

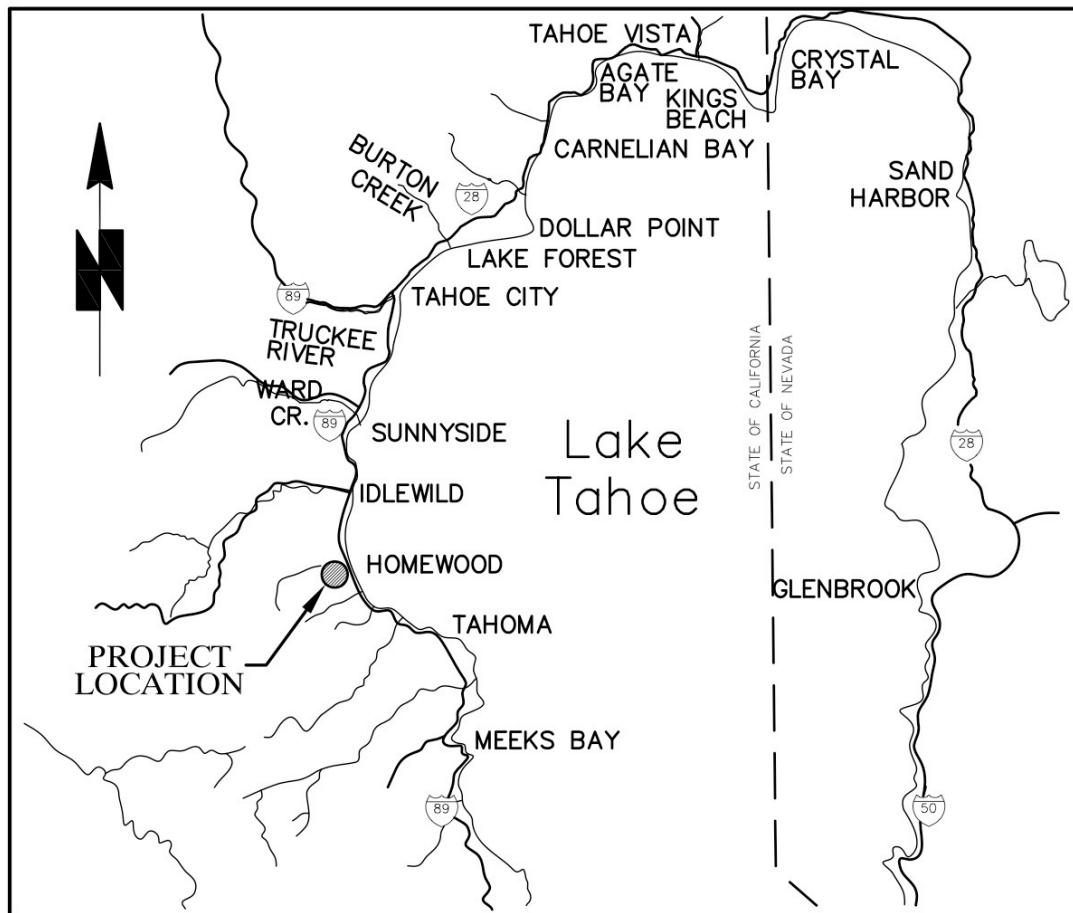
## 2.0 EXECUTIVE SUMMARY

Homewood Village Resorts, LLC, the Project Applicant, has prepared the Homewood Mountain Resort (HMR) Ski Area Master Plan (Project) to develop and upgrade mixed-uses at the North Base area, residential uses in the South Base area, a lodge at the Mid-Mountain Base area, and support facilities in the ski area. The HMR Ski Area Master Plan is a mixed-use project developed under the guidelines included in the Tahoe Regional Planning Agency's (TRPA) Community Enhancement Program (CEP) in August 2007.

### 2.1 PROJECT LOCATION

The 1,200-acre HMR Ski Area Master Plan Area (Project area) lies in the Lake Tahoe Basin of the Sierra Nevada Mountains on the western shore of Lake Tahoe and is located approximately six miles south of Tahoe City in Placer County, California. The Project area is bound by State Route (SR) 89 and Lake Tahoe to the east, Ellis Peak to the southwest, and Blackwood Ridge to the north. Access to the Project area is via SR 89 (West Lake Boulevard), from either Interstate 80 (I-80) from the north or U.S. Highway 50 (US 50) from the south. Figure 2-1 documents the Project area location in the Lake Tahoe Basin.

Figure 2-1. Project Location Map



## 2.2 SUMMARY OF THE PROPOSED PROJECT AND ALTERNATIVES TO BE CONSIDERED

The Proposed Project (Alternative 1), the No Project (Alternative 2) and Project Alternatives 3, 4, 5 and 6 are summarized below. Chapter 3 provides the more detailed description for each Alternative.

### Alternative 1 – Proposed Project (HMR Ski Area Master Plan)

The Proposed Project (Alternative 1) is described in the HMR Ski Area Master Plan dated October 2010 and is a conceptual plan to redevelop mixed-uses at the North Base area, residential uses at the South Base area, a lodge at the Mid-Mountain Base area, and beginner ski area at the top of a new gondola that would originate from the North Base area. At the North Base area, the Proposed Project (Alternative 1) would remove four existing ski lifts and associated pads, footings and utilities; buildings and concrete foundations; stormwater treatment systems; asphalt parking surfaces; overhead transmission lines; and a pump house. At the South Base area, the Proposed Project (Alternative 1) would remove one existing ski lift and associated pads, footings and utilities; buildings and concrete footings; concrete parking surfaces; and overhead transmission lines.

The 17-acre North Base area will include six new mixed-use buildings and eight new townhouse buildings to provide 36 residential condominiums, 16 townhouses, 20 fractional ownership units, 75 traditional hotel rooms, 40 two-bedroom for sale condominium/hotel units, 30 penthouse condominium units, 25,000 square feet of commercial floor area (CFA), 13 affordable housing units (adjoined to a 4-story 272 space day skier parking structure), and a 30,000 square foot skier services lodge. The 6-acre South Base area will be converted to a 99-unit neighborhood condominium complex. Day-skier access and skier amenities will be relocated to the North Base area. The South Base area condominiums will be in three, three-story buildings.

The Mid-Mountain Base area will include a new 15,000 square foot day-use lodge with a detached gondola terminal linked to the lodge by a covered passage, a new learn-to-ski lift, an outdoor swimming facility for use during the summer months by West Shore residents, a new snow-based vehicle (e.g., grooming equipment) maintenance facility, and two water storage tanks.

The Proposed Project (Alternative 1) would require TRPA *Code of Ordinance* amendments to Chapter 22 (Height) and 64 (Grading Standards), and TRPA Plan Area Statement (PAS) amendments for Plan Areas 157 (Homewood), 158 (McKinney Tract Residential) and 159 (Homewood/Commercial). Placer County Plan Areas would also require amendments to the same Plan Area Statements under the adopted West Shore Area General Plan (1998).

### 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 proposed 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).

### **Alternative 2 – No Project (Existing Conditions)**

Under the No Project (Alternative 2), HMR will continue to be operated under existing conditions. Total land coverage will remain around 1,781,000 square feet, (approximately 271,000 square feet - North Base area, 117,000 square feet - South Base area, and 1,394,000 square feet - on-mountain hard and soft coverage). Facilities at the existing North Base area include food services/bar, restrooms, ski school, rentals and repairs, retail sales, ticket sales, ski patrol, employee lockers, storage, mechanical rooms, and administrative offices. Facilities at the existing South Base area include food services/bar, restrooms, retail sales, daycare/nursery, ticket sales, ski patrol, employee lockers, storage, mechanical rooms, and administrative offices. The white tent structure (warming shelter) and the existing concrete foundation located near the Mid-Mountain will remain. No TRPA Code of Ordinance or PAS amendments would be required for the No Project (Alternative 2).

### **Alternative 3 – No Code Amendment for Building Height**

Alternative 3 would include the same uses identified above for the Proposed Project (Alternative 1). However, under Alternative 3, additional buildings with larger building footprints would accommodate proposed uses with building heights that meet existing TRPA height standards. At the North Base area, Buildings A and B would include four additional structures located up slope of the building sites in the Proposed Project (Alternative 1). At the South Base area, Buildings A and B would include two additional structures located up slope of the building sites in the Proposed Project (Alternative 1). Alternative 3 would require each of the TRPA Code of Ordinance and PAS amendments outlined for the Proposed Project (Alternative 1) with the exception of the Chapter 22 amendment for additional height, which would not be required.

### **Alternative 4 – Close Ski Resort – Estate Lots**

Alternative 4 would close HMR and create 16 estate residential lots on the mountain and one commercial lot. A majority of the estate home lots would be located on the lower portion of the former ski area, and the commercial lot would be located at the North Base area. For purposes of this analysis, the commercial lot would include up to 15,000 square feet of CFA in the area of the existing parking lots, which would have to be transferred to the Project area. One PAS amendment is proposed under Alternative 4. Alternative 4 proposes commercial uses within the North Base area parking lot currently located in TRPA Plan Area 157 and Placer County Plan Area 159. No TRPA Code of Ordinance amendments would be required for Alternative 4.

### **Alternative 5 – Compact Project Area**

Under Alternative 5, the PAS 159 boundary line adjustment proposed under Alternatives 1 and 3 would be reduced to include only the existing paved and gravel parking lots at the North Base area. North Base areas above these two parking areas and the entirety of the South Base area would remain in Plan Area 157 (Recreation). The proposed 225 multi-family residential units would be located in the existing North Base parking areas, substantially reducing the area proposed for addition to Plan Area 159 (Commercial). The 75-room hotel, 30,000 square feet of CFA, and 25,000 square feet of skier service uses would remain

in Plan Area 157 up slope of the multi-family residential uses, where these uses are currently allowed. At the South Base area, 16 single-family residential lots would be reconfigured along with a small skier services building for locals using existing HMR parcels and a boundary line adjustment. Alternative 5 includes 12 onsite affordable housing units attached to a 156-space day skier parking structure. An amendment to TRPA Code of Ordinances Chapter 22 will be required for additional building height. TRPA will require PAS 159, 158 and 157 amendments for plan area boundaries, allowable uses, density, and special policies. Placer County Plan Areas would also require amendments to the same Plan Area Statements under the adopted West Shore Area General Plan (1998).

### **Alternative 6 – Reduced Project**

Under Alternative 6, the PAS 159 boundary line adjustment proposed for the Proposed Project (Alternative 1) and Alternative 3 would be reduced to eliminate the proposed townhouses at the North Base area. A majority of the South Base area would remain in Plan Area 157 (Recreation) with the exception of the site of the existing skier services lodge, which would be redeveloped into a multi-family residential condominium building and added to Plan Area 158 (Residential). Alternative 6 proposes 75 tourist accommodation units (TAUs) located in the hotel/lodge building. To offset the large reduction in TAUs under Alternative 6, the number of proposed multi-family residential units (for sale units) would be increased to a total of 195 (from 181 included in Alternative 1), of which 145 units would be located at the North Base area and 50 units would be located at the South Base area. The remainder of the South Base area would include 14 single-family residential lots reconfigured along with a small skier services building using existing HMR parcels and a boundary line adjustment. Alternative 6 includes 12 onsite affordable housing units attached to a 156-space day skier parking structure. The proposed development at the Mid-Mountain area will be the same as the Proposed Project (Alternative 1) and Alternatives 3 and 5. Amendments to TRPA Code of Ordinances are proposed for Chapter 22 – additional building height, Chapter 33 – additional TAU distribution, Chapter 35 – tourist accommodation bonus units, and Chapter 64 – groundwater interception for below-grade parking. TRPA will require PAS 159, 158 and 157 amendments for plan area boundaries, allowable uses, density, and special policies. Placer County Plan Areas would also require amendments to the same Plan Area Statements under the adopted West Shore Area General Plan (1998).

## **2.3 ENVIROMENTAL IMPACTS AND RECOMMENDED MITIGATION MEASURE SUMMARY**

For the Proposed Project (Alternative 1/1A), No Project (Alternative 2), and Alternatives 3, 4, 5 and 6, 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?	<del>Alt. 1/Alt. 1/1A</del> – 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	<del>Alt. 1/Alt. 1/1A</del> – 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?	<del>Alt. 1/Alt. 1/1A</del> – 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)	<del>Alt. 1/Alt. 1/1A</del> – 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?	<del>Alt. 1/Alt. 1/1A</del> – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – S Alt. 5 – S Alt. 6 – LS	None feasible for Alternatives 4 and 5	<del>Alt. 1/Alt. 1/1A</del> – 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?	<del>Alt. 1/Alt. 1/1A</del> – S Alt. 2 – LS Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	PEH-1: Develop Homewood Employee/Workforce Housing Plan	<del>Alt. 1/Alt. 1/1A</del> – 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?	<del>Alt. 1/Alt. 1/1A</del> – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	<del>Alt. 1/Alt. 1/1A</del> – 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?	<del>Alt. 1/Alt. 1/1A</del> – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	<del>Alt. 1/Alt. 1/1A</del> – 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>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?	<del>Alt. 1/Alt. 1/1A</del> – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	<del>Alt. 1/Alt. 1/1A</del> – 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?	<del>Alt. 1/Alt. 1/1A</del> – 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	<del>Alt. 1/Alt. 1/1A</del> – 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?	<del>Alt. 1/Alt. 1/1A</del> – S Alt. 2 – LS Alt. 3 – S Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	BIO-3: Fish Passage Protection and Enhancement	<del>Alt. 1/Alt. 1/1A</del> – 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>
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?	<del>Alt. 1 – S</del> 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	<del>Alt. 1 – S</del> 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?	<del>Alt. 1 – S</del> 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)	<del>Alt. 1 – S</del> 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?	<del>Alt. 1 – S</del> 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	<del>Alt. 1 – S</del> 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>
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?	<del>Alt. 1</del> 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)	<del>Alt. 1</del> 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?	<del>Alt. 1</del> Alt. 1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – NI Alt. 5 – LS Alt. 6 – LS	None Required	<del>Alt. 1</del> 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?	<del>Alt. 1</del> 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	<del>Alt. 1</del> 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**

<b>Impact</b>	<b>Significance before Mitigation</b>	<b>Recommended Mitigation Measures*</b>	<b>Significance after Mitigation</b>	<b>Duration of Impact</b>
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?	<del>Alt. 1/Alt. 1/1A</del> – 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	<del>Alt. 1/Alt. 1/1A</del> – 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?	<del>Alt. 1/Alt. 1/1A</del> – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	<del>Alt. 1/Alt. 1/1A</del> – 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?	<del>Alt. 1/Alt. 1/1A</del> – NI Alt. 2 – NI Alt. 3 – NI Alt. 4 – NI Alt. 5 – NI Alt. 6 – NI	None Required	<del>Alt. 1/Alt. 1/1A</del> – NI Alt. 2 – NI Alt. 3 – NI Alt. 4 – NI Alt. 5 – NI Alt. 6 – NI	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
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?	<del>Alt. 1</del> Alt. 1/1A – NI Alt. 2 – NI Alt. 3 – NI Alt. 4 – NI Alt. 5 – NI Alt. 6 – NI	None Required	<del>Alt. 1</del> 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?	<del>Alt. 1</del> 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	<del>Alt. 1</del> 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?	<del>Alt. 1</del> 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	<del>Alt. 1</del> 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

Impact	Significance before Mitigation	Recommended Mitigation Measures*	Significance after Mitigation	Duration of Impact
CUL-5. Will the Project disturb any human remains, including those interred outside formal cemeteries?	<del>Alt. 1/Alt. 1/1A</del> – S Alt. 2 – S Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	CUL-3: Identify and Protect Undiscovered Archaeological Resources	<del>Alt. 1/Alt. 1/1A</del> – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, C
CUL-C1. Will the Project have significant cumulative impacts to cultural or historical resources?	<del>Alt. 1/Alt. 1/1A</del> – NI Alt. 2 – NI Alt. 3 – NI Alt. 4 – NI Alt. 5 – NI Alt. 6 – NI	None Required	<del>Alt. 1/Alt. 1/1A</del> – NI Alt. 2 – NI Alt. 3 – NI Alt. 4 – NI Alt. 5 – NI Alt. 6 – NI	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>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?	<del>Alt. 1</del> 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)	<del>Alt. 1</del> 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?	<del>Alt. 1</del> 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)	<del>Alt. 1</del> 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

<b>Impact</b>	<b>Significance before Mitigation</b>	<b>Recommended Mitigation Measures*</b>	<b>Significance after Mitigation</b>	<b>Duration of Impact</b>
SCENIC-3. Will the Project create an unacceptable new light source or cause glare or affect day or nighttime views in the area?	<del>Alt. 1/Alt. 1/1A</del> – 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	<del>Alt. 1/Alt. 1/1A</del> – 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?	<del>Alt. 1/Alt. 1/1A</del> – 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)	<del>Alt. 1/Alt. 1/1A</del> – 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

Impact	Significance before Mitigation	Recommended Mitigation Measures*	Significance after Mitigation	Duration of Impact
<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)?	<del>Alt. 1/Alt. 1/1A</del> – S Alt. 2 – NI Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	TRANS-1: Traffic and Air Quality Mitigation Program	<del>Alt. 1/Alt. 1/1A</del> – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, LT
TRANS-2. Will the Project result in changes to existing parking facilities, or demand for new parking?	<del>Alt. 1/Alt. 1/1A</del> – 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	<del>Alt. 1/Alt. 1/1A</del> – 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>	<del>Alt. 1/Alt. 1/1A</del> – S Alt. 2 – NI Alt. 3 – S Alt. 4 – LS Alt. 5 – S Alt. 6 – S	TRANS-3: Implement Intersection Improvements	<del>Alt. 1/Alt. 1/1A</del> – 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>Summer Queuing</i>	<del>Alt. 1</del> 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	<del>Alt. 1</del> 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>	<del>Alt. 1</del> Alt. 1/1A – S Alt. 2 – NI Alt. 3 – S Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	TRANS-3: Implement Intersection Improvements	<del>Alt. 1</del> 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>Winter Queuing</i>	<del>Alt. 1</del> Alt. 1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	<del>Alt. 1</del> 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-4. Will the Project result in a substantial impact upon the existing transportation systems, including transit facilities?	<del>Alt. 1</del> Alt. 1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – NI Alt. 5 – LS Alt. 6 – LS	None Required	<del>Alt. 1</del> 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?	<del>Alt. 1</del> Alt. 1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – NI Alt. 5 – LS Alt. 6 – LS	None Required	<del>Alt. 1</del> 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?	<del>Alt. 1</del> Alt. 1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	<del>Alt. 1</del> 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?	<del>Alt. 1</del> Alt. 1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	<del>Alt. 1</del> 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?	<del>Alt. 1</del> Alt. 1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	<del>Alt. 1</del> 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>	<del>Alt. 1</del> 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	<del>Alt. 1</del> 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-C1. Will the Project have significant cumulative impacts to transportation or circulation? <i>Summer Queuing</i>	<del>Alt. 1</del> 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	<del>Alt. 1</del> Alt. 1/1A – SU Alt. 2 – NI Alt. 3 – SU Alt. 4 – LS Alt. 5 – SU Alt. 6 – SU	P, LT
TRANS-C1. Will the Project have significant cumulative impacts to transportation or circulation? <i>Winter LOS</i>	<del>Alt. 1</del> 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	<del>Alt. 1</del> 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>	<del>Alt. 1</del> Alt. 1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	<del>Alt. 1</del> 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
<b>12.0 Air Quality</b>				
AQ-1. Will the Project generate construction emissions in excess of applicable standards?	<del>Alt. 1 – S</del> 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	<del>Alt. 1 – LS</del> Alt. 2 – NI Alt. 3 – SU Alt. 4 – LS Alt. 5 – SU Alt. 6 – SU	T, C
AQ-2. Will the Project generate operational emissions or vehicle miles traveled (VMT) in excess of applicable standards?	<del>Alt. 1 – S</del> 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	<del>Alt. 1 – LS</del> 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?	<del>Alt. 1 – LS</del> Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	<del>Alt. 1 – LS</del> 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
AQ-4. Will the Project conflict with or obstruct implementation of the applicable air quality plan?	<del>Alt. 1</del> 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	<del>Alt. 1</del> 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?	<del>Alt. 1</del> Alt. 1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	<del>Alt. 1</del> Alt. 1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	
AQ-C1. Would the Project result in a cumulative short-term impact on air quality?	<del>Alt. 1</del> 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	<del>Alt. 1</del> 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-C2. Would the Project result in a cumulative long-term impact on air quality?	<del>Alt. 1/Alt. 1/1A</del> – 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	<del>Alt. 1/Alt. 1/1A</del> – 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?	<del>Alt. 1/Alt. 1/1A</del> – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	<del>Alt. 1/Alt. 1/1A</del> – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	
<b>13.0 Noise</b>				
NOI-1. Will construction (including blasting activities) of the Project expose the public to high noise levels or vibration?	<del>Alt. 1/Alt. 1/1A</del> – 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	<del>Alt. 1/Alt. 1/1A</del> – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	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**

<b>Impact</b>	<b>Significance before Mitigation</b>	<b>Recommended Mitigation Measures*</b>	<b>Significance after Mitigation</b>	<b>Duration of Impact</b>
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?	<del>Alt. 1</del> 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	<del>Alt. 1</del> Alt. 1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, LT
NOI-3. Will noise from Project concerts, snowmaking, or other resort operations effect existing or proposed noise-sensitive land uses?	<del>Alt. 1</del> 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	<del>Alt. 1</del> 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?	<del>Alt. 1/Alt. 1/1A</del> – 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	<del>Alt. 1/Alt. 1/1A</del> – 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
<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?	<del>Alt. 1/Alt. 1/1A</del> – S Alt. 2 – LS Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	GEO-1: Submit Final Geotechnical Report	<del>Alt. 1/Alt. 1/1A</del> – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P
GEO-2. Will Project facilities be located within an area of unstable soil conditions, including soils susceptible to collapse, subsidence, corrosion, or expansion?	<del>Alt. 1/Alt. 1/1A</del> – S Alt. 2 – LS Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	GEO-1: Submit Final Geotechnical Report	<del>Alt. 1/Alt. 1/1A</del> – 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?	<del>Alt. 1/Alt. 1/1A</del> – 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	<del>Alt. 1/Alt. 1/1A</del> – 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?	<del>Alt. 1/Alt. 1/1A</del> – 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	<del>Alt. 1/Alt. 1/1A</del> – LS Alt. 2 – LS 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
GEO-C1. Will the Project have significant cumulative impacts to geologic resources?	<del>Alt. 1</del> Alt. 1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	<del>Alt. 1</del> Alt. 1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P
<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?	<del>Alt. 1</del> 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	<del>Alt. 1</del> 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>Stormwater System Improvements and/or Restoration Projects if Discharge Limits are Not Met</p> <p>HYDRO-1f: Restrict Development within Quail Lake Creek Watershed until Compliance with Project Area TOC</p> <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?	<del>Alt. 1</del> 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)	<del>Alt. 1</del> 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?	<del>Alt. 1</del> 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	<del>Alt. 1</del> 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?	<del>Alt. 1</del> 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	<del>Alt. 1</del> 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?	<del>Alt. 1</del> 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	<del>Alt. 1</del> 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?	<del>Alt. 1</del> Alt. 1/1A – LS Alt. 2 – S Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	<del>Alt. 1</del> 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?	<del>Alt. 1</del> Alt. 1/1A – S Alt. 2 – NI Alt. 3 – S Alt. 4 – S Alt. 5 – S Alt. 6 – S	PSU-1a: 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	<del>Alt. 1</del> 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?	<del>Alt. 1</del> Alt. 1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	<del>Alt. 1</del> 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?	<del>Alt. 1</del> Alt. 1/1A – LS Alt. 2 – NI Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	<del>Alt. 1</del> 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?	<del>Alt. 1</del> Alt. 1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	<del>Alt. 1</del> 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?	<del>Alt. 1</del> 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	<del>Alt. 1</del> 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?	<del>Alt. 1</del> 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	<del>Alt. 1</del> 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**

<b>Impact</b>	<b>Significance before Mitigation</b>	<b>Recommended Mitigation Measures*</b>	<b>Significance after Mitigation</b>	<b>Duration of Impact</b>
PS-3. Will the Project involve the use of explosives for trenching?	<del>Alt. 1/Alt. 1/1A</del> – 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	<del>Alt. 1/Alt. 1/1A</del> – 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?	<del>Alt. 1/Alt. 1/1A</del> – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	<del>Alt. 1/Alt. 1/1A</del> – 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?	<del>Alt. 1/Alt. 1/1A</del> – 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	<del>Alt. 1/Alt. 1/1A</del> – 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
PSU-C1. Will the Project have significant cumulative impacts to public safety?	<del>Alt. 1</del> Alt. 1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	<del>Alt. 1</del> Alt. 1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	-
<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?	<del>Alt. 1</del> 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)	<del>Alt. 1</del> 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?	<del>Alt. 1</del> Alt. 1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – S Alt. 5 – LS Alt. 6 – LS	None Available for Alternative 4	<del>Alt. 1</del> Alt. 1/1A – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – SU 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-3. Will the Project result in the need to construct new recreational facilities or expansion of existing facilities?	<del>Alt. 1/Alt. 1/1A</del> – 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	<del>Alt. 1/Alt. 1/1A</del> – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	P, LT
REC-4. Will the Project create additional recreational capacity?	<del>Alt. 1/Alt. 1/1A</del> – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – LS Alt. 5 – LS Alt. 6 – LS	None Required	<del>Alt. 1/Alt. 1/1A</del> – 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?	<del>Alt. 1/Alt. 1/1A</del> – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – S Alt. 5 – LS Alt. 6 – LS	None Available for Alternative 4	<del>Alt. 1/Alt. 1/1A</del> – LS Alt. 2 – LS Alt. 3 – LS Alt. 4 – SU 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
<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
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: Hauge Brueck Associates 2010

Notes: \* Mitigation measures apply to those Alternatives denoted by a “S” in the Significance before Mitigation column.

Table 2-2 summarizes benefits associated with the Proposed Project (Alternative 1/1A) and Alternatives 3, 5 and 6 by applicable impact. More detailed analysis of potential benefits is included in the “environmental impacts and recommended mitigation” section of Chapters 6 through 17. 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. Table 2-2 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
<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?	<ul style="list-style-type: none"> <li>HMR open space will be publically accessible. Primary open space areas at North Base area centered around the seasonal public ice pond area/miniature golf &amp; landscaped frontage adjacent to SR 89.</li> <li>Deed restriction from further non-recreational development to be placed on whole of mountain beyond the North and South Base areas and Mid-Mountain area.</li> <li>EIP Project Number 632 - Homewood Ski Area Master Plan.</li> </ul>
LU-2. Will the Project be consistent with adjacent land uses or expand/intensify existing non-conforming uses?	<ul style="list-style-type: none"> <li>EIP Project Number 632 - Homewood Ski Area Master Plan.</li> </ul>
<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?	<ul style="list-style-type: none"> <li>Provision of 13 on-site affordable employee housing units under the Proposed Project (Alternative 1/1A) and Alternative 3, and 12 units for Alternatives 5 and 6.</li> <li>Employee transportation (buses &amp; shuttles) to be provided for off-site employee housing locations (Tahoma/Sunnyside).</li> </ul>
PEH-2. Will the Project alter the location, distribution, density, or growth rate of the human population planned for the Region?	<ul style="list-style-type: none"> <li>Provision of 13 on-site affordable employee housing units under the Proposed Project (Alternative 1/1A) and Alternative 3, and 12 units for Alternatives 5 and 6.</li> <li>Employee transportation (buses &amp; shuttles) to be provided for off-site employee housing locations (Tahoma/Sunnyside).</li> </ul>
<b>8.0 Biological Resources</b>	
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	<ul style="list-style-type: none"> <li>Removal of culvert and fill from the SEZ at the South Base area and day lighting Ellis/Homewood Creek channel: the Proposed Project (Alternative</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**

<b>Impact</b>	<b>Project Benefits</b>
interruption, encroachment, removal of streamside vegetation or other means?	<p>1/1A) and Alternative 3.</p> <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> </ul>
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?	<ul style="list-style-type: none"> <li>Removal of culvert and fill from the SEZ at the South Base area and day lighting Ellis/Homewood Creek channel: the Proposed Project (Alternative 1/1A) and Alternative 3.</li> <li>Removal of fill from SEZ in the gravel parking lot at the North Base area: Alternatives 1/1A, 3, 5 and 6.</li> </ul>

**10.0 Scenic Resources**

SCENIC-1. Will the Project be inconsistent with a County General Plan or TRPA regulations, standards, or guidelines applicable to the Project area?	<ul style="list-style-type: none"> <li>Underground utility lines.</li> <li>Existing landmark trees integrated into landscape design.</li> <li>Implement landscape frontage improvements, access controls, building upgrades, sign conformance and walkways throughout project site.</li> <li>Underground parking and replacement of surface parking lot at frontage with landscaping and pedestrian paths.</li> <li>Articulated design and incorporation of natural building materials.</li> <li>Public outdoor artwork at hotel landscaped area, day skier drop-off landscaped area, and public ice pond. Public art also planned at indoor public spaces in hotel and day skier facility. Artwork by local/regionally based artists.</li> </ul>
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?	<ul style="list-style-type: none"> <li>Underground utility lines.</li> <li>Existing landmark trees integrated into landscape design.</li> <li>Implement landscape frontage improvements, access controls, building upgrades, sign conformance &amp; walkways throughout project site.</li> <li>Underground parking and replacement of surface parking lot at frontage with landscaping and pedestrian paths.</li> <li>Articulated design and incorporation of natural building materials.</li> <li>Public outdoor artwork at hotel landscaped area, day</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
	<p>skier drop-off landscaped area, and public ice pond. Public art also planned at indoor public spaces in hotel and day skier facility. Artwork by local/regionally based artists.</p> <ul style="list-style-type: none"> <li>EIP Project Number 86 - Scenic Roadway Unit 11-Homewood.</li> </ul>
<b>11.0 Transportation, Parking, and Circulation</b>	
<p>TRANS-1. Will the Project result in generation of 200 or more new Daily Vehicle Trip Ends (DVTE)?</p>	<ul style="list-style-type: none"> <li>Pedestrian facilities will be built in the Homewood area to serve commercial businesses, improve access, improve drainage collection and treatment and provide scenic improvements (EIP 775)</li> <li>Pedestrian oriented plans, with pedestrian access to neighborhood oriented retail, Tahoe City Public Utility District (TCPUD) bike trail connection to North Base area, and on-site daycare reduces vehicle miles traveled (VMT).</li> <li>Provision of transit kiosk with signs, maps, etc.</li> <li>Integrate transportation linkages.</li> <li>Limitation of total maximum ticket sales during the winter season and limiting day skier parking to 400 on-site parking spaces; electronic sign at Tahoe City "Y" alerting travelers when ski parking is full, use alternative means of transportation. Project would limit ticket sales to those arriving via transit only once parking lot at site is full.</li> </ul>
<p>TRANS-2. Will the Project result in changes to existing parking facilities, or demand for new parking?</p>	<ul style="list-style-type: none"> <li>Limitation of total maximum ticket sales during the winter season and limiting day skier parking to 400 on-site parking spaces; electronic sign at Tahoe City "Y" alerting travelers when ski parking is full, use alternative means of transportation. Project would limit ticket sales to those arriving via transit only once parking lot at site is full.</li> </ul>
<p>TRANS-3. Will the Project result in a substantial impact upon the existing transportation systems, including roadways and intersections? <i>Summer LOS</i></p>	<ul style="list-style-type: none"> <li>A TCPUD bike path into the North Base area. An eight-passenger gondola will bring guests up to the Mid-Mountain Base area. Existing Tahoe Area Regional Transit (TART) stops will be furnished with shelters (two, possibly three, stops at HMR), and proposed dial-a-ride, shuttle, and water taxi services will be provided to reduce VMT.</li> <li>Fair-share participant in SR 28/SR 89 intersection improvement project (EIP 855).</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**

<b>Impact</b>	<b>Project Benefits</b>
<p>TRANS-3. Will the Project result in a substantial impact upon the existing transportation systems, including roadways and intersections?</p> <p><i>Summer Queuing</i></p>	<ul style="list-style-type: none"> <li>• A TCPUD bike path into the North Base area. An eight-passenger gondola will bring guests to the Mid-Mountain Base area. Existing TART stops will be furnished with shelters (two-three stops at HMR), and dial-a-ride, shuttle, and water taxi services will be provided to reduce VMT.</li> <li>• Fair-share participant in SR 28/SR 89 intersection improvement project (EIP 855).</li> </ul>
<p>TRANS-3. Will the Project result in a substantial impact upon the existing transportation systems, including roadways and intersections?</p> <p><i>Winter LOS</i></p>	<ul style="list-style-type: none"> <li>• Winter VMT reduction based on reducing existing weekend day visitors with residents and guests at HMR.</li> <li>• A TCPUD bike path into the North Base area. An eight-passenger gondola will bring guests up to the Mid-Mountain Base area. Existing TART stops will be furnished with shelters (two possibly three stops at HMR), and dial-a-ride, shuttle, and water taxi services will be provided to reduce VMT.</li> <li>• Fair-share participant in SR 28/SR 89 intersection improvement project (EIP 855)</li> <li>• Limitation of total maximum ticket sales during the winter season and limiting day skier parking to 400 on-site parking spaces; electronic sign at Tahoe City "Y" alerting travelers when ski parking is full, use alternative means of transportation. Project would limit ticket sales to those arriving via transit only once parking lot at site is full.</li> </ul>
<p>TRANS-3. Will the Project result in a substantial impact upon the existing transportation systems, including roadways and intersections?</p> <p><i>Winter Queuing</i></p>	<ul style="list-style-type: none"> <li>• Winter VMT reduction (based on reducing existing weekend day visitors with residents and guests of the proposed resort facilities).</li> <li>• A TCPUD bike path into the North Base area. An eight-passenger gondola will bring guests to the Mid-Mountain Base area. Existing TART stops will be furnished with shelters (two-three stops at HMR), and dial-a-ride, shuttle, and water taxi services will be provided to reduce VMT.</li> <li>• Fair-share participant in SR 28/SR 89 intersection improvement project (EIP 855).</li> <li>• Limitation of total maximum ticket sales during the winter season and limiting day skier parking to 400 on-site parking spaces; electronic signage at the Tahoe City "Y" alerting travelers when ski parking is full, use alternative means of transportation.</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
	Project would limit ticket sales to those arriving via transit only once parking lot at site is full.
TRANS-4. Will the Project result in a substantial impact upon the existing transportation systems, including transit facilities?	<ul style="list-style-type: none"> <li>• Alternative transportation initiatives include up to two 25 passenger water taxis for use during summer months, daily summer and winter dial-a-ride service (at a minimum from 8:00 AM to 6:00 PM), and shuttle service. Shuttle service between bases will reduce parking demand at the North Base area. Additional alternative transportation measures planned include a free-use bicycle fleet for resort guests, five hybrid-electric rental vehicles for resort guest use, completion missing bike trail segment. TART passes provided for employees, and shuttle service provided to/from employee housing areas not on a TART route. Daily summer scheduled shuttle service to/from Tahoe City from 9:00 AM to 8:00 PM to augment existing TART service.</li> <li>• Provision of transit kiosk with signs, maps, etc.</li> <li>• Integrate transportation linkages.</li> <li>• A TCPUD bike path to the North Base area. An eight-passenger gondola will bring guests to the Mid-Mountain Base area. Existing TART stops will be furnished with shelters (two-three stops at HMR), and dial-a-ride, shuttle, and water taxi services will be provided to reduce VMTs.</li> </ul>
TRANS-5. Will the Project result in a substantial impact upon the existing transportation systems, including bicycle or pedestrian facilities?	<ul style="list-style-type: none"> <li>• Pedestrian facilities will be built in the Homewood area to serve commercial businesses, improve access, improve drainage collection and treatment and provide scenic improvements (EIP 775)</li> <li>• Pedestrian oriented plans, with pedestrian access to neighborhood oriented retail, TCPUD bike trail connection to North Base area, and on-site daycare reduces VMT.</li> <li>• Provision of transit kiosk with signs, maps, etc.</li> <li>• Integrate transportation linkages.</li> <li>• A TCPUD bike path into the North Base area. An eight-passenger gondola will bring guests to the Mid-Mountain Base area. Existing TART stops will be furnished with shelters (two-three stops at HMR), and dial-a-ride, shuttle, and water taxi services will be provided to reduce VMT.</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**

<b>Impact</b>	<b>Project Benefits</b>
TRANS-6. Will the Project result in a temporary impact upon existing transportation systems due to construction traffic?	<ul style="list-style-type: none"> <li>Potential to stockpile excavated materials on-site for use by other area projects such as the Blackwood Creek Restoration Project. This would reduce truck trips and VMT caused by material hauling during construction.</li> </ul>
TRANS-8. Will the Project result in an increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	<ul style="list-style-type: none"> <li>Pedestrian facilities will be built in the Homewood area to serve commercial businesses, improve access, improve drainage collection and treatment and provide scenic improvements (EIP 775)</li> <li>Pedestrian oriented plans, with pedestrian access to neighborhood oriented retail, TCPUD bike trail connection to North Base area, and on-site daycare reduces VMT.</li> </ul>

**12.0 Air Quality**

AQ-1. Will the Project generate construction emissions in excess of applicable standards?	<ul style="list-style-type: none"> <li>Potential to stockpile excavated materials on-site for use by other area projects such as the Blackwood Creek Restoration Project. This would reduce truck trips and VMT caused by material hauling during construction.</li> </ul>
AQ-2. Will the Project generate operational emissions or VMT in excess of applicable standards?	<ul style="list-style-type: none"> <li>Winter VMT reduction based on reducing existing weekend day visitors with HMR residents and guests.</li> <li>Alternative transportation initiatives include up to two 25 passenger water taxis for use during summer months, daily summer and winter dial-a-ride service (at a minimum from 8 AM to 6 PM), and shuttle service. Shuttle service between bases will reduce parking demand at the North Base. Additional alternative transportation measures planned include a free-use bicycle fleet for resort guests, five hybrid-electric rental vehicles for HMR guest use, and completion of the missing bike trail segment. TART passes provided for employees, and shuttle service provided to/from employee housing areas not on a TART route. Summer scheduled shuttle service to/from Tahoe City, daily from 9:00 AM to 8:00 PM to augment existing TART service.</li> <li>Pedestrian facilities will be built in the Homewood area to serve commercial businesses, improve access, improve drainage collection and treatment and provide scenic improvements (EIP 775)</li> <li>Pedestrian oriented plans, with pedestrian access to</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
	<p>neighborhood oriented retail, TCPUD bike trail connection to North Base area, and on-site daycare reduces VMT.</p> <ul style="list-style-type: none"> <li>• A TCPUD bike path into the North Base area. An eight-passenger gondola will bring guests to the Mid-Mountain Base area. Existing TART stops will be furnished with shelters (two-three stops at HMR), and dial-a-ride, shuttle, and water taxi services will be provided to reduce VMT.</li> <li>• Fair-share participant in SR 28/SR 89 intersection improvement project (EIP 855)</li> <li>• Limitation of total maximum ticket sales during the winter season and limiting day skier parking to 400 on-site parking spaces; electronic sign at Tahoe City "Y" alerting travelers when ski parking is full, use alternative means of transportation. Limiting ticket sales to those arriving via transit only once parking lot at site is full.</li> </ul>

**13.0 Noise**

NOI-3. Will noise from Project concerts, snowmaking, or other resort operations effect existing or proposed noise-sensitive land uses?

- Alternative transportation initiatives include up to two 25 passenger water taxis for use during summer months, daily summer and winter dial-a-ride service (a minimum from 8:00 AM to 6:00 PM), and shuttle service. Shuttle service between bases will reduce parking demand at the North Base. Additional alternative transportation measures planned include a free-use bicycle fleet for resort guests, five hybrid-electric rental vehicles for HMR guest use, and completion of the missing bike trail segment. TART passes provided for employees, and shuttle service provided to/from employee housing areas not on a TART route. Summer scheduled shuttle service to/from Tahoe City, daily from 9:00 AM to 8:00 PM to augment existing TART service.
- Pedestrian facilities will be built in the Homewood area to serve commercial businesses, improve access, improve drainage collection and treatment and provide scenic improvements (EIP 775)
- Pedestrian oriented plans, with pedestrian access to neighborhood oriented retail, TCPUD bike trail connection to North Base area, and on-site daycare reduces VMT.
- A TCPUD bike path into the North Base area. An

**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
	<p>eight-passenger gondola will bring guests to the Mid-Mountain Base area. Existing TART stops will be furnished with shelters (two-three stops at HMR), and dial-a-ride, shuttle, and water taxi services will be provided to reduce VMT.</p>
<b>14.0 Soils, Geology and Seismicity</b>	
<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?</p>	<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>	
<p>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?</p>	<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 1/1A) 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>• 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</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
<p>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?</p>	<p>land capability classes 4 and higher.</p> <ul style="list-style-type: none"> <li>• 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.</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.</li> <li>• 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.</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>
<p>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?</p>	<ul style="list-style-type: none"> <li>• 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.</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</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
	<p>South Base area and day lighting Ellis/Homewood Creek channel for Alternatives 1/1A and 3.</p> <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> <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 vaults and infiltration galleries.</u></li> <li>• <del>Participation in local Homewood elements of EIP 996, the Placer County-Homewood Mountain Resort Water Quality Improvement</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> </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
<b>17.0 Hazardous Materials and Public Safety</b>	
<p>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?</p>	<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 to continue the forest thinning/fuels management for forested areas at the 1,200-acre HMR and the adjacent 100-acre TCPUD open space parcel. The fuels management program uses a chipper that grinds up fuels waste and spreads the resulting chip material onto the forest floor which helps to reduce storm water runoff and maintain forest soil health.</li> </ul>
<b>18.0 Recreation</b>	
<p>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?</p>	<ul style="list-style-type: none"> <li>By keeping HMR open, existing PAOTs HMR would remain in operation and the 1987 TRPA Regional Plan assignment of 1,100 PAOTs to HMR would remain available for use (although the Project does not propose to expand PAOT capacity).</li> <li>Provide five miles of hiking trails within PAS 157. Trails include directional markings, mapping, and interpretive signs. Trails will also be linked to pedestrian access pathways at the North Base area and South Base areas.</li> <li>Mid-Mountain Base area lodge located at the top of the Gondola would be available for public use (pool, access to hiking, etc.). The lodge will include a space dedicated to members of the HMR HOA. Use of the pool will be open to residents of the west shore from Tahoma to Sunnyside (proximate to Homewood) to fill a void for area residents.</li> <li>New outdoor amphitheater at the North Base area for hosting outdoor concert events and use as the permanent home of the Lake Tahoe Music Festival.</li> <li>A cross-country ski connection, which is an extension of the old Olympic course, is proposed for future consideration.</li> <li>HMR open space will be publically accessible. Primary open space areas at North Base area centered on the seasonal public ice pond area/miniature golf and landscaped frontage adjacent to SR 89.</li> <li>Deed restriction from further non-recreational development to be placed on whole of mountain beyond the North and South Base areas and Mid-Mountain Base area.</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**

<b>Impact</b>	<b>Project Benefits</b>
	<ul style="list-style-type: none"> <li>Linkage from the public/pedestrian oriented spaces at base areas to a hiking trail system on mountain aided through a new way finding/graphic system.</li> </ul>
<b>19.0 Climate Change</b>	
CC-1. Will the Project Result in a Significant Project-Level Impact on Climate Change?	<ul style="list-style-type: none"> <li>The North Base area has been accepted into and will be designed under the LEED for Neighborhood Development Pilot Program. The South Base area, 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. Although the goal is to achieve LEED Silver certification, the US Green Building Council initial formal feedback suggests plan is on course for Gold Level.</li> </ul>

Source: HBA 2010.

## **2.4 AREAS OF KNOWN CONTROVERSY AND ISSUES TO BE RESOLVED**

The public scoping process that preceded preparation of the Homewood Mountain Resort Ski Area Master Plan EIR/EIS identified overall Project size as the primary area of controversy. Some scoping participants deemed the Project size, number of units proposed, and Project scale too large and extensive and many suggested a reduced Project. Many of the issues to be resolved in the EIR/EIS correlate to this controversy over Project size. The issues to be resolved that pertain to this area of known controversy include the following by resource topic. The Chapter for each resource topic is provided in parenthesis.

### **Land Use (Chapter 6.0)**

- Increased development density;
- Consistency with the adjacent community and community character;
- Plan area boundary expansion (expanding residential and tourist land use areas in a plan area designated as a recreation land use area); and
- Consistency with TRPA and Placer County land use regulations.

### **Population, Employment, and Housing (Chapter 7.0)**

- Adequacy of the affordable housing provision; and
- Area population increases.

**Biological Resources (Chapter 8.0)**

- Tree removal;
- Impacts to wildlife; and
- SEZ disturbance and changes to the SEZ.

**Cultural Resources (Chapter 9.0)**

- Disturbance to potentially undiscovered resources.

**Scenic Resources (Chapter 10.0)**

- Height and massing of proposed development;
- Visibility from Lake Tahoe and other public view corridors; and
- Visual compatibility of the development with the surrounding neighborhood.

**Transportation, Parking, and Circulation (Chapter 11.0)**

- Short-term construction traffic;
- Long-term increase in vehicle trips;
- Increased vehicle miles traveled; and
- Parking supply and demand.

**Air Quality (Chapter 12.0)**

- Short-term construction emissions; and
- Long-term term air quality impacts in relation to increased traffic.

**Noise (Chapter 13.0)**

- Short-term construction noise and vibration;
- Increased vehicle/traffic noise; and
- Increased noise levels due to expanded snowmaking operations.

**Soils, Geology, and Seismicity (Chapter 14.0)**

- Modifications to land coverage, particularly since land capability district 1a is currently overcovered; and
- Potential for hazards related to the unnamed seismic faults on the site.

**Hydrology, Water Rights, Surface Water Quality and Groundwater (Chapter 15.0)**

- Construction and operations impacts on water quality;
- Increased stormwater runoff;
- Cumulative watershed effects as required by the TRPA Ski Area Master Plan Guidelines; and
- TROA compliance.

**Public Services and Utilities (Chapter 16.0)**

- Water supply volume and capacity adequacy;
- TROA compliance; and
- Potential to overwhelm public service providers such as water, wastewater, power, solid waste, law enforcement, fire protection, school, energy (natural gas and electricity), and communication services.

**Hazardous Materials and Public Safety (Chapter 17.0)**

- Wildfire protection;
- Wildland/urban interface issues; and
- Evacuation issues in relation to increased population and traffic.

**Recreation (Chapter 18.0)**

- Loss of winter day use recreational capacity should the ski facilities close (Alternative 4); and
- Increased resident and visitor demand for/use of lake and beach access.

**Climate Change (Chapter 19.0)**

- Increases in greenhouse gas emissions due to construction, building materials and increased traffic and energy use from project operation.