on TRPA maps, including archaeological, historical, architectural, and Native American/traditional heritage resources?	Alt.1/1A – NI Alt. 2 – NI Alt. 3 – NI Alt. 4 – NI Alt. 5 – NI Alt. 6 – NI	None Required	Alt.1/1A – NI Alt. 2 – NI Alt. 3 – NI Alt. 4 – NI Alt. 5 – NI Alt. 6 – NI	P

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Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

Impact	Significance before Mitigation	Recommended Mitigation Measures*	Significance after Mitigation	Duration of Impact
CUL-2. Will the Project cause a physical change which would adversely affect unique ethnic cultural values or restrict historic or pre-historic religious or sacred uses within the potential impact area?	Alt.1/1A – NI Alt. 2 – NI Alt. 3 – NI Alt. 4 – NI Alt. 5 – NI Alt. 6 – NI	None Required	Alt.1/1A – NI Alt. 2 – NI Alt. 3 – NI Alt. 4 – NI Alt. 5 – NI Alt. 6 – NI	P
CUL-3. Will the Project disturb significant unknown archaeological resources?	Alt.1/1A – S Alt. 2 – S Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	CUL-3: Identify and Protect Undiscovered Archaeological Resources	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, C
CUL-4. Will the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Alt.1/1A – S Alt. 2 – S Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	CUL-4. Identify and Protect Undiscovered Paleontological Resources	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, C
CUL-5. Will the Project disturb any human remains, including those interred outside formal cemeteries?	Alt.1/1A – S Alt. 2 – S Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	CUL-3: Identify and Protect Undiscovered Archaeological Resources	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, C

**Table 2-1**

**Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6**

<b>Impact</b>	<b>Significance before Mitigation</b>	<b>Recommended Mitigation Measures*</b>	<b>Significance after Mitigation</b>	<b>Duration of Impact</b>
CUL-C1. Will the Project have significant cumulative impacts to cultural or historical resources?	Alt.1/1A – NI Alt. 2 – NI Alt. 3 – NI Alt. 4 – NI Alt. 5 – NI Alt. 6 – NI	None Required	Alt.1/1A – NI Alt. 2 – NI Alt. 3 – NI Alt. 4 – NI Alt. 5 – NI Alt. 6 – NI	P
<b>10.0 Scenic Resources</b>				
SCENIC-1. Will the Project be inconsistent with a County General Plan or TRPA regulations, standards, or guidelines applicable to the Project area?	Alt.1/1A – S Alt. 2 – S Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	BIO-10: Prepare Forest Plan for Homewood Mountain Resort (Alts 1, 3, 5 and 6) SCENIC-1a: Alternative 5 North Base Area Building Height Reductions (Alternative 5) SCENIC-1b: Alternative 6 North Base Area Building Redesign (Alternative 6)	Alt.1/1A – LS Alt. 2 – SU Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, C
SCENIC-2. Will the Project be visible from or cause an adverse effect on foreground or middle ground views from a high volume travel way, recreation use area, or other public use area, including Lake Tahoe, TRPA designated bike trail, or state or federal highway?	Alt.1/1A – S Alt. 2 – S Alt. 3 – S Alt. 4 – LS Alt. 5 – S Alt. 6 – S	SCENIC-2a: Slope Vegetation Management (Alts 1, 3, 5 and 6) SCENIC-2b: Mid-Mountain Lodge Redesign (1, 3, 5 and 6) SCENIC-1a: Alternative 5 North Base Area Building Height Reductions (Alternative 5)	Alt.1/1A – LS Alt. 2 – SU Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, C

**Table 2-1**

Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

Impact	Significance before Mitigation	Recommended Mitigation Measures*	Significance after Mitigation	Duration of Impact
SCENIC-3. Will the Project create an unacceptable new light source or cause glare or affect day or nighttime views in the area?	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required  Note: Alts 1, 3, 4, 5 and 6 will comply with TRPA and Placer County Design Guidelines to ensure all light sources shall be shielded so no light source is directed off-site	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, C
SCENIC-C1. Will the Project have significant cumulative impacts to scenic resources?	Alt.1/1A – S Alt. 2 – LS Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	SCENIC-1a: Alternative 5 North Base Area Building Height Reductions SCENIC -1b: Alternative 6 North Base Area Building Redesign SCENIC-2a: Slope Vegetation Management (Alts 1, 3, 5 and 6) SCENIC-2b: Mid-Mountain Lodge Redesign (Alts 1, 3, 5 and 6)	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, C
<b>11.0 Transportation, Parking, and Circulation</b>				
TRANS-1. Will the Project result in generation of 200 or more new Daily Vehicle Trip Ends (DVTE)?	Alt.1/1A – S Alt. 2 – NI Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	TRANS-1: Traffic and Air Quality Mitigation Program	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, LT



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Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

Impact	Significance before Mitigation	Recommended Mitigation Measures*	Significance after Mitigation	Duration of Impact
TRANS-2. Will the Project result in changes to existing parking facilities, or demand for new parking?	Alt.1/1A – S Alt. 2 – NI Alt. 3 – S Alt. 4 – S Alt. 5 – LS Alt. 6 – S	TRANS-2: Provide Adequate Parking to Meet Placer County Requirements	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, LT
TRANS-3. Will the Project result in a substantial impact upon the existing transportation systems, including roadways and intersections? <i>Summer LOS</i>	Alt.1/1A – S Alt. 2 – NI Alt. 3 – S Alt. 4 – LS Alt. 5 – S Alt. 6 – S	TRANS-3: Implement Intersection Improvements	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, LT
TRANS-3. Will the Project result in a substantial impact upon the existing transportation systems, including roadways and intersections? <i>Summer Queuing</i>	Alt.1/1A – S Alt. 2 – NI Alt. 3 – S Alt. 4 – LS Alt. 5 – S Alt. 6 – S	None feasible for Alternatives 1, 3, 5, and 6	Alt.1/1A – SU Alt. 2 – NI Alt. 3 – SU Alt. 4 – LS Alt. 5 – SU Alt. 6 – SU	P, LT
TRANS-3. Will the Project result in a substantial impact upon the existing transportation systems, including roadways and intersections? <i>Winter LOS</i>	Alt.1/1A – S Alt. 2 – NI Alt. 3 – S Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	TRANS-3: Implement Intersection Improvements	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, LT

**Table 2-1**

Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

Impact	Significance before Mitigation	Recommended Mitigation Measures*	Significance after Mitigation	Duration of Impact
TRANS-3. Will the Project result in a substantial impact upon the existing transportation systems, including roadways and intersections? <i>Winter Queuing</i>	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, LT
TRANS-4. Will the Project result in a substantial impact upon the existing transportation systems, including transit facilities?	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – NI Alt. 5 – LS Alt. 6 – LS	None Required	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – NI Alt. 5 – LS Alt. 6 – LS	LT
TRANS-5. Will the Project result in a substantial impact upon the existing transportation systems, including bicycle or pedestrian facilities?	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – NI Alt. 5 – LS Alt. 6 – LS	None Required	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – NI Alt. 5 – LS Alt. 6 – LS	LT
TRANS-6. Will the Project result in a temporary impact upon existing transportation systems due to construction traffic?	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	C

**Table 2-1**

Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

Impact	Significance before Mitigation	Recommended Mitigation Measures*	Significance after Mitigation	Duration of Impact
TRANS-7. Will the Project result in alterations to the present patterns of circulation or movement of people and/or goods?	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	LT
TRANS-8. Will the Project result in an increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	LT
TRANS-C1. Will the Project result in a substantial impact upon cumulative transportation systems, including roadways and intersections? <i>Summer LOS</i>	Alt.1/1A – S Alt. 2 – NI Alt. 3 – S Alt. 4 – LS Alt. 5 – S Alt. 6 – S	TRANS-C1: Implement Intersection Improvements (Cumulative) TRANS-C2: Payment of Countywide Traffic Impact Fees	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, LT
TRANS-C1. Will the Project have significant cumulative impacts to transportation or circulation? <i>Summer Queuing</i>	Alt.1/1A – S Alt. 2 – NI Alt. 3 – S Alt. 4 – LS Alt. 5 – S Alt. 6 – S	None feasible for Alternatives 1, 3, 5, and 6	Alt.1/1A – SU Alt. 2 – NI Alt. 3 – SU Alt. 4 – LS Alt. 5 – SU Alt. 6 – SU	P, LT

**Table 2-1**

Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

<b>Impact</b>	<b>Significance before Mitigation</b>	<b>Recommended Mitigation Measures*</b>	<b>Significance after Mitigation</b>	<b>Duration of Impact</b>
TRANS-C1. Will the Project have significant cumulative impacts to transportation or circulation? <i>Winter LOS</i>	Alt.1/1A – S Alt. 2 – NI Alt. 3 – S Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	TRANS-C1: Implement Intersection Improvements (Cumulative) TRANS-C2. Payment of Countywide Traffic Impact Fees	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, LT
TRANS-C1. Will the Project have significant cumulative impacts to transportation or circulation? <i>Winter Queuing</i>	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, LT
<b>12.0 Air Quality</b>				
AQ-1. Will the Project generate construction emissions in excess of applicable standards?	Alt.1/1A – S Alt. 2 – NI Alt. 3 – S Alt. 4 – LS Alt. 5 – S Alt. 6 – S	AQ-1: Implement PCAPCD Best Management Practices (BMPs) to reduce pollutant emissions during construction	Alt.1/1A –LS Alt. 2 – NI Alt. 3 – SU Alt. 4 – LS Alt. 5 – SU Alt. 6 – SU	T, C

**Table 2-1**

Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

Impact	Significance before Mitigation	Recommended Mitigation Measures*	Significance after Mitigation	Duration of Impact
AQ-2. Will the Project generate operational emissions or vehicle miles traveled (VMT) in excess of applicable standards?	Alt.1/1A – S Alt. 2 – NI Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	AQ-2a: Contribute to the TRPA Traffic and Air Quality Mitigation Program AQ-2b: Prohibit Installation of Wood-Burning Appliances	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, LT
AQ-3. Will the Project result in exposure of sensitive receptors to substantial pollutant concentrations?	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	
AQ-4. Will the Project conflict with or obstruct implementation of the applicable air quality plan?	Alt.1/1A – S Alt. 2 – NI Alt. 3 – S Alt. 4 – LS Alt. 5 – S Alt. 6 – S	AQ-1: Implement PCAPCD Best Management Practices (BMPs) to reduce pollutant emissions during construction	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – SU Alt. 4 – LS Alt. 5 – SU Alt. 6 – SU	T, C
AQ-5. Will the Project generate objectionable odors?	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	

**Table 2-1**

Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

<b>Impact</b>	<b>Significance before Mitigation</b>	<b>Recommended Mitigation Measures*</b>	<b>Significance after Mitigation</b>	<b>Duration of Impact</b>
AQ-C1. Would the Project result in a cumulative short-term impact on air quality?	Alt.1/1A – S Alt. 2 – NI Alt. 3 – S Alt. 4 – LS Alt. 5 – S Alt. 6 – S	AQ-1: Implement PCAPCD BMPs to reduce pollutant emissions during construction	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – SU Alt. 4 – LS Alt. 5 – SU Alt. 6 – SU	T, C
AQ-C2. Would the Project result in a cumulative long-term impact on air quality?	Alt.1/1A – S Alt. 2 – LS Alt. 3 – S Alt. 4 – LS Alt. 5 – S Alt. 6 – S	AQ-2a: Contribute to the TRPA Traffic and Air Quality Mitigation Program	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, LT
AQ-C3. Would the Project result in a cumulative long-term local impact on air quality?	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	

**Table 2-1**

Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

Impact	Significance before Mitigation	Recommended Mitigation Measures*	Significance after Mitigation	Duration of Impact
<b>13.0 Noise</b>				
NOI-1. Will construction (including blasting activities) of the Project expose the public to high noise levels or vibration?	Alt.1/1A – S Alt. 2 – NI Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	NOI-1a. Employ Measures to Reduce Airblast and Vibration from Blasting NOI-1b. Conduct Building Inspection prior to Blasting NOI-1c: Employ Noise-Reducing Construction Practices	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	T, C
NOISE-2. Will operation and maintenance of the Project expose the public to high noise levels (e.g., above CNEL permitted in the applicable Plan Area Statements, Community Plan or Master Plan) from transportation sources?	Alt.1/1A – S Alt. 2 – NI Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	NOI-2: Employ Measures to Ensure Project-Related Traffic Noise Does Not Increase Relative to Future No Project Conditions	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, LT

**Table 2-1**

Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

Impact	Significance before Mitigation	Recommended Mitigation Measures*	Significance after Mitigation	Duration of Impact
NOI-3. Will noise from Project concerts, snowmaking, or other resort operations effect existing or proposed noise-sensitive land uses?	Alt.1/1A – S Alt. 2 – NI Alt. 3 – S Alt. 4 – LS Alt. 5 – S Alt. 6 – S	NOI-3a: Design New Residences to Reduce Interior Noise Below 45dBA, L <sub>dn</sub> 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 NOI-3c: Implement Measures to Ensure Noise Levels at Existing Residences are Reduced to Meet the Adjacent Plan Area Statement (PAS) CNEL Limit	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, LT



**Table 2-1**

Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

Impact	Significance before Mitigation	Recommended Mitigation Measures*	Significance after Mitigation	Duration of Impact
NOI-C1. Will the Project have significant cumulative noise impacts?	Alt.1/1A – S Alt. 2 – NI Alt. 3 – S Alt. 4 – LS Alt. 5 – S Alt. 6 – S	NOI-2: Employ Measures to Ensure Project-Related Traffic Noise Does Not Increase Relative to Future No Project Conditions NOI-3a: Design New Residences to Reduce Interior Noise Below 45dBA, L <sub>dn</sub> 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 NOI-3c: Implement Measures to Ensure Noise Levels at Existing Residences are Reduced to Meet the Adjacent Plan Area Statement (PAS) CNEL Limit	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, LT
<b>14.0 Soils, Geology, and Seismicity</b>				
GEO-1. Will the Project expose people or structures to adverse geological hazards, including risk of loss, injury, or death involving fault rupture, strong seismic ground shaking, seismic related ground failure (e.g., liquefaction), or landslides?	Alt.1/1A – S Alt. 2 – LS Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	GEO-1: Submit Final Geotechnical Report	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P

**Table 2-1**

Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

<b>Impact</b>	<b>Significance before Mitigation</b>	<b>Recommended Mitigation Measures*</b>	<b>Significance after Mitigation</b>	<b>Duration of Impact</b>
GEO-2. Will Project facilities be located within an area of unstable soil conditions, including soils susceptible to collapse, subsidence, corrosion, or expansion?	Alt.1/1A – S Alt. 2 – LS Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	GEO-1: Submit Final Geotechnical Report	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P
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?	Alt.1/1A – S Alt. 2 – S Alt. 3 – S Alt. 4 – LS Alt. 5 – S Alt. 6 – S	GEO-3: Comply with Excess Land Coverage Mitigation Program	Alt.1/1A – LS Alt. 2 – SU Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P

**Table 2-1**

Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

Impact	Significance before Mitigation	Recommended Mitigation Measures*	Significance after Mitigation	Duration of Impact
GEO-4. Will construction of the Project result in changes to native geologic substructures or cause erosion, loss of topsoil, or changes in topography from excavation, grading or filling?	Alt.1/1A – S Alt. 2 – LS Alt. 3 – S Alt. 4 – LS Alt. 5 – S Alt. 6 – S	GEO-4a: Design Construction-related BMPs According to the California Stormwater Quality Association Stormwater BMP Handbooks and TRPA's Handbook of BMPs GEO-4b: Conform to Provisions of Placer County Grading and Erosion Control Ordinance GEO-4c: Identify Stockpiling and/or Vehicle Staging Areas on Improvement Plans GEO-4d: Comply with Placer County Blasting Requirement GEO-4e: Obtain NPDES Permit GEO-4f: Satisfy the requirements of Section II of the Land Development Manual (LDM) GEO-4g: Final Construction Dewatering Plan	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	C, P
GEO-C1. Will the Project have significant cumulative impacts to geologic resources?	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P

**Table 2-1**

Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

Impact	Significance before Mitigation	Recommended Mitigation Measures*	Significance after Mitigation	Duration of Impact
<b>15.0 Hydrology, Water Rights, Surface Water Quality and Groundwater</b>				
HYDRO-1. Will the construction or long-term operations of the Project violate existing waste discharge permit provisions or result in discharges into surface waters (streams, SEZs or Lake Tahoe) so that beneficial uses and water quality standards are not maintained?	Alt.1/1A – PS Alt. 2 – S Alt. 3 – PS Alt. 4 – LS Alt. 5 – PS Alt. 6 – PS	HYDRO-1a: Design Water Quality Protection BMPs According to the California Stormwater Quality Association Stormwater BMP Handbooks and TRPA's Handbook of BMPs HYDRO-1b: Storm Drain Stenciling HYDRO-1c: Stormwater Routing for Refuse Management HYDRO-1d: Inspection, Operations, Maintenance and Monitoring Plan for Stormwater Treatment Systems and Permanent BMPs HYDRO-1e: Apply Project Security Fee Towards BMP and Stormwater System Improvements and/or Restoration Projects if Discharge Limits are Not Met HYDRO-1f: Restrict Development within Quail Lake Creek Watershed until Compliance with Project Area TOC	Alt.1/1A – LS Alt. 2 – SU Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	C, P

**Table 2-1**

Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

Impact	Significance before Mitigation	Recommended Mitigation Measures*	Significance after Mitigation	Duration of Impact
		<p>BIO-9: Final Landscape/Revegetation Plan and Fertilizer Management Plan</p> <p>GEO-4a: Design Construction-related BMPs According to the California Stormwater Quality Association Stormwater BMP Handbooks and TRPA's Handbook of BMPs</p> <p>GEO-4b: Conform to Provisions of Placer County Grading, Erosion, and Sediment Control Ordinance</p> <p>GEO-4c: Identify Stockpiling and/or Vehicle Staging Areas on Improvement Plans</p> <p>GEO-4e: Obtain NPDES Permit</p> <p>GEO-4f: Satisfy the requirements of Section II of the Land Development Manual. (LDM).</p>		

**Table 2-1**

Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

Impact	Significance before Mitigation	Recommended Mitigation Measures*	Significance after Mitigation	Duration of Impact
HYDRO-2. Will Project construction or operation alter the existing surface water drainage patterns or cause increased runoff resulting in flooding or stream bank erosion or contribute runoff in rates or volumes that will exceed the capacity of existing or planned storm water drainage systems so that a 20-yr, 1-hr storm runoff (approximately 1 inch per hour) cannot be contained on the site?	Alt.1/1A – S Alt. 2 – S Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	HYDRO-2a: TRPA Soils Hydrological Approval Conditions HYDRO-2b: Submit Final Drainage Report– Conformance with Section 5 of the Placer County Land Development Manual and Stormwater Management Manual HYDRO-2c: Drainage Facilities to Conform to Placer County Stormwater Management Manual HYDRO-2d; Reduce Stormwater Runoff to Pre-Project Volumes HYDRO-2e: Implement the Homewood Creek SEZ Restoration Plan (Alternatives 4, 5 and 6) BIO-5a: Homewood Creek Restoration Plan GEO-4b: Conform to Provisions of Placer County Grading, Erosion, and Sediment Control Ordinance GEO-4f: Satisfy the requirements of Section II of the Land Development Manual. (LDM)	Alt.1/1A – LS Alt. 2 – SU Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P

**Table 2-1**

Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

Impact	Significance before Mitigation	Recommended Mitigation Measures*	Significance after Mitigation	Duration of Impact
HYDRO-3. Will Project construction activities or long-term operations result in a substantial degradation of groundwater or result in a substantial change in the quality, quantity, elevation, infiltration, or movement of groundwater?	Alt.1/1A – S Alt. 2 – LS Alt. 3 – S Alt. 4 – LS Alt. 5 – S Alt. 6 – S	HYDRO-3a: Implement Operation Dewatering Plan/ Implement Engineered Groundwater Mitigations HYDRO-3b: Inspection, Maintenance and Monitoring Plan Groundwater Infiltration Systems for Underground Parking Structures HYDRO-3c: Complete a Water Balance Analysis for the North Base Well and the TCPUD McKinney Well	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	C, LT, P
HYDRO-4. Will the Project alter the course or flow of the 100-year floodwaters or expose people or structures to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?	Alt.1/1A – S Alt. 2 – S Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	HYDRO-4a: Emergency Response and Evacuation Plan HYDRO-4b: Comply with Placer County Stormwater Management Manual Section VI HYDRO-4c: Comply with Placer County Flood Damage Prevention Ordinance	Alt.1/1A – LS Alt. 2 – SU Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	LT, P

**Table 2-1**

Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

Impact	Significance before Mitigation	Recommended Mitigation Measures*	Significance after Mitigation	Duration of Impact
HYDRO-5. Will the Project change the amount of surface water in any water body, substantially reduce the amount of water otherwise available for public water supplies, or be located within 600 feet of a drinking water source?	Alt.1/1A – S Alt. 2 – LS Alt. 3 – S Alt. 4 – LS Alt. 5 – S Alt. 6 – S	HYDRO-5: Water Use/Water Rights Monitoring Program/Install meters at Points of Diversions and Application or Use  HYDRO-3c: Complete a Water Balance Analysis for the HMR-Owned Wells and the TCPUD McKinney Well  PSU-1a: Water Supply Assessment and Infrastructure	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P
HYDRO-C1. Will the Project have significant cumulative impacts to water resources?	Alt.1/1A – LS Alt. 2 – S Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	Alt.1/1A – LS Alt. 2 – SU Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P



**Table 2-1**

Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

Impact	Significance before Mitigation	Recommended Mitigation Measures*	Significance after Mitigation	Duration of Impact
<b>16.0 Public Services and Utilities</b>				
PSU-1. Will the Project increase demand or exacerbate peak period service demand of fire, law enforcement, schools, government services, water, sewage treatment and disposal, communication systems, solid waste, gas, or electric to such a degree that service standards and objectives cannot be maintained or new facilities are needed that could cause significant environmental effects?	Alt.1/1A – S Alt. 2 – NI Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	PSU-1a: Final Water Supply Assessment and Infrastructure PSU-1b: Coordination of Construction Waste Disposal with ERS PSU-1c: Payment of Development Impact Fee to Placer County Sheriff's Department	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, LT
PSU-2. Does the Project have the potential to damage existing utility infrastructure?	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P
PSU-3. Will Project construction interfere with law enforcement and fire protection services?	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P

**Table 2-1**

Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

Impact	Significance before Mitigation	Recommended Mitigation Measures*	Significance after Mitigation	Duration of Impact
PSU-C1. Will the Project have significant cumulative impacts to public service and utility resources?	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P
<b>17.0 Hazardous Materials and Public Safety</b>				
PS-1. Will the Project expose people or structures to a significant risk or loss, injury or death involving fire hazards, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?	Alt.1/1A – S Alt. 2 – LS Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	PS-1: NTFPD Design Approval and Annexation	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, LT
PS-2. Will the Project result in an interference with emergency response plans or emergency evacuation plans?	Alt.1/1A – S Alt. 2 – LS Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	PS-2: Ensure Emergency Access During Construction and Operation	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	T, C, P, LT

**Table 2-1**

Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

Impact	Significance before Mitigation	Recommended Mitigation Measures*	Significance after Mitigation	Duration of Impact
PS-3. Will the Project involve the use of explosives for trenching?	Alt.1/1A – S Alt. 2 – LS Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	PS-3: Implement Blast Management Techniques to Reduce Adverse Effects	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	T, C
PS-4. Does the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, release of hazardous materials into the environment, or emit hazardous emissions within one-quarter mile of an existing or proposed school?	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	-
PS-5. Does the Project have the potential to encounter contaminated soils or expose workers or the public to health hazards, including those from a known hazardous waste site?	Alt.1/1A – S Alt. 2 – LS Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	PS-5: Construction and Design Review by the Placer Mosquito and Vector Control District	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	T, C, P, LT
PSU-C1. Will the Project have significant cumulative impacts to public safety?	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	-

**Table 2-1**

Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

Impact	Significance before Mitigation	Recommended Mitigation Measures*	Significance after Mitigation	Duration of Impact
<b>18.0 Recreation</b>				
REC-1. Will the Project result in a decrease or loss of public access to any lake, waterway, or public lands or decrease in the quality of a recreational experience?	Alt.1/1A – S Alt. 2 – LS Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	REC-1a: Beach Access Maintenance Funding (Alternatives 1, 3, 5 and 6) REC-1b: Maintain or Enhance Public Access to Public Lands (Alternative 4)	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P
REC-2. Will the Project create conflicts between recreation uses, either existing or proposed?	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – S Alt. 5 – LS Alt. 6 – LS	None Available for Alternative 4	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – SU Alt. 5 – LS Alt. 6 – LS	P, LT
REC-3. Will the Project result in the need to construct new recreational facilities or expansion of existing facilities?	Alt.1/1A – S Alt. 2 – LS Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	REC-3: Provide On-site Recreational Facilities and Park Fees to Placer County; Operate Shuttle Service to State Parks	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, LT

**Table 2-1**

Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

Impact	Significance before Mitigation	Recommended Mitigation Measures*	Significance after Mitigation	Duration of Impact
REC-4. Will the Project create additional recreational capacity?	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, LT
REC-C1. Will the Project have significant cumulative impacts to recreation?	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – S Alt. 5 – LS Alt. 6 – LS	None Available for Alternative 4	Alt.1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – SU Alt. 5 – LS Alt. 6 – LS	P, LT
<b>19.0 Climate Change</b>				
CC-1. Will the Project Result in a Significant Project-Level Impact on Climate Change?	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	Alt.1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, LT

**Table 2-1**

Summary of Impacts and Mitigation Measures for the Proposed Project (Alternative 1/1A),  
No Project (Alternative 2) and Alternatives 3, 4, 5 and 6

<b>Impact</b>	<b>Significance before Mitigation</b>	<b>Recommended Mitigation Measures*</b>	<b>Significance after Mitigation</b>	<b>Duration of Impact</b>
CC-C1. Will the Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?	Alt.1/1A – S Alt. 2 – NI Alt. 3 – S Alt. 4 – LS Alt. 5 – S Alt. 6 – S	CC-C1: Document and Verify Implementation of the Project GHG Reduction Commitments CC-C2: Implement Project Design Features to Further Reduce Project Contribution to Climate Change	Alt.1/1A – SU Alt. 2 – NI Alt. 3 – SU Alt. 4 – LS Alt. 5 – SU Alt. 6 – SU	P, LT
CC-C2. Will the Project conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?	Alt.1/1A – S Alt. 2 – NI Alt. 3 – S Alt. 4 – LS Alt. 5 – S Alt. 6 – S	CC-C1: Document and Verify Implementation of the Project GHG Reduction Commitments CC-C2: Implement Project Design Features to Further Reduce Project Contribution to Climate Change	Alt.1/1A – SU Alt. 2 – NI Alt. 3 – SU Alt. 4 – LS Alt. 5 – SU Alt. 6 – SU	P, LT

Source: HBA 2011

***Section 2.4, Table 2-2, DEIR/EIS page 2-37, FEIR/EIS page 2-39: Revisions to Project Benefits in Relation to Chapter 15.0 Hydrology, Water Rights, Surface Water Quality and Groundwater***

Table 2-2 summarizes benefits associated with the Proposed Project (Alternative 1/1A) and Alternatives 3, 5 and 6 by applicable resource category. This table illustrates how the CEP Alternatives listed above would result in a variety of environmental and community benefits that exceed standard TRPA and Placer County requirements and does not address the No Project (Alternative 2) or Alternative 4 because these alternatives do not include benefits required under the CEP.

**Table 2-2**

Summary of Environmental Benefits under the CEP Alternatives, the Proposed Project (Alternative 1/1A) and Alternatives 3, 5, and 6

Impact	Project Benefits
	and dial-a-ride, shuttle, and water taxi services will be provided to reduce VMT.
<b>14.0 Soils, Geology and Seismicity</b>	
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?	<ul style="list-style-type: none"> <li>Substantial land coverage reduction and restoration on the upper mountain areas (HMR commits a total of 500,000 square feet of restoration that must be verified by TRPA for relocation and permanent retirement of at least 10 percent of existing project area land coverage).</li> <li>A majority of building footprints to be located on land capability classes 4 and higher.</li> </ul>
<b>15.0 Hydrology, Water Rights, Surface Water Quality and Groundwater</b>	
HYDRO-1. Will the construction or long-term operations of the Project violate existing waste discharge permit provisions or result in discharges into surface waters (streams, SEZs or Lake Tahoe) so that beneficial uses and water quality standards are not maintained?	<ul style="list-style-type: none"> <li><del>Stormwater treatment in excess of the 2050-year/1-hour storm event for redevelopment areas (EIP 725). Capture of stormwater runoff planned through a series of bioretention areas, vaults and infiltration galleries.</del></li> <li>Removal of culvert and fill from the SEZ at the South Base area and day lighting Ellis/Homewood Creek channel with the Proposed Project (Alternative 1/<u>1A</u>) and Alternatives 3, and 6.</li> <li><del>Participation in local Homewood elements of EIP 996, the Placer County-Homewood Mountain Resort Water Quality Improvement; a nine mile segment of SR 89 in Placer County by helping to implement runoff treatment facilities and erosion control features</del>Participation in local Homewood elements of EIP 996; a nine mile segment of SR 89 in Placer County by helping to implement runoff treatment facilities and erosion control features, including high level stormwater treatment vault and a series of additional vegetated basins to treat SR 89 runoff.</li> <li><del>Participation in local Homewood elements of EIP 996; a nine mile segment of SR 89 in Placer County by helping to implement runoff treatment facilities and erosion control features, including high level stormwater treatment vault and a series of additional vegetated basins to treat SR 89 runoff.</del></li> <li>Substantial land coverage reduction and restoration on the upper mountain areas (HMR commits a total of 500,000 square feet of restoration that must be verified by TRPA for relocation and permanent retirement of at least 10 percent of existing project area land coverage).</li> <li>A majority of building footprints to be located on land capability classes 4 and higher.</li> </ul>
HYDRO-2. Will Project construction or operation alter	<ul style="list-style-type: none"> <li><del>Stormwater treatment in excess of the 20-year/1-</del></li> </ul>



**Table 2-2**

Summary of Environmental Benefits under the CEP Alternatives, the Proposed Project  
(Alternative 1/1A) and Alternatives 3, 5, and 6

Impact	Project Benefits
the existing surface water drainage patterns or cause increased runoff resulting in flooding or stream bank erosion or contribute runoff in rates or volumes that will exceed the capacity of existing or planned storm water drainage systems so that a 20-yr, 1-hr storm runoff (approximately 1 inch per hour) cannot be contained on the site?	<p><u>hour storm event for redevelopment areas (EIP 725). Capture of stormwater runoff planned through a series of bioretention areas, vaults and infiltration galleries.</u></p> <ul style="list-style-type: none"> <li><del>• Treatment of the 50-year/1-hour storm event for redevelopment areas (EIP 725). Capture of water runoff planned through a series of vaults and infiltration galleries.</del></li> <li>• Removal of culvert and fill from the SEZ at the South Base area and day lighting Ellis/Homewood Creek channel.</li> <li>• <u>Participation in local Homewood elements of EIP 996, the Placer County-Homewood Mountain Resort Water Quality Improvement; a nine mile segment of SR 89 in Placer County by helping to implement runoff treatment facilities and erosion control features</u><del>Participation in local Homewood elements of EIP 996; a nine mile segment of SR 89 in Placer County by helping to implement runoff treatment facilities and erosion control features, including high level stormwater treatment vault and a series of additional vegetated basins to treat SR 89 runoff.</del></li> <li>• Substantial land coverage reduction and restoration on the upper mountain areas (HMR commits a total of 500,000 square feet of restoration that must be verified by TRPA for relocation and permanent retirement of at least 10 percent of existing project area land coverage).</li> <li>• A majority of building footprints to be located on land capability classes 4 and higher.</li> </ul>
HYDRO-3. Will Project construction activities or long-term operations result in a substantial degradation of groundwater or result in a substantial change in the quality, quantity, elevation, infiltration, or movement of groundwater?	<ul style="list-style-type: none"> <li><u>• Stormwater treatment in excess of the 20-year/1-hour storm event for redevelopment areas (EIP 725). Capture of stormwater runoff planned through a series of bioretention areas, vaults and infiltration galleries.</u></li> <li><del>• Treatment of the 50-year/1-hour storm event for redevelopment areas (EIP 725). Capture of water runoff planned through a series of vaults and infiltration galleries.</del></li> <li>• Removal of culvert and fill from the SEZ at the South Base area and day lighting Ellis/Homewood Creek channel for Alternatives 1/1A and 3.</li> </ul>

**Table 2-2**

Summary of Environmental Benefits under the CEP Alternatives, the Proposed Project (Alternative 1/1A) and Alternatives 3, 5, and 6

Impact	Project Benefits
	<ul style="list-style-type: none"> <li>Removal of fill from SEZ in the gravel parking lot at the North Base area: Alternatives 1/1A, 3, 5 and 6.</li> <li><del>Participation in local Homewood elements of EIP 996, the Placer County-Homewood Mountain Resort Water Quality Improvement; a nine mile segment of SR 89 in Placer County by helping to implement runoff treatment facilities and erosion control features.</del> <u>Participation in local Homewood elements of EIP 996; a nine mile segment of SR 89 in Placer County by helping to implement runoff treatment facilities and erosion control features, including high level stormwater treatment vault and a series of additional vegetated basins to treat SR 89 runoff.</u></li> <li>Substantial land coverage reduction and restoration on the upper mountain areas (HMR commits a total of 500,000 square feet of restoration that must be verified by TRPA for relocation and permanent retirement of at least 10 percent of existing project area land coverage).</li> <li>A majority of building footprints to be located on land capability classes 4 and higher.</li> </ul>
HYDRO-C1. Will the Project have significant cumulative impacts to water resources?	<ul style="list-style-type: none"> <li><del>Stormwater treatment in excess of the 20-year/1-hour storm event for redevelopment areas (EIP 725). Capture of stormwater runoff planned through a series of bioretention areas, vaults and infiltration galleries.</del></li> <li><del>Participation in local Homewood elements of EIP 996, the Placer County-Homewood Mountain Resort Water Quality Improvement.</del> <u>Treatment of the 50-year/1-hour storm event for redevelopment areas (EIP 725). Capture of water runoff planned through a series of vaults and infiltration galleries.</u></li> <li><del>Participation in local Homewood elements of EIP 996; a nine mile segment of SR 89 in Placer County by helping to implement runoff treatment facilities and erosion control features, including high level stormwater treatment vault and a series of additional vegetated basins to treat SR 89 runoff.</del></li> </ul>
<b>17.0 Hazardous Materials and Public Safety</b>	
PS-1. Will the Project expose people or structures to a significant risk or loss, injury or death involving fire	<ul style="list-style-type: none"> <li>HMR has treated over 400 acres of forested areas to reduce the threat of catastrophic fire. There is a plan</li> </ul>

## 24.3 CHAPTER 3 - DESCRIPTION OF PROPOSED PROJECT AND ALTERNATIVES

The addition of Alternative 1A and response to public comments received on the DEIR/EIS resulted in the following revisions to Section 3.5 detailing the Proposed Project. Specific page numbers, table numbers and figure numbers are provided from Chapter 3 with new information called out in underlined text and deleted text called out as ~~struckthrough~~.

*Section 3.5.1, DEIR/EIS page 3-16, FEIR/EIS page 3-16: Add description of Revised Proposed Project (Alternative 1A)*

### 3.5 ALTERNATIVE 1/~~1A~~ – PROPOSED PROJECT

The Proposed Project (Alternative 1) is described in the HMR Ski Area Master Plan dated October 2010 and is a conceptual plan to redevelop a mixed-use base area in the north Project area, a residential base area in the south, and a Mid-Mountain lodge and beginner ski area. The Proposed Project would provide for up to 155 tourist accommodation units, 181 residential units and 13 workforce/employee housing units at the North and South Base areas. The Project area and proposed redevelopment is shown on Figures 3-1 through 3-10 and described below.

HMR has proposed modifications to Alternative 1 based on input from neighbors at the North and South Base areas. The modifications will be identified as Alternative 1A and identified in the following sections. In summary, 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. The modifications would not change the number of proposed multi-family residential or tourist accommodation units, nor the amount of proposed commercial floor area. However, under Alternative 1A, the proposed condo/hotel tourist accommodation units would not include units with lock-offs as described below for Alternative 1. The total parking provided onsite would increase by 9 spaces. Figure 3-8A documents the proposed changes included in Alternative 1A.

The South Base area 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 up to 47 in the remaining large multi-family residential condo building). Figure 3-9A documents the proposed changes included in Alternative 1A.

As explained in Chapter 1, this document is both a Program EIR and a Project EIR under CEQA, based on the level of detail provided for each project component. Table 3-4 details the project-level and program-level components of the Proposed Project (Alternative 1/1A).

**Table 3-4, DEIR/EIS page 3-17, FEIR/EIS page 3-17: Revised Table to include Alternative 1A**

**Table 3-4**

**Project-level and Programmatic-level Components –  
Proposed Project (Alternative 1/1A)**

<b>Phasing</b>	<b>Project-level Component</b>	<b>Program-level Component</b>
Phase 1	Amendments to TRPA Plan Area Statements, Code of Ordinance and Goals and Policies	Extension of Cross-Country Ski Trails at South Base Area
	Mid Mountain Day Lodge and Accessory Structures (e.g., Gondola Terminal)	Mid Mountain Learn to Ski Lift and Ellis Chair Lift Replacement
	Mid Mountain Maintenance/Water Tanks	Snowmaking Expansion including Accessory Buildings (e.g., pump houses)
	Gondola	On Mountain Road Abandonment and Restoration (e.g., restoration sites with potential use of project generated fill material)
	North Base Hotel/Lodge Building B	
	North Base Day Skier Services Building and Residential Units Building A	
	Alternative Transportation Program (e.g., Summer Water Taxi, Shuttles, Dial-A-Ride)	
	Extend TCPUD Bike Trail through North Base Area	
	Amphitheater	
	North Base Commercial and Residential Units Building C ( <u>Commercial excluded under Alt 1A</u> )	
	North Base Employee/Workforce Housing and Day Skier Parking Structure Building P ( <u>Commercial included under Alt 1A</u> )	
	North Base Gathering/Ice Pond Area	
	North Base Residential Units Building D	
	North Base Residential Units Building E	
Phase 2	Demolish South Base Maintenance Facility	South Base Tahoe Ski Bowl Way Extension to North Base Townhouses
	South Base Residential Units Building A	North Base Townhouses
	South Base Residential Units Building A1 ( <u>Chalets A1-1 to A1-9 under Alternative 1A</u> )	
	South Base Residential Units Building B ( <u>Chalets B1 to B15 under Alternative 1A</u> )	
	South Base Culvert Removal/SEZ Restoration	

Source: HMR Master Plan 2010

**Section 3.5.2, DEIR/EIS page 3-18, FEIR/EIS page 3-18: Add description of Revised Proposed Project (Alternative 1A)**

**3.5.2 North Base Area**

The approximately 17-acre North Base area will include six new mixed-use structures and eight new townhouse structures to provide up to:

- 36 residential condominiums (multi-family residential units);
- 16 townhouses (multi-family residential units);
- 20 fractional ownership units (TAUs with 10% or more units with kitchens);
- ~~A resort lodge with~~
- 75 traditional hotel rooms (TAUs with less than 10% of units with kitchens),
- 40 two-bedroom for sale condominium/hotel units (up to 20 of which will have one-room lock-offs, which means the units could be used as two rentals instead of one for a total of 60 TAUs with 10% or more units with kitchens), and
- 30 penthouse condominium units (TAUs with 10% or more units with kitchens located on the upper floors of the hotel);
- 25,000 square feet of commercial floor space (a portion of which may be provided at the Mid-Mountain lodge);
- 13 employee/workforce housing units (multi-family residential bonus units);
- A 272 space day skier parking structure on four levels; and
- 30,000 square feet of skier services to provide food and beverage service, adult and children's ski school services, rental shop, locker facilities, restrooms, first aid, and mountain administration and operations offices.

Under the Proposed Project, day-skier access and ski resort amenities and services will be relocated to the North Base in Buildings A and B (Figures 3-7 and 3-8). 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. Alternative 1A (Figure 3-8A) provides 738 parking spaces, including 272 day use parking spaces in a four-level parking structure in Building P (located at SR 89 north of Fawn Street – Figure 3-8C), 56 limited surface parking spaces in two locations adjacent to Buildings A and C, and 410 underground valet parking spaces accessed from Fawn Street (Figure 3-8B) and the new Hotel entry drive.

The 75-room, five-star boutique-style hotel (Building B, Figure 3-7) will feature resort amenities that are expected to include full service restaurant, spa and fitness facility. In addition to the Hotel rooms, there will be combined with up to 40 two-bedroom, two-bath condominium/hotel units (up to 20 with one-room lock-offs under Alternative 1) and 30 individually owned penthouse condominium units (top floor of Building B). The condominium/hotel units and penthouse condominium units will be individually owned and owners will be offered full hotel services.

The 36 residential condominiums and up to 20 fractional ownership units will be spread between ~~2 and 3-story~~ other north base buildings located adjacent to SR 89 (Buildings A, C, D and E, Figure 3-7). Alternative 1A (Figure 3-8A) 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. Some of these residential condominium units will be located in buildings with village retail space on the ground floor. Thirteen employee/workforce housing apartments with up to four bedrooms each, will be located adjacent to the above ground parking structure accessed from Fawn Street to the south of the hotel and condominium units in Building P.

Vehicle access to 16 townhouses in eight buildings in the North Base area would be via an approximately 1,500 foot long extension of Tahoe Ski Bowl Way from the South Base area. Per Placer County requirements, a secondary access road is required to be constructed to serve these townhomes due to the length of Tahoe Ski Bowl Way extension, as dead end roads must not be more than 1,320 feet long for parcels 1-5 acres in size or 2,640 feet long for parcels 5-20 acres in size, however, the project has not included details for a secondary access to allow analysis of potential impact of this road construction in this EIR/EIS. The secondary access will utilize the existing South Street public highway easement located between Sacramento Avenue and the extension of Tahoe Ski Bowl Way. The North Base townhomes are a Phase 2 project component that will be analyzed at a project level for Placer County CEQA and TRPA purposes prior to its eventual permitting.

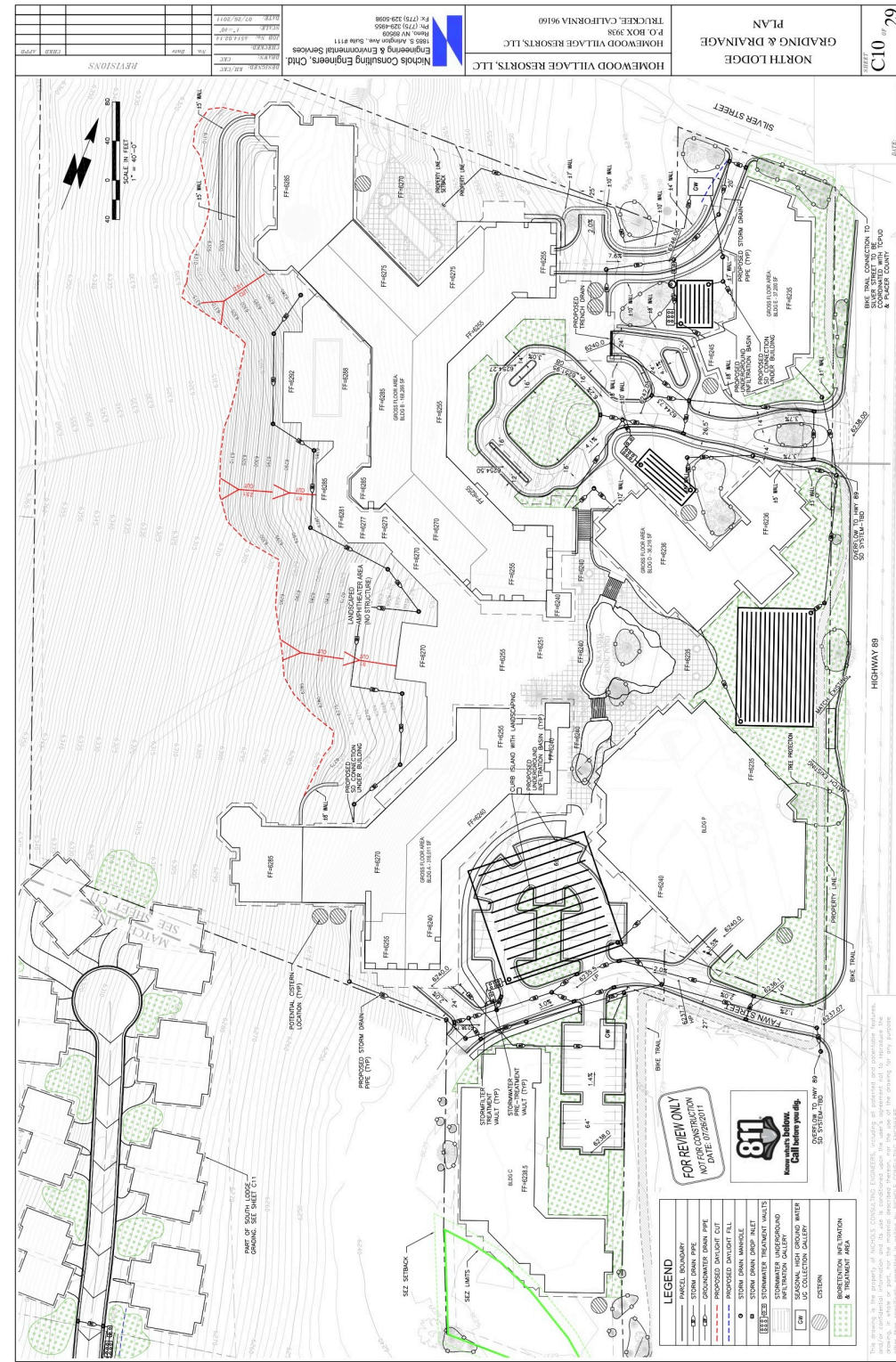
***Section 3.5.3, DEIR/EIS page 3-19, FEIR/EIS page 3-19: Add description of Revised Proposed Project (Alternative 1A)***

**3.5.3 South Base Area**

Under the Proposed Project (Alternative 1), the South Base area will be converted to a neighborhood residential area, with day-skier access and skier amenities re-located to the North Base area. The approximately six-acre South Base area will include up to 99 residential condominiums (multi-family residential units). The condominiums will be spread throughout the South Base area in Buildings A, A1, and B (Figures 3-7 and 3-9) that will be up to three stories in height. The condominium structures will be located at the present location of the children's facilities, ski school, and day lodge buildings that would be removed. Under Alternative 1A (Figure 3-9A), 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 (units A1-1 to A1-9) and 15 of the Chalets would be located in the approximate footprint of Building B (units B1 to B15). 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 47 additional multi-family residential condominiums would be provided in Building A, for a total of up to 95 residential units under Alternative 1A.

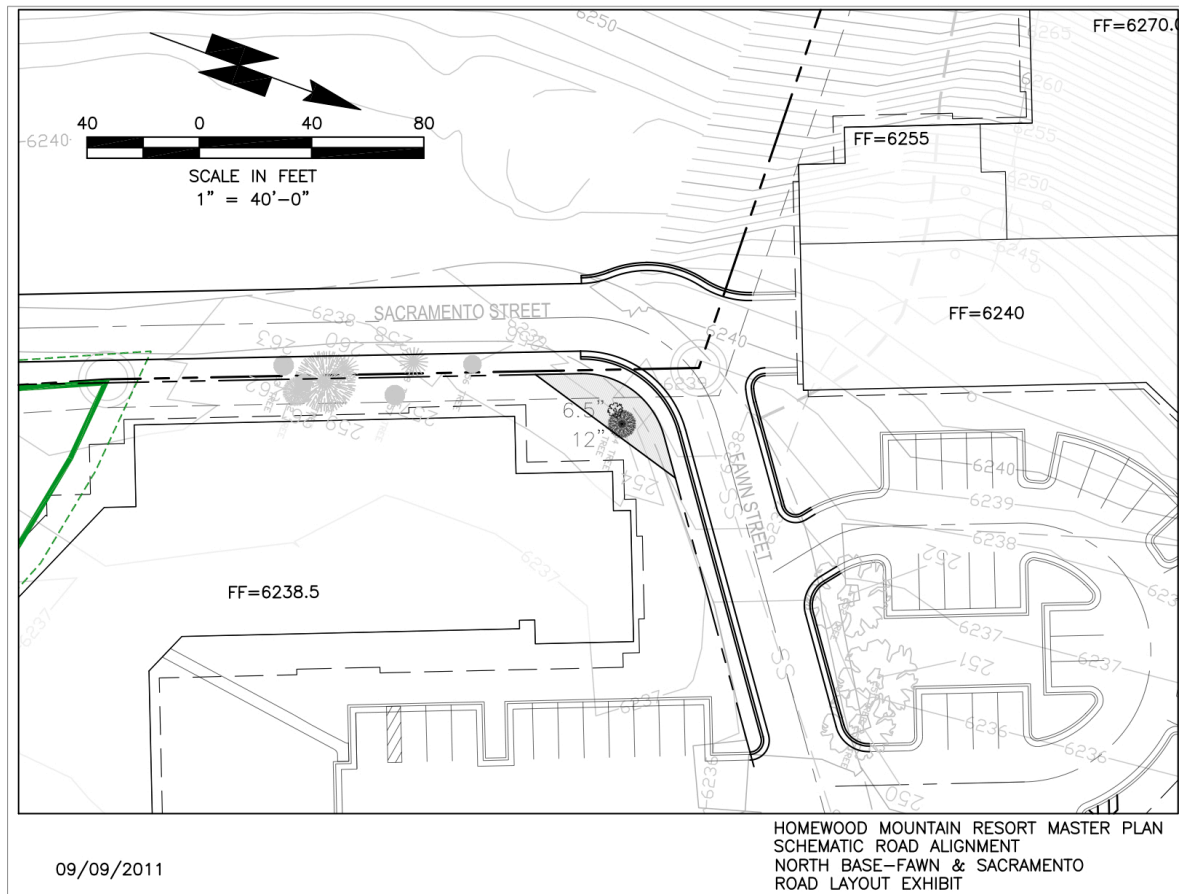
There will be 117 underground parking spaces provided, with up to 150 underground parking spaces ultimately provided based on final parking layout design, located directly below the residential footprints, which utilizes the excavation required for the building foundations and allows for more pervious landscape surfaces around the buildings in lieu of surface parking. Under Alternative 1A, 49 spaces would be provided underground below Building A, along with two-car garages for each of the 48 multi-family residential unit located in the Chalets, totaling 145 parking spaces. During peak seasons, the area will include a small snack bar in one of the residential buildings. The South Base area will include access to 16 new townhouses located slightly above the North Base area off of an extension of Tahoe Ski Bowl Way. At its crossing of Homewood Creek adjacent to the existing base lodge, Tahoe Ski Bowl Way will be realigned slightly to the east and the existing culvert will be removed and replaced with a bridge span. In order to relocate the roadway, HMR must comply with Placer County Procedures for Abandonment of County Easements and PRC Section 4290, or provide the exchange of County ROW as part of the Final Map Recordation process. County requirements for the realigned segment of Tahoe Ski Bowl Way include a 40-foot minimum width and a turnaround (Plate U-22.1 or U-22.2) with public road easement dedication at the end of the Tahoe Ski Bowl Way public road easement (just north of the proposed South Base area buildings). The existing maintenance facility and surface parking areas will be removed from the South Base area.

***Figures 3-8A, 3-8B, and 3-8C DEIR/EIS page 3-23, FEIR/EIS pages 3-24 to 3-26: Add Figure 3-8A to show Alternative 1A North Base Area Site Plan and Fawn Street Details***



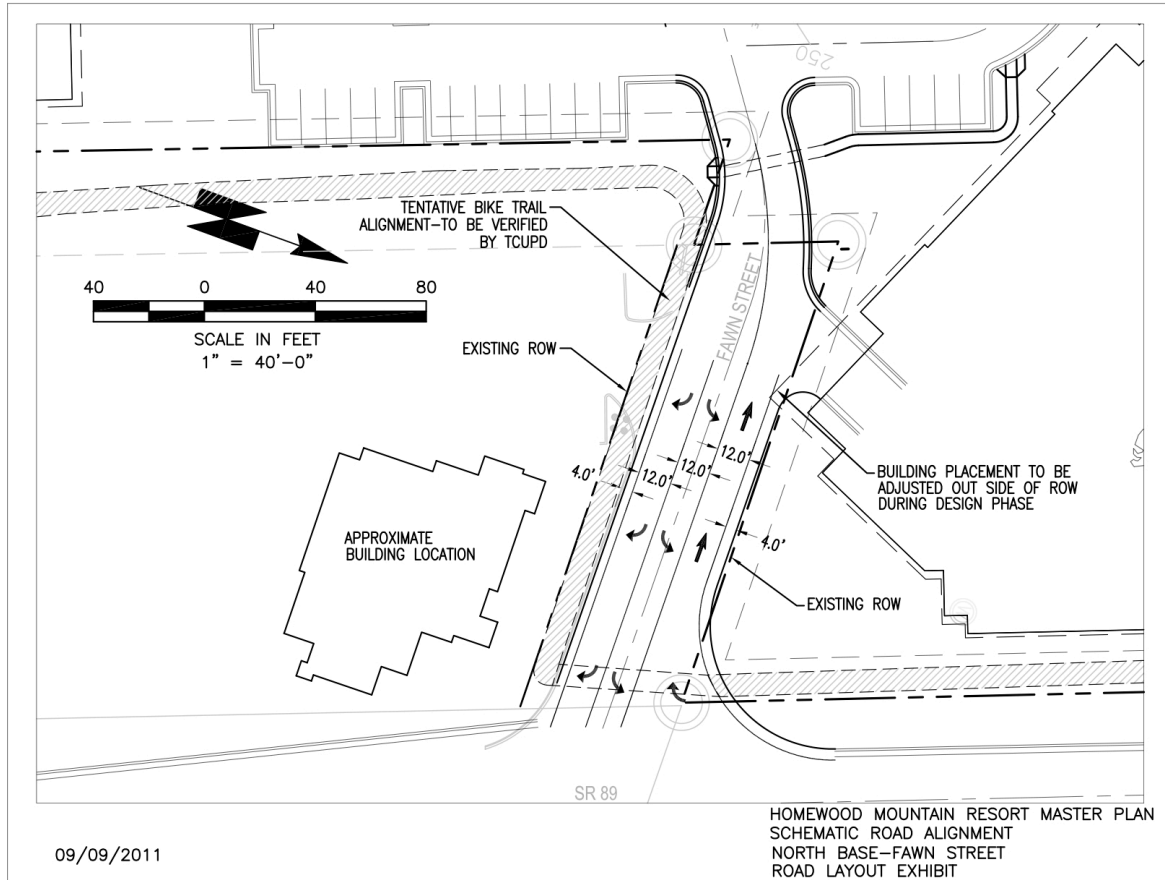


**Figure 3-8B Proposed Project (Alternative 1A) Fawn Street Detail (at Sacramento Street)**

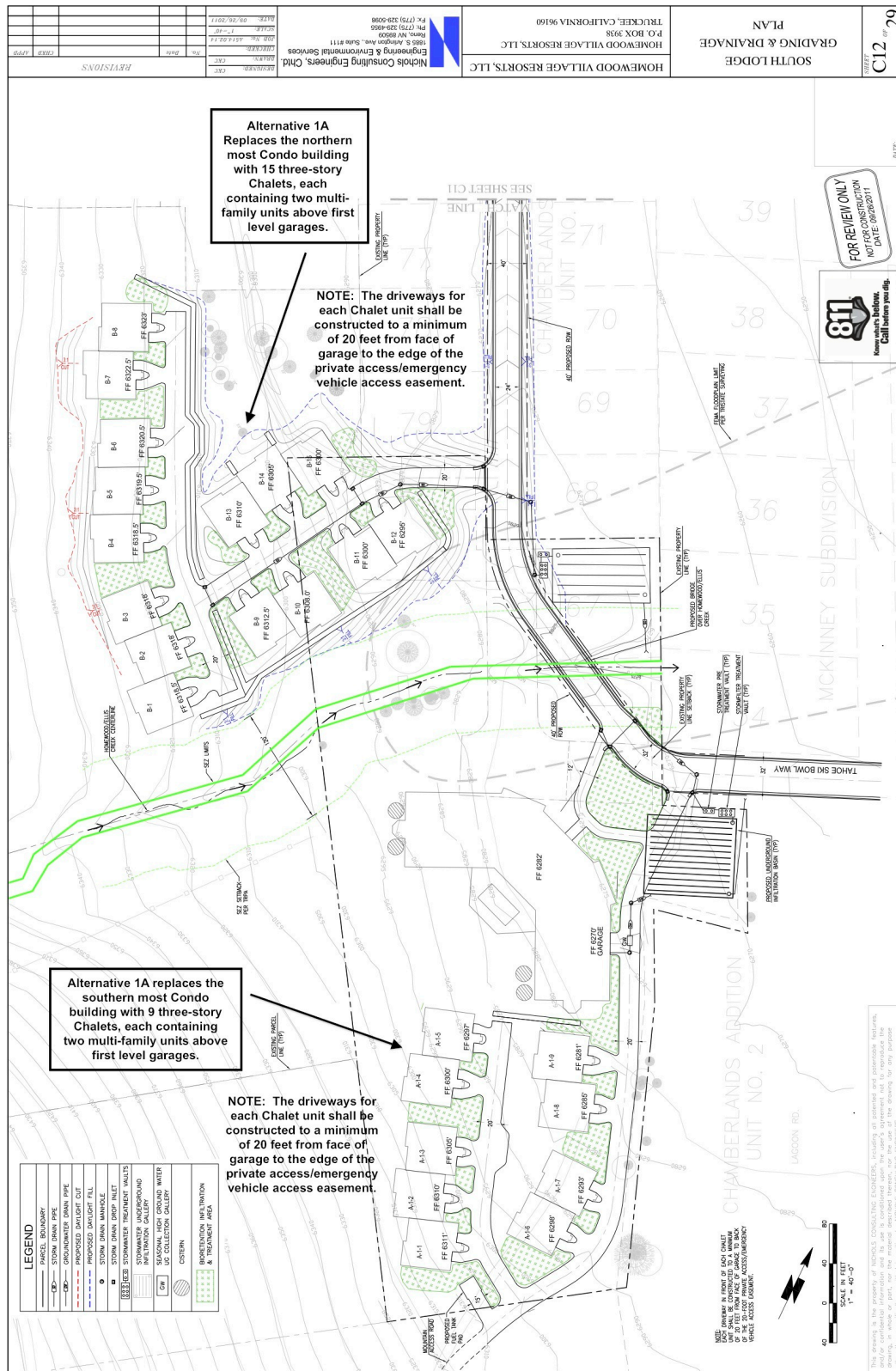




**Figure 3-8C Proposed Project (Alternative 1A) Fawn Street Detail (at SR 89)**



***Figure 3-9A, DEIR/EIS page 3-24, FEIR/EIS page 3-28: Add Figure 3-9A to show Alternative 1A South Base Area Site Plan***



***Section 3.5.4, DEIR/EIS page 3-25, FEIR/EIS page 3-29: Revise text based on NTFPD comments***

**3.5.4 Mid-Mountain Area**

The Mid-Mountain area will include:

- A 15,000 square feet day-use lodge with a detached gondola terminal linked to the lodge by a covered passage;
- A learn-to-ski lift;
- A food & beverage facility with indoor & outdoor dining (part of day lodge);
- A small sundry outlet (part of day lodge);
- An outdoor swimming facility for use during the summer months by West Shore residents (adjacent to day lodge);
- A snow-based vehicle (e.g., grooming equipment) maintenance facility; and
- Two water storage tanks located up hill from the day-use lodge.

The Mid-Mountain lodge, as shown in Figure 3-10, will replace the white tent structure and the concrete foundation located at the Mid-Mountain near the top of the Madden ski lift. As part of the Proposed Project (Alternative 1/1A), the composting toilet/restroom will be removed and replaced with connection to the public sewer system. The learn-to-ski lift will be located north of the proposed lodge on gently sloping terrain. The snow-based vehicle shop/maintenance facility (i.e., no rubber-tired vehicles) will be relocated from the South Base area to the Mid-Mountain area in an 8,000 square feet facility directly behind the gondola terminal. Two 250,000-gallon water storage tanks will be constructed at Mid-Mountain area on the slope above the vehicle shop/maintenance facility to serve the entire Homewood Mountain Resort project area.

Mid-mountain lodge will include accessory uses: 1) Office of Emergency Services (OES) communication room, repeater antennas and emergency generator room; 2) An emergency cache room (fire fighting equipment) for North Tahoe Fire Protection District (NTFPD) and; 3) possibly Homewood ski patrol office. NTFPD will work with HMR to determine the size and equipment requirements for the cache room, including the maintenance of any equipment proposed to be located in the room.

***Section 3.5.6, DERI/EIS page 3-27, FEIR/EIS page 3-30: Revised text based on TCPUD comments***

Water Conservation - Low flow efficient fixtures are planned in all facilities including transient lodging, residential, and commercial. HMR will comply with TCPUD's Water and Sewer Ordinance, specifically TCPUD's Ordinance 264 Water Conservation and Drought Response Standards.

Water Use - A portion of roof runoff, which is generally considered clean runoff that does not require mechanical treatment, will be routed to and captured in cisterns located next to residential and commercial buildings for use as supplemental irrigation water for landscaping and potentially tying in to the snow making system during winter months. Use of roof runoff will require compliance with TCPUD's Water Ordinance, specifically Section 7 Cross-Connection Control.

***Section 3.5.8, DEIR/EIS page 3-28, FEIR/EIS page 3-32: Revised text based on HMR MP revision and TCPUD comments***

The existing onsite above ground ~~5,000~~ 3,000-gallon diesel fuel tank will remain at the South Base area until the start of Phase 2 construction, which includes the demolition of the existing South Base ski and maintenance facilities. With the demolition of the South Base maintenance facility, the existing diesel tanks will be relocated to the south end of the South Base area, located on a new paved pad immediately adjacent to the existing mountain access roadway. If permitted by applicable regulatory agencies, standards, codes, laws and regulations (e.g., NTFPD) as a subsequent Phase of Master Plan buildout, new fuel tanks will be constructed at the new Mid-Mountain maintenance facility and will be sized to sustain operations throughout the winter because diesel fuel trucks would be unable to access the mid-mountain when snow cover is present. HMR estimates that a total of 40,000 gallons will be needed at Mid-Mountain for winter operations. This quantity of storage would be provided by two 20,000-gallon above ground tanks that would be located underneath the maintenance facility within the crawl space. The tanks would be serviced from the paved apron area adjacent to the maintenance building.

HMR will connect to domestic water and sewer systems at existing connection points located within the project area at the North and South Base areas to serve the entire project area, including the Mid-Mountain area and the future 16 townhomes to be constructed at the end of the proposed extension of Tahoe Ski Bowl Way. 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.

***Section 3.5.9, DEIR/EIS page 3-29, FEIR/EIS page 3-33: Supply updated to reflect revised Water Supply Assessment (Appendix AA-1):***

Proposed water supplies available for Project area snowmaking include the following:

- McKinney Well No. 1 – This well produces non-potable water and can provide between 800-1000 gpm. The McKinney Well No 1, owned and operated by TCPUD, has been flow tested and has potential for 1,000 gpm (Kleinfelder 1994). This is subject to final agreement with the TCPUD.
- South Base area – The TCPUD could provide supplemental domestic water of up to 300 gpm from 6 p.m. to 6 a.m. A cooling tower is required for use and will be located in a new snowmaking pumphouse building.
- North Base area – The MCWC could provide supplemental domestic water of up to 300 gpm from 6 p.m. to 6 a.m. A cooling tower is required for use.
- The existing HMR- owned well in the North Base area gravel parking lot has been tested and can provide flows up to 800 gpm. However, at present this well inoperable and would need other improvements to operate at 800 gpm because the size of the pipe on the discharge side of the well pump and the tank in the pump house only allow operation up to 500 gpm. A new pumphouse will be required for snowmaking because the existing structure is located in the area of the proposed day-skier parking structure.

The snowmaking water delivery system will be designed and constructed to be compatible with fire protection needs on the mountain.

***Section 3.5.11, DEIR/EIS page 3-30, FEIR/EIS page 3-34: Revised text to document gondola project details***

**3.5.11 Ski Facilities**

~~Under the Proposed Project (Alternative 1/1A), the Madden Ski lift, a triple chair lift that runs to the Mid-Mountain area from the North Base area will be replaced in nearly the same alignment with an eight-passenger high-speed gondola, increasing lift capacity from 1,800 to 2,400 persons per hour. A new learn-to-ski (beginner) lift will be constructed at the Mid-Mountain area for beginner use. The existing South Happy Platter, North Happy Platter, and Alpine Platter lifts will be removed. The Tailings T-Bar, South T-Bar, and Spring Chair lift have already been removed and will not be replaced. The verified capacity of these removed lifts is available for use on other lift replacements or upgrades. Table 3-5 summarizes the Proposed Project's changes to the ski lift system in the Project area. As documented in Table 3-5, proposed lift improvements will not increase lift capacity above the verified capacity within the Master Plan boundary. Therefore, no increase in existing lift capacity is required.~~

**3.5.11 Ski Facilities**

Under the Proposed Project (Alternative 1/1A), the Madden Ski lift, a triple chair lift that runs to the Mid-Mountain area from the North Base area will be replaced in nearly the same alignment with an eight-passenger high-speed Gondola, increasing lift capacity from 1,800 to 2,400 persons per hour. The Gondola will require replacement of up to 14 existing lift towers and footings. Land coverage associated with each tower footings is 80 square feet. Lift tower and locations may shift slightly to accommodate changes in vertical loads in and across the lift line. Four trees will be removed at the ridge break between "the face" and the Mid-Mountain top terminal. No grading beyond excavations (approximately 27 cubic yards per tower footing) and some blasting for tower replacements and general site grading at the terminal locations is anticipated; existing clearance is adequate because replacement tower heights can be adjusted according to slope and topographic relief. A 6,000 square foot base terminal will be located between Buildings A and B at the North Base and an 18,000 square foot top terminal will be located adjacent to the Mid-Mountain Lodge.

***Section 3.5.13, DEIR/EIS page 3-33, FEIR/EIS page 3-37: Revised text based on TCPUD comments***

Existing recreational opportunities in the Project area include downhill skiing and snowboarding, fishing, and walking trails. New recreation opportunities at the North Base area will include an outdoor amphitheater, ice skating, biking on an extension of the TCPUD west shore bike trail, and a seasonal miniature golf course during the summer months where the ice pond is located. The TCPUD West Shore Bike Trail extension will be a Class 1 or better Bike Trail (meeting the requirements of TCPUD and Caltrans) along the frontage of the project from TCPUD's existing trail on Fawn Street (at San Souci right of way) to the TCPUD's proposed trail at the intersection of Silver and San Souci streets (see Figure 3-8A). The trail will be completed at the developer's expense (including reimbursement of TCPUD expenses) and granted to TCPUD at the completion of construction with all required permits and entitlements in the name of TCPUD.

***Section 3.5.17, DEIR/EIS page 3-35, FEIR/EIS page 3-39: Revised text based on TMDL adoption in August 201***

**3.5.17 Total Maximum Daily Load (TMDL)**

The Proposed Project (Alternative 1/1A) will install a network of interrelated stormwater treatment systems, revegetation strategies and LID strategies appropriate for urban infill regions. These strategies fall into four categories and are designed to reduce annual runoff of total sediment, fine sediment, nitrogen and phosphorus from the Project area and are consistent with ~~will serve to help meet~~ the Lake Tahoe TMDL load reduction strategies specified in the Lake Tahoe TMDL Pollutant Reduction Opportunity Report (Lahontan and NDEP 2008). The TMDL strategies include:

***Section 3.5.18, DEIR/EIS page 3-36, FEIR/EIS page 3-40: Revised text based on NTFPD comments***

Up to 100,000 cubic yards of excavated materials could be generated during buildout of the Proposed Project (Alternative 1/1A). Under Alternative 1A, excavated material will be reduced at the South Base area because less underground parking is proposed. There are opportunities for the onsite use of excavated materials that is generated during project construction to be used as fill, as identified on Figure 3-12 and detailed in Table 3-6. NTFPD will be involved in the review and approval of proposed road abandonment/infill proposals pursuant to PRC Section 4290, California Fire Code, Placer County Fire Safe Ordinance, and the NTFPD ordinance.

***Section 3.5.21, DEIR/EIS page 3-40, FEIR/EIS page 3-45: Revised text based on TRPA banking application approvals***

**3.5.21 TRPA Land Coverage**

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.

In 2000, 126,324 square feet of land coverage was restored and banked with the TRPA (TRPA File 970662, dated March 21, 2000). An additional 500,000 square feet of land coverage will be removed under the Proposed Project (Alternative 1/1A). Some of the restored land coverage will be relocated within the Project area, but HMR intends to permanently retire at least 10% of the total existing land coverage as part of the Proposed Project (Alternative 1/1A), to comply with the TRPA Governing Board CEP Resolution and proposed height ordinance amendments.

HMR will submit applications to TRPA to bank ~~a portion of the~~ restored land coverage. The amount of permanent land coverage retirement will be determined through the analysis of the proposed commodities (see discussion below). The balance of restored land coverage will be banked for possible use within the Project area or for transfer to allowable uses as permitted by the TRPA Code of Ordinances. In 2011, HMR submitted an application to TRPA to bank land coverage that has been restored on the upper mountain. As documented in the Restored Land Coverage Banking Permit (TRPA File VBOC2011-0237) dated August 30, 2011 and included in Appendix HH-1 and HH-2, 243,428 square feet of existing land coverage is now banked and available for relocation in the project area.

***Section 3.5.23, DEIR/EIS page 3-41, FEIR/EIS page 3-45: Revised text based on NTFPD comments***

Design of the Proposed Project (Alternative 1/1A) integrates the “Old Tahoe” architectural style. Architectural features include hipped and gabled roofs, dormers, exposed timber, and natural materials. Buildings are clustered to conserve natural areas and reduce the visual prominence of structures. All construction materials shall be consistent with the requirements of the building construction type per the California Building Code and appropriate for a wildland interface area. Two-story structures are located along SR 89, with three to four story buildings set back from the roadway and behind shorter structures and a pedestrian plaza. Due to onsite slopes, these taller structures exceed the TRPA maximum allowable height limits defined in Code of Ordinances Chapter 22. A Chapter 22 height amendment is needed for the Proposed Project (Alternative 1/1A) to allow for the consideration of the building heights in accordance with the proposed height amendment. Table 3-7 summarizes buildings, setbacks, and allowable and proposed heights as measured by the TRPA Code Chapter 22 amendment associated with the Proposed Project (Alternative 1/1A). Table 3-7A summarizes proposed heights for Alternative 1A.

***Section 3.5.24, DEIR/EIS page 3-41, FEIR/EIS page 3-46: Revised text based on off-site CE/EIP project commitments***

**3.5.24 TRPA Environmental Improvement Program (EIP)**

As part of the Proposed Project (Alternative 1/1A), HMR proposes to implement or participate in the following EIP projects:

- Project Number 632 (Homewood Ski Area Master Plan) - Homewood Ski Area Master Plan application submitted in 2006; follow-up with specific Administrative Draft master plan document in 2009. Environmental analysis of the proposed Master Plan is required for TRPA to consider adoption.
- Project Number 86 (Scenic Roadway Unit 11-Homewood) - Landscaping planned along SR 89 frontage, all new building structures, & pedestrian/bike pathways. Utilities and most parking undergrounded or put into parking structure located off of SR 89 and screened by proposed residential units.
- Project number 775 (Homewood Area Pedestrian Facilities) - Both base areas (north & south) are designed as pedestrian oriented plans; north base includes up to 15,000 square feet of commercial uses, new access points, and landscaped visual frontage. The existing TCPUD bicycle trail located north and south of the Homewood north base area will be connected through the project.
- Project numbers 725 and 996 (Water quality improvements) – HMR completed land restoration to date totals approximately 240,000 square feet; capture of stormwater runoff planned through a series of bioretention areas in line with vaults and infiltration galleries at the North and South Base areas. Placer County currently plans on construction of the Placer County-Homewood Mountain Resort Water Quality Improvement Project (WQIP) during the summer of 2012. HMR's improvements will be included in the project's Conditions of Approval for the Ski Area Master Plan Tentative Map and Conditional Use Permit by Placer County. The County will move forward with construction of the HMR Phase I project under its normal implementation for such water quality projects. Specific details regarding HMR's financial contribution (timing and amount) are to be included as part of the project development agreement currently being generated with Placer County. The WQIP includes the collection and treatment of stormwater runoff from an existing residential and commercial area in Homewood that runs from Silver Street north to Fern Street and from SR 89 west to Sacramento Street. HMR's Tentative Map and Conditional Use Permit will be conditioned to construct frontage improvements on Silver Street to include water quality facilities for a portion of what is known as the "Silver Catchment"; an area to the immediate north of HMR and bound on the northern edge by Trout Street. Ultimately the contribution by HMR to the WQIP will represent a significant sediment and nutrient load reduction in the Homewood area. ~~Caltrans has initiated a project to improve the SR 89 stormwater collection and treatment through Homewood and is estimated to start construction in 2012. HMR is cooperating with Caltrans for joint water quality improvements in the SR 89 right of way area adjacent to the North Base.~~
- Participation in Project Number 855 ("Y" Realignment) - HMR to participate (fair share based on increased traffic projections) in the intersection improvement project.



**Table 3-7A, DEIR/EIS page 3-42, FEIR/EIS page 3-48: New Table to document Alternative 1A building heights**

**Table 3-7A**

**Revised Proposed Project (Alternative 1A) Building Heights and Setbacks**

<b>Building</b>	<b>Grade (%)</b>	<b>Roof Pitch</b>	<b>Setback from SR 89 ROW (ft)</b>	<b>Allowable Height (ft) *</b>	<b>Proposed Height (ft) **</b>
<b>North Base</b>					
A (Skier Services/ Residential)	18%	6:12	283	50'	47'
B (Hotel/Residential)	11%	6:12	248	50'	47'
C (Retail/ Residential/Fractional)	0%	6:12	237	50'	37'
D (Residential/ Fractional)	2%	6:12	42	42'	31'
E (Residential/ Fractional)	1%	6:12	45	42'	33'
P (Parking/Employee Housing)	2%	5:12	40	42'	37'
<b>South Base</b>					
A (Residential/Skier Services)	7%	5:12	--	50'	42'
Chalet Units A1-1 to A1-9 (Residential)	6 - 20%	5:12	--	50'	up to 43'
Chalet Units B1 to B15 (Residential)	9 - 17%	5:12	--	50'	up to 50'
<b>Mid-Mountain</b>					
Gondola	23%	2:12	--	35'	24'
Gondola Entry/ Skier Services	23%	2:12	--	35'	33'
Restaurant	23%	6:12	--	35'	31'

Source: HMR 2011

**Notes:**

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

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

***Section 3.5.25, DEIR/EIS page 3-47, FEIR/EIS page 3-53 (Note: This change also applies to Alternatives 3, 5 and 6 as noted on DEIR/EIS pages 3-61 and 3-69 and FEIR/EIS page 3-67 and 3-75):***

Amend NTFPD service boundary to include the Mid-Mountain lodge area. This would require an amendment of the NTFPD service boundary through the Local Agency Formation Commission (LAFCO). ~~The California Department of Forestry and Fire Protection (Calfire)~~ Placer County Fire currently has wild fire jurisdiction for the undeveloped Mid-Mountain lodge area ~~and would be required to approve the service boundary change.~~

***Section 3.5.26, DEIR/EIS page 3-47, FEIR/EIS page 3-54: Revised to document Alternative 1A Phasing***

**3.5.26 Master Plan Phasing**

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

Phase 1 – North Base area - Implementation in years 1 through 5:

- 1a. Mid Mountain Day Lodge and accessory structures (two 250,000-gallon water tanks and Gondola terminal), ~~Mid Mountain Learn to Ski Lift~~, Mid Mountain Maintenance Facility, Gondola, North Base Amphitheater, North Base Hotel/Lodge (Building B), North Base Day Skier Services Building and Residential Units (Building A), North Base Commercial and Residential Units (Building C) and Landscape/Ice Pond Area, North Base Employee/Workforce Housing and Day Skier Parking Structure (Building P), TCPUD bike trail extension, and LEED Commissioning;
- 1b. North Base Residential Building Adjacent to Highway 89 (Building D); and
- 1c. North Base Residential Building Adjacent to Highway 89 (Building E).

A Phase 1 construction staging and parking plan will be prepared at the beginning of Master Plan implementation – HMR intends to shut down the entire North Base area for Phase 1 construction and utilize the existing parking areas according to a detailed construction logistics plan. The selected general contractor would be required to put such a logistics plan together as one of their first tasks. The focus of the first phase 1a would be the hotel, day skier facility, and parking/workforce housing structure, which would leave the existing paved parking area fronting SR 89 open and available for staging of materials and construction parking. During Phase 1a construction, winter ski operations would continue to operate out of the South Base area.

Phase 2 – South Base – Implementation in years 6 through 10:

- 2a. Culvert Removal, Tahoe Ski Bowl Way road realignment and SEZ Restoration; South Base Residential Buildings A and A1 (southern buildings) (under Alternative 1A, Building A1 is replaced with Chalets A1-1 to A1-9);
- 2b. South Base Residential Building B (northern building) (under Alternative 1A, Building B is replaced with Chalets B1 to B15); and
- 2c. Tahoe Ski Bowl Way roadway extension and Townhouses (located above North Base area, but accessed from the South Base area). Additional project-level environmental review is required prior to acquiring project entitlements to complete this phase.

***Section 3.11, DEIR/EIS page 3-71, FEIR/EIS page 3-77: Revised text based on NTFPD comments***

Placer County and TRPA will use this EIR/EIS to disclose potential environmental effects, and mitigation measures and alternatives that may reduce the significance of potential effects, when considering the Project and alternatives for approval. State responsible and trustee agencies and federal cooperating agencies may use this EIR/EIS, as needed, for subsequent discretionary actions. Information provided in the EIR/EIS will be used by agencies in their permitting process, including but not limited to: TRPA and Placer County land development and construction permits and approvals, Placer County and Caltrans encroachment permits, NTFPD review and permitting, Lahontan Regional Water Quality Control Board (Lahontan) National Pollutant Discharge Elimination System (NPDES) and Clean Water Act §401 water quality certification permits, California Department of Fish and Game (CDFG) Streambed Alteration Agreements (Fish & Game Code §1602), and U.S. Army Corps of Engineers (USACE) Clean Water Act §404 wetland permits.

***Section 3.12.7, DEIR/EIS page 3-75, FEIR/EIS page 3-81: Revised text to correct name of utility provider***

**3.12.7 Utility Relocation and Construction Avoidance**

Coordination will occur with utility providers prior to construction regarding the exact location of each underground utility line known to occur on the site. Utility service providers include the Tahoe City Public Utilities District (TCPUD), Madden Creek Water Company (MCWC), Liberty Energy (formerly NV Energy), Southwest Gas Corporation, and AT&T. Underground and overhead lines will be shown on project construction specifications within the civil engineering plans.

The Project Applicant shall coordinate with utilities to relocate overhead or underground lines prior to construction. The Project Applicant will coordinate with Liberty~~NV~~ Energy and communications companies prior to final project design to determine if existing overhead lines can be relocated underground. Undergrounding will be funded through the Project.

***Section 3.12.8, DEIR/EIS page 3-75, FEIR/EIS page 3-81: Revised text based on TCPUD comments***

**3.12.8 Water Supply Assessment and Infrastructure Fees**

The Project Applicant shall use the HMR Water Supply Assessment (Appendix AA-1) ~~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 domestic, snowmaking and fire protection water demand of HMR. 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 each 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 and snowmaking.~~

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 has ~~established a connection fees consisting of two components: 1) a (Water and Sewer Connection Fee - (Ordinance 259a) that allows HMR to buy in to the existing water system capacity. However, for a large project like HMR, the Project Applicant will be responsible to enter into a development agreement with TCPUD and to pay all costs related to onsite infrastructure and their fair-share of offsite infrastructure required to meet the Project's demand, and 2) and User Fees and Service Fees (Ordinance 295b). These fees provide for the water system improvements necessary to accommodate additional development in the TCPUD service area. The Project will be required to pay both components of this new connection fee.~~

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, the lead and responsible agencies will determine if additional environmental review will be required for the construction and operation of the new facilities.

***Section 3.12.9, DEIR/EIS page 3-76, FEIR/EIS page 3-82: Revised text based on NTFPD comments***

A fire suppression and management plan will be developed and implemented in consultation with NTFPD ~~in Local Responsibility Areas, Calfire in State Responsibility Areas, and the USFS LTBMU in Federal Responsibility Areas.~~ The plan will include fire precaution, pre-suppression, and suppression measures. Construction sites and major equipment will be outfitted with fire protection devices and spark arrestors as appropriate. The plan will include a flow chart of actions during a fire event, with points of contact and responsible persons identified. A copy of the plan will be located at the construction site and copies will be submitted to the NTFPD, Calfire, and LTBMU.

***Section 3.12.10, DEIR/EIS page 3-76, FEIR/EIS page 3-82: Revised text based on TCPUD comments***

Prior to issuing Building Permits for the Project, Placer County shall require the Project Applicant to pay appropriate fair share development impact fees for Project review and to maintain existing levels of fire protection service in the NTFPD service area. The NTFPD shall review and approve, fire protection systems in buildings, fire flows to hydrants and the snowmaking system, and emergency vehicle access

routes in the HMR Project area. TCPUD will also review the building plans for compliance with TCPUD Ordinances and a determination of fees prior to issuance of Building Permits.

***Section 3.12.13, DEIR/EIS page 3-76, FEIR/EIS page 3-83: Revised text to update NPDES Construction Permit number***

### **3.12.13 Stormwater Pollution Prevention Plan**

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.

A SWPPP is required under Board Order No. R6T-2011-0019 ~~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:

***Section 3.13, DEIR/EIS page 3-79, FEIR/EIS page 3-86: Revised text based on TCPUD comments***

**Permits and Approvals**

- California Regional Water Quality Control Board-Lahontan Region, NPDES permit;
- Occupational Safety and Health Administration (OSHA);
- California Occupational Safety and Health Administration (Cal-OSHA);
- Federal Emergency Management Agency;
- Clean Water Act §401 Certification;
- Clean Water Act §404 Nationwide or Individual Permit- United States Army Corps of Engineers (Corps);
- California Department of Fish and Game (CDFG) Lake or Stream Bed Alteration Agreement (LSAA);
- Placer County General Plan Amendment (e.g., add multi-family dwelling, increase residential density, expand Plan Area boundary);
- Placer County Encroachment Permit;
- Placer County Conditional Use Permit (e.g., alpine ski facility, employee/workforce housing, hotel, motel and other transient dwelling units, outdoor concert events, single-family dwelling/condo, timeshare development and Planned Residential Development);
- Placer County Master Plan Adoption (e.g., Development standards such as parking, setbacks, signage and Development Agreements between the County and applicant to identify requirements beyond those identified in the mitigation measures and Conditions of Approval);
- Placer County Improvement Plans for Each Project Phase and Approval;
- Minor Boundary Line Adjustments;
- Placer County Building Permits;
- Placer County Sheriff's Blasting Permit;
- Placer County Facilities Services Encroachment Permit;
- Placer County Highway Easement Abandonment-Exchange (Tahoe Ski Bowl Way at South Base area);
- Tentative Map Approval;
- Final Map Approval;
- Water Service District Annexation;
- TCPUD Commercial Service Permit;
- TCPUD Service Approval (Will Serve Letter);
- Madden Creek Water Company Service Approval (Will Serve Letter);
- Utility Service Provider Approvals;
- NTFPD/Emergency Responder Approvals;
- California Department of Transportation Encroachment Permit;
- LAFCO Amendment to NTFPD Service Boundary;
- TRPA Regional Plan Amendment (Plan Areas, Code of Ordinances, and Goals and Policies);
- TRPA Ski Area Master Plan Adoption; and
- TRPA Construction Permit.

***Section 3.14, Tables 3-11 and 3-12, DEIR/EIS page 3-81, FEIR/EIS page 3-87: Revise Table to add Alternative 1A and correct land coverage totals***

## HOMEWOOD MOUNTAIN RESORT SKI AREA MASTER PLAN EIR/EIS

**Table 3-11**

## Homewood Mountain Resort Ski Area Master Plan Alternatives Unit Count

	<b>Alt 1/1A Proposed Project</b>	<b>Alt 2 No Project (Existing Conditions)</b>	<b>Alt 3 No Code Amend for Building Height</b>	<b>Alt 4 Close Ski Resort – Estate Lots</b>	<b>Alt 5 Compact Project Area</b>	<b>Alt 6 Reduced Project</b>
<b>NORTH BASE AREA</b>						
Hotel						
Rooms	75	0	75	0	75	50
Condo/Hotel Units	40*	0	40*	0	0	25
Penthouse Condos	30	0	30	0	0	0
Residential Condos	36	0	36	0	225	145
Fractional Condos	20	0	20	0	0	0
Townhouses	16	0	16	0	0	0
Residential Lots	0	0	0	8	0	0
Workforce (Employee) Housing	13	0	13	0	12	12
Commercial	25,000 sf	0	25,000 sf	1 lot (15,000 sf)	25,000 sf	25,000 sf
Skier Services	30,000 sf	13,943 sf	30,000 sf	0	30,000 sf	20,000 sf
Parking spaces						
Day skier structure	272	0	272	0	156	156
Surface parking	47/56 (Alt 1A)	700 280 (street)	47	700	80	80
Underground	410	0	410	0	410	410
<i>Total Parking</i>	<i>729/738 (Alt 1A)**</i>	<i>980</i>	<i>729**</i>	<i>700</i>	<i>646</i>	<i>646</i>
<b>SOUTH BASE AREA</b>						
Residential Condos	99/95 (Alt 1A)	0	99	0	0	50
Maintenance	0	3,884 sf	0	0	0	0
Parking spaces	117/145 (Alt 1A)**	242	117**	0	0	65
Residential Lots	0	0	0	8	16	14
Skier Services	2,000 sf	7,300 sf	2,000 sf	0	2,000 sf	2,000 sf



HOMWOOD MOUNTAIN RESORT SKI AREA MASTER PLAN EIR/EIS

**Table 3-11**

**Homewood Mountain Resort Ski Area Master Plan Alternatives Unit Count**

	<b>Alt 1/1A Proposed Project</b>	<b>Alt 2 No Project (Existing Conditions)</b>	<b>Alt 3 No Code Amend for Building Height</b>	<b>Alt 4 Close Ski Resort – Estate Lots</b>	<b>Alt 5 Compact Project Area</b>	<b>Alt 6 Reduced Project</b>
<b>MID-MOUNTAIN AREA</b>						
Day Lodge	15,000 sf	Temporary structure	15,000 sf	0	15,000 sf	15,000 sf
Gondola terminal	18,000 sf	0	18,000 sf	0	18,000 sf	18,000 sf
Maintenance facility	15,000 sf	0	15,000 sf	0	15,000 sf	15,000 sf
Water Tanks (250,000 gallons each)	2	0	2	0	2	2

Source: Homewood Mountain Resort, 2011

Notes:

- \* 20 of these condo/hotel units will include lock-offs that allow the units to be rented as two units rather than one. Therefore, each lock-off unit requires two TAU allocations.
- \*\* Alternatives 1/1A and 3 propose up to 770 parking spaces at the North Base area (including up to 450 underground) and 150 parking spaces at the South Base area. Numbers included in this Table are taken from the current HMR schematic design plans.

**Table 3-12**

## Homewood Mountain Resort Ski Area Master Plan Alternatives Comparison

	<b>Alt 1/1A Proposed Project</b>	<b>Alt 2 No Project (Existing Conditions)</b>	<b>Alt 3 No Code Amend for Building Height</b>	<b>Alt 4 Close Ski Resort – Estate Lots</b>	<b>Alt 5 Compact Project Area</b>	<b>Alt 6 Reduced Project</b>
Developed Base Area Project areas	NB-16.4 Acres SB-6.6 Acres	N/A	NB-20.4 Acres SB-10.1 Acres	NB-14.1 Acres (comm. lot)	NB-14.1 Acres SB-6 Acres	NB-14.1 Acres SB-6.6 Acres
Plan Area 158 Boundary Amendment Area	SB-6.6 Acres	N/A	SB-10.1 Acres	N/A	N/A	SB-3.6 Acres
Plan Area 159 Boundary Amendment Area	NB-16.4 Acres	N/A	NB-20.4 Acres	N/A	NB-5.1 Acres	NB-14.1 Acres
Multi-Family Residential Units	NB-82 Units SB-99/95 (Alt 1A) Units	0 Units	NB-82 Units SB-99 Units	<del>46</del> 0 Units	NB-225 Units SB-0 Units	NB-145 Units SB-50 Units
Single Family Residential Units	0 Units	0 Units	0 Units	16 Units	SB-16 Units	SB-14 Units
North Base Employee/Workforce Multi-Family Residential Units	13 Onsite Units	0 Units	13 Onsite Units	0 Units	12 Onsite Units	12 Onsite Units
North Base Tourist Accommodation Units	155/135 (Alt 1A) Units	0 Units	155 Units	0 Units	75 Units	75 Units
Commercial Floor Area (CFA)	25,000 sf	N/A	25,000 sf	15,000 sf	25,000 sf	25,000 sf
Accessory Floor Area (Skier Services)	30,000 sf	N/A	30,000 sf	N/A	30,000 sf	20,000 sf
Maximum Building Height*	NB - 47 feet SB – 49 feet	N/A	NB - 40 feet SB – 38 feet	N/A	NB - 54 feet SB – N/A	NB - 47 feet SB – 49 feet
Maximum Multi-Family Residential Density	NB - 15 du/ac SB – 15 du/ac	N/A	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
Total Land Coverage	<del>1,531,020</del> 1,528,719/ 1,526,410 (Alt 1A)	1,761,337 sf	<del>1,626,558</del> 1,616,990 sf	<del>1,516,699</del> 1,757,131 sf	<del>1,364,565</del> 1,354,997 sf	<del>1,404,134</del> 1,394,566 sf

**Table 3-12**

**Homewood Mountain Resort Ski Area Master Plan Alternatives Comparison**

	<b>Alt 1/1A Proposed Project</b>	<b>Alt 2 No Project (Existing Conditions)</b>	<b>Alt 3 No Code Amend for Building Height</b>	<b>Alt 4 Close Ski Resort – Estate Lots</b>	<b>Alt 5 Compact Project Area</b>	<b>Alt 6 Reduced Project</b>
	<u>sf</u>					
Total Parking Spaces (does not include parking for Townhome/single family units)	846/883 (Alt 1A) spaces total** 527/459 (Alt 1A) spaces underground	1,222 spaces total (280 street)	846 spaces total** (527 underground)	700 spaces (NB) total (all surface)	646 spaces total (410 underground)	711 spaces total (475 underground)

Source: HMR, 2010 and Hauge Brueck Associates, 2010

Notes:

- \* For Alternatives 1/1A, 5, and 6, a Code Chapter 22 amendment is proposed that would change how height is calculated. Under these alternatives, building height measurement uses average grade rather than lowest grade. Under Alternative 3, no Code Chapter 22 amendment is proposed and height is calculated using existing methods.
- \*\* Alternatives 1/1A and 3 propose up to 770 parking spaces at the North Base area (including up to 450 underground) and 150 parking spaces at the South Base area. Numbers included in this Table are taken from the current HMR schematic design plans.