II. proposed physical plan

Beautiful Views On Groomed Runs

Winter Activities for Everyone

On Mountain

Lifts

To meet today's skier lift experience expectations the older Madden chair, which runs from the north base to the mid-mountain area, will be replaced by a new high speed gondola that will run in approximately the same alignment as the old Madden chair and will significantly reduce the travel time. The gondola is currently planned to include 8-passenger enclosed cabins and will connect the proposed base mountain lodge/hotel area to the new mid-mountain day lodge with an increase from 1800 to 2400 persons per hour.

Numerous lift replacements are recommended and some have already taken place. The quad fixed grip chair was replaced in 2007 with a high speed, detachable quad chair. The Quail chair, due to its recent addition and serviceable condition, is recommended to remain in place. However, due to age and the prospect for increasing call for maintenance capital, a schedule is recommended for replacement of the Ellis chair. It is assumed that the Madden chair would be replaced by the gondola. Skiers have come to expect this type of technology and investment in fixed grip technology for these lifts might result in capital investments with a relatively short life.

Snow Making Facilities

It is proposed that a vastly upgraded snowmaking system be installed at Homewood Mountain Resort in order to ensure early and late season snowpack. Homewood's objectives are to cover several ski trails at the lowest elevations and with various sun and wind exposures. It is generally accepted that a ski trail requires a minimum of approximately 12" of packed snow over a fine groomed summer surface in order to provide a quality surface for skiing and snowboarding. Any less than this depth will result in the exposure of vegetation through the snow surface which can damage the vegetation and skiers' or snowboarders' equipment, as well as accelerate the melting of the snowpack. Having adequate snow depth will provide a predictable and safe sliding surface. Ideally, ski trails require in excess of four feet of snow to ensure a long lasting quality surface for a full season with typical weather conditions.

A general overview of the basics of snowmaking follows. When nature does not cooperate by providing natural snow, snowmaking takes over. With a properly designed and operated snowmaking system, the variable of having cold conditions and precipitation occur simultaneously is removed. With snowmaking, HMR only needs cold temperature conditions to provide snow.

In summary, a snowmaking machine:

a) breaks water into particles

b) cools the water

c) removes the heat of fusion

d) nucleates the water

To cover one acre with one foot of snow requires around 200,000 gallons of water. In order to break the water droplets up into smaller particles, water pressures of at least 300 psi are advised.

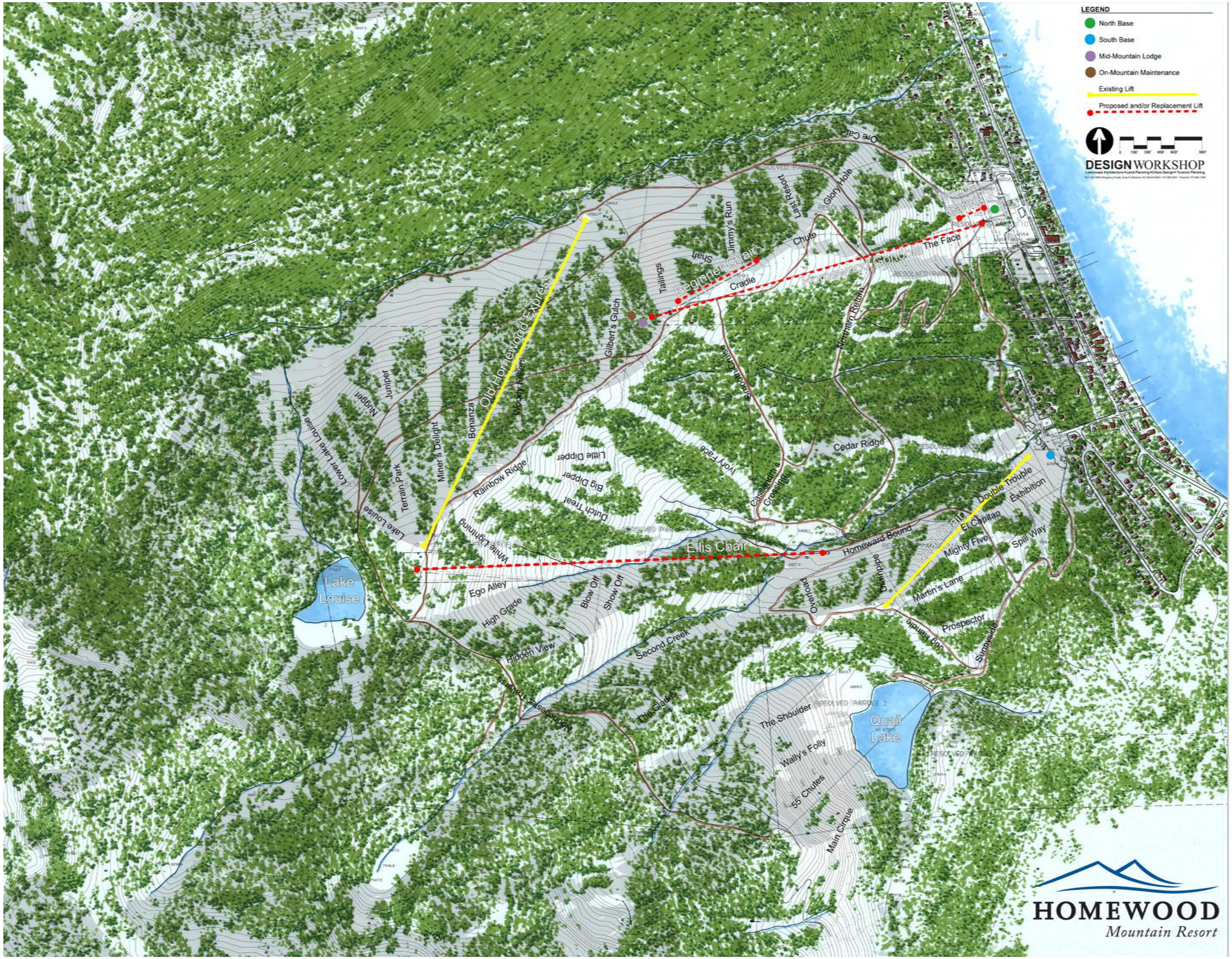
A proper snowmaking plan includes providing adequate water supply and distribution, appropriate electrical supply and distribution along with the snowmaking technology to convert these resources into snow.

Based on the two base areas of Homewood and the general mountain layout, the snowmaking system continues to break into two separate water systems as well.

PAOTS

Table 11. Persons At One Time (Paots)

Name	Current Capacity (pph)	Proposed Capacity (pph)
Madden Chair	1,800	2,400
Ellis Chair	1,500	2,400
Quad Chair	1,800	1,800
Quail Chair	1,637	1,637
South Happy Platter	630	0
North Happy Platter	500	0
Alpine Platter	419	0
Tailings T-Bar	0	0
South T-Bar	0	0
Magic Carpet	360	360
Spring Chair	0	0
Beginner @ Mid-Mountain	0	1,200
TOTALS	8,646	9,797


LEGEND
North Base
South Base
Mid-Mountain Lodge
On-Mountain Maintenance
Existing Lift
Proposed and/or Replacement Lift
0 150' 300' 450' 600' 900'
DESIGN WORKSHOP
Landscape Architecture • Land Planning • Urban Design • Tourism Planning
Old Homewood Express
Beginner Chair
Homewood Gondola
Ellis Chair
Quail Chair
Magic Carpet
Lake Louise
Quail Lake
Ore Car
Glory Hole
Last Resort
Jimmy's Run
Shaft
Tailings
Chute
Cradle
The Face
Gilbert's Gulch
Woody Fellers
Bonanza
Juniper
Nugget
Lower Lake Louise
Lake Louise
Terrain Park
Miner's Delight
Rainbow Ridge
Little Dipper
Big Dipper
Dutch Treat
White Lightning
Ivory Face
Smooth Cruise
Northern Return
Cassandra's Crossing
Cedar Ridge
Homeward Bound
Overload
Drainpipe
Double Trouble
Exhibition
El Capitan
Mighty Five
Spill Way
Martin's Lane
Prospector
Jug Handle
Sunnyside
Ego Alley
High Grade
Blow Off
Show Off
Hidden View
Second Creek
Manchester Traverse
The Glades
The Shoulder
Wally's Folly
55 Chutes
Main Cirque
HOMEWOOD
Mountain Resort

Mid Mountain Plan
In addition to the new day use lodge the maintenance center will be relocated to Mid Mountain.

Mid-Mountain Day Lodge
While great beginner terrain does not exist at the base area, it does exist at a mid-mountain location adjacent to the partially constructed warming facility on the Upper Madden site. The land below the top terminal of the Madden chair has a 10 percent slope and is the perfect environment to teach beginning skiers. One beginner lift is reflected in the proposed plan, below the proposed gondola terminal and the mountain restaurant for beginner skiers and snowboarders.

This is a strategic site in that it also offers the opportunity for on-mountain activities, and could serve as an activity hub for the resort. Potential uses include both night operations with on-mountain dining and a scenic gondola ride and summer operations for special events such as weddings, limited conferencing, and meetings. This site could accommodate the addition of terrain park features and host special exhibitions, such as big air or half pipe events, should adequate land be available the construction of a half pipe for both snowboarders and twin tip skiers. This facility is planned to be open to the general public.

Gondola to Service New On-mountain Activity Center
An 8-passenger, detachable gondola with an hourly capacity of 2,400 persons per hour is proposed to replace the existing Madden chair. This lift would terminate at the on-mountain activity center, providing beginner skiers with great ski terrain, mountain views, outstanding lake views, and the ability to return to the base village via gondola (a less intimidating way down for beginners). This lift would support summer use and night use, if permitted, which would in turn support special event and food and beverage operations. The final alignment of all proposed chair replacements and the gondola will be revisited during the master planning process for base facilities.

Maintenance Center
Maintenance facilities for Snow Cats and other heavy equipment will be relocated up mountain. As a result, unsightly equipment storage, and noise and diesel odors from this equipment will similarly be eliminated from the south base.

A new mid mountain maintenance building is proposed to house both vehicle and lift maintenance. In addition, this building would contain four work bays, parts, offices, a welding shop, and a large layout work space for lift maintenance. Rubber tire maintenance is planned to be contracted to a local garage.

Mid-Mountain Day Lodge
The Mid-Mountain Day Lodge offers dining and a scenic gondola ride and summer operations for special events such as weddings, limited conferences, and meetings.

Base Area

Transportation, Circulation and Parking and Shuttle Stops

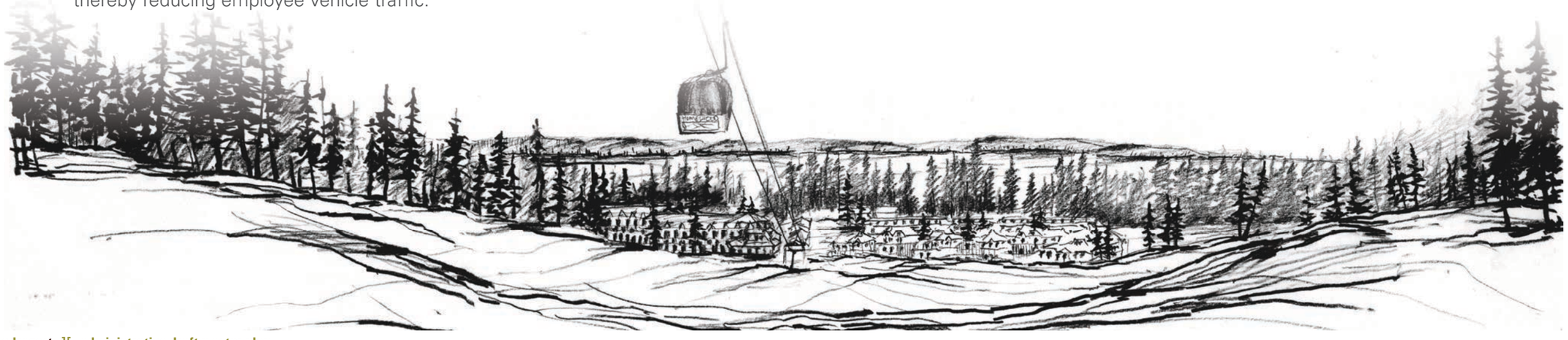
In recognition of the importance of transportation issues and to address the impacts associated with development, Homewood Village Resorts, LLC is committing to a series of transportation strategies, including an "Alternative Transportation Program," to accompany the planned improvements to Homewood Mountain Resort. As described below, this Program is intended to expand alternatives to the private automobile for guests, visitors and customers of HMR as well as for other West Shore residents. This program is a key strategy in maximizing the sustainability of the development and improving the West Shore for both residents and visitors. It is also hoped that HMR innovations in transportation can serve as a nucleus on which further expansions in alternative transportation services can grow.

Year-Round Program Elements

- Extension of the West Shore Bike Trail – The bike trail system along the West Shore is very well used: counts conducted in 2006 at Fawn Street indicated that up to 400 bicyclists and 100 pedestrians per day use the existing trail. This trail, however, has a key "missing link" from Fawn Street north to Cherry Street. As part of the North Lodge development plan, this bike trail will be extended to Silver Street, reducing the size of this gap.
- Employee Shuttle Bus – Employee shuttle buses are planned to be operated during both summer and winter seasons from employee housing areas, thereby reducing employee vehicle traffic.
- Employee Public Bus Transit Fares – HMR plans to provide free passes for Tahoe Area Regional Transit services to all HMR employees, for those that find TART services more convenient than the employee shuttle buses.
- Scheduled Shuttle Service – A scheduled shuttle vehicle is planned to be operated between Homewood and Tahoe City seven days a week, from 7 AM to 11 PM, during the summer and winter seasons. This service is planned to be operated at least hourly, and scheduled to complement existing TART schedules. A modest fare (consistent with TART fares) will be charged for passengers that are not HMR guests or residents.
- North Base – South Base Shuttle Service – A shuttle service (such as golf carts in the summer and a snocat in the winter) is planned to be operated to connect the North Base and South Base areas, without travel on public roadways. While technologies are currently being researched, it is HMR's intent that these vehicles be alternatively fueled.
- Electric/Hybrid Car Rental Service – HMR plans to procure five electric and/or hybrid vehicles, and offer them for short-term rental to HMR residents and guests. In addition to encouraging use of zero emission vehicles, this service will also tend to encourage use of public transit options for persons arriving and departing the region (such as the North Tahoe Express van service from the Reno-Tahoe International Airport), as it allows persons arriving without a car the opportunity to rent a car for only a day or two of their stay.
- Free "Bicycle Share" Service – HMR plans to operate a bike pool program, making bicycles available to any HMR guest or resident on an as-desired or as-required basis free-of-charge. This will encourage bicycle use, particularly for recreational trips between the resort and destinations along the West Shore.

Winter Program Elements

- Winter West Shore Dial-A-Ride Service – HMR plans to operate a Dial-A-Ride transit program serving the West Shore, with up to ten vehicles in operation at peak times in winter. Service will be provided as far north as Tavern Shores and Granlibakken, and as far south as Rubicon Bay (excluding the Talmont and Upper Ward Canyon areas), providing service from 8:00 AM to 6:30 PM. Within this service area, residents and visitors will be able to call for pick-ups for service to the HMR base area. Service could generally be provided within 15 minutes of a request. For major lodging centers (such as Sunnyside or Granlibakken), a specific schedule of service times could be established in order to better serve group passengers. In the opposite direction, specific departure times from the base areas would be established (such as once every half-hour), with passengers simply telling the driver their desired destination. This will be similar to the successful Dial-a-Ride program in the Northstar area, which carries 22 percent of local residents to and from the Northstar ski lifts.
- Skier Intercept Shuttle Service – Skier shuttle services are planned to be provided from off-site skier parking lots in the Tahoe City / Sunnyside area to the north and in Tahoma to the south. Combined with controls on day skier parking in the Homewood area, this service will significantly reduce day skier traffic in Homewood. Summer Program Elements



Summer Concert Series

- Water Taxi Service – A service is planned to be operated using a vessel with up to a 25-passenger capacity between Homewood and Tahoe City. This service is planned to be operated seven days a week between 9 AM and 8 PM on at least an hourly frequency. HMR residents and guests will be served at no fare, while other passengers will be served as space permits for a modest fare. As this service is designed to provide an opportunity to get out on the Lake while also avoiding the traffic congestion in the Fanny Bridge area, it is expected to be well utilized.
- Day Skier Parking Control – The plans for HMR include a substantial reduction in day skier parking. While the alternative transportation program (specifically the intercept parking shuttles and Dial-A-Ride program) will be provided to accommodate day skier access, it will be important to control parking near the HMR base areas in order to reduce impacts on the resort's neighbors. Homewood Village Resorts, LLC is committed to a parking control program on nearby state and county roadways to eliminate shoulder parking by day skiers. This will include parking regulations, enforcement, and a monitoring program to ensure that the parking control program is effective.
- Transportation Information Strategies – Providing accurate, "real time" information to HMR travelers can also help to reduce transportation problems. Information on parking/lift ticket availability, non-auto transportation options, and Fanny Bridge traffic congestion can encourage travelers to make travel decisions that reduce auto impacts. This information will be provided through the Internet, text messaging, in-room or front desk displays, and/or low-wattage driver advisory radio. In addition, real-time signage is planned to be provided near the Tahoe City Wye on busy ski days to provide skiers with information regarding the availability of parking (and supporting shuttle services) at intercept parking areas. A good example of the benefits of this strategy is the trailer-mounted sign used by Northstar-At- Tahoe to divert day skiers approaching Northstar in periods when there is no remaining day skier parking available at the resort.

Summer Program Elements

- Summer West Shore Dial-A-Ride Service – An on-demand dial-a-ride service is planned to be operated for persons traveling to/from HMR, seven days a week from 8 AM to 6 PM. Up to three vehicles are planned for this service, which will accommodate rides to/from the Resort in an area bound by Granlibakken Road to the north and Sugar Pine Point to the south. This is similar to the existing summertime service provided by Chamberlands to Chambers Landing beach. A modest fare (consistent with TART fares) will be charged for passengers that are not HMR guests or residents.
- This service is expected to be particularly useful for West Shore residents visiting the resort in the summer to use the pool. The service parameters identified above represent the minimum levels that would be provided at completion of the proposed project. Services could potentially expand beyond these parameters, such as to serve other destinations or hours of the day.
- Intercept Existing Vehicle Trips – One key transportation strategy is to minimize the need for travel. The limited commercial opportunities on the West Shore require that many trips require travel to Tahoe City, adding to traffic congestion. In particular, the lamented closure of Homewood Hardware now forces West Shore residents to travel to Tahoe City for the smallest of home repair needs. By providing a modest-sized hardware store within HMR, these existing auto trips can be shortened or more easily replaced by a bicycle or walk trip. Expanding the range of grocery options in a manner that complements other existing markets on the West Shore can also reduce existing auto travel.
- Accommodate Summer Boat Trailer Parking on Skier Lots – A portion of the HMR day skier garage parking area is being designed to be used as boat trailer parking areas during the summer, reducing the impacts that boat trailers have along the public roadways. This program will be focused on the daily boater who currently launches at Obexer's Marina and parks along SR 89, often blocking driveways and creating noise and dust problems. During peak periods, a valet system is planned to shuttle vehicles and trailers to the parking area. HMR will also work with local governments to restrict on-street trailer parking.
- Partnering to Achieve Regional Transportation Solutions – Many of the region's most intractable transportation problems – such as the summer traffic congestion in the Fanny Bridge area – are regional in nature and will require regional solutions. Homewood Village Resorts, LLC is committed to working with other public and private organizations in the region to effect solutions to these problems.
- An improved 5 mile network of interconnected trails will be officially designated as a summer element of the master plan (see page.26, Illustrative Proposed Trails Plan). The trail network takes advantage of opportunities to provide shorter loops as well as longer "in and back" trails that take hikers to spectacular sites with unobstructed views of the entire Lake Tahoe Basin. The 5 mile trail network primarily makes use of existing roads and trails. The designated trail network will include signage to assist with trail users' wayfinding.

Buildings and Structures

There has been an overall reduction in the number of proposed residences in the master plan based on additional public input and a continuing refinement of planning efforts. The most marked change has been at the South Base. The original project application included 120 residential condominiums at the South Base replacing the existing lodge and ancillary facilities as well as the paved parking areas. The residential condominiums are planned in a series of separate, three story (two full stories and residences in the roof volume) lodge-type buildings oriented towards the mountain and the Lake. The current plan includes a reduction from 120 residences to a maximum of 99 (95 for Alt. 1A) residences. Note that at the inception of the proposed Homewood master plan,

HOMEWOOD Mountain Resort

Illustrative Proposed Trails Plan

DRAFT Homewood Mountain Resort: Mountain Master Plan – March 2009

DESIGNWORKSHOP

Improved Forest Health

there were 235 residential condominiums proposed at the South Base. The current count of 99 (95 for Alt. 1A) residential condominiums represents a 58% reduction in density from the original master plan proposal. This reduction will further help reinforce the more residential quality of the neighborhood and fit onto the landscape in a more optimal way.

In reducing the number of residences at the South Base, HMR has been able to relocate some of them to the North Base area, which is the main center for skier access. The North Base will have fourteen additional condominium residences for a total of 66. This is still significantly fewer than the 197 residential units originally planned at the North Base. The balance of the proposed master plan remains largely as is including the hotel/lodge, which is now being planned for up to 75 traditional hotel rooms in response to programmatic requirements of the 5-star hotel brand operators HMR is currently considering. HMR is not, however, increasing the overall square footage of the hotel and will be making reductions in other areas within the hotel/lodge in order to accommodate additional room count (prior room count was 50-60). The hotel/lodge still includes up to 40 two-bedroom hotel/condo residences. The plan also continues to include 13 workforce housing apartments that will wrap the perimeter of the day skier parking structure and 16 townhomes to the west. The small commercial area including a grocer, hardware store, and ice cream parlor/coffee shop are still in the plan as are the upgraded day skier facilities.

The North Base will be transformed to include a base lodge as well as a small neighborhood village to be used by Homewood and West Shore residents and visitors. Additionally, underground parking will be built for use by resort visitors who are staying more than a day.

Base Lodge:

- A 5-star boutique hotel with up to 75 rooms Approximately 40 two-bedroom (20 with lock-off), two-bath, individually-owned condo hotel suites Approximately 30 individually-owned penthouse condo units (top floor) Lodge with a full service restaurant, spa and fitness facility
- Approximately 13 on-site workforce housing apartments for full-time employees
- Approximately 36 residential condominiums and up to 20 fractional ownership units will be distributed among 1, 2, and 3-story buildings dispersed throughout the North Base area.

Up to 25,000 square feet of retail space designed to include: (Mid-Mountain lodge contains about 8,000 square feet)

- Grocery store
- Hardware store
- Ice cream parlor

Skier Services A new state-of-the-art base mountain facility across from day skier parking structure including:

- Food and beverage services
- Ski school Rental shop Lockers
- Administrative and operations offices

Parking:

- Underground parking for hotel and residential
- Above-ground parking structure, for day skiers in the winter and boat trailer parking in the summer
- Lockers
- Limited time surface parking (for retail/drop-in guests)

The hotel at the north base ranges in height from two to four levels and is set back from Highway 89 at the toe of the slope to the west. Closest part of the hotel to the highway is approximately 175 feet back from the highway with the majority of the hotel structure being approximately 250= feet back from the highway.

There will be no day skier facilities at the south base. It will be entirely relocated to the north base. As a result, the hundreds and, on some days, thousands of skiers who park in the area including neighborhood streets will be eliminated. There will be NO day skier, public or above ground parking at the south base. As such, there is no reason for the public to drive on Tahoe Ski Bowl.

It is envisioned that the South Base will become a residential enclave designed to compliment the existing neighborhood and will include the removal of both day skier access and the existing maintenance facility.

South Base Area Highlights

- Up to 99 (up to 47 for Alt. 1A) multi-family condominium residences (48 chalets in Alt 1A), up to three stories, replacing the current lodge and ski school site.
- Access to 16 townhomes located on the north end of Tahoe Ski Bowl overlooking Lake Tahoe and the North Base.
- Relocation of all day skier access and parking to the North Base.

The north base proposal has been accepted into and will be designed under the Leadership in Energy and Environmental Design (LEED) for Neighborhood Development Pilot Program as an example of exemplary green and sustainable development. The south base, although not a part of the LEED for Neighborhood Pilot Program, will also be designed to stringent sustainable development standards using the LEED criteria as a template.

Utilities and Infrastructure

The existing utility services and infrastructure that serve the site will be upgraded to meet the needs of the proposed project. This includes electric, gas, telecommunications, water, and sewer. Preliminary meetings with service providers have occurred and methods for accommodating the demand have been discussed. However, as part of the Green Development Initiatives (described later) reducing the utility and infrastructure needs from typical methods for base villages will be a priority for Homewood. Opportunities for providing alternative energy sources will also be explored. Plans include exploration of renewable energy sources such as micro-hydro, solar, geothermal, biomass, and wind energy for serving the proposed Homewood master plan.

Density

Based on the Plan Area Statement for Homewood, residential density is determined based on a 15 unit per acre calculation. However, the current TRPA Code reduces the allowed density when other land uses such as commercial are proposed as part of a project. The Community Enhancement Program (CEP) process has been structured to revisit this issue, particularly where the project stacks these uses and promotes smart growth principles for mixed use development which is a key element in the Homewood master plan.

Employee Housing

The construction of on-site, affordable workforce housing for those employed in and around Homewood is a proactive way for the development to address the needs of its community. In addition to on-site workforce housing, HMR will also provide off-site affordable workforce housing close to the proximity to Homewood as possible.

Architectural and General Design Character

The new Homewood Resort design is conceived as an alpine village community in the architectural style of the classic old Tahoe lodges. The site design strategy is to cluster development in two separate base villages maximizing the amount of natural land and open space. Buildings have been arranged on the site to create several distinct neighborhoods within the development focused around key recreational uses such as gondola staging, ice rink, hotels, shops and restaurant venues. Two story structures are located along highway 89 with taller structures placed further up the slope, the village pedestrian plazas occupy the space between.

Certain architectural features, in particular, gable and hipped roof shapes, dormer configurations, as well as the use of exposed timber and natural materials are designed to express the Tahoe lodge design theme in the manner of the Tahoe Tavern and Ehrman Mansion. These and similar National Park Service (NPS) structures, exemplified by such buildings as The Ahwahnee Hotel and Timberline Lodge stand powerfully on the land, expressing the theme of man and nature simultaneously. The Homewood design seeks to convey this kind of presence on a site. Taking advantage of the wooded site and the placement of shorter buildings along the highway, the larger scale and taller parts of the project will not be readily apparent from the highway and will only be experienced from within the site.

The concept of a clustered hillside village and architecture in the tradition of classic Tahoe lodges is not possible within TRPA's height measurement rules. This is because maximum height is measured from a point of lowest grade along a building's exterior wall to highest point on the roof. The height limit for a building becomes a level plane at the maximum allowable height set by the lowest point of grade and ignores the configuration of the site's topography. This method of measurement penalizes buildings on sloping land and discourages tight hillside village concepts. Additionally, architectural elements common to alpine and rustic vernaculars such as steeply sloping gable roofs are not accounted for.

A possible method of measurement responding to clustered alpine villages might be to establish a measurement plane that slopes with existing topography and allows for some architectural elements to extend above the plane by a certain percentage or be measured to the midpoint of roof slope. Similar methods establish a level plane for a building but allow the down sloping height to exceed the standard height by a certain percentage depending on degree of slope. The design team is in the process of developing an interactive computer model that will allow quick viewpoints and animations to be taken from any location on the project. Height and massing issues can then be understood visually from the point of view of anyone on or in the vicinity of the site rather than relying on strict dimensional limits.

TRPA's Code of Ordinances subsection 22.4 allows for additional height for certain buildings (public service, tourist accommodations and recreation uses). Most applicable to HMR's needs are the policies that allow for additional height for recreation buildings within adopted ski area master plans, additional height for tourist accommodation buildings within community plan areas, and additional height in special height districts (limited to areas within adopted redevelopment plans and adopted community plan areas). These allowances for additional height are all based on a measurement standard that does not support a clustered development pattern as it stair-steps up a slope.

Despite the policies that allow for additional height, the project building heights do not comply with TRPA Code of Ordinances height standards (TRPA 1987). To remedy the inconsistency with the height standards, HMR's Ski Area Master Plan includes amending Chapter 22 of TRPA Code of Ordinances to include a new height calculation methodology for sloped areas that incorporate a clustered village development pattern.

To address compliance with height standards, the Ski Area Master Plan 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 Resolution 2008-11. Table 12 below provides data on the heights for individual buildings Proposed within the Ski Area Master Plan in relation to the proposed amendments to Chapter 22.

The proposed amendment to chapter 22 would adopt the Placer County methodology of measuring height. 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. 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 the following North and South Base Maximum Allowable Heights Table figures (pg. 33), the visual impact of attached buildings on a slope is similar to detached buildings on a slope using this method. Revising the height calculation methodology to use the average slope to roof pitch instead of the lowest grade to roof pitch, results in the same overall visual effect. 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.

Under the amendment, new structures requesting additional height along SR 89 need to be setback at least 40 feet from the edge of SR 89 pavement. Two to three-story buildings would be allowed closest to SR 89, while buildings up to four stories would be allowed at the rear of the site. Under the proposed height methodology, no building would be allowed to exceed 50 feet in height. Using the proposed measurement method for the HMR Ski Area, the proposed amendment would allow maximum permissible height for structures with a minimum setback of 40 feet from the SR 89 right of way to be 42 feet, with a minimum roof pitch of 5:12. Buildings setback at least 200 feet, but not more than 675 feet, would be allowed to have heights up to 50 feet, with a minimum roof pitch of 2:12. The South Base area would have a maximum height of 50 feet, with a minimum roof pitch of 5:12. The maximum height for structures located in the Mid-Mountain Base area would be 35 feet, with a minimum roof pitch of 2:12.

To qualify for additional height under the proposed §22.4.G amendment, buildings must meet the eligibility requirements included in the amendment and comply with §22.7 findings 1, 3, 6 (with proposed amendment to allow additional height in ski area master plans), 8, and 9. The Proposed Project (Alternative 1) must also meet

Table 12. Height Requirements

Additional Height Eligibility Criteria	HMR Ski Area Plan Compliance
1. The project incorporates Pedestrian Transit-Oriented Design Features consistent with Subsection 13.7.D(3) (specifically a-e), including buildings to be oriented to the street, sidewalks, alternative parking strategies, mixed uses, integration of the private and public open spaces and circulation routes.	Master Plan proposes an alternative transportation plan that increases pedestrian and bike paths and improved alternative mode choices other than the private automobile. Mixed uses and buildings oriented to the public street are also proposed.
2. The project located within the Special Height District retains and treats the 50-year, one-hour storm utilizing on-site and off-site systems incorporating best available technologies.	Master Plan Alternative 1 proposes a stormwater system to treat the 50-year, one-hour storm event. Stormwater treatment systems are proposed for the North Base, South Base, Tahoe Ski Bowl Way extension, Mid-Mountain area and off-site Caltrans/Placer County/HMR EIP project.
3. The project shall implement a minimum of two Environmental Improvement Program (EIP) projects.	Master Plan proposes to implement or contribute to EIP projects #86, 632, 725, 775, 855, and 996.
4. The project shall be certified under the United States Green Building Council's Leadership I Energy and Environment Design (LEED) or under an equivalent sustainable/green building program.	The Master Plan proposes to pursue LEED certification. The North Base area has been accepted into and will be designed under the Leadership in Energy and Environmental Design (LEED) for Neighborhood Development Pilot Program as an example of exemplary green and sustainable development. The South Base area, although not a part of the LEED for Neighborhood Pilot Program, will be designed to stringent sustainable development standards using the LEED criteria as a template.
5. The project shall ensure the required public benefit(s) set forth above and in the master plan are implemented consistent with the provisions of Subsection 22.4.D(5) of the TRPA Code of Ordinances.	The Master Plan proposes to obtain necessary permits and funding prior to construction. HMR will provide TRPA with assurances regarding the intent and ability to complete the project prior to permit acknowledgement.
6. The project results in a permanent reduction of no less than 10 percent of existing land coverage within the project area.	Master Plan proposes a minimum of 13 % land coverage reduction. At least 10% of the land coverage reduction will be permanently retired.

the following required conditions included in the Ski Area Master Plan to be eligible for additional building height under the amendment.

Within the HMR Ski Area Master Plan, the 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. South Base area Buildings A, A1, and B are not visible from SR 89 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.

Signage

As an area dependent on the tourism industry, the appearance and aesthetic features of the Region takes on an economic importance. The design quality of the signs to be crafted for the HMR ski area are an important element in the overall appearance of the resort and the Homewood community settings. It is the intention of this ski area master plan that all of the man-made elements come together to create a visually attractive and enticing facility for both visitors and residents.

In order to maintain and improve the overall quality of the built environment in the Lake Tahoe Region, Placer County

and TRPA have adopted minimum design standards which include sign standards. All signs within the HMR Ski Area Master Plan project area will be designed and located to be complimentary and compatible with the resort and the community surrounding HMR. Careful attention will be paid to craft signs that in terms of size, shape, color, texture and lighting provide needed wayfinding without being obtrusive. Graphic simplicity and compatibility with building architecture, are the basic principles that HMR will incorporate when designing an effective and attractive system of signage for the ski area.

Green Development Initiatives

Numerous opportunities exist to incorporate green development principles and practices for the area. The most significant lies in the potential micro-hydro development on Madden Creek and Quail outlet stream. Technology has advanced to the point were even the smallest of plants can make a big difference. It is conceptually possible, given the discharge of Madden Creek and up to 5-6 months of the year in operation, that sufficient electricity could be developed to markedly offset the demand for all lifts on the mountain. Other opportunities include:

- Biomass heat recovery
- Use of biodiesel for all on mountain groomers
- LEED certifications for all public commercial buildings
- "Build green" certification for residential buildings
- Innovations in public transit from Tahoe City and other destinations in the basin, to perhaps include some form of intercept parking for visitors from outside the basin
- Exceeding BMPs for storm water retention and water quality management on the mountain
- Four-cycle motors for snowmobiles
- Electrical power cogeneration
- Solar and wind power

Sustainable practices have also be explored as part of HMR the base area planning process and are incorporated into the Sustainable Best Practices document.

The environmental impacts of the built environment at Homewood will be considered with the same regard as the impacts to the natural environment. The construction process is inherently full of practices that diminish the quality of the environment. Homewood is taking a proactive stance by creating a sustainability plan that addresses all of the concerns associated with the building process. All of the members of the development team will play a role in helping to minimize environmental impacts.

Architectural design at Homewood will consider the "life-cycle" costs of the infrastructure and buildings used in the resort. The positioning of the buildings will play a huge role in how much energy is expended throughout the year. By assessing the path of the sun during the planning stages of the development, it is possible to maximize the heating opportunities during cooler months, minimize the heating impacts during the summer and design buildings to avoid dark, cold, uninviting areas all year long. The benefits of energy savings in the long run are well worth the time spent upfront in the planning phases.

Development Initiatives

The LEED certification standards put a great emphasis on the reuse of building materials and the limiting of waste disposal for previously developed sites. Homewood Mountain Resort has a number of existing buildings that will be taken down as part of the redevelopment process. The architecture of the new buildings will utilize the existing materials from these dismantled structures. The opportunities for reuse are not limited solely to the architecture. The components from old chair lifts can be used when building new chair lifts on-site or at other local ski resorts. The ability to implement the sustainable practice of material reuse and decreasing waste production will be one more way that Homewood can help to minimize their impact on the environment.

The energy efficiency of the buildings is dependent on many things, but a building that is not well insulated in our climate is a giant drain on resources. The buildings at Homewood will be well insulated with tight construction and the use of non-toxic and/or recycled materials. Efficient mechanical systems such as boilers and chillers can be purchased that are easy to install or remove if problems arise. There are systems on the market today that fulfill a number of uses and help to eliminate the need for separate machines. Boilers that utilize their waste energy (like the biomass system mentioned earlier) to heat radiant floor systems, domestic hot water, laundry needs, pools, hot tubs and other places that require heat will greatly enhance energy efficiency. These systems also provide a benefit for landscaping needs. The condensation produced with a gas powered boiler system can be collected and used to water plants around the development.

The electrical systems require the same consideration as any other system in sustainable design. How a building is lit is as important as how it is heated and cooled. The lighting of a building not only affects the mood of a space, but it contributes to how that space is utilized. An improperly lit space does not make for a healthy living or working environment. The ideal space utilizes the sun for lighting purposes, helping to offset dependence on artificial lighting. This sustainable concept of daylighting is not always an option. For those spaces that require artificial lighting, there are new, highly evolved opportunities for high efficacy lighting. It is possible to utilize fluorescent and LED fixtures that greatly lower the energy costs associated with making spaces conducive to both living and working.

In addition to the options in fixtures, light colored interiors and well placed windows can make spaces much more comfortable. A sustainable working environment addresses the energy efficiency of the building as well as the impacts to the health of those who work in the space.

Homewood is creating a "Green Guide" or sustainability plan that addresses the concerns associated with the building process. Architectural design at Homewood will consider the "life-cycle" costs of the infrastructure and buildings used at the resort. Below are a few of the green building principles that are planned to be implemented during the redevelopment effort:

Building Orientation: The proper positioning or orientation of the buildings can play a significant role in how much energy is expended throughout the year. Reuse of

Building Materials: Homewood Mountain Resort has a number of existing buildings that will be de-constructed as part of the redevelopment process. The materials from the de-constructed buildings are planned to be re-cycled for use in new buildings. The components from old chair lifts can potentially be re-used at other ski resorts.

Building Energy Efficiency: The buildings at Homewood will be well insulated with tight construction and the use of non-toxic and/or recycled materials. Plans will include exploring ways to re-capture waste heat from boilers for uses such as radiant heat systems, domestic hot water, laundry needs, pools, hot tubs and other places that require heat.

Building Electrical Systems: For spaces that require artificial lighting, new highly evolved opportunities exist for high efficiency lighting that utilize fluorescent and LED fixtures helping to greatly lower energy costs.

Social Opportunities

The sustainability of the social environment at Homewood is part of the three tiered approach to the redevelopment of the site. The consideration and respect for those who live and work at the resort as well as those who visit is a key element of the principles behind a socially responsible development.

The community of Homewood plays a vital role in the success of this project. By locating mixed-use buildings along State Route 89 South, the architecture of the Resort establishes a vibrant commercial and residential presence. The resort will act as the 'Village Core' for the greater community. Neighborhood serving businesses, such as a small market and hardware store will welcome locals and visitors alike.

The construction of on-site, affordable workforce housing for those employed in and around Homewood is a proactive way for the development to address the needs of its community. Opportunities for on-site childcare will help to alleviate the stress that parents have to deal with when they have to go back to work. A healthy and safe work environment and access to health care and fair wages make Homewood Mountain Resort a place that truly cares about their employees. The implementation of progressive labor practices throughout the lifetime of this project highlights an area of sustainability rarely touched upon in the business environment.

An extensive transit system will change the way people come to the resort. Dial-a-ride programs with alternative energy vehicles, a water-borne taxi and incentive- based carpool arrangements are ideas being considered in an effort to diversify transportation options and reduce automobile impacts. Bike trails and sidewalks that connect the surrounding communities will make Homewood a place that promotes alternative methods of transportation rather than the personal automobile.

Master Plan Implementation Phasing

It is expected that a project being constructed under a Master Plan will be accomplished over time. TRPA's master plan guidelines anticipates the phasing of the project and requests 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 their master plan. The following outlines the anticipated development phasing.

Phase 1 – North Base - Implementation in years 1 thru 5

1a Mid Mountain Day Lodge
Hotel/Lodge
Day Skier Services Building and Residential Units
Commercial and Landscape/Ice Pond Area
Workforce Housing and Day Skier Parking Structure
LEED Commissioning

1b Residential Building Adjacent to Highway 89

1c Residential Building Adjacent to Highway 89

Phase 2 – South Base – Implementation in years 6 thru 10

2a Residential Building (southern, north chalets in Alt. 1A)

2b Residential Building (northern, south chalets in condo building in Alt 1A)

2c Townhomes (access from South Base, situated west/southwest of North Base)

As is expected with any master planned project there are support facilities and programs as well as environmental improvements that are implemented parallel with the project development. HMR has identified transportation and parking improvements, water quality improvements, forest health and management improvements. The following outlines the phasing of the implementation of these improvements and programs.

Phase 1 – North Base - Implementation in years 1 thru 5

1a All permanent BMPs installed as construction is completed
Satellite parking and shuttle services initiated
Forest health and fuels reduction projects continue
Cumulative Watershed Effects (CWE) is initiated

1b Scenic enhancement strategies are employed

1c Continued on-Mountain revegetation and erosion control work continues

Phase 2 – South Base – Implementation in years 6 thru 10

2a All permanent BMPs installed as construction is completed

2b Project Area is fully BMPed, landscaped, revegetated

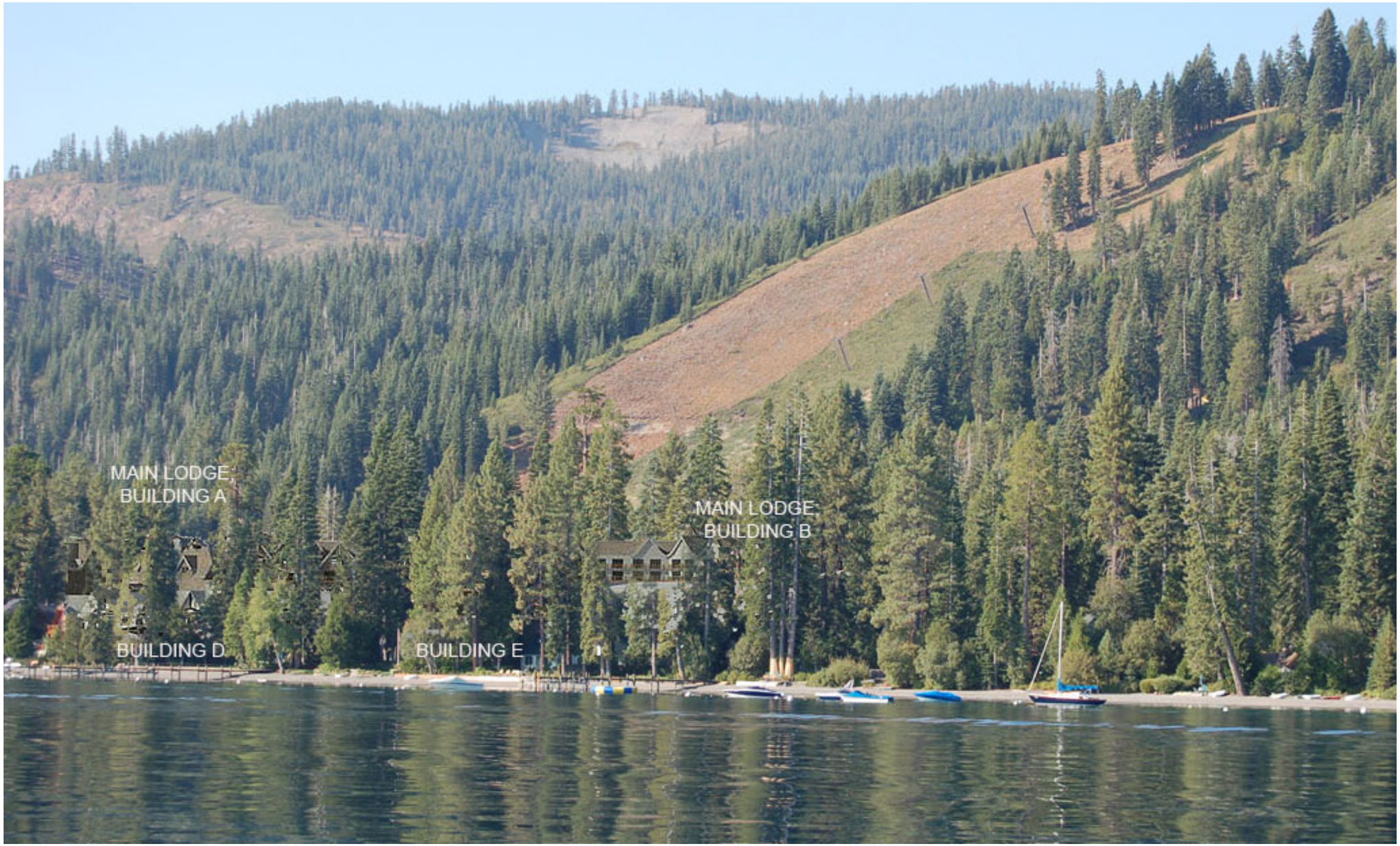
2c Same as 2b

Proposed Project (Alternative 1) Building Heights and Setbacks

Building	Grade (%)	Roof Pitch	Setback from SR 89 ROW (ft)	Allowable Height (ft) *	Proposed Height (ft) **
North Base					
A (Skier Services/ Residential)	18%	6:12	283	50′	47′
B (Hotel/Residential)	11%	6:12	248	50′	47′
C (Retail/ Residential/Fractional)	3%	6:12	53	42′	42′
D (Residential/ Fractional)	2%	6:12	42	42′	31′
E (Residential/ Fractional)	1%	6:12	45	42′	33′
P (Parking/Employee Housing)	1%	2:12	237	50′	48
South Base					
A (Residential/Skier Services)	9%	6:12	--	50′	49′
A1 (Residential)	13%	6:12	--	50′	49′
B (Residential)	13%	6:12	--	50′	49′
Mid-Mountain					
Gondola	23%	2:12	--	35′	24′
Gondola Entry/ Skier Services	23%	2:12	--	35′	33′
Restaurant	23%	6:12	--	35′	31′

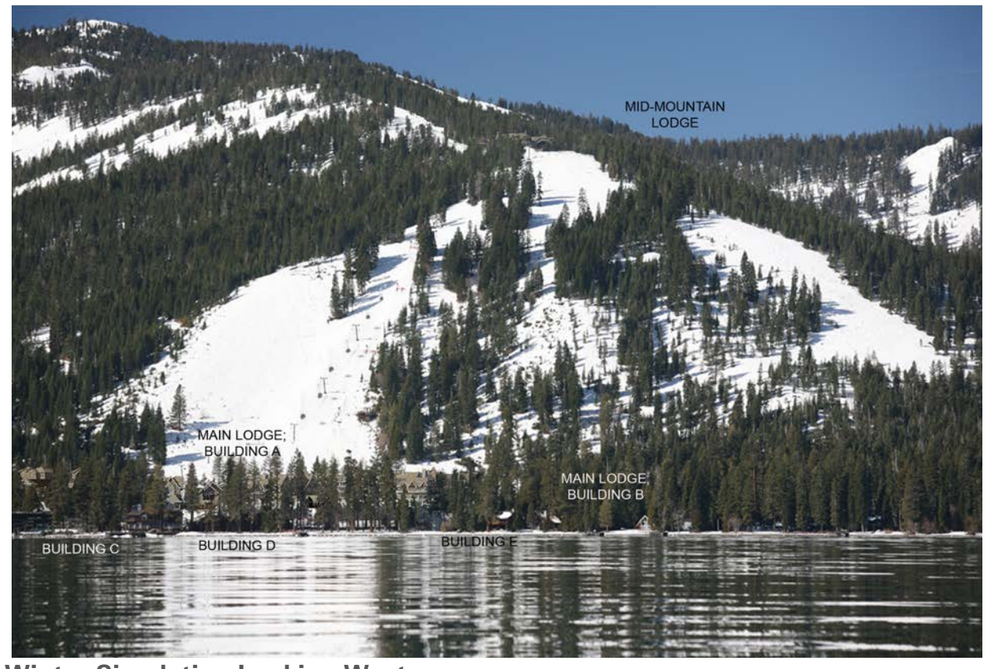
Notes:
* Allowable Height as calculated using the proposed TRPA Code of Ordinances Chapter 22 height amendment. .
** Proposed Height based on the method for calculating height included in the proposed TRPA Code of Ordinances Chapter 22 height amendment (Appendix F).

North Base
The North Base will be transformed to include a base lodge as well as a small neighborhood village to be used by Homewood and West Shore residents and visitors. Additionally, underground parking will be built for use by resort visitors who are staying more than a day.



Summer Simulation Looking South West

Summer Simulation Looking West Over West Shore Cafe



Winter Simulation Looking West

Summer Simulation Looking West over Obexer's Marina

View of entrance at corner of Sacramento and Highway 89

View toward main entrance of hotel

View looking south along Highway 89 in Homewood

Amphitheater and Slope Side of North Base Lodge/ Hotel

The strategic location of the amphitheater offers the west shore an venue for events to be held, helping to bring the community together, and still allows for guests to relax pool side with little conflict.

Ice Pond Village Center North Base
At the heart of the North Base is the ice rink nestled among informal gathering areas, fire pits and great shopping.

South Base
It is envisioned that the South Base will eliminate day skier access and the maintenance facility and be transformed into a residential enclave designed to compliment the existing neighborhood.