

24.6 CHAPTER 10 - SCENIC RESOURCES

Section 10.1.5, DEIR/EIS page 10-16, FEIR/EIS page 10-16: Revised to add analysis of Alternative 1A

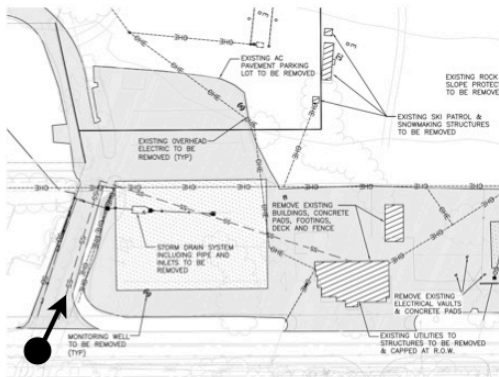
From Lake Tahoe viewpoint 4 (Figure 10-8), The Face and Madden Chairlift remain visible. The Quail Chairlift and lower ski runs “Exhibition” and “Double Trouble” immediately above the South Base area are highly visible as well. The Mid-Mountain Base area is visible near the top of the ridgeline against a backdrop of conifers, along with the mid-mountain area ski run “Chute.” The pine and fir forest and other urban development located between the HMR Project area and the shoreline obscures existing North Base area buildings and parking lots.

Figure 10-9 depicts viewpoints from SR 89, and Figures 10-10 through 10-13A provide photographs of existing conditions and simulations of views with the Project from the selected viewpoints.

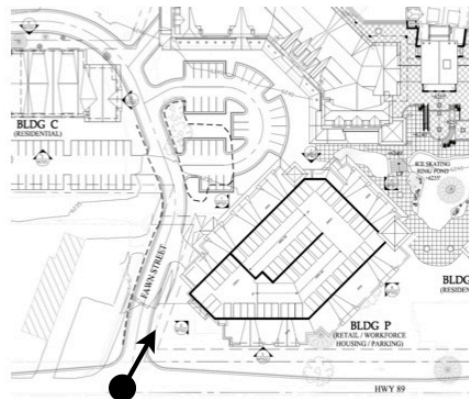
With little vegetative screening, the existing HMR North Base area parking lot, lodge, ski trails, ski lifts, and aboveground utility lines are clearly viewed from SR 89 under existing conditions. The 700-space paved expanse of the parking lot dominates the foreground views from SR 89 and further opens views from the roadway. Views of the South Base area structures and ski runs are obscured from SR 89. The South Base area is set back 0.25 mile from the roadway SR 89, and dense forest vegetation obscures views from this segment of SR 89. Consequently, no photographs or simulated views of the South Base area from SR 89 are provided. Figures 10-13B and 10-13C provide photographs of existing conditions and simulations of views with Alternative 1A from two viewpoints on Tahoe Ski Bowl Way.

Figure 10-10A, DEIR/EIS page 10-19, FEIR/EIS page 10-20: Add simulation for Alternative 1A

Figure 10-10A. SR 89 Scenic Viewpoint 1 of North Base Area – Alternative 1A.



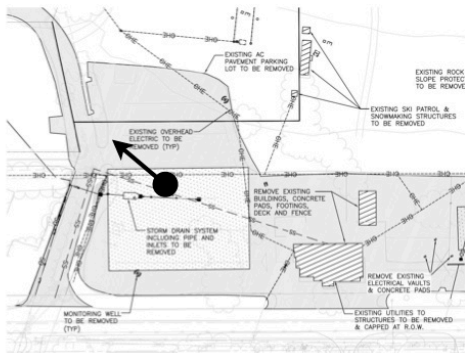
Existing Conditions



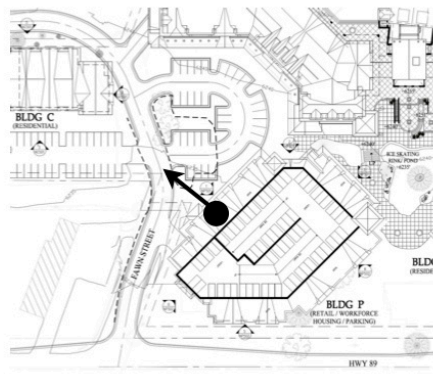
Proposed Conditions



Figure 10-13A, DEIR/EIS page 10-22, FEIR/EIS page 10-24: Add simulation for Alternative 1A



Existing Conditions



Proposed Conditions



Note: Foreground development is not included in this simulation of Building C.

Figure 10-13B, DEIR/EIS page 10-22, FEIR/EIS page 10-24: Add simulation for Alternative 1A

Figure 10-13B. Scenic Viewpoint 1 from South Base Area – Alt 1A.



Figure 10-13C, DEIR/EIS page 10-22, FEIR/EIS page 10-26: Add simulation for Alternative 1A

Figure 10-13C. Scenic Viewpoint 2 from South Base Area – Alt 1A.



Section 10.2.1, DEIR/EIS page 10-25, FEIR/EIS page 10-29: Revised to address comments from CalFire

Tree Removal, Vegetation Protection and Revegetation

Chapters 65 and 71 of the TRPA Code of Ordinances (TRPA 1987) set forth standards for tree removal and protection, while Chapter 77 establishes revegetation standards. Chapter 71 states that tree removal for the purposes of development may be approved by TRPA and must be accomplished according to TRPA management techniques. Under §65.2E of Chapter 65 of the Code of Ordinances, trees may be removed when approved for construction activities involving soil compaction, excavation or paving encroachment into more than 25% of a tree's dripline. Chapter 77 requires revegetation plans for areas that are damaged by project development. These plans must include: descriptions of the site; the number, size, and types of plants to be used for revegetation; descriptions and schedules of revegetation methodology; and specifications for long-term care. Revegetation plant species must be TRPA approved and appropriate BMPs must be employed.

Title 14 California Code of Regulations §1103, and Public Resources Code §4581 requires a Timberland Conversion Permit, and, in this case, a Timber Harvest Plan be filed with the California Department of Forestry and Fire Protection (CAL FIRE) if the project involves the removal of a crop of trees of commercial species (regardless of the size of trees or if trees are commercially harvested). Timberland is defined as land supporting the growth of commercial timber species. A Timberland Conversion also requires a Timber Harvest Plan, whether or not the timberland owner plans to sell the logs. If the converted land is zoned as Timber Production Zone (TPZ), the property may also require rezoning by local government with the approval of CAL FIRE.

The project applicant must include within the Timberland Conversion Permit at a minimum a soil, slope and watershed analysis. In addition, pursuant to §1105 and §1105.3 of Title 14 of the California Code of Regulations, an archaeological addendum, discussion of the cumulative effects of the loss of timberland and timber supply, erosion control plan, and environmental checklist must also be provided.

The following is a specific listing of those items the project applicant must include and discuss with the EIR in order for CAL FIRE to accept the application and make further determinations as per regulatory authorities. The specific items required by CAL FIRE for inclusion to the EIR for evaluation and disclosure include:

1. General Site Evaluation

- a. Timber site classification map.
- b. Current timber stocking levels in basal area per acre.
- c. Quantitative and qualitative analysis detailing how sustained yield of timber growth will be achieved.
- d. Total project acres and amount of acreage in timberland.
- e. Erosion Hazard Rating(s) map per §932.5, Title 14 California Code of Regulations.
- f. Soil description/map(s).
- g. Watercourse classification map as per Table 1, §936.5, Title 14 California Code of Regulations.
- h. Road construction/reconstruction plan.
- i. Road abandonment/obliteration plan, if any.
- j. Silvicultural prescriptions and interim measures to be applied based upon the proposed management objectives.

2. Discussion of the cumulative effects of the loss of timberland and timber supply.
3. Map indicating the land use of parcels adjoining lands to be converted to a non-timber growing use.
4. Erosion control plan for the development, or an explanation detailing why such a plan is not necessary.
5. Discussion of past and future timber management and harvesting activities.
6. Archaeological addendum of the project area.
7. Description of special measures to be conducted after completion of timber harvesting operations (if applicable), including toad and skid trail construction and use to prevent erosion, protect soil, and to protect watercourses, ponds, or lakes on or near the areas to be converted to non-timber growing uses.
8. Description detailing how the project area will be prepared for the new use(s) after completion of timber harvesting. Include a description of methods of slash disposal and woody vegetation treatment, and any additional land treatment measures to be taken.
9. Name of fire protection jurisdiction to supply protection to the developed areas/features.
10. Explanation detailing how the projects shall meet fire protection standards of the fire protection jurisdiction or of the safety element of the Placer County General Plan and the county's adopted State Responsibility Area Fire Safe Regulations.

Impact SCENIC-1, DEIR/EIS page 10-29, FEIR/EIS page 10-34: Revised to add analysis of Alternative 1A

To address compliance with height standards, the Proposed Project (Alternative 1/1A) proposes to amend TRPA Code of Ordinances Chapter 22 – Height Standards by adding new §22.4.G and amending §22.7(6) to allow additional building heights for special projects located in a Ski Area Master Plan and designated through TRPA Governing Board Resolution 2008-11. A copy of the proposed Chapter 22 amendment is provided in Appendix F. Tables 10-5 and 10-5A provides data on the heights for individual buildings with the Proposed Project (Alternative 1/1A) in relation to the proposed amendments to Chapter 22.

The height amendment, if approved, will allow building heights up to 77 feet as currently measured using TRPA Code Chapter 22 height measurement methods. However, the amendment proposes an alternative method for measuring height in circumstances where large footprint buildings are stair stepped up a hillside. The proposed amendment to chapter 22 would adopt the Placer County methodology of measuring height. Under this method, the height would be measured at the point of average natural grade (point between highest and lowest grade along the building footprint) and height would be the distance from the ground elevation at that average point of natural grade to the peak of the highest ridge or roof line of the building. Using the proposed method to measure height (taking the difference between highest roof ridge and average natural grade rather than lowest point of natural grade), no proposed building would exceed 50 feet in height. As shown in Figures 10-14 and 10-14A, the visual impact of large attached buildings located on a slope is similar to detached buildings located on the same slope. Revising the height calculation methodology to use the average slope to roof pitch instead of the lowest grade to roof pitch, results in a similar overall visual effect, but would allow one large building rather than smaller buildings stepped up the hillside (as proposed in Alternative 3). Therefore, the amendment will not allow greater visual impact or overall height, rather it revises the calculation methods to better reflect the true height of large footprint/attached buildings on sloped areas. The amendment is limited to qualifying ski area master plan areas addressed by TRPA Governing Board Resolution 2008-11, which solely includes the HMR Ski Area. Consequently, the code amendment would not apply to other parts of the Lake Tahoe Basin.

Impact SCENIC-1, DERI/EIS page 10-31, FEIR/EIS page 10-36: Revised to add analysis of Alternative 1A

With the Proposed Project (Alternative 1), North Base Buildings A (skier services), B (hotel/lodge), and P (parking structure/affordable housing) are set back more than 200 feet from SR 89 and meet the criteria for the 50-foot height limit. These buildings would be 47, 47, and 48 feet in height as measured using proposed Codes. Project Buildings C, D, and E are setback at least 40 feet, and would have allowable heights up to 42 feet. These buildings would be 42, 31, and 33 feet in height (Table 10-5). South Base area Buildings A, A1, and B are not visible from SR 89 (or Lake Tahoe) and are located more than 650 feet from the edge of pavement. Therefore, these 49-foot buildings meet the conditions for the 50-foot height limit in the proposed height amendment.

With the revision to the Proposed Project (Alternative 1A), North Base Buildings A (skier services), B (hotel/lodge), and C (residential condos) are set back more than 200 feet from SR 89 and meet the criteria for the 50-foot height limit. These buildings would be 47, 47, and 37 feet in height as measured using proposed Codes. Project Buildings P (parking structure/commercial/affordable housing), D, and E are setback at least 40 feet, and would have allowable heights up to 42 feet. These buildings would be 40, 31, and 33 feet in height (Table 10-5A). South Base area Condo Building A, and Chalet units A1-1 to A1-9 and B1 to B15 are not visible from SR 89 (or Lake Tahoe) and are located more than 650 feet from the edge of pavement. Therefore, these buildings (each less than 49 feet in height) meet the conditions for the 50-foot height limit in the proposed height amendment.

Table 10-5, DEIR/EIS page 10-32, FEIR/EIS page 10-37: Revised to describe existing Code requirements

Table 10-5										
Proposed Project (Alternative 1) Building Heights in Relation to <u>Existing and Amended TRPA Height Standards (§22.4.G).</u>										
Building	SR 89 setback ¹	Amended §22		Existing §22		Meets required findings for additional height under §22.7 (Y/N)?				
		Maximum allowed height with setback ²	Proposed Building height	Maximum allowed height with setback	Proposed Building height	1	3	6 ³	8	9
North Base Area										
A (Skier Services/ Residential)	283	50	47	<u>35'8"</u>	<u>76</u>	Y	Y	Y	Y	Y
B (Hotel/ Residential)	248	50	47	<u>33'8"</u>	<u>77</u>	Y	Y	Y	Y	Y
C (Retail/ Residential/Fractional)	53	42	42	<u>31'8"</u>	<u>43</u>	Y	Y	Y	Y	Y
D (Residential/ Fractional)	42	42	31	<u>31'8"</u>	<u>33</u>	Y	Y	Y	Y	Y
E (Residential/ Fractional)	45	42	33	<u>31'2"</u>	<u>33</u>	Y	Y	Y	Y	Y
P (Parking/Affordable Housing)	237	50	48	<u>26'5"</u>	<u>49</u>	Y	Y	Y	Y	Y
South Base Area										
A (Residential/Skier Services)	650-1,200	50	49	<u>33'2"</u>	<u>59</u>	Y	Y	Y	Y	Y
A1 (Residential)	650-1,200	50	49	<u>34'2"</u>	<u>60</u>	Y	Y	Y	Y	Y
B (Residential)	650-1,200	50	49	<u>34'2"</u>	<u>61</u>	Y	Y	Y	Y	Y
Mid-Mountain Base Area										
Gondola	n/a	35	24	<u>31'11"</u>	<u>34</u>	Y	Y	Y	Y	Y
Gondola Entry/ Skier Services	n/a	35	33	<u>31'11"</u>	<u>42</u>	Y	Y	Y	Y	Y
Restaurant	n/a	35	31	<u>36'8"</u>	<u>42</u>	Y	Y	Y	Y	Y

Source: HMR and Hauge Brueck Associates, 2010

Notes.

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

Table 10-5A, page 10-32: Add Table to describe height for Alternative 1A

Table 10-5A

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

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

Source: HMR and Hauge Brueck Associates, 2011

Notes:

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

Impact SCENIC-1, DEIR/EIS page 10-33, FEIR/EIS page 10-39: Revised to add analysis of Alternative 1A

1. When viewed from major arterials, scenic turnouts, public recreation areas of the waters of Lake Tahoe, from a distance of 300 feet, the additional height will not cause a building to extend above the forest canopy, when present, or a ridgeline. For height greater than that set forth in Table A for a 5:12 pitch, the additional height shall not increase the visual magnitude beyond that permitted for structures in the shoreland as set forth in Section 30.15, Additional Visual Magnitude, or Appendix H, Visual Assessment Tool, of the Design Review Guidelines.

The Proposed Project (Alternative 1/1A) is not located within the shoreland as set forth in Section 30.15. The visual simulations documented in Figures 10-5 through 10-8 are from viewpoints in Lake Tahoe, and Figures 10-10 through 10-13A depict simulated views from SR 89. Figures 10-13B and 10-13C depict simulated views of the Alternative 1A South Base area from Tahoe Ski Bowl Way. As shown, Project buildings will not exceed the forest canopy level or be visible above a ridgeline as viewed from a distance of 1,300 feet. As a result, the Proposed Project (Alternative 1/1A) buildings are consistent with finding 1.

3. With respect to that portion of the building which is permitted the additional height, the building has been designed to minimize interference with existing views within the area to the extent practicable.

The Proposed Project (Alternative 1/1A) scenario places shorter, two- and three-story buildings adjacent to SR 89 and larger 3.5-storied buildings graduated up the base of the mountain slope. Since the larger buildings are stepped up the naturally occurring slope, the proposed development avoids view interference within and from the public ROW toward the mountain. Structures are angled to afford views into the ski area without creating a long wall that blocks existing views through the Project area. The proposed parking structure and employee housing units to be located within the existing gravel parking lot under Alternative 1 are depicted in Figure 10-13. The structure would modify existing views toward Lake Tahoe from adjacent residential home sites located along Fawn Street, but would not block existing views of Lake Tahoe because intervening trees and other structures currently block views of the lake. The proposed parking structure and employee housing units (along with commercial uses) are located adjacent to the Fawn Street/SR 89 intersection under Alternative 1A as depicted in Figure 10-8A. Under this Alternative, the large parking structure is located closer to SR 89 and farther away from adjacent residential home sites. Under Alternative 1A, the gravel parking lot located across from existing residential home sites is used for a two-story residential condominium Building C as shown in Figure 10-13A. As a result, the Proposed Project (Alternative 1/1A) buildings are consistent with finding 3.

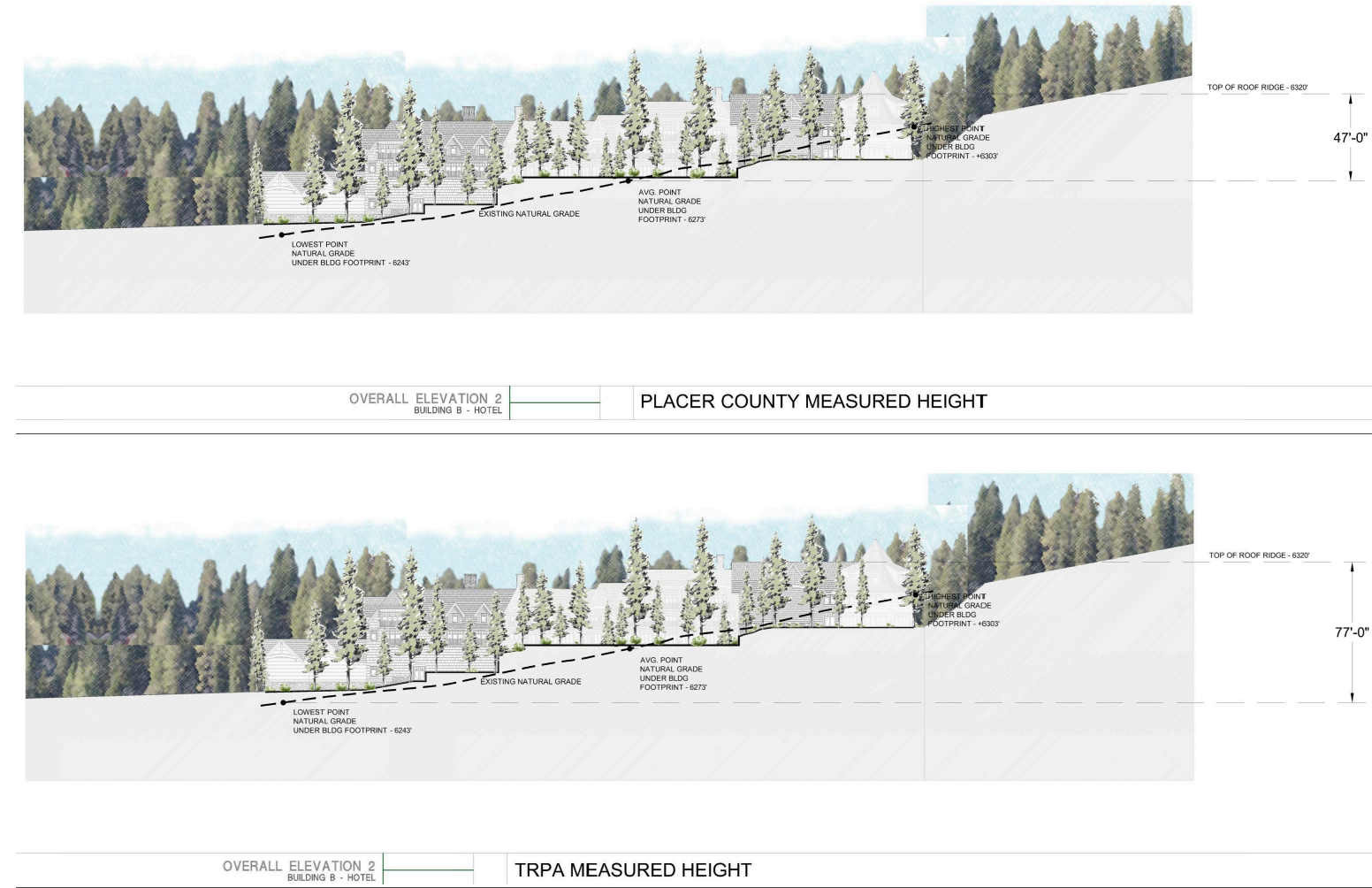
6. The building is located within an approved community plan or Ski Area Master Plan, which identifies the Project area as being suitable for the additional height being proposed.

The Project area will encompass the proposed HMR Ski Area Master Plan boundary, and consequently will meet the amended finding 6. The Master Plan states that a height amendment is needed to allow structures of an adequate size to serve the recreational and accommodation needs of the community and tourists, while reducing the amount of land disturbance that would otherwise be needed. Since the site is located on mountain slopes, the topography limits building structure and requires buildings to step up slopes. Based on how height is currently calculated by TRPA, structures are calculated to be taller than the actual height of any one exterior wall location. Figure 10-14 provides an example of how a large attached building stepped up a hillside can visually appear the same as a group of smaller detached buildings placed at intervals up the hill under TRPA's existing height measurement methods. Figure 10-14A provides a cross section of Building B as proposed under Alternatives 1 and 1A. The Proposed Project (Alternative 1) buildings are consistent with finding 6 under the proposed Code amendment.

HOMEWOOD MOUNTAIN RESORT SKI AREA MASTER PLAN EIR/EIS

Figure 10-14A, DEIR/EIS page 10-34, FEIR/EIS page 10-41: Add Figure to document differences in height calculation methods

Figure 10-14A Building B Height Calculation Example – Alternatives 1/1A



Impact SCENIC-1, DEIR/EIS page 10-35, FEIR/EIS page 10-43: Revised to add analysis of Alternative 1A

In addition to lighting, signage and height standards, and visual resource goals and policies, tree removal policies should also be considered in relation to visual impacts and policy compliance. Tree removal can alter the character of a site and increase views of structures. Tree removal, as discussed in Chapter 8, is considered to be a significant impact. Table 8-6 identifies a total of 33 trees 30" or greater for removal for the Proposed Project (Alternative 1). Of these 33 trees, a total of nine trees have been noted to be saved in the North Base area based on a memorandum from Nichols Consulting Engineers dated May 21, 2009. Alternative 1A would include the removal of one additional 30" or greater tree at the North Base area (associated with Building P) compared to Alternative 1. However, at present, it cannot be determined with certainty that these trees can be retained based on potential modifications to construction activities or building locations and potential damage to tree roots and adjacent topography.

Impact SCENIC-1, DEIR/EIS page 10-44, FEIR/EIS page 10-52: Revised to correct analysis for Alternative 5

Additional Height Eligibility Criteria	Alternative 5 Compliance
1. The project incorporates Pedestrian Transit-Oriented Design Features consistent with Subsection 13.7.D(3) (specifically a-e), including buildings to be oriented to the street, sidewalks, alternative parking strategies, mixed uses, integration of the private and public open spaces and circulation routes	Master Plan proposes an alternative transportation plan that increases pedestrian and bike paths and improved alternatives to the private automobile. Mixed uses and buildings oriented to the street are also proposed.
2. The project located within the Special Height District retains and treats the 50-year, one-hour storm utilizing on-site and off-site systems incorporating best available technologies	Master Plan Alternative 1 proposes a stormwater system to treat the 50-year, one-hour storm event. Stormwater treatment systems are proposed for the North Base, South Base, Tahoe Ski Bowl Way extension, Mid-Mountain area and off-site Caltrans/Placer County/HMR EIP project.
3. The project shall implement a minimum of two Environmental Improvement Program (EIP) projects	Master Plan proposes to implement or contribute to EIP projects #86, 632, 725, 775, 855, and 996.
4. The project shall be certified under the United States Green Building Council's Leadership I Energy and Environment Design (LEED) or under an equivalent sustainable/green building program	The Master Plan proposes to pursue LEED certification. The North Base area has been accepted into and will be designed under the Leadership in Energy and Environmental Design (LEED) for Neighborhood Development Pilot Program as an example of exemplary green and sustainable development. The South Base area, although not a part of the LEED for Neighborhood Pilot Program, will be designed to stringent sustainable development standards using the LEED criteria as a template.
5. The project shall ensure the required public benefit(s) set forth above and in the master plan are implemented consistent with the provisions of Subsection 22.4.D(5) of the TRPA Code of Ordinances	The Master Plan proposes to obtain necessary permits and funding prior to construction, and provides TRPA will assurances regarding the intent and ability to complete the project.
6. The project results in a permanent reduction of no less than 10 percent of existing land coverage within the project area. Existing land coverage must be reduced by 10% and permanently retired	Master Plan <u>Alternative 5</u> proposes a minimum of 23 % land coverage reduction. <u>At least 10% of the land coverage reduction will be permanently retired.</u>

Impact SCENIC-1, Table 10-7, DEIR/EIS page 10-45, FEIR/EIS page 10-54: Revised to describe existing Code requirements

Table 10-7

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

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

Source: HMR and Hauge Brueck Associates, 2010

Notes.

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

Impact SCENIC-1, DEIR/EIS page 10-53, FEIR/EIS page 10-62: Revised to correct analysis for Alternative 6

Additional Height Eligibility Criteria	Alternative 6 Compliance
1. The project incorporates Pedestrian Transit-Oriented Design Features consistent with Subsection 13.7.D(3) (specifically a-e), including buildings to be oriented to the street, sidewalks, alternative parking strategies, mixed uses, integration of the private and public open spaces and circulation routes	Master Plan proposes an alternative transportation plan that increases pedestrian and bike paths and improved alternatives to the private automobile. Mixed uses and buildings oriented to the street are also proposed.
2. The project located within the Special Height District retains and treats the 50-year, one-hour storm utilizing on-site and off-site systems incorporating best available technologies	Master Plan Alternative 1 proposes a stormwater system to treat the 50-year, one-hour storm event. Stormwater treatment systems are proposed for the North Base, South Base, Tahoe Ski Bowl Way extension, Mid-Mountain area and off-site Caltrans/Placer County/HMR EIP project.
3. The project shall implement a minimum of two Environmental Improvement Program (EIP) projects	Master Plan proposes to implement or contribute to EIP projects #86, 632, 725, 775, 855, and 996.
4. The project shall be certified under the United States Green Building Council's Leadership I Energy and Environment Design (LEED) or under an equivalent sustainable/green building program	The Master Plan proposes to pursue LEED certification. The North Base area has been accepted into and will be designed under the Leadership in Energy and Environmental Design (LEED) for Neighborhood Development Pilot Program as an example of exemplary green and sustainable development. The South Base area, although not a part of the LEED for Neighborhood Pilot Program, will be designed to stringent sustainable development standards using the LEED criteria as a template.
5. The project shall ensure the required public benefit(s) set forth above and in the master plan are implemented consistent with the provisions of Subsection 22.4.D(5) of the TRPA Code of Ordinances	The Master Plan proposes to obtain necessary permits and funding prior to construction, and provides TRPA will assurances regarding the intent and ability to complete the project.
6. The project results in a permanent reduction of no less than 10 percent of existing land coverage within the project area. Existing land coverage must be reduced by 10% and permanently retired	Master Plan Alternative 6 proposes a minimum of 20 % land coverage reduction. <u>At least 10% of the land coverage reduction will be permanently retired.</u>

Impact SCENIC-1, Table 10-8, DEIR/EIS page 10-54, FEIR/EIS page 10-64: Revised to describe existing Code requirements

Table 10-8

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

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

Source: HMR and Hauge Brueck Associates, 2010

Notes.

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

Impact SCENIC-2, DEIR/EIS page 10-59, FEIR/EIS page 10-69: Revised to add analysis of Alternative 1A

Alternative 6 will include a different mix of uses proposed for Alternatives 1/1A and 3. More residential condominiums would be located at the North Base area and fewer hotel (TAU) units would be located in that area. At the South Base, single family residential lots would replace most of the condominiums proposed for Alternatives 1 and 3 or condominiums/chalets proposed for Alternative 1A. Building D, which would be located along SR 89, would be longer and slightly taller under Alternative 6. Building heights would be taller as compared to Alternative 3, but fewer structures would be present.

Table 10-9, DEIR/EIS page 10-60, FEIR/EIS page 10-70: Revised to add analysis of Alternative 1A

Table 10-9

Evaluation of Consistency with Scenic Improvement Recommendations

Recommendation	Alternatives 1, 1A, 3, and 6 Improvement Actions
1. Reduce visibility of parking lot with landscaping and size reduction	Most parking will be underground. Each Alternative will include 50 surface parking spaces at the North Base area located between the proposed retail uses in Building C and the skier drop off area at Building A. The lot will include landscaping around and within the lot, and will be mostly screened from SR 89 viewpoints by buildings fronting SR 89. <u>Alternative 1A will also include surface parking in front of residential Building C, located behind the Maritime Museum.</u>
2. Landscape screening between residential and recreation areas	North and South Base area buildings and parking areas include landscaping to screen structures and complement the natural setting.
3. Underground utilities	Utilities on the site and along SR 89 will be placed underground.
4. Ski lift tower color improvements	Lifts located at the North Base area will either be removed or replaced. New lifts will conform to TRPA color guidelines.
5. Maintenance area relocation and screening	The maintenance area will be relocated to a screened area at the Mid-Mountain Base area.
6. Architectural improvements	Old structures will be removed and new structures will integrate the “Old Tahoe” architectural style with hipped/gabled roofs, dormers, exposed timber, and natural materials. New structures will be clustered and set at angles to reduce their visual prominence, complement the natural setting, and preserve views.
7. Screening between residences and ski area	North and South Base area buildings and parking areas include landscaping to screen structures and complement the natural setting. Tree removal is minimized.
8. Structures below tree canopy	As shown in the simulations, new structures are located below the tree canopy height.
9. Ridgelines	No facilities are proposed at a ridgeline or that visually obstructs or interrupts ridgeline views. The Mid-Mountain Base area is located on a slope, and where it is visible from Lake Tahoe, it is seen against a backdrop of a forested slope and ridgeline.
10. Non-reflective and appropriately hued building materials and colors	Natural materials and dark colors that conform to Chapter 30 – Design Standards (TRPA 1987) will be used on resort structures.

Source: HBA 2010