3.0 DESCRIPTION OF PROPOSED PROJECT AND ALTERNATIVES

Homewood Village Resorts, LLC, the Project Applicant, has prepared the Homewood Mountain Resort (HMR) Ski Area Master Plan Project (Project) with the goal of upgrading the Project area by redeveloping the mountain into a mixed-use base area in the north of the resort, a residential base area in the south, and a Mid-Mountain lodge and support facilities in the upper ski area. 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. The Project considers six implementation options that include the Proposed Project (Alternative 1), the No Project (Alternative 2), the No Code Amendment for Building Height alternative (Alternative 3), the Close Ski Area – Develop Estate Lots alternative (Alternative 4), the Compact Project area alternative (Alternative 5) and the Reduced Project alternative (Alternative 6).

During the past several years, Homewood Village Resorts, LLC, held a number of workshops with residents of the Lake Tahoe West Shore communities, homeowner's associations, and civil organizations with over 1,000 persons participating and providing input to the development of the HMR Ski Area Master Plan concept. Homewood Village Resorts, LLC met with TRPA and Placer County staff to discuss the concept and incorporate place-based planning and visioning input received during the preparation of TRPA's Regional Plan Update.

3.1 PROJECT AREA LOCATION AND CHARACTERISTICS

The approximately 1,253-acre HMR Ski Area Master Plan Area, the Project area, lies on the western shore of the Lake Tahoe Basin of the Sierra Nevada Mountains, 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. The Project area includes twenty (20) contiguous parcels of varying sizes. Figure 3-1 provides a map of the Project location and existing land use designations in the TRPA Plan Area Statements (PAS) in the Project area. Figure 3-2 provides a map of the Project location and existing land use designations in the Placer County West Shore Area General Plan in the Project area. Table 3-1 summarizes the TRPA and Placer County PAS, plan designations, and planning statements in the Project area. Table 3-2 details the Project area parcels, including appraisal parcel numbers (APNs) that were combined to create the current parcel configuration at Homewood Mountain Resort, parcel area and TRPA and Placer County Zoning.

Figure 3-3 documents the existing ski resort facilities located at the North and South Base areas. Parcel boundaries are detailed in Figure 3-4.

The Project area is characterized as a "mountain," and the topography has a wide-range of values. The portions of the Project area proposed for development range from reasonably flat (1 to 10%) up to 30% slopes. Special features onsite include Watersheds (Homewood Mountain contains a portion of three watersheds and one intervening area), Lakes (Quail Lake and more than half of Lake Louis), and Mixed-Conifer forests.

Table 3-1

Existing TRPA and Placer County Plan Area Statements in the Project Area

TRPA PAS	Plan Designation	Planning Statements
157 – Homewood/Tahoe Ski Bowl	Land Use Classification: Recreation Management Strategy: Mitigation Special Designation: Scenic Restoration Area	This area should continue to provide opportunities for downhill skiing within guidelines prepared through ski area master plans and scenic restoration plans.
158 – McKinney Tract	Land Use Classification: Residential Management Strategy: Mitigation Special Designation: Scenic Restoration Area	This area should remain residential, with a density of one single-family dwelling per parcel.
159 – Homewood/ Commercial	Land Use Classification: Tourist Management Strategy: Redirection Special Designation: Preliminary Community Plan Area; Transfer of Development Rights (TDR) Receiving Area for Existing Development; Scenic Restoration Area	This area should continue to be a tourist commercial area. However, there is a need for rehabilitation while maintaining the scale and character of the west shore.
Placer County Zoning	**Plan Designation**	**Planning Statements**
157 – Homewood Ski Area/Conservation	Land Use Classification: Recreation Management Strategy: Mitigation Special Designation: Scenic Restoration Area	This area should continue to provide opportunities for downhill skiing within guidelines prepared through ski area master plans and scenic restoration plans for the west shore.
158 – McKinney Tract Residential	Land Use Classification: Residential Management Strategy: Mitigation Special Designation: Scenic Restoration Area	This area should remain residential, with a density of one single-family dwelling per parcel.
159 – Homewood Commercial*	Land Use Classification: Commercial/Tourist Management Strategy: Redirection Special Designation: Preliminary Community Plan Area; **Transfer of Development Rights (**TDR) Receiving Area for Existing Development; Scenic Restoration Area	This area should continue to be a mixed residential and commercial area. However, there is a need for rehabilitation while maintaining the scale and character of the west shore. Because of the historic development of the area, for example, residential uses interspersed with commercial, the boundaries of this plan area are not contiguous. Special areas have been created with limitations on permissible uses to minimize conflicts with adjoining land uses.
160 – Homewood Residential	Land Use Classification: Residential Management Strategy: Mitigation Special Designation: Scenic Restoration Area	The unit should remain a low density residential area while upgrading the area in character with the west shore.

Source: TRPA Plan Area Statements 1986 and West Shore Area General Plan 1998

Table 3-2

Assessor Parcel Numbers and Existing Zoning

Parcel Number	APN	Placer County Zoning	TRPA Zoning	Area (acres)
1	097-050-082	PAS 157	PAS 157	9.99
2	097-050-083 097-050-087	PAS 157	PAS 157	204.88*
3	097-050-050 097-050-084	PAS 157	PAS 157	23.96
4	097-050-053 097-050-086 097-050-085	PAS 157	PAS 157	30.75
5	097-050-091 097-050-092 097-060-036	PAS 157	PAS 157	132.08
6	097-060-035	PAS 157	PAS 157	12.52
7	097-060-023	PAS 157	PAS 157	38.13
8	097-060-016 097-060-020	PAS 157	PAS 157	31.66**
9	097-050-058	PAS 157	PAS 157	9.31
10	097-060-024 097-140-003 097-140-033 097-130-034	PAS 157 PAS159 (paved parking area fronting SR 89)	PAS 157 PAS 158 (gravel parking area)	18.60
11	097-050-059 097-050-090	PAS 157	PAS 157	18.59
12	097-060-032 097-050-068 097-050-076	PAS 157	PAS 157	15.58*
13	097-050-079 097-050-069	PAS 157	PAS 157	15.05*
14	097-050-071 097-050-070	PAS 157	PAS 157	7.84
15	097-210-024 097-170-013 097-050-072	PAS 157	PAS 157	5.67
16	097-050-045 097-050-057 097-050-055 097-050-066 097-050-067	PAS 157	PAS 157	25.76
17	097-050-034	PAS 157	PAS 157	28.96
18	097-050-089 097-060-031	PAS 157	PAS 157	205.89
19	097-050-088 097-060-030	PAS 157	PAS 157	221.59
20	097-050-073 097-060-029	PAS 157	PAS 157	196.42
Total				1,253.23

Notes: * Parcels 2, 12 and 13 are part of the Master Plan Project area but are not owned by Homewood Mountain Resort.
** Total area (Net Area with Exception)

Figure 3-1. Project area Location and TRPA Plan Area Statements

Figure 3-2. Project Area Location and Placer County West Shore Zoning

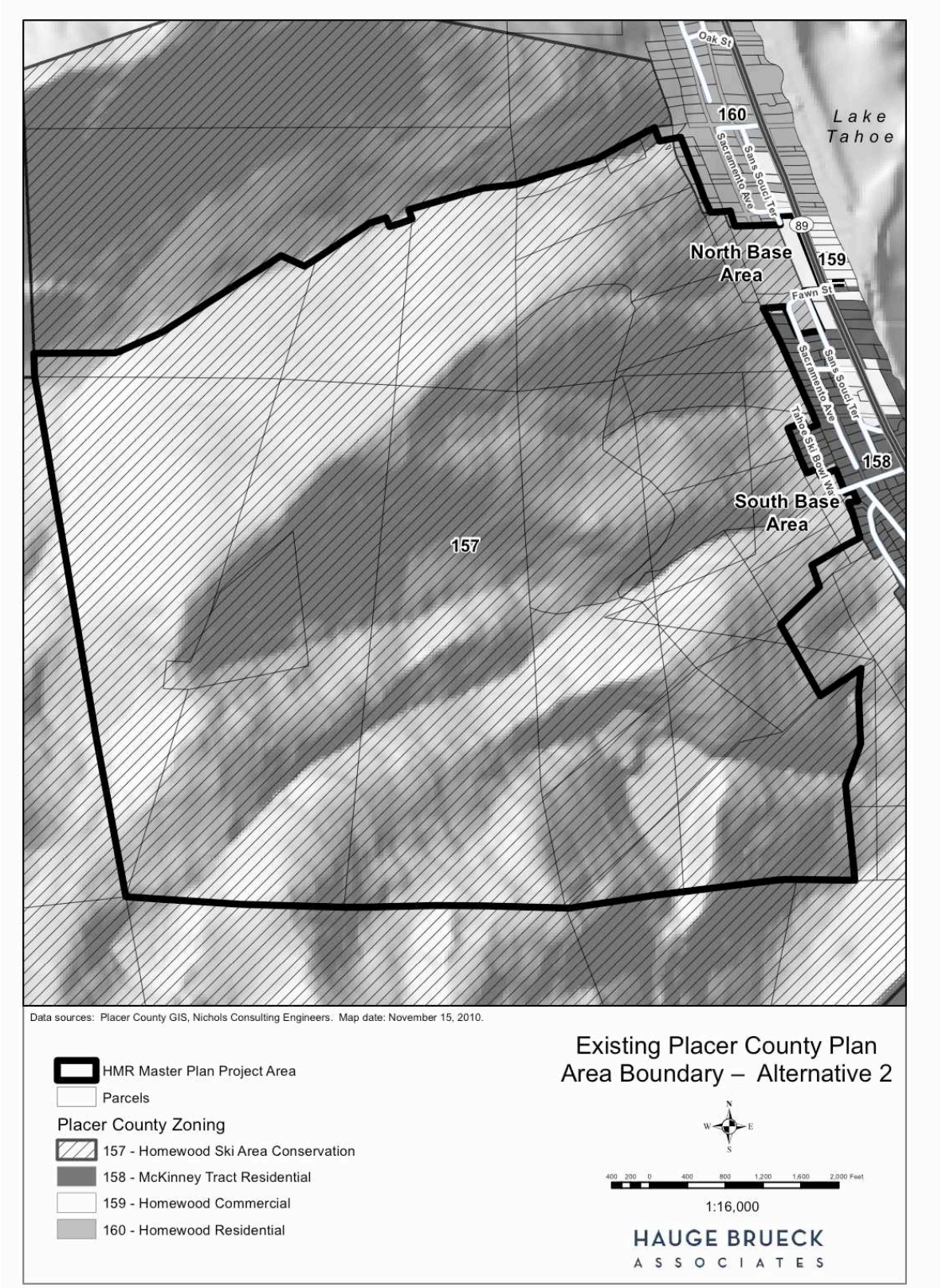
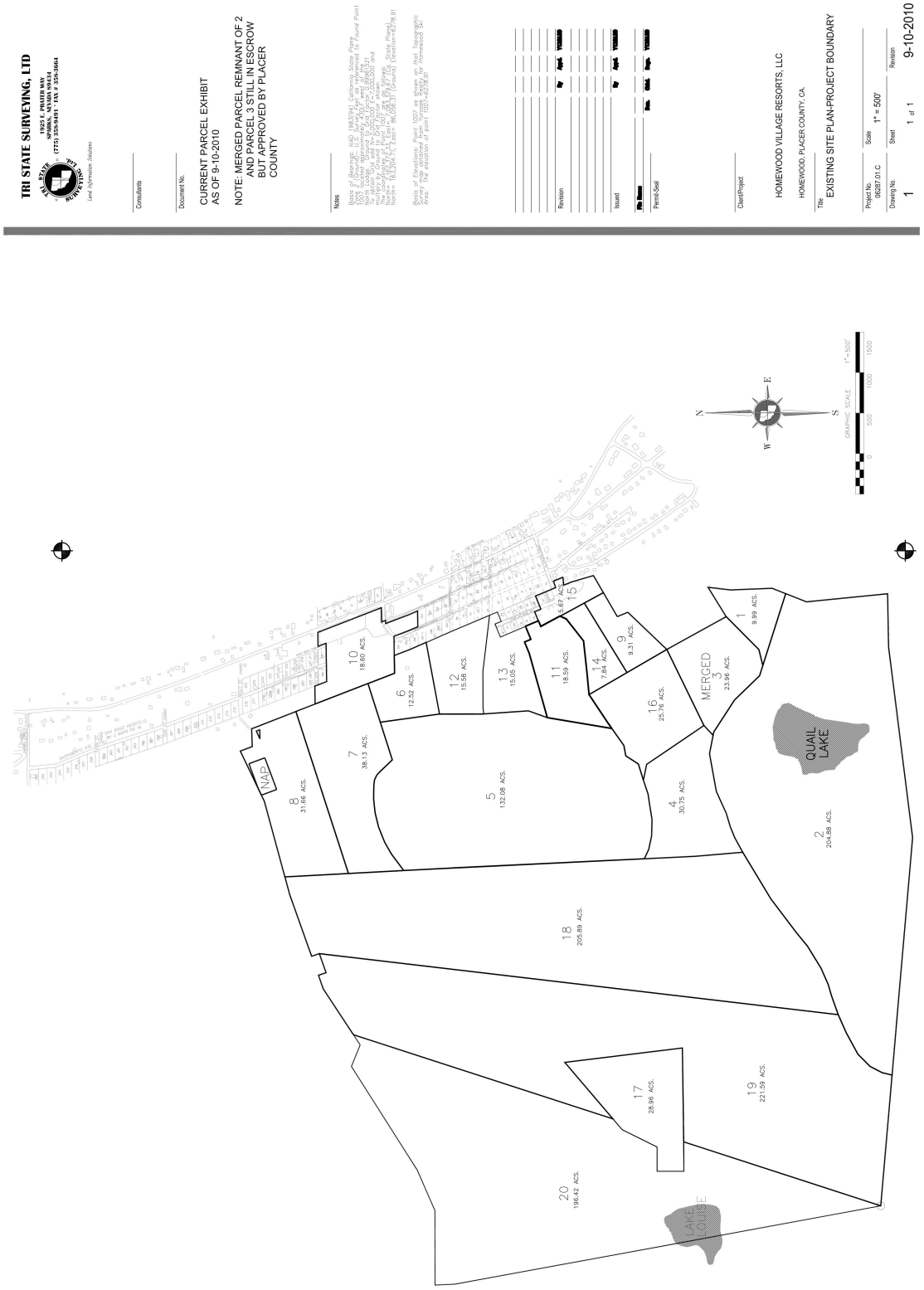


Figure 3-3. Existing South and North Base Area Facility Locations

Figure 3-4. Current Parcel Boundaries - HMR



Existing land coverage is approximately 1,781,000 square feet (including public ROW), which includes approximately 271,000 square feet of coverage at the North Base area and approximately 117,000 square feet at the South Base area. Across the Project area, approximately 288,000 square feet is hard coverage consisting of parking and ski facilities, lodges, etc. and the balance is roadways and trails.

There are no existing tourist accommodation units (TAUs) or residential units currently at the Project area. The existing North Base lodge is 13,943 square feet. The South Base lodge is 7,300 square feet and the vehicle shop/maintenance facility located adjacent to the South Base area is 3,884 square feet. Uses at and adjacent to the North Base area include food services/bar, restrooms, rentals and repairs, retail sales, ticket sales, ski patrol, employee lockers, storage, mechanical rooms, and administrative offices. Uses at and adjacent to the South Base area include food services/bar, restrooms, retail sales, daycare/nursery, ticket sales, ski patrol, ski school, employee lockers, storage, mechanical rooms, and administrative offices. There is no lodge at the Mid-Mountain Base area, but a temporary white tent structure (warming shelter) is used during winter operations, along with a composting toilet/restroom, which does not meet current Placer County Health and Human Services requirements.

Existing ski area parking includes approximately 700 surface spaces at the North Base area and 242 surface parking spaces at the South Base area. During peak weekends during winter ski operations, HMR also uses up to 280 off-site parking spaces located along area roadways, including SR 89, Tahoe Ski Bowl Way, Fawn Street, Sacramento Avenue, Lagoon Road, and Meadow Road.

HMR currently operates eight ski lifts, including one quadruple chair, three triple chairs, and four surface lifts. The eight ski lifts have a current operating capacity of 8,646 passengers per hour (pph) (HMR Needs Assessment, September 14, 2009). According to the Needs Assessment, three ski lifts were removed in 2004 with a verified capacity of 2,478 pph. This unused capacity is banked and available for use for lift replacements or upgrades. There are 62 numbered ski trails in the Project area covering 411 acres. During the summer, five miles of hiking trails are available for use by the public.

In the Lake Tahoe Basin, TRPA uses a recreation-use capacity measure called "Persons-at-one-Time" (PAOTs), which refers to the number of simultaneous users a given area can support. The total PAOT allocation for the Project area is 1,704.

Current snowmaking operations within the Project area use airless, tower mounted fan guns. The system has the capability to cover 23.8 acres and currently uses up to 14.2 million gallons of water per year or 43.6 acre-feet/year (Snowmakers, Inc. 2010).

Water supplies available for snowmaking are the Tahoe City Public Utility District (TCPUD) McKinney well, which produces non-potable water at up to 1,000 gallons per minute (gpm), and domestic water (up to 300 gpm at both the North and South Base areas) available from the TCPUD and the Madden Creek Water Company (MCWC) between 6 p.m. to 6 a.m.

3.2 PROJECT OBJECTIVES

With input received during public meetings in West Shore communities, Homewood Village Resorts, LLC developed objectives for the Project. The Project's objectives are to:

- Construct onsite residential and tourist accommodation units to support increased HMR skier visits during mid week operations;

- Optimize the quality of the existing winter ski experience and improve the year-round use of the site while responding to changes in technology, market trends and user preferences;

- Maintain consistency with the scale and character of Homewood, California;
- Enhance the lifestyle and property values of West Shore residents; and
- Generate sufficient revenues to support the proposed environmental and fire safety improvements and ensure the continued viability of the ski operations.

3.3 AGENCY ALTERNATIVE REQUIREMENTS

In accordance with TRPA Code of Ordinances §5.3.A and §15126.6 of the State of California CEQA Guidelines, this environmental document includes an analysis of alternatives that would feasibly attain most of the Project's objectives but would avoid or substantially lessen any of the significant effects of the Project, a review of a "No Project" alternative, and a discussion of off-site and on-site alternatives considered but determined to be infeasible. The analysis provides a comparison of a reasonable range of alternatives that feasibly avoid or lessen at least one significant effect of the Project and still achieve most of the Project's objectives as outlined above (PRC §21002; CEQA Guidelines §15126.6(a)). TRPA Code or Ordinances §5.8 requires that alternatives be included in the Draft EIR/EIS for consideration.

The alternatives described include variations in development intensity, residential type, and land use locations to provide flexibility to TRPA and Placer County in selecting the alternative that best meets the needs of the community and the environment. The CEQA Guidelines state that the range of alternatives is governed by the "rule of reason," requiring evaluation of only those alternatives "necessary to permit a reasoned choice"; further, an EIR "need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative."

To meet TRPA requirements for the consideration of alternatives, this environmental document evaluates the potential impacts of the Proposed Project (Alternative 1 – HMR Ski Area Master Plan), continuing operations in the Project area under existing conditions (Alternative 2 – No Project), and four "Action Alternatives" that involve varying quantities and locations of Project elements. The Action Alternatives, described in detail below, are:

- Alternative 3 – No Code Amendment for Building Height;
- Alternative 4 – Close Ski Area, Develop Estate Lots;
- Alternative 5 – Compact Project area; and
- Alternative 6 –Reduced Project.

3.3.1 Off-Site Alternatives

CEQA Guideline §15126.6(f) require that the analysis of alternatives should identify whether any of the significant effects of the Project would be avoided or substantially lessened by changing the Project location. CEQA Guidelines (§15126.6(f)) also state that if the lead agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion. Among the factors considered when addressing the feasibility of off-site alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other regulatory limitations, and whether the Project Applicant can reasonably acquire, control, or otherwise have access to the alternative site. There is no feasible alternative site for the Project for the following reasons:

- The Project area is already developed as a ski resort, and the planning and development of a new ski area on a currently undeveloped site would involve substantially greater potentially significant environmental impacts compared to the Project area, including potentially greater impacts to biological resources due to vegetation removal and habitat disturbance, impacts to air and water quality due to additional construction activities required, impacts to hydrology due to substantial new surfacing required, and land use impacts due to potential incompatibilities with existing communities;

- There are no vacant or closed ski resorts in the Project area vicinity that could be reasonably acquired or controlled by Homewood Village Resorts, LLC, the Project Applicant;

- The Project area is located on SR 89, the only major thoroughfare along the West Shore of Lake Tahoe. A new project site is not expected to be located on an existing major road, and planning and development would be expected to result in substantially greater impacts to traffic and transportation compared to the Project area;

- An alternative location would not meet three out of four identified planning objectives to:

    - Optimize the quality of the existing winter ski experience and improve the year-round use of the site while responding to changes in technology, market trends and user preference;

    - Enhance the lifestyle and property values of West Shore residents; and

    - Generate sufficient revenues to support the proposed environmental and fire safety improvements and ensure the continued viability of the ski operations.

Therefore, alternative locations are not being considered in this environmental analysis because an alternative site is not expected to substantially lessen the environmental effects of the Project, substantially meet most of the Project's objectives, or be feasible due to the low probability of being able to acquire an alternative property.

3.4 ALTERNATIVES CONSIDERED BUT REJECTED

Sections 3.5 through 3.10 define the Proposed Project (Alternative 1), No Project (Alternative 2) and Action Alternatives 3, 4, 5 and 6. The public suggested several alternatives during the Project Scoping process through written and oral comments. While the specific components varied with each comment, three main types of alternatives were suggested: A Reduced Size Alternative, an Existing Coverage Alternative, and a Conservation Alternative. These alternatives were suggested to reduce or avoid potential project-related impacts to air and water quality, noise, traffic, biological resources, and compatibility with adjacent communities. The alternatives below were considered during initial alternative development and in response to public scoping, but were rejected for further consideration as a result of limited or unidentified environmental impacts as described below. Table 3-3 summarizes the comments received during scoping that requested further analysis of additional alternatives.

3.4.1 Reduced Size Alternative

Multiple scoping comments requested consideration of alternatives that would substantially reduce the size or scale of the Project. Under a Reduced Size Alternative, the scope and scale of the Project would be reduced to provide a fewer number of residential/tourist accommodation units and smaller resort facilities. Alternative 6 is a Reduced Project Alternative developed by TRPA that reduces the number of total tourist accommodation and residential units proposed for the Master Plan from 336 (Proposed

Project) to 284. According to HMR prepared financial documentation, Alternative 6 fails to meet the minimum number of residential/tourist accommodation units required for HMR to feasibly achieve the number of skier visits needed during the winter mid-week period to achieve a key project objective (generate sufficient revenues to support the proposed environmental and fire safety improvements and ensure the continued viability of the ski operations). However, for comparison purposes in the EIR/EIS, TRPA decided to analyze an alternative that would reduce development proposed in the HMR Master Plan by approximately 15 percent.

HMR prepared a financial analysis for agency review to justify the number of tourist accommodation and residential units they have proposed in their Master Plan application. The typical ski season on average consists of 110 days, 60 of which are non-holiday mid-week days. Non-holiday mid-week days have historically averaged around 300 skier visits per day. HMR's financial analysis states that the Ski Resort needs to increase mid-week ticket sales by an average of 400 in order to generate sustainable revenues and at minimum cover cost of operations. HMR's analysis states that weekends and holidays have sufficient skier visits and related revenue generation to cover operating expenses, but that the marked decline in skier visitation during the mid-week period has been an impediment to balancing the overall annual cost of operations with revenue. In order to increase mid week visitation to generate 400 additional ticket sales per day, HMR states that a minimum of 316 onsite tourist accommodation and residential units are required. Their analysis assumes that each unit will be occupied by an average of 2.25 skiers and will have an average occupancy rate of 55 percent resulting in approximately 400 additional skier visits per day during the mid-week period (316 tourist accommodation & residential units (336 including units with lock-offs) times an average of 2.25 occupants per unit times 55 percent average occupancy rate equals approximately 400 skier visits). The occupancy rate and average number of occupants per unit that was modeled in the HMR analysis was derived from historic data of area resorts and other tourist accommodations tracked by the North Lake Tahoe Resort Association. Therefore, Reduced Size Alternatives proposed for fewer units than Alternative 6, which only has 282 units, have been rejected from further consideration.

3.4.2 Existing Coverage Alternative

Under an Existing Coverage Alternative, the Project would be limited to redevelopment or new development in existing disturbed or built areas. An Existing Coverage Alternative was rejected from further consideration because it would not meet most of the project objectives and does not avoid or lessen at least one significant effect of the Project. Overall Project area land coverage reduction can be achieved within the Project area, but a majority of the existing land coverage to be removed is located on the upper mountain, which is not suitable for development of the proposed multi-family residential units, TAUs, and commercial retail uses.

3.4.3 Conservation Alternative

Under a Conservation Alternative, the Project would be redesigned to avoid construction in SEZs, wetlands, and riparian habitats. A Conservation Alternative was rejected from further consideration because the Project includes redevelopment in two previously disturbed SEZ areas that have already been previously impacted. At the South Base area SEZ, the existing fill and culvert associated with the public roadway ROW is being removed and replaced with a bridge span, resulting in decreased impacts to SEZs and riparian habitats as compared to existing conditions. At the North Base area SEZ, the parking structure and the employee/workforce housing units will be located within the existing gravel parking lot area partially delineated as SEZ. Although the site is partially delineated as SEZ, the site is developed as a gravel parking lot and has diminished habitat value. With the proposed redevelopment, the disturbance in existing SEZ will be eliminated under the Project through SEZ setbacks and restoration. Thus, from an environmental perspective, a "conservation alternative" that avoids these two SEZs at the Base areas has

no additional environmental advantages as compared to the Project. For the extension of Tahoe Ski Bowl Way to serve the proposed Townhouses, there is no alternative but to cross a small SEZ drainage way that is located between the North and South Base areas. Alternatives 5 and 6 do not include the proposed Townhouses and would therefore avoid this SEZ crossing because no extension of Tahoe Ski Bowl Way would be required.

Table 3-3

Project Alternatives Proposed in Scoping Comments

Commenter	Proposed Alternative	Consideration in the EIR/EIS
Written Comments		
Gerald J. Wotel. 02/08/2008	**Reduced Size Alternative.** Consider a reduced size (scale, density, height, and character) alternative, due to concerns about traffic, and SEZs and wetlands at Tahoe Ski Bowl Way, Fawn St., Sacramento Ave., and condo locations. Quantities: 90 condos; remove parking from North Base; 10 or less workforce housing; reduce CFA by 20,000 feet; remove 42 two-story residential units; reduce North Base Lodge to 30,000 square feet; 30 two-story homes; detached single-family homes instead of parking garage; remove dining facility at Mid-Mountain lodge; reduce rentals to 82 TAUs and 101 TAUs.	See Section 3.4.1 above. Alternative 6 reduces the scale and density of the Project.
Carole Gray. 08/23/2008	**Reduced Size (200-Unit) Alternative.** Consider a 200-unit alternative with shuttles to reduce impacts to traffic and aesthetics (due to parking lot), water quality, and character of the area.	See Section 3.4.1 above. Alternative 6 reduces the scale and density of the Project.
Woody Shackleton. 09/03/2008	**Reduced Size (250-Unit) Alternative.** Consider an alternative with 250 or fewer units to reduce traffic impacts, and a greater percentage of individual vs. fractional ownership.	See Section 3.4.1 above. Alternative 6 reduces the scale and density of the Project.
Michael Lozeau. 9/05/2008	**Existing Coverage Alternative.** Consider an alternative with no net increase in coverage at HMR, and results in a net reduction in pollutants, especially air emissions.	Net land coverage will be reduced under Alternatives 1, 3, 4, 5, and 6.
Judy Tornes and Jerry Winters. 09/07/2008.	**Reduced Size Alternative.** Consider an alternative with reduced scale and size, such that code amendments and transferred TAUs are not required, and reduces or avoid impacts related to: scenic resources (special heights, increased setbacks, views from the lake, impacts to neighbors, tree heights); scale and character (timeshares/fractional ownership, neighborhood compatibility, real estate); environmental (land capability, avalanche and landslide concerns, runoff from roofs, increased population and traffic, greenhouse gases, construction impacts, CO, light, water supply, public services, number of trees removed, wildlife habitat, historical significance, future link to Alpine); recreation	See Section 3.4.1 above. Alternative 6 reduces the scale and density of the Project.

Commenter	Proposed Alternative	Consideration in the EIR/EIS
	(beach access, pedestrian crossings, sidewalks, additional amenities, mix of uses, additional boats, views for Lake Tahoe Music Festival, access to Mid-Mountain pool, current skiing trends at Lake Tahoe); Cumulative impacts (include all CEP projects); code amendments (concessions, compliance with Placer and TRPA); traffic (carrying capacity of SR 89, entrances/access, driveways, Fawn St. and Silver St., employee housing and access, long term benefits from shuttles and buses, performance bond); parking (assigned parking, impacts from garage, boat ands trailer parking, storage); and fire safety (water supply and infrastructure, evacuation plan, mitigations through payment of fees).	
Susan Gearhart. 09/22/2008.	**Conservation/Current Land Capability Alternative.** Consider an alternative with no changes to land capability, no development on Land capability district (LCD) 1a lands, and no Mid-Mountain lodge to reduce or avoid impacts to water quality, water supply, and SEZs.	See Sections 3.4.2 and 3.4.3 above.
Paul Eisenhardt. 09/30/2008.	**Vehicle Depot Garage and Roadway Relocation Alternative.** Consider an alternative to relocate the vehicle depot garage and roadway to avoid impacts related to noise and vehicle turnaround on adjacent properties.	The vehicle depot (south base area maintenance area) would be relocated under Alternatives 1, 3, 5, and 6.
Robert Mullarkey. 09/30/2008	**40-Foot Height Alternative.** Consider an alternative with maximum 40-foot building heights to avoid impacts to scenic resources.	Alternative 3 would be consistent with existing Code Chapter 22 (Height) requirements.
Rick and Ali Van Zee. 10/01/2008.	**Mixed-Use on Existing Disturbed Areas Alternative.** Consider an alternative that develops mixed uses on existing disturbed areas with impervious surfaces to reduce or avoid impacts to traffic, noise, light pollution, wetlands, wildlife, and health (West Nile virus); and to maintain compatibility with the existing community.	See Section 3.4.2 above.
Michael Donahoe, Ron Grassi, and Jennifer Quashnick. 10/01/2008.	**Regional Plan Alternative/ Reduced Project Alternatives.** Consider alternatives that are consistent with the level of development in the Regional Plan or Reduced Project (25, 50 and 75% of overnight population density) Alternatives based on Bailey's Classification limits and on the Community Plan due to concerns about future water supply with climate change, exposure of people and property to natural disasters (landslides, wildfire, flooding), consistency with the character of Homewood, potential to physically divide an established community traffic, parking, emergency evacuation plans, air quality impacts (CO, O_3, PM_{10}, $PM_{2.5}$), water quality impacts (siltation, deicing) stormwater runoff, noise, wildlife, fisheries, scenic quality, recreation, vegetation, and invasive plants. **Mid-Mountain Lodge Size Alternative.** Consider an	See Sections 3.4.1, 3.4.2 and 3.4.3 above. Alternatives 1, 3, 5, and 6 propose amendments to Code Chapters 33 and 35 to allow for use of bonus units (e.g., TABU/MRBU) within Ski Area Master Plans. This Code amendment is required for use of bonus units within the Master Plan. The amendment would not result in significant impacts. Therefore, requiring geographic restrictions for

Commenter	Proposed Alternative	Consideration in the EIR/EIS
	alternative that maintains the Mid-Mountain lodge to the existing legal coverage. **Local TABU/MRBU Use Alternative.** Consider an alternative that limits to the use of TABUs and MRBUs to within same and adjacent watersheds. **Allowable Height Alternatives.** Consider a range of alternatives that offer a variation in the range of allowable and proposed heights to avoid or reduce impacts to visual resources.	use of the TABU/MRBU is rejected from further consideration. Alternative 3 would be consistent with existing Code Chapter 22 (Height) requirements.
Jason Kuchnicki. 10/02/2008	**LEED Certification Levels Alternatives.** Consider alternatives based on a range of LEED Certification levels. **No SEZ Development Alternative.** Consider an alternative with no development on low capability lands such as SEZs.	Alternatives 1, 3, 5 and 6 propose to comply with the LEED Neighborhood Development Pilot Program. See Section 3.4.3 above.
William Davis. 10/02/2008.	**Sidewalk and No On-Street Parking Alternative.** Consider an alternative that adds sidewalks and eliminates on-street parking to avoid or reduce impacts to pedestrians and bicyclist.	Alternatives 1, 3, 5 and 6 include increased pedestrian and bicycle facilities and use of onsite parking for resort guests.
Brenda Hunt, TRPA. 10/08/2008	**Boutique Resort Alternative.** Consider an alternative with a boutique-style resort and no fractional ownership. **North Base Access Alternative.** Consider an alternative with access provided through North Base instead of through Tahoe Ski Bowl Way. **Reduced Parking Alternative.** Consider an alternative that provides reduced parking. **Base Development Alternative.** Consider an alternative that restricts development to the bases, and avoids development at the Mid-Mountain to reduce or avoid impacts to wildlife.	Alternatives 5 and 6 do not include fractional units. Alternatives 5 and 6 do not include access to the North Base from Tahoe Ski Bowl Way. Alternatives 1, 3, 4, 5, and 6 reduce parking. Development proposed for the Mid Mountain lodge area does not result in significant impacts to wildlife. Therefore, restricting development to the base areas to avoid impacts to wildlife is rejected from further consideration.
Flavia Sordelet. 10/14/2008.	**Conservation/Restoration Alternative.** Consider an alternative that includes restoration of disturbed sites and allows for low impact recreation.	See Section 3.4.3 above.
Oral Comments, September 10, 2008, TRPA APC Hearing		
Flavia Sordelet, League to Save Lake Tahoe	**Reduced Size Alternative.** Consider an alternative to reduce the scale and density of the Project to reduce or avoid impacts to SEZs, air quality, water quality, sewage	Alternative 6 reduces the scale and density of the Project.

Commenter	Proposed Alternative	Consideration in the EIR/EIS
	treatment capacity, traffic, and ETCCs.	
Ron Grassi, Sierra Club	**Reduced Size Alternative.** The TRPA should consider an alternative that reduces the size of the Project to reduce or avoid impacts to water supply, fire protection services, traffic, evacuation routes, and parking supply.	Alternative 6 reduces the scale and density of the Project.
Susan Gearhart	**Reduced Size Alternative.** Consider an alternative that reduces the size of the Project to avoid a land capability challenge and reduces or avoids impacts associated with construction on steep slopes and LCD 1a lands, SEZs, and impacts to visual quality.	See Sections 3.4.2 and 3.4.3 above. Alternative 6 reduces the scale and density of the Project.
Lauri Kemper, APC	**Reduced Size Alternative.** Consider an alternative that reduces the overall size of the Project to reduce or avoid impacts to sewage treatment capacity. This alternative should consider pumped stormwater storage ponds to avoid affecting water quality in existing lakes, additional building height to reduce the developed footprint, and maintenance facilities located at the base to facilitate fuel spill clean-ups.	Alternative 6 reduces the scale and density of the Project. Alternatives 1, 5 and 6 include additional building height to reduce building footprints. Alternatives 1, 3, 5, and 6 relocate rubber-tired vehicle maintenance to offsite facilities designed to accommodate vehicle maintenance. Tracked vehicle maintenance would be performed at a newly constructed facility located next to the mid mountain lodge.
Oral Comments, September 23, 2008, Granlibakken Resort, Tahoe City, CA		
Susan Gearhart	**Conservation Alternative.** Consider an alternative that includes mixed uses limited to the area of existing disturbed areas (parking lots, buildings), with the objective of enhancing the community, and avoids or reduces impacts to water supply (considering climate change), SEZs, steep slopes, and wetlands.	See Sections 3.4.2 and 3.4.3 above.
Flavia Sordelet, League to Save Lake Tahoe	**Reduced Size Alternative.** Consider an alternative to reduce the size and scale of the Project by limiting building heights; allowed uses; transfer of TAU (bedroom ratio); and the land capability of TAU. This alternative should include the restoration of SEZs, compliance with ETCCs, reduction of impervious surfaces, and alternative transportation (bikes/water taxi/shuttle).	Alternative 6 reduces the scale and density of the Project.

Commenter	Proposed Alternative	Consideration in the EIR/EIS
Jerry Wotel, North Tahoe Citizen Action Alliance.	**Reduced Size Alternative.** Consider an alternative that reduces the size of the Project.	Alternative 6 reduces the scale and density of the Project.

Source: Appendix B, NOP Scoping Comments, 2008

3.5 ALTERNATIVE 1 – PROPOSED PROJECT

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

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

3.5.1 Removal of Existing Structures

The initial step of the Project development would be to remove existing structures and ski area facilities. At the North Base area, the Proposed Project (Alternative 1) will remove four existing ski lifts (including beginner lifts and the base of the Madden Ski Lift) and associated pads, footings and utilities; buildings and concrete foundations; storm drain structures; asphalt parking surfaces; overhead transmission lines; and a pumphouse. Buildings and facilities at the North Base area to be removed are shown in Figure 3-5.

At the South Base area, the Proposed Project (Alternative 1) will remove one existing ski lift (the beginner surface lift) and associated pads, footings and utilities; buildings and concrete footings; asphalt parking surfaces; and overhead transmission lines. Structures and facilities at the South Base area to be removed are shown in Figure 3-6.

At the Mid-Mountain area, the Proposed Project (Alternative 1) will remove existing shacks, an abandoned foundation, the white tent structure, the top station of the existing Madden Ski Lift and associated pads, footings and utilities.

Table 3-4

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

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

Source: HMR Master Plan 2010

3.5.2 North Base Area

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

- 36 residential condominiums (multi-family residential units);

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

Under the Proposed Project, day-skier access and ski resort amenities and services will be relocated to the North Base in Buildings A and B (Figures 3-7 and 3-8). The Proposed Project (Alternative 1) will provide 729 parking spaces at the North Base (with potentially up to 770 spaces provided based on final parking layout design), including 272 day use parking spaces in a four-level parking structure located adjacent to Building P, 47 limited surface parking spaces at the retail and skier drop off area, and 410 underground valet stacked and single parking spaces below the hotel and skier services buildings (Buildings A and B). The commercial/retail areas are designed to be accessible from the adjacent residential neighborhood, employee/workforce housing, and the day-skier parking structure.

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

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

Vehicle access to 16 townhouses in eight buildings in the North Base area would be via an extension of Tahoe Ski Bowl Way from the South Base area. Per Placer County requirements, a secondary access road is required to be constructed to serve these townhomes due to the length of Tahoe Ski Bowl Way, however, the project has not included details for a secondary access to allow analysis of potential impact of this road construction in this EIR/EIS. The North Base townhomes are a Phase 2 project component that will be analyzed at a project level for Placer County CEQA and TRPA purposes prior to its eventual permitting.

3.5.3 South Base Area

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

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

Figure 3-5. Proposed Project (Alternative 1) North Base Area Demolition Plan

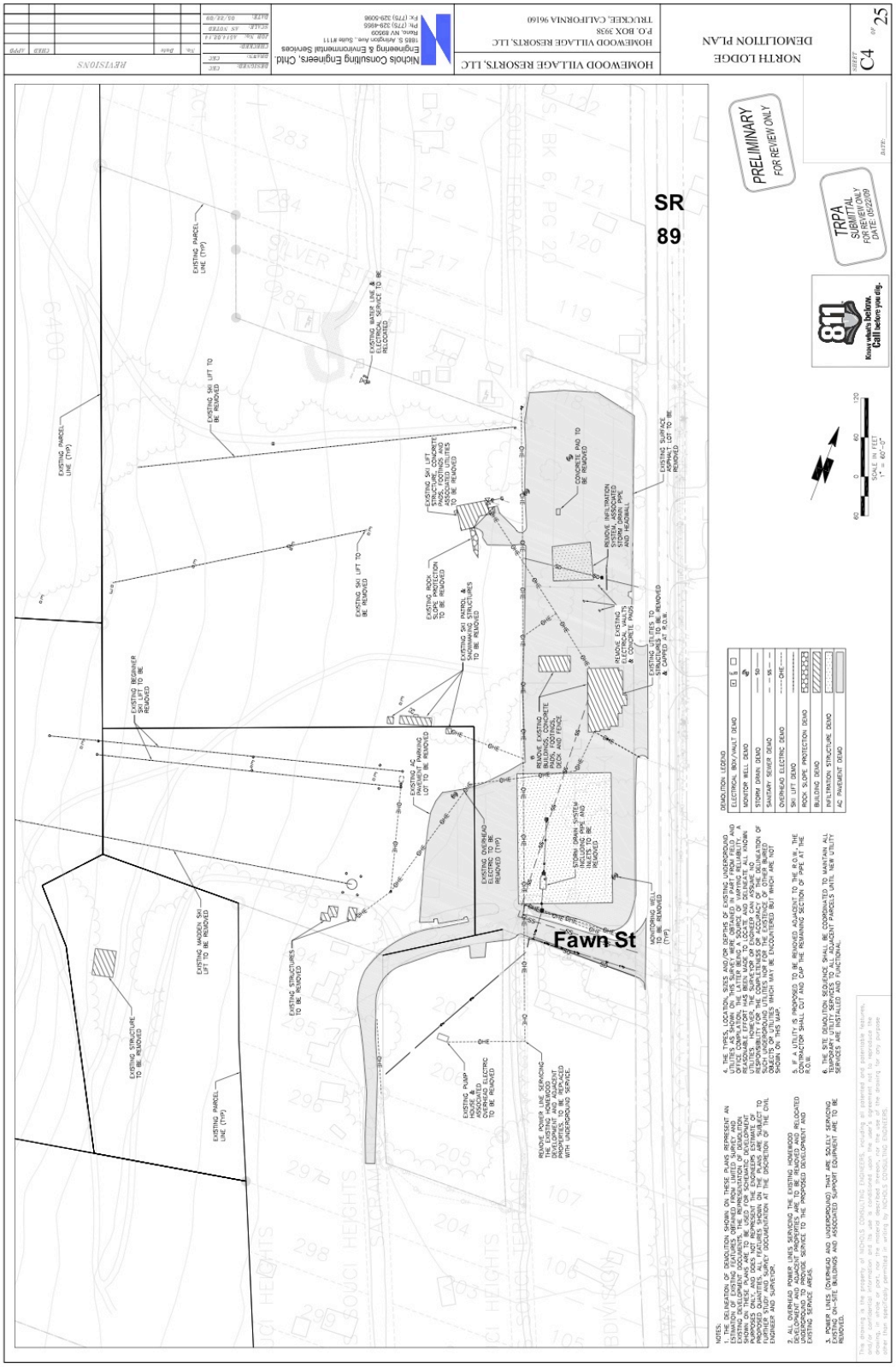


Figure 3-6. Proposed Project (Alternative 1) South Base Area Demolition Plan

Figure 3-7. Proposed Project (Alternative 1) Overall Site Plan

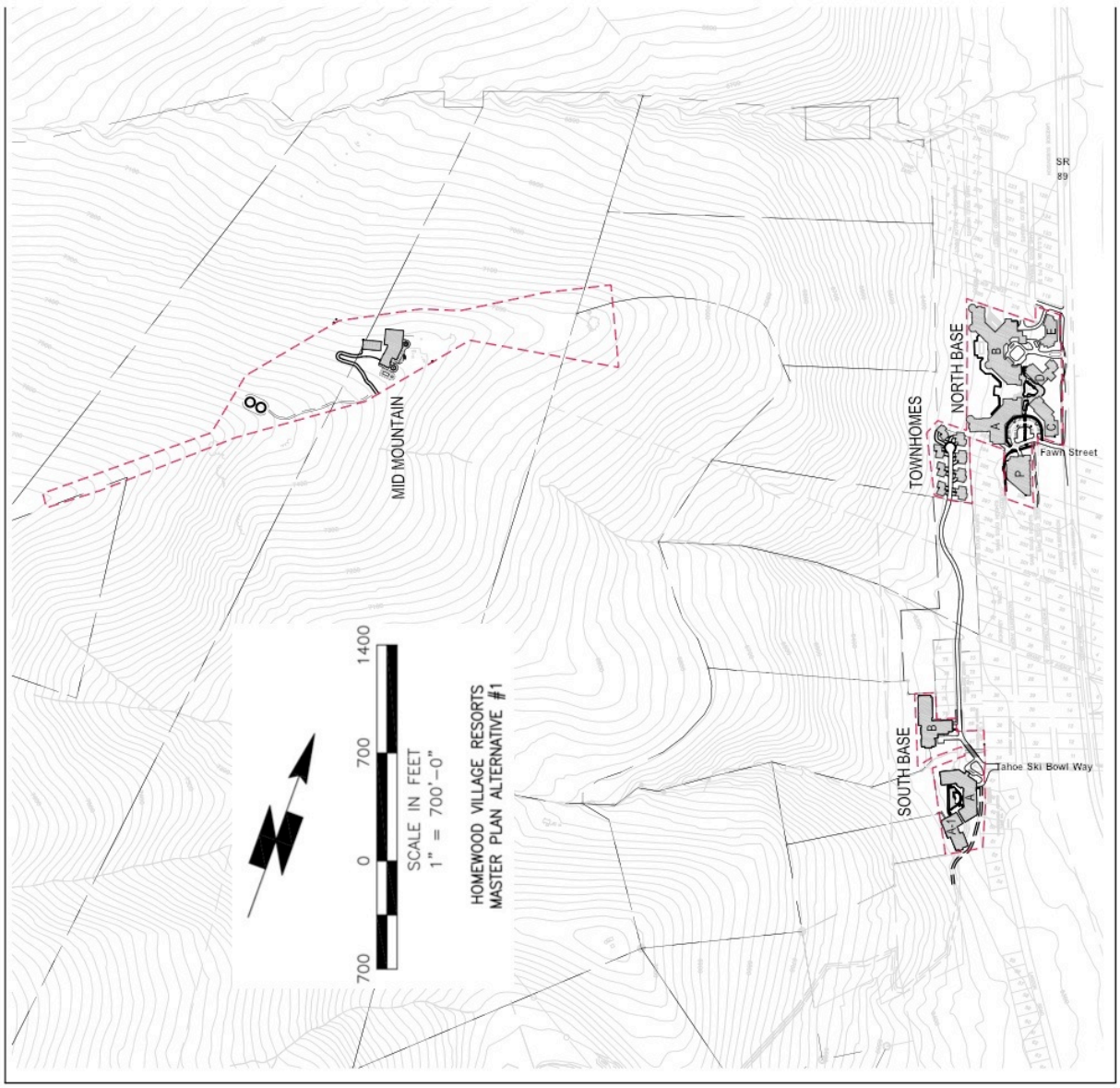


Figure 3-8 Proposed Project (Alternative 1) North Base Area Site Plan

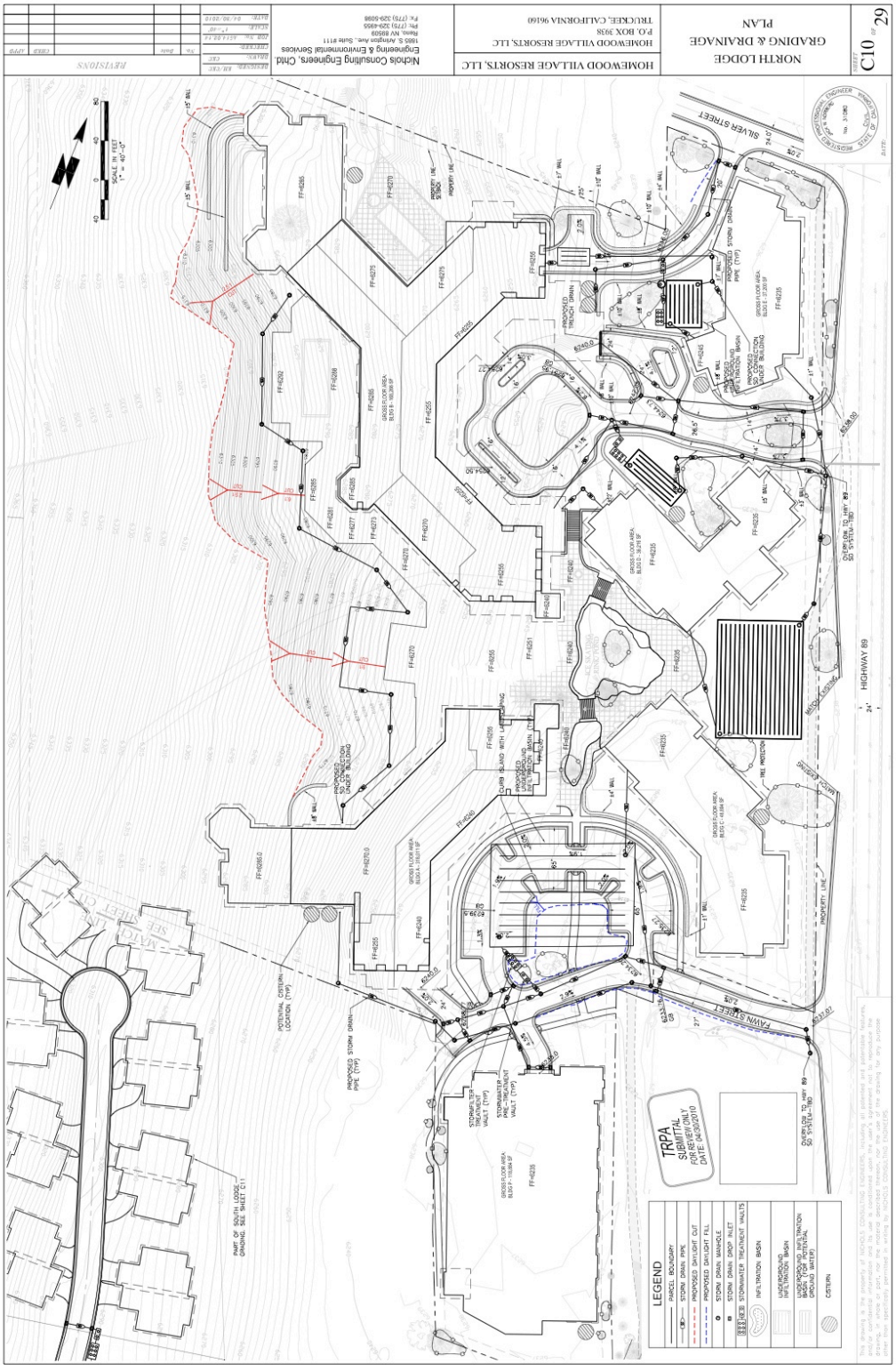
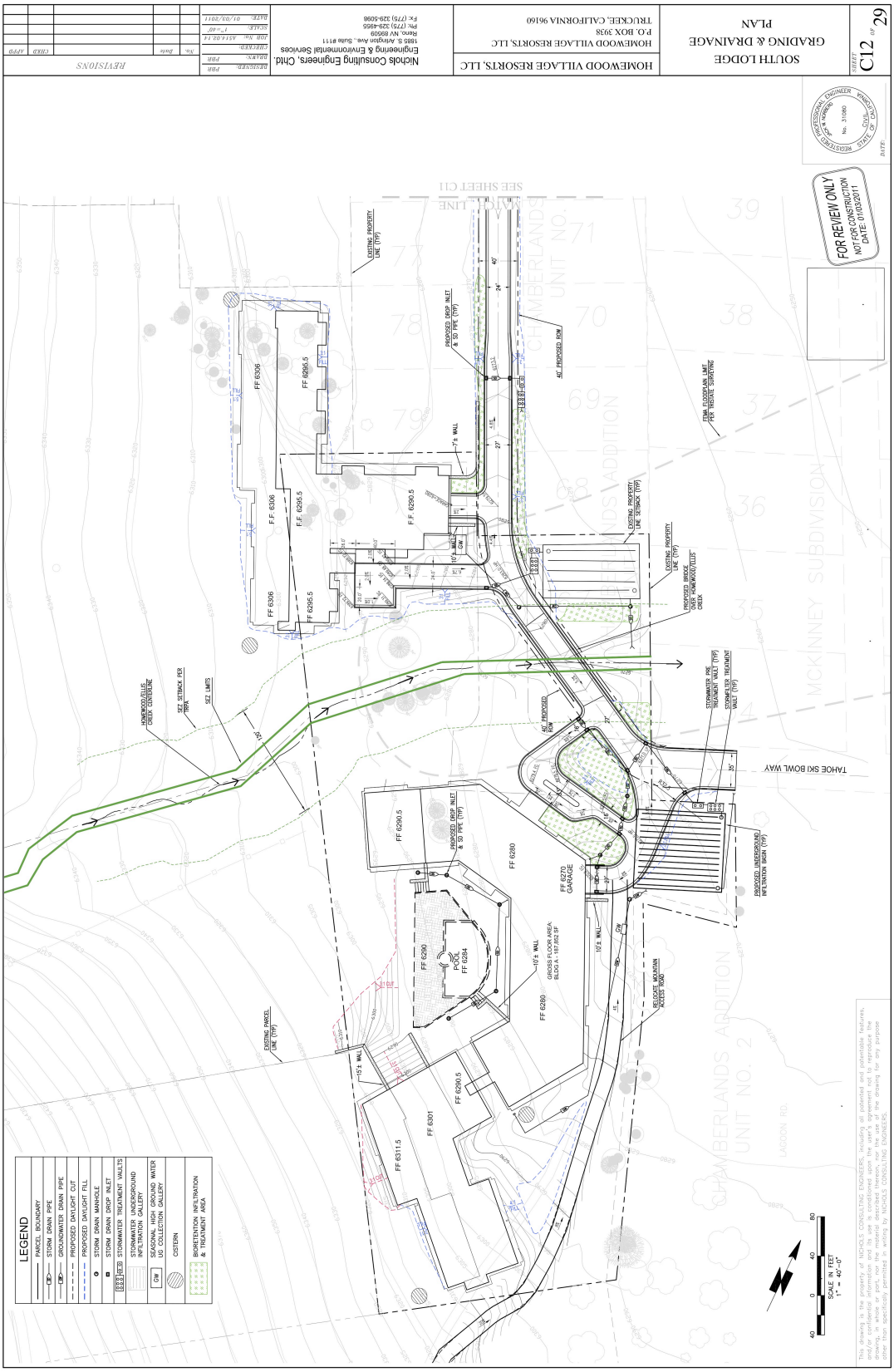


Figure 3-9 Proposed Project (Alternative 1) South Base Area Site



3.5.4 Mid-Mountain Area

The Mid-Mountain area will include:

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

The Mid-Mountain lodge, as shown in Figure 3-10, will replace the white tent structure and the concrete foundation located at the Mid-Mountain near the top of the Madden ski lift. As part of the Proposed Project (Alternative 1), the composting toilet/restroom will be removed and replaced with connection to the public sewer system. The learn-to-ski lift will be located north of the proposed lodge on gently sloping terrain. The snow-based vehicle shop/maintenance facility will be relocated from the South Base area to the Mid-Mountain area in an 8,000 square feet facility directly behind the gondola terminal. Two 250,000-gallon water storage tanks will be constructed at Mid-Mountain area on the slope above the vehicle shop/maintenance facility to serve the entire Homewood Mountain Resort project area.

Mid-mountain lodge will include accessory uses: 1) Office of Emergency Services (OES) communication room, repeater antennas and emergency generator room; 2) An emergency cache room (fire fighting equipment) for North Tahoe Fire Protection District (NTFPD) and; 3) possibly Homewood ski patrol office.

Figure 3-10. Proposed Project (Alternative 1) Mid-Mountain Area Site Plan

3.5.5 Accessory Buildings

Several small accessory buildings will be associated with snowmaking operations (e.g., new/updated pump houses) and alternative energy generation. Opportunities for providing alternative energy sources will be explored during development of the Project. Plans include exploration of renewable energy sources such as micro-hydro, solar, geothermal, biomass, and wind energy for serving the Project area. The most promising possibility for energy generation lies in a potential micro-hydro development on Madden Creek and the Quail Lake outlet stream. These proposals, once developed in more detail, will require additional environmental analysis and permit review in the future.

3.5.6 Leadership in Energy and Environmental Design (LEED)

The North Base area has been accepted into and will be designed under the Leadership in Energy and Environmental Design (LEED) for Neighborhood Development Pilot Program as an example of exemplary green and sustainable development. The South Base area, although not appropriate for the

LEED for Neighborhood Pilot Program because it is not a mixed use development, will be designed to achieve sustainable development goals using the LEED criteria as a template.

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

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

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

Building Materials - The materials from the de-constructed buildings will be recycled and reused in new buildings and the components from old chair lifts can potentially be reused at HMR and at other ski resorts.

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

Building Electrical Systems - For spaces that require artificial lighting, high efficiency lighting that utilize fluorescent and LED fixtures will lower energy costs.

Water Conservation - Low flow efficient fixtures are planned in all facilities including transient lodging, residential, and commercial.

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

3.5.7 Roads, Best Management Practices, and Land Coverage Removal

Starting in 2006, HMR teamed with Integrated Environmental Restoration Services (IERS) to complete sediment source control and road removal and restoration projects and monitoring in anticipation of eventual improvements within the Project area. Onsite road restoration in the upper mountain area will continue as part of the Proposed Project (Alternative 1). The value of removing unpaved roads in the upper watershed is defined in the Lake Tahoe TMDL Pollutant Reduction Opportunity Report (Roberts, D. and J. Reuter, 2007). Unpaved roads in the Project area are generally characterized by highly compacted soil conditions with low to no surface cover and high runoff and sediment loading rates (IERS 2009).

HMR has begun restoration of onsite roads at locations illustrated in Figure 14-4 in Chapter 14, Geology, Soils and Seismicity. These sediment source control projects are discussed according to potential land coverage removal and reductions in section 14.1.8. These sediment source control projects and the monitoring results for revegetation success and reduced erosion are described in Chapter 15, Hydrology, Water Rights, Surface Water Quality and Groundwater in section 15. IERS typically prepares monitoring reports on two-year intervals. A monitoring report is published for sediment source control projects completed in 2006 and 2007 (IERS 2008) and a report is forthcoming for 2008 and 2009.

In 2006 and 2007, six road restoration projects, ranging in size from 3,500 square feet to 48,300 square feet, were completed, for a total of over 105,000 square feet or 2.4 acres of restoration. In years 2008 and 2009, eight road restoration projects were completed, ranging in size from 1,920 square feet to 38,788 square feet, for a total of over 134,651 square feet or 3.1 acres of restoration. This land coverage is considered legally existing until HMR submits banking applications with TRPA and these applications are verified and approved by TRPA.

A State-matching grant of $650,000 was awarded to HMR in 2009 to study Best Management Practices (BMPs) and mitigation measures for sediment source control in Project area watersheds. The monies will be used to continue on-mountain studies of water quality improvements, restoration and revegetation projects that could be applied basin-wide.

A minimum of 500,000 square feet of existing on-mountain access roads will be removed, restored, and banked as part of the Proposed Project (Alternative 1). HMR intends to apply land coverage that was removed and restored through projects completed between 2006 and 2009 towards this 500,000 square foot goal with the remaining balance removed through future projects as discussed in Chapter 14. Potential locations for land coverage removal and restoration are identified on Figure 14-15.

Other existing on-mountain roads will be retained, as these roads will be used for mountain operations during summer. The privately funded extension of Tahoe Ski Bowl Way, the roadway that will provide access to the townhouses at the North Base area from the South Base area, will be used year-round. Off-site roads to be evaluated for improvements include SR 89, Silver Street, Fawn Street, Sacramento Avenue, and Tahoe Ski Bowl Way. These roadways will be upgraded or improved when they are adjacent to development proposals included in the Proposed Project (Alternative 1). Per Placer County Land Development Manual standards, roadway plans will include appropriate street improvements (e.g., full width road construction or half-width construction for frontage improvements as required by the Placer County Street Improvements Ordinance), existing and proposed right-of-way (ROW), and necessary measures to reduce and minimize environmental impacts (e.g., drainage facilities, cut and fill slopes, street cross sections).

3.5.8 Utilities

Power lines (32 kV or less) will be installed underground within the Project area and along the SR 89 ROW corridor. An overhead power utility corridor currently exists, and will be utilized for future sub-surface placement of electric power in collaboration with Nevada Energy. HMR will participate in the funding for planning and construction of the existing and proposed sub-surface electric lines within the Project area.

The existing onsite above ground 5,000-gallon diesel fuel tank will remain at the South Base area until the start of Phase 2 construction, which includes the demolition of the existing South Base ski and maintenance facilities. With the demolition of the South Base maintenance facility, diesel tanks will be constructed at the new Mid-Mountain maintenance facility and will be sized to sustain operations throughout the winter because diesel fuel trucks would be unable to access the mid-mountain when snow

cover is present. HMR estimates that a total of 40,000 gallons will be needed at Mid-Mountain for winter operations. This quantity of storage would be provided by two 20,000-gallon above ground tanks that would be located underneath the maintenance facility within the crawl space. The tanks would be serviced from the paved apron area adjacent to the maintenance building.

HMR will connect to domestic water and sewer systems at existing connection points located within the project area at the North and South Base areas to serve the entire project area, including the Mid-Mountain area and the future 16 townhomes to be constructed at the end of the proposed extension of Tahoe Ski Bowl Way. Water distribution system installation within the Homewood Mountain Resort project development will be completed with the construction of each phase of the Master Plan.

3.5.9 Snowmaking

The existing snowmaking system will be upgraded to ensure adequate early and late season snowpack. Adequate snow depth provides a predictable and safe sliding surface for skiing and snowboarding. Ideally, ski trails require in excess of four feet of snow to ensure a long lasting quality surface for a full season with typical weather conditions. Ski trails typically require a minimum cover of 12 inches of packed snow over a finely groomed summer surface. Less snow cover accelerates snow pack melting and can allow vegetation or other obstructions to emerge through the surface, posing hazards to skiers.

The expansion of the snowmaking system from the current 23.8 acres to a total of 102.3 acres of ski trails requires additional water supply, distribution pipelines, electrical supply, and transmission lines along with the snowmaking equipment necessary to convert these resources into snow. The pipeline and electrical power alignments generally follow existing onsite roadways or ski trails and are shown in HMR snowmaking and electrical piping mapping included with the *Homewood Mountain Resort Snowmaking Plan* dated September 17, 2010 (Snowmakers Inc 2010).

To prepare for opening day, the existing and proposed snowmaking system is expected to require 14.4 million gallons of water for the north side of the mountain and 6.4 million gallons for the south side of the mountain (20.8 million gallons total). Per season, the snowmaking system is anticipated to require an additional 30.7 million gallons/year on the north side and an additional 15.9 million gallons/year on the south side of the mountain (Snowmakers, Inc. 2010). When added to the existing total demand for snowmaking of 14.2 million gallons/year (Snowmakers, Inc. 2010), the expanded water supply for snowmaking equates to approximately 60.8 million gallons/year or 187 acre-feet/year.

The operating water consumptions would average between 1,900 gallons per minute (gpm) and 3,400 gpm. The ratio of surface water from TCPUD to groundwater from TCPUD, Madden Creek Water Company and HMR private wells that will be used for snowmaking uses is uncertain based on information presented in the HMR Water Supply Assessment (Nichols 2009).

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

- McKinney well – This well produces non-potable water and can provide between 800-1000 gpm. The McKinney well, owned and operated by TCPUD, has been flow tested and has potential for 1,000 gpm. This is subject to final agreement with the TCPUD.

- South Base area – The TCPUD provides domestic water of up to 300 gpm from 6 p.m. to 6 a.m. A cooling tower is required for use and will be located in a new snowmaking pumphouse building.

- North Base area – The MCWC provides domestic water of up to 300 gpm from 6 p.m. to 6 a.m. A cooling tower is required for use. The existing HMR well in the North Base area gravel parking lot has been tested and can provide flows up to 800 gpm. However, at present this well inoperable and would need other improvements to operate at 800 gpm because the size of the pipe on the discharge side of the well pump and the tank in the pump house only allow operation up to 500 gpm. A new pumphouse will be required for snowmaking because the existing structure is located in the area of the proposed day-skier parking structure.

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

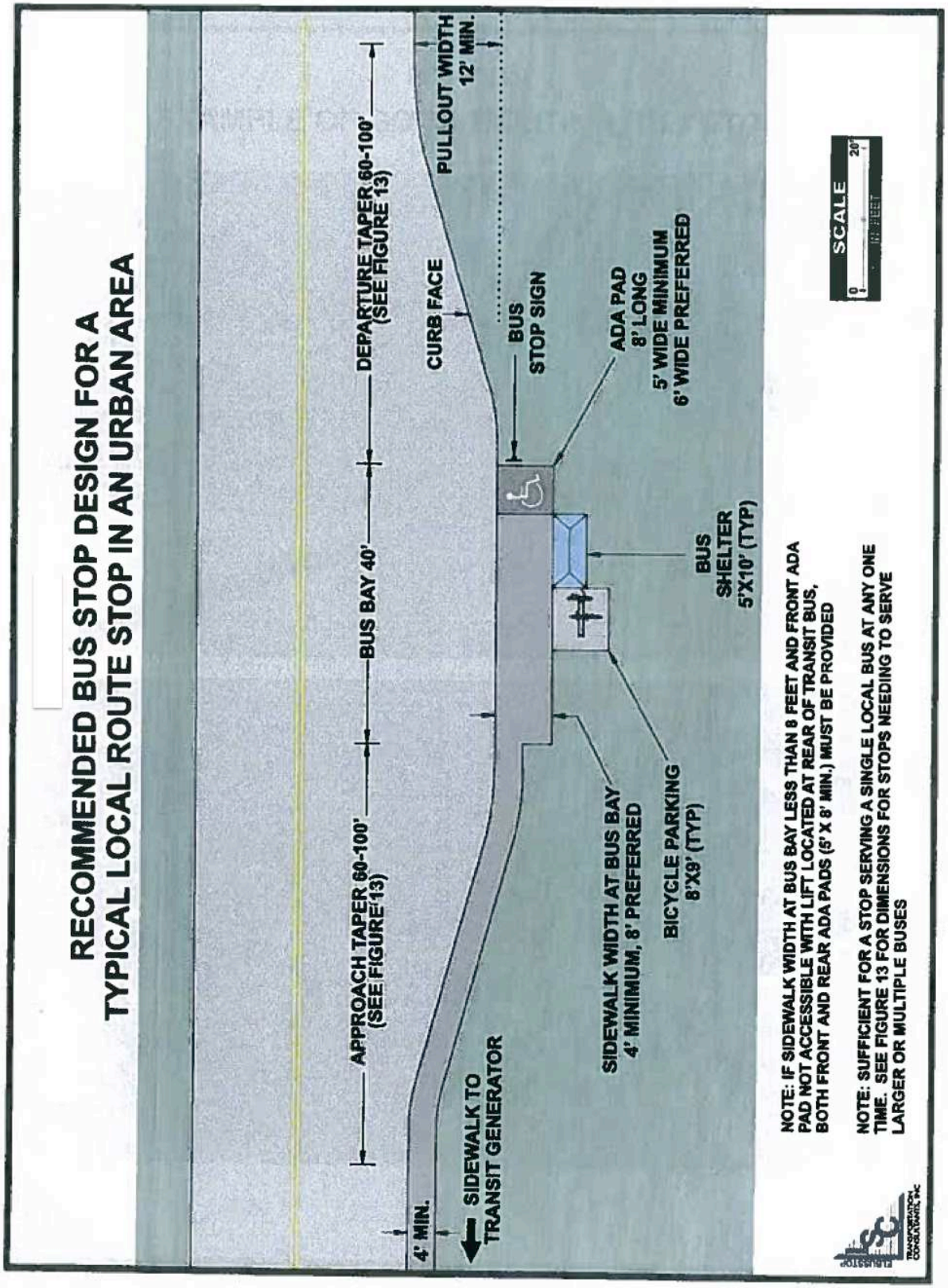
3.5.10 Linkages

The applicant has identified several opportunities for providing linkages or connection points into the project area. The Proposed Project (Alternative 1) will integrate the extension of the existing TCPUD bike path through the North Base area. An eight-passenger gondola will bring guests up to the Mid-Mountain area. The gondola will replace the existing Madden triple chair lift. An improved Tahoe Area Regional Transit (TART) stop adjacent to southbound SR 89 will be furnished, and proposed dial-a-ride, shuttle stops (at the Skier Services and Hotel entrances), and water taxi (using the West Shore Café pier) services will expand alternative transportation options to reduce vehicle miles traveled (VMTs). The improved TART turnout will be located within the SR 89 ROW mid-way between the proposed hotel entry driveway and Fawn Street using a design similar to the one depicted on Figure 3-11. The turnout will be located in the vicinity of the existing transit stop and located within the Caltrans SR 89 ROW on previously disturbed roadbed or shoulder areas. Any land coverage required for the proposed transit stop improvements will be transferred to the public ROW from the HMR project area. A pedestrian pathway/sidewalk along the northern side of the Fawn Street access driveway will be provided to connect pedestrians from SR 89 and the proposed TART transit stop to the Homewood on-site pedestrian pathways. Other offsite improvements necessary to mitigate identified impacts, if any, are included in this environmental analysis.

3.5.11 Ski Facilities

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

Figure 3-11. Recommended SR 89 Transit Stop Design



3.5.12 People at One Time (PAOT)

TRPA requires an allocation of PAOTs for expansion of ski areas that include increased uphill lift capacity. While improvements to the ski lifts are expected to increase the current operating hourly capacity of the system from 8,646 pph to 9,797 pph as documented above, overall operations will remain below the verified capacity of 10,653 pph. HMR's verified capacity is used to define the existing PAOT capacity for TRPA. At present, HMR does not expect to increase uphill lift capacity such that it would exceed its existing banked verified PAOT capacity of 1,704. However, as options for transporting skiers to and around the mountain are evaluated, increases to uphill capacity may become necessary to improve skier flow on the mountain. If lift capacity is proposed beyond the currently verified capacity, a PAOT allocation will be required for the Proposed Project (Alternative 1). A PAOT allocation would require subsequent environmental review. TRPA Plan Area 157 includes an additional 1,100 winter day-use PAOTs for use within the Project area. As part of the proposed Master Plan, HMR has agreed to deed restrict the portions of the Project area remaining within Plan Area 157 to only recreational uses. As such, if the proposed HMR Master Plan is adopted, non-recreational uses (e.g., estate homes) would not be allowed on the upper mountain under any future Master Plan amendment.

Table 3-5

Existing and Proposed Ski Lift Capacity

Lift Name	Verified Capacity* (pph)	Current Operating Capacity (pph)	Proposed Capacity (pph)
Madden Chair	1,800	1,800	2,400
Ellis Chair	1,500	1,500	2,400
Quad Chair	2,028	1,800	1,800
Quail Chair	818	1,637	1,637
South Happy Platter	630	630	0
North Happy Platter	500	500	0
Alpine Platter	419	419	0
Tailings T-Bar	750	0	0
South T-Bar	875	0	0
Magic Carpet	360	360	360
Spring Chair	973	0	0
Beginner @ Mid-Mountain	0	0	1,200
TOTALS	10,653	8,646	9,797

Source: HMR Needs Assessment, September 14, 2009 as verified by TRPA

Notes:
pph = persons per hour
* TRPA verified lift capacity is the hourly capacity assigned to the lift by TRPA when it was constructed.

3.5.13 Additional Recreation

Existing recreational opportunities in the Project area include downhill skiing and snowboarding, fishing, and walking trails. New recreation opportunities at the North Base area will include an outdoor amphitheater, ice skating, biking on an extension of the TCPUD west shore bike trail, and a seasonal miniature golf course during the summer months where the ice pond is located. A new outdoor amphitheater will provide a venue for outdoor concert events such as the Lake Tahoe Music Festival. The 1,500-seat amphitheater will be located just north of the gondola base terminal and adjacent to outdoor spaces for the hotel building. An extension of a cross-country ski trails used during the 1960 Winter Olympics will be made from the South Base area. An approximately 25 meter outdoor community swimming pool will be located at the Mid-Mountain area for use during summer months. The TRPA Ski Area Master Plan Guidelines reference TRPA goals to promote year round use of recreational facilities.

3.5.14 SEZ Restoration

Homewood Creek, which is currently collected and piped under the north-south extension of Tahoe Ski Bowl Way at the South Base area, will be day-lighted and riparian habitat restored with TRPA-approved native or adapted species. A preliminary conceptual SEZ restoration plan and schematic design are presented in Appendix C. The conceptual plan includes removing the existing roadway and culvert, widening of the stream cross-sectional area to match characteristics above and below the existing culvert, and increasing flow length through incorporation of meanders within the stream channel. A new roadway alignment with bridge will cross the stream and will be sized to accommodate the 100-year floodway.

At the North Base area, the delineated SEZ located in the existing gravel parking lot will be restored as part of the development of the day skier parking structure and employee/workforce housing units (Building P). Detailed restoration plans are not available in the design plans, but the proposed restoration would reduce existing SEZ disturbance by approximately 7,500 square feet.

3.5.15 Stormwater Treatment

Water quality improvements will be coordinated with Caltrans and the Placer County Homewood Erosion Control Project (TRPA EIP Project 996) to treat runoff from SR 89, local streets, and a portion of the Project area. Stormwater treatment systems are proposed for the North Base, South Base, Tahoe Ski Bowl Way extension, Mid-Mountain area and off-site Caltrans/Placer County/HMR EIP project. The systems are considered part of the Proposed Project (Alternative 1) and are outlined as compliance measures for conformance with TRPA, Placer County and Lahontan requirements for project approval and permitting. Under the Proposed Project (Alternative 1), the existing stormwater treatment systems will be replaced with upgraded systems that are sized to capture and treat runoff from impervious land coverage and contributing watershed areas in the North and South Base area, along the extended Tahoe Ski Bowl Way, and the Mid-Mountain area. Systems in the North and South Base areas are sized to treat runoff volumes in excess of the TRPA 20-year, 1-hour design storm. The system capacities have been maximized, with maximum capacities dictated by site constraints, most specifically the seasonal high water table. Runoff from parking lots and streets will be routed through storm drains to a treatment vault for coarse sediment removal, then a secondary treatment vault for fine sediment removal and then to underground infiltration galleries for soil treatment. Runoff from roofs, internal walkways, and pervious areas is considered “clean runoff” that does not require mechanical treatment for removal of pollutants and will be routed to bioretention areas for stormwater treatment, one of several Low Impact Development (LID) design strategies.

LID is a sustainable practice that benefits water supply and contributes to water quality protection. Unlike traditional storm water management, which collects and conveys storm water runoff through storm

drains, pipes, or other conveyances to a centralized storm water facility, LID takes a different approach by using site design and storm water management to maintain the site's pre-development runoff rates and volumes. The goal of LID is to mimic a site's predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to the source of rainfall collection. LID has been a proven approach in other parts of the country and is seen in California as an alternative to conventional storm water management. LID provides economical as well as environmental benefits. LID practices result in less disturbance of the development area, conservation of natural features, and are often less expensive than traditional storm water controls. The cost savings applies not only to construction costs, but also to long-term maintenance and life cycle cost. LID provides multiple opportunities to retrofit existing highly urbanized areas and can be applied to a range of lot sizes.

LID includes specific techniques, tools, and materials to control the amount of impervious surface, increase infiltration, improve water quality by reducing runoff from developed sites, and reduce costly infrastructure. LID practices include; bioretention facilities or rain gardens, sidewalk storage, grass swales and channels, vegetated rooftops, rain barrels and cisterns, vegetated filter strips, swales and buffers, tree preservation, roof leader disconnection, permeable pavements and pavers, impervious surface reductions and disconnection, soil amendments, pollution prevention and good housekeeping (http://waterbaords.ca.gov/water_issues/programs/low_impact_development).

Stormwater treatment systems are detailed in Chapter 15, Hydrology, Water Rights, Surface Water Quality and Groundwater, under impact HYDRO-2.

3.5.16 Groundwater Interception, Construction Dewatering, and Operational Dewatering

Groundwater flows around and within the Project area have been previously modified by the construction of parking lots, mountain access roads, SR 89, and Placer County Roads, affecting historic surface and groundwater conditions. Construction of the Proposed Project (Alternative 1) will involve earthwork activities, including grading, excavation and fill activities. Excavation of earth below existing ground surfaces presents the potential to intercept or interfere with seasonal groundwater movement during construction activities and long-term operations of the Project area.

A Soils Hydrologic Scoping and Final Report was prepared by Kleinfelder (October 2010) and submitted to TRPA for review and approval. The TRPA Soils Hydrologic approval letter and cross-sections of proposed structures, foundation footings and the retaining walls of underground parking structures in reference to the seasonal high water table are provided in Appendix D. Appendix D also includes the methods of calculation of the groundwater flow rates for the North and South Base areas and the historic groundwater data for the Project area.

Based on groundwater monitoring data and site conditions, groundwater is anticipated to be intercepted during construction and long-term operations in the North and South Base areas as a result of excavations. To reduce potential impacts from excavations at the North and South Base areas, the hotel foundation footings were redesigned to avoid groundwater interception and underground parking structures were designed to minimize groundwater interception. Remaining groundwater that is intercepted by the underground parking structures will require an amendment to TRPA Code Chapter 64, as described below under Code of Ordinance/Plan Area Amendments, for the addition of underground parking structures within Ski Area Master Plans to the list of exemptions.

Because groundwater will be intercepted during construction, which is the process of diverting and/or capturing the groundwater flows, dewatering will be implemented onsite. Construction dewatering is the removal and deposition of the water on-site and is detailed in Chapter 14, Geology, Soils and Seismicity, under impact GEO-3.

Because groundwater will be intercepted during long-term operations, an operational dewatering plan and compliance measures will be necessary. Preliminary analyses completed by Kleinfelder indicate that perimeter drains can be effectively used to prevent groundwater levels from increasing behind retaining walls designed for the underground parking structures and that planned infiltration galleries will be capable of infiltrating estimated flow rates if properly maintained. Operational dewatering is discussed in Chapter 15, Hydrology, Water Rights, Surface Water Quality and Groundwater, under impact HYDRO-3.

3.5.17 Total Maximum Daily Load (TMDL)

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

- Pollutant Source Controls (PSC) - reduction in impervious land coverage on low capability lands (Land Capability Districts - LCDs - 1a and 1b), improved roadways, stabilization of and enhanced soil infiltration rates on steep slopes, relocation of fuel storage facilities away from SEZs and areas of high groundwater levels.

- Hydrologic Source Controls (HSC) - underground stormwater treatment systems with primary removal of coarse sediments and secondary removal of fine sediments (down to the 15 micron particle size); pervious pavement and pavers, bioretention areas for stormwater treatment, use of cisterns to catch roof runoff.

- Airborne Source Control (ASC) - underground parking, revegetation of disturbed areas and ornamental landscaping of public areas, and alternative and public transportation programs.

Using a combined upslope-urban local watershed model, Project area conditions have been modeled to estimate annual average total sediment in Tons (T) for comparison of existing conditions, BMPs designs based on the 20-year, 1-hour TRPA design storm, and proposed project conditions. The results are discussed in Chapter 15, Hydrology, Water Rights, Surface Water Quality and Groundwater.

3.5.18 Revegetation Plan

The Revegetation Plan will apply to areas disturbed during construction activities, the steep slopes above the North and South Base areas and the bioretention areas for stormwater treatment. The objective of the soil and revegetation treatments is to control sediment at its source, to maximize hydrologic and biological function in the soil and to develop and support a robust vegetation community. Specific treatment outcomes will include:

- Maximize soil infiltration rates and minimize runoff;
- Protect the soil surface with functional mulch cover;
- Reestablish soil nutrient cycling; and
- Reestablish an appropriate, self-sustaining native plant community.

Four types of revegetation are proposed:

1. Type A – Upland disturbed areas

2. Type B – Infiltration enhancement areas

3. Type H – Road Removal areas

4. Bioretention – Bioretention areas for stormwater treatment

Bioretention areas will receive similar treatments as disturbed areas. Bioretention areas are not expected to be wet during much of the growing season and are therefore not under the influence of a mesic or wet hydrologic regime. Soil treatments will be the same as for the disturbed areas. Since runoff will be routed into bioretention areas for stormwater treatment, these areas will be designed such that concentrated flow will be routed through energy dissipaters using rocks or other landscape elements to eliminate scouring flows.

The soil and vegetation restoration for the four treatment areas, along with a generalized upland seed mix and irrigation approach are outlined in Appendix C. Slow-release, organic fertilizer will be used and irrigation will be applied so that water penetrates to at least eight inches below ground surface (bgs) within 24 hours of irrigation. The irrigation system will be designed to meet this specification without displacing mulch or causing erosion. The final Revegetation Plan will include site-specific fertilizer and irrigation rates and a monitoring plan and will be submitted to TRPA for project approval and permitting.

Up to 100,000 cubic yards of excavated materials could be generated during buildout of the Proposed Project (Alternative 1). There are opportunities for the onsite use of excavated materials that is generated during project construction to be used as fill, as identified on Figure 3-12 and detailed in Table 3-6.

If materials cannot be used on-site for construction or restoration and revegetation efforts, the materials would be exported out of the Project area and used at California Tahoe Conservancy (CTC) and Placer County project sites or if necessary, exported to a TRPA designated disposal site outside of the Lake Tahoe Basin. Opportunities may also exist on the west shore for the use of excavated materials and fill rock at CTC restoration projects such as the Lower Blackwood Creek Restoration project. HMR will coordinate with Placer County and the CTC on the potential storage and use of export material for publicly sponsored restoration projects.

3.5.19 Landscaping Plan

The Landscaping Plan will apply to public use areas of the North, South and Mid-Mountain Base areas. Appendix C contains the preliminary irrigation calculations, the narrative explaining the assumptions for the irrigation calculations, the defined hydrozone areas for the public use areas, and TRPA plant species lists associated with each hydrozone. A final Landscaping Plan with site plans and plant lists will be developed based on the final configuration of the Proposed Project (Alternative 1) or alternative and submitted to TRPA for project approval and permitting.

The Proposed Project (Alternative 1) landscaping objective is to present a natural and native visual experience to the user while achieving erosion control, fire safety, water quality and water conservation. The North, South and Mid-Mountain areas were defined as high, medium and low hydrozones according to anticipated irrigation requirements. Areas of high visibility or use, such as near building and Project area entries, are defined as high; areas of less visibility or use are medium; and revegetation areas away from use areas and areas of slope disturbance are low.

Plant species included in the high, medium and low hydrozone seed mixtures will be native or adapted species approved by TRPA, the majority of which are drought-tolerant after establishment.

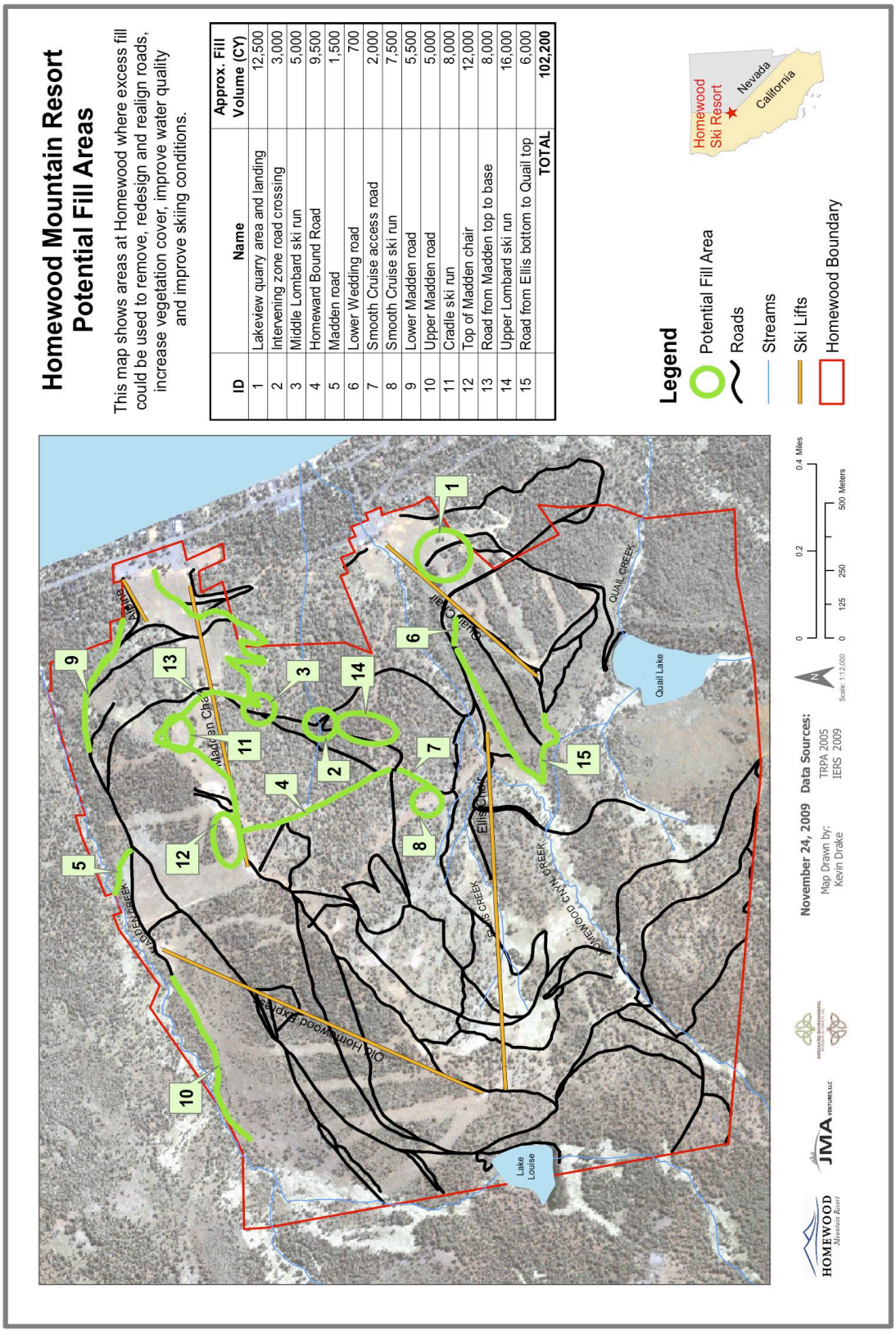
Table 3-6

Potential Fill Areas within the Project Area

MAP ID	Area Name	Approximate Fill Volume (cubic feet)	Description
1	Lakeview quarry area and landing	12,500	Place and stabilize fill in quarry area and landing/ access road.
2	Intervening zone road crossing	3,000	Place fill, construct bottomless culvert or span bridge and realign road (and Lombard ski run) to achieve continuous grade across ephemeral stream (intervening zone).
3	Middle Lombard ski run	5,000	Place and stabilize fill on steeply side- sloping Lombard ski run to achieve sidehill slope angle of 2-4 degrees.
4	Homeward Bound Road	9,500	Place fill in several large grade transitions along road to achieve more continuous, lower slope angle. Outslope road to fix existing drainage/erosion issues.
5	Madden road	1,500	Place fill and remove/restore existing road (which leads directly to Madden Creek).
6	Lower Wedding road	700	Place fill and remove/restore existing road.
7	Smooth Cruise access road	2,000	Place fill and reconstruct outsloped road with proper drainage.
8	Smooth Cruise ski run	7,500	Place fill material in grade transition and revegetate.
9	Lower Madden road	5,500	Place fill and remove/restore existing road. This road is very steep and heavily eroded, making vehicle travel difficult.
10	Upper Madden road	5,000	Place fill and remove/restore existing road.
11	Cradle ski run	8,000	Place fill material in grade transition and revegetate.
12	Top of Madden chair	12,000	Place fill in several large grade transitions along beginner ski run and revegetate/stabilize.
13	Road from Madden top to base	8,000	Place fill and reconstruct outsloped road with proper drainage. There are several significant grade transitions along this road segment.
14	Upper Lombard ski run	16,000	Place and stabilize fill on steeply side- sloping Lombard ski run to achieve sidehill slope angle of 2-4 degrees.
15	Road from Ellis bottom to Quail top	6,000	Place fill and reconstruct outsloped road with proper drainage. This road currently captures water when the Quail diversion overbanks and has significant drainage issues.
	Total	**102,200**	

Source: IERS, 2010

Figure 3-12. Potential Fill Areas within the Project Area



Landscaping water usage for irrigation is estimated at 10.8 acre-feet/year for the first two years of plant establishment and should decline significantly after the first few growing seasons. Final irrigation rates will be calculated as based on the final design of the preferred alternative.

The Proposed Project (Alternative 1) includes the following measures to minimize nutrients entering surface water or escaping the root zone and being delivered to groundwater:

- Use of non-mowed or slow-growing turf grass species, locally native or adapted species with annual fertilizer requirements that do not exceed 1.5 pounds per 1,000 square feet;
- Implementation of a Fertilizer Management Plan that meets the requirements of Section 81.7 of TRPA Code or Ordinances;
    - Determination of appropriate fertilizer rates by a soil/revegetation specialist and based on the results of soil nutrient testing;
    - Incorporation of fertilizer into soils prior to seed application to prevent burning and low germination rates;
    - Use of Biosol or other organic, slow-release fertilizers that do not contain nitrate or ammonium with careful application to avoid application on hardscape;
- Prohibit fertilizer use on bioretention areas for stormwater treatment after initial establishment; and
- Installation of a highly controlled spray irrigation system to avoid over irrigation and overspray onto hardscape.

3.5.20 Alternative Transportation Plan

The Proposed Project (Alternative 1) includes an Alternative Transportation Plan (ATP) to reduce vehicle trips in the Project area and vicinity. One of a series of transportation strategies, the ATP is expected to include the following year-round, winter, and summer program elements:

Year-Round

- Extension of TCPUD West Shore Bike Trail to the North Base area
- Employee Shuttle Bus
- Employee Public Bus Transit Fares
- Scheduled Shuttle Service
- North Base-South Base Shuttle Service
- Electric/Hybrid Car Rental Service
- Free “Bicycle Share” Service

Winter Program

- Winter West Shore Dial-a-Ride Service
- Skier Intercept Shuttle Service

Summer Program

- Water Taxi Service

- Summer West Shore Dial-A-Ride Service

Additional transportation strategies will include:

- Accommodate boat trailer parking during the summer at day skier parking facilities;
- Day skier parking control (e.g., limit ticket sales so that parking does not exceed onsite supply); and
- Transportation Information Exchange (e.g., provide information on Tahoe City electronic sign board to notify day skiers when ski resort is at capacity).

The proposed summer water taxi service is planned for operation from approximately mid May to the end of September. The service is planned to be operated using a vessel with up to a 25-passenger capacity between Homewood and Tahoe City. There may be other periodic service between Homewood and South Shore as well dependent upon demand. This service is planned to be operated seven days a week between 9 AM and 8 PM on at least an hourly frequency. HMR residents and guests will be served at no fare, while other passengers will be served as space permits for a modest fare. This service is designed to provide an opportunity to get out on the Lake while also avoiding the existing traffic congestion in the SR 89/SR 28 Wye (e.g., Fanny Bridge) area. Should demand warrant in the future, one additional water taxi could be added with the same capacity. The plan would be to acquire a fuel efficient (possibly hybrid electric technology), low noise emitting water taxi vessel. With Homewood's recent acquisition of the lakeside West Shore Café, the water taxi would pick up passengers at the café pier, which is an existing pier structure designed to allow for passenger drop-off and pick-up. The potential use of the existing pier for use by a water taxi would be subject to any requisite regulatory approvals, but is not expected to require any additional facilities. Parking for use of the water taxi would not be required at the West Shore Café since it is intended to serve HMR guests and area residents who would walk to the pier from their accommodations. Fueling, storage and maintenance of the water taxi(s) could occur at one of the two adjacent Homewood marinas.

3.5.21 TRPA Land Coverage

Existing land coverage within the 1,253-acre Project area is approximately 1,781,000 square feet, which includes approximately 271,000 square feet of coverage at the North Base area and approximately 117,000 square feet at the South Base area. Approximately 288,000 square feet of the total land coverage is hard coverage associated with parking and ski facilities, lodges, paved roads and buildings.

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

HMR will submit applications to TRPA to bank a portion of the restored land coverage. The amount of permanent land coverage retirement will be determined through the analysis of the proposed commodities (see discussion below). The balance of restored land coverage will be banked for possible use within the Project area or for transfer to allowable uses as permitted by the TRPA Code of Ordinances.

3.5.22 Reservation of Commodities

In 2008, HMR requested the reservation of 25,000 square feet of CFA, 50 tourist accommodation bonus units (TABU) and 12 multi-residential bonus units (MRBU) from TRPA under the CEP for

implementation of the Proposed Project (Alternative 1). HMR's current plans are to construct 13 multi-residential units for employee/workforce workforce housing, and as such, they are requesting one additional multi-residential bonus unit. For commodities to be reserved and projects to be approved, CEP projects must commit to substantial environmental improvements and include specifically identified EIP projects such as permanent land coverage reduction and stormwater treatment in excess of current regulatory requirements. See section 3.5.25 for a list of EIP projects proposed for full or partial implementation by HMR).

3.5.23 Building Height, Scenic Improvements and Compliance with Design Guidelines

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

3.5.24 TRPA Environmental Improvement Program (EIP)

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

- Project Number 632 (Homewood Ski Area Master Plan) - Homewood Ski Area Master Plan application submitted in 2006; follow-up with specific Administrative Draft master plan document in 2009. Environmental analysis of the proposed Master Plan is required for TRPA to consider adoption.
- Project Number 86 (Scenic Roadway Unit 11-Homewood) - Landscaping planned along SR 89 frontage, all new building structures, & pedestrian/bike pathways. Utilities and most parking undergrounded or put into parking structure located off of SR 89 and screened by proposed residential units.
- Project number 775 (Homewood Area Pedestrian Facilities) - Both base areas (north & south) are designed as pedestrian oriented plans; north base includes up to 15,000 square feet of commercial uses, new access points, and landscaped visual frontage. The existing TCPUD bicycle trail located north and south of the Homewood north base area will be connected through the project.
- Project numbers 725 and 996 (Water quality improvements) – HMR completed land restoration to date totals approximately 240,000 square feet; capture of stormwater runoff planned through a series of bioretention areas in line with vaults and infiltration galleries at the North and South Base areas. Caltrans has initiated a project to improve the SR 89 stormwater collection and treatment through Homewood and is estimated to start construction in 2012. HMR is cooperating with Caltrans for joint water quality improvements in the SR 89 right of way area adjacent to the North Base.
- Participation in Project Number 855 ("Y" Realignment) - HMR to participate (fair share based on increased traffic projections) in the intersection improvement project.

Table 3-7

Proposed Project (Alternative 1) Building Heights and Setbacks

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

Source: HMR 2010

Notes:

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

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

3.5.25 Code of Ordinance/Plan Area Statement/Goals and Policies Amendments

HMR Master Plan implementation under the Proposed Project (Alternative 1) will require an amendment to TRPA Code of Ordinances Chapters 22 and 64 for additional building height and exceptions for groundwater interception and amendments to TRPA and Placer County Plan Area Statement (PAS) boundaries, allowable uses, density, and special policies. The Master Plan will also require amendments to Goals and Policies to allow for the use of Tourist Accommodation Bonus Units within the Master Plan boundary. The required amendments for implementation of the Proposed Project (Alternative 1) are described below.

Amendments to TRPA and Placer County Plan Area Statement Boundary Lines

Figure 3-13 shows the location of the proposed PAS boundary amendments required for the Proposed Project (Alternative 1). The proposed boundary line amendments include:

PAS 158 – McKinney Tract Residential – Expand TRPA and Placer County PAS 158 boundary (shown in yellow) to include entirety of South Base area currently located in PAS 157 (yellow hatching area within black dashed line). Create a "Special Area" for the expanded portion of PAS 158.

PAS 159 – Homewood Commercial – Expand TRPA PAS 159 boundary (shown in purple) to include entirety of North Base area currently located primarily in PAS 157 (purple hatching area within black dashed line). A portion of the North Base area is currently located in the McKinney Tract Residential – PAS 158 and is shown in yellow.

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

Amendments to TRPA and Placer County Plan Area Statement Allowable Uses

A copy of the proposed amendments to PAS 157, 158 and 159 (shown in revision mode) is included in Appendix E and summarized as follows:

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

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

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

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

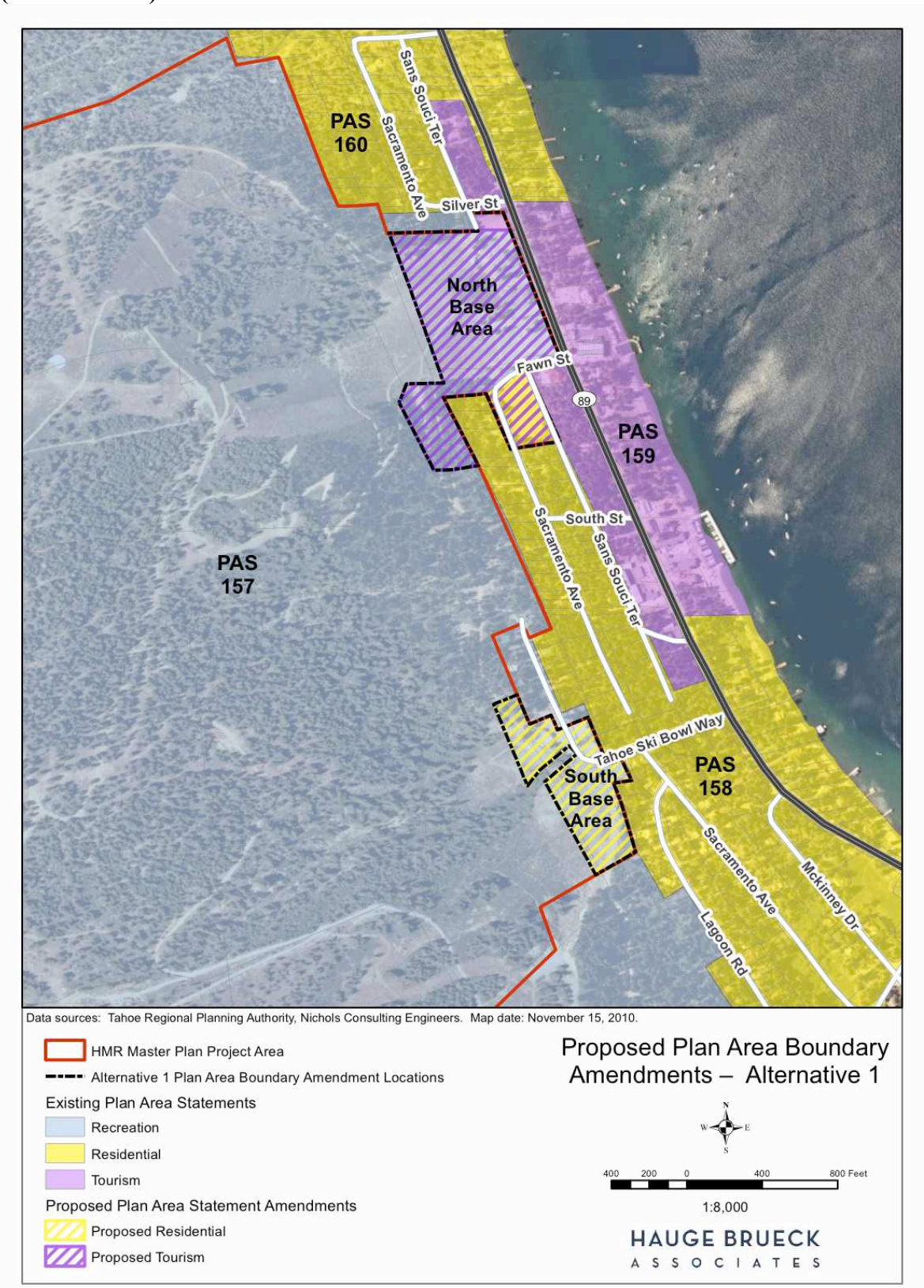
PAS 158 – McKinney Tract Residential - Add Multi-Family Dwellings (S) and Skiing Facilities (A) as permissible uses to the newly created "Special Area 1" shown on Figure 3-13 (yellow hatching).

PAS 158 - McKinney Tract Residential - Add TDR Receiving Area for 1) Existing Development, and 2) Multi-Residential Units to the newly created "Special Area 1" shown on Figure 3-13 (yellow hatching).

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

PAS 159 – Homewood Commercial - Add Multi-Family Dwellings (S) and Privately Owned Assembly and Entertainment (S) as permissible uses to the newly created "Special Area 1" shown on Figure 3-13 (purple hatching).

Figure 3-13. Plan Area Statement Boundary Amendments – Proposed Project (Alternative 1)



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

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

Amendments to TRPA Code of Ordinances

Chapter 22 Height – Add a new Code Subsection 22.4.G outlining procedures to obtain additional height for Ski Area Master Plans. The proposed height amendment also requires amendments to several goals and policies to allow for additional height for projects in Ski Area Master Plans. A copy of the proposed Code Subsection and Goals and Policies Amendments is included in Appendix F.

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

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

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

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

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

> 35.3 Tourist Accommodation Bonus Unit Program: Tourist accommodation bonus units may be approved by TRPA only on parcels located within an adopted community plan **or Ski Area Master Plan** and only when at least one existing tourist accommodation unit is transferred in accordance with Chapter 34 for each tourist accommodation bonus unit approved.
>
> 35.3.A Assignment Of Bonus Units: A maximum of 400 tourist accommodation bonus units may be approved by TRPA.

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

(1) The proposed density, including any tourist accommodation bonus units, shall not exceed the maximum density limits set forth in the adopted community or redevelopment plan **or Ski Area Master Plan**.

(2) Tourist accommodation units shall be designated in the plan area or community plan as an allowed use, or a special use for which the findings required in Section 18.1 have been made.

(3) The project shall be located on a parcel designated in an adopted community or redevelopment plan **or Ski Area Master Plan** as being eligible to receive tourist accommodation bonus units and the project shall not exceed the density set forth in the community or redevelopment plan.

(4) All tourist accommodation bonus units shall be allocated in accordance with Chapter 33.

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

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

New Code Chapter 22 (Height) Section 22.4.G, as proposed, is referenced to Appendix F of this EIR/EIS. Code Section 22.4.G, as proposed, would allow additional height for projects located in special areas within the Homewood Ski Area Master Plan.

Amendments to TRPA Goals and Policies

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

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

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

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

Amendments to North Tahoe Fire Protection District Boundary (NTFPD)

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

3.5.26 Master Plan Phasing

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

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

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

1b. North Base Residential Building Adjacent to Highway 89 (Building D); and

1c. North Base Residential Building Adjacent to Highway 89 (Building E).

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

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

2a. Culvert Removal, Tahoe Ski Bowl Way road realignment and SEZ Restoration; South Base Residential Building A (southern building);

2b. South Base Residential Building B (northern building); and

2c. Tahoe Ski Bowl Way roadway extension and Townhouses (located above North Base area, but accessed from the South Base area).

3.6 ALTERNATIVE 2 – NO PROJECT (EXISTING CONDITIONS)

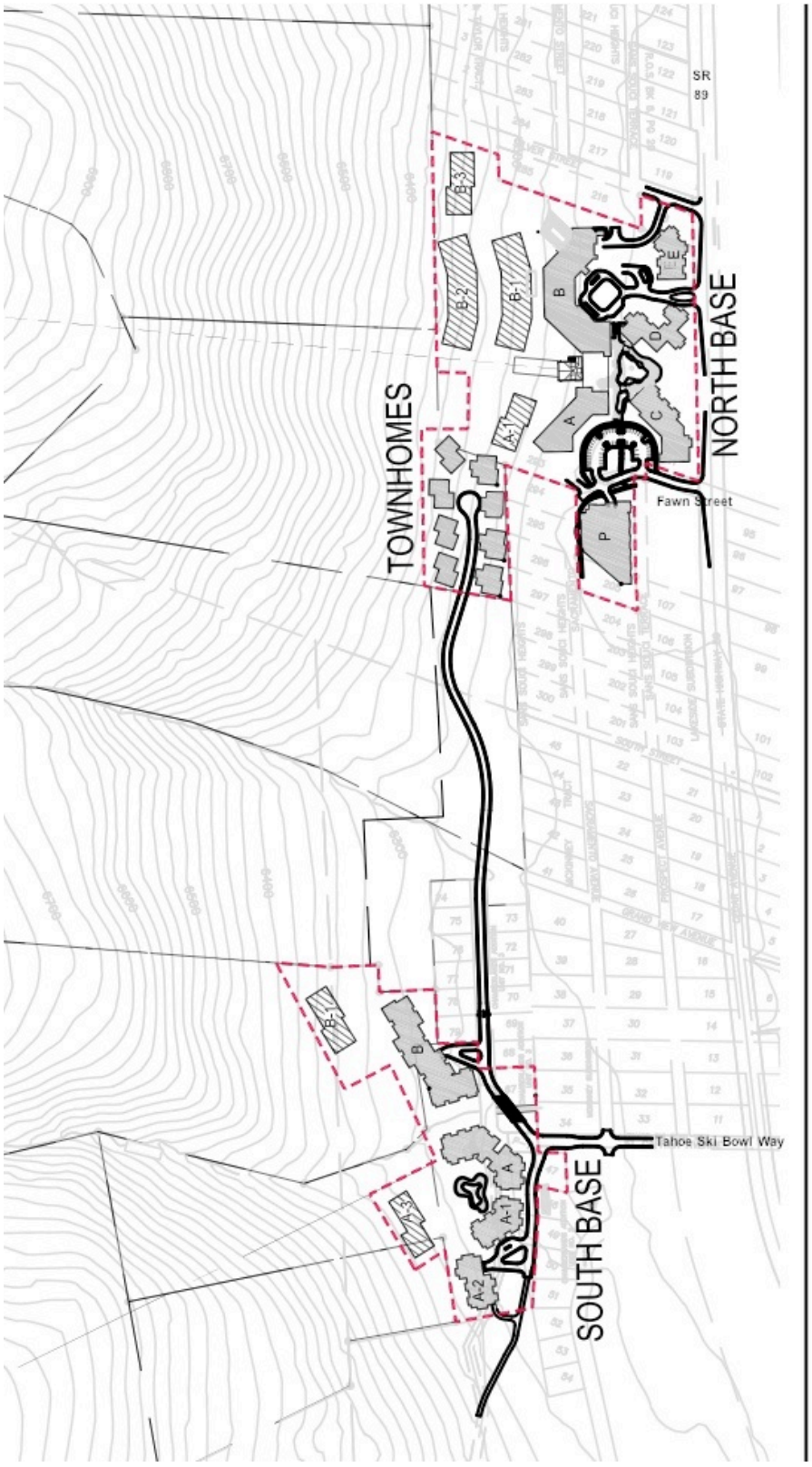
Under the No Project (Alternative 2), the Project area will continue to be operated under existing conditions. The existing ski area facilities, land coverage, and capacity are described above in Section 3.1. Further restoration of existing land coverage, treatment of forest stands, and other environmental improvements proposed in the HMR Ski Area Master Plan would not occur under the No Project (Alternative 2). No Code of Ordinance or Plan Area amendments are required for Alternative 2.

3.7 ALTERNATIVE 3 – NO CODE AMENDMENT FOR BUILDING HEIGHT

Alternative 3 would involve the same land uses (e.g., residential, tourist, commercial and skier services) and facilities (e.g., number of units, number of parking spaces, etc.) described above under the Proposed Project (Alternative 1). As with the Proposed Project (Alternative 1), Alternative 3 would provide for up to 336 tourist accommodation and residential units at the North and South Base areas. However, under Alternative 3, building footprints would be expanded and additional buildings constructed to accommodate the proposed land uses in buildings that meet current TRPA Code Chapter 22 height standards. This Alternative is analyzed to document the differences in environmental effects (e.g., land coverage) that would occur if additional height is not provided for the Project. Figure 3-14 shows the increased building area (hatched buildings) needed to accommodate the proposed uses with buildings that meet current TRPA height standards. At the North Base area, Buildings A and B would include four additional buildings located up slope to the west of the building sites identified in the Proposed Project (Alternative 1). As a result, Alternative 3 would require approximately 54,800 square feet more land coverage than the Proposed Project (Alternative 1) at the North Base area.

At the South Base area, Buildings A and B include two additional buildings located up slope and west of the building sites in the Proposed Project (Alternative 1). As a result, Alternative 3 would require approximately 40,700 square feet more land coverage than the Proposed Project (Alternative 1) at the South Base area.

Figure 3-14. Alternative 3 No Code Amendment for Building Height Site Plan



With the exception of amendments to Code Chapter 22 (Height), Alternative 3 requires the same Code of Ordinance and PAS amendments as the Proposed Project (Alternative 1) that are outlined in Section 3.5 above. Figure 3-15 shows the location of the proposed PAS boundary amendments required for Alternative 3. The PAS boundary amendments are larger under Alternative 3 than Alternative 1 to accommodate the larger building footprint (e.g., 4 acres at the North Base area and 3.5 acres at the South Base area). As with the Proposed Project (Alternative 1), an amendment to Code Chapter 64 is required to allow for exceptions to groundwater interception for below ground parking facilities. Under Alternative 3 there is no amendment proposed for Code Chapter 22 (Height), so the Code Chapter 64 amendment requires the insertion of a new Subsection 64.7.A(2)(k) as follows:

> **Chapter 64 Grading– Add** Code Subsection 64.7.A(2)(k) to allow for the consideration of groundwater interception for below-grade parking in Ski Area Master Plans as follows:
>
> > **(k) It is necessary to provide below grade parking for buildings located within the Homewood Mountain Resort Ski Area Master Plan that are designed to step up the slope; incorporate community design features such as steep pitched roofs, articulated facades, articulated roof planes; use of earth tone colors consistent with the Design Review Guidelines; and achieve environmental goals including scenic improvements, land coverage reduction, and area-wide drainage systems; and measures are included in the project to prevent groundwater from leaving the Project area as surface flow and that groundwater, if any is interfered with, is rerouted into the groundwater flow to avoid adverse impacts to hydrologic conditions, SEZ vegetation, and mature trees.**

Table 3-8 summarizes buildings, setbacks, and TRPA measured heights associated with Alternative 3.

Table 3-8

Alternative 3 Building Heights and Setbacks

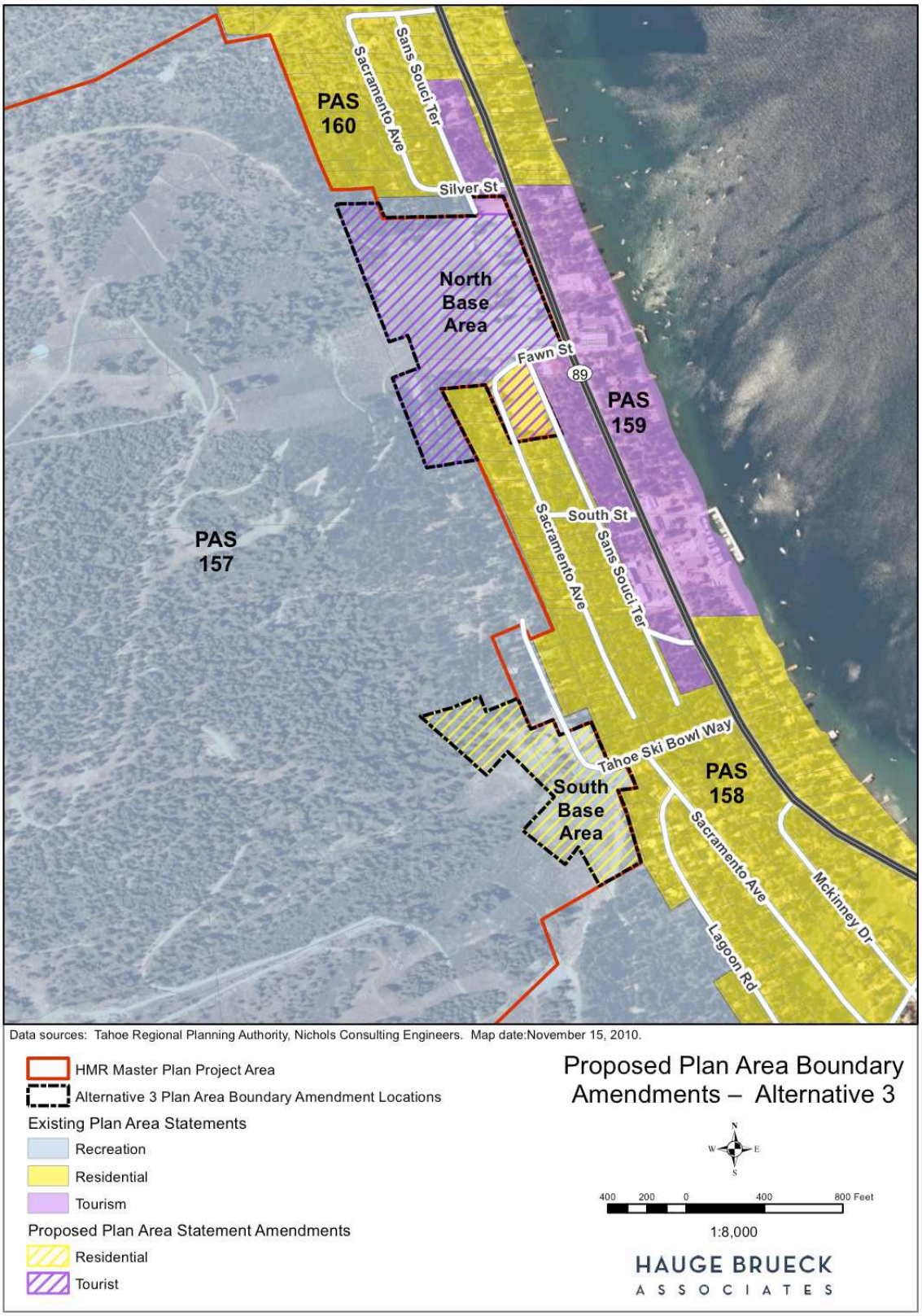
Building	Grade (%)	Roof Pitch	Setback to SR 89 ROW	Allowable Base Height (ft) *	Proposed Height (ft) **
North Base Area					
A (Skier Services/Residential)	15%	6:12	283	40’ 8”	40’
A1	20%	6:12	520	42’ 0”	33’
B (Hotel/Residential)	11%	3:12	280	36’ 1”	36’
B1	11%	3:12	525	36’ 1”	36’
B2	20%	3:12	698	38’ 7	38’
B3	18%	3:12	698	38’ 1”	38’
C (Retail/Residential/ Fractional)	3%	6:12	53	31’ 8”	31’
D (Retail/Residential/ Fractional)	2%	6:12	42	31’ 8”	31’
E (Residential/Fractional)	1%	6:12	45	31’ 2”	31’
P (Parking Structure/ Employee Housing)	1%	2:12	237	32’ 5”	32’
South Base Area					
A (Residential/Skier Services)	4%	6:12	--	38’ 2”	38’
A1 (Residential)	6%	6:12	--	32’ 8”	32’
A2 (Residential)	25%	6:12	--	37’ 2”	37’
A3 (Residential)	25%	6:12	--	37’ 2”	37’
B (Residential)	5%	6:12	--	32’ 2”	32’
B1 (Residential)	25%	6:12	--	37’ 2”	37’
Mid-Mountain Area					
Gondola	23%	2:12	--	37’ 11”	34’
Gondola Entry/Skier Services	23%	2:12	--	37’ 11”	37’
Restaurant	23%	6:12	--	42’ 0”	42’

Notes:

* Allowable Base Height as calculated using TRPA Code Chapter 22, Table A plus additional height with findings.

** Proposed Height based on the method for calculating height defined in TRPA Code Section 22.2.A. Additional height findings are required for many of the proposed buildings and are documented in Chapter 10, Scenic Resources.

Figure 3-15. Proposed Plan Area Statement Boundary Amendments – Alternative 3



3.8 ALTERNATIVE 4 – CLOSE SKI RESORT – ESTATE LOTS

Alternative 4 would close HMR and adjust existing parcels, allowing the development of up to 16 estate residential lots and one commercial lot for sale to individual owners. This Alternative is being studied to document the potential effects of ski resort closure and the development that would likely replace the ski resort facilities. The initial phase of development would include the removal of existing ski area lift facilities and accessory structures (snowmaking pump houses, etc.) as shown in Figures 3-5 and 3-6. However, existing lodge buildings and a majority of existing onsite roadways and parking areas would remain for potential use by the new owners. As shown in Figure 3-16, a majority of the estate home lots would be located on the lower half of the ski area, and a 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 commercial floor area (CFA), which would have to be transferred to the North Base area parcels. The commercial lot is proposed because of the North Base area's proximity to PAS 159 (Homewood Commercial) and the commercial needs identified for the Homewood area during HMR's development of the Master Plan program.

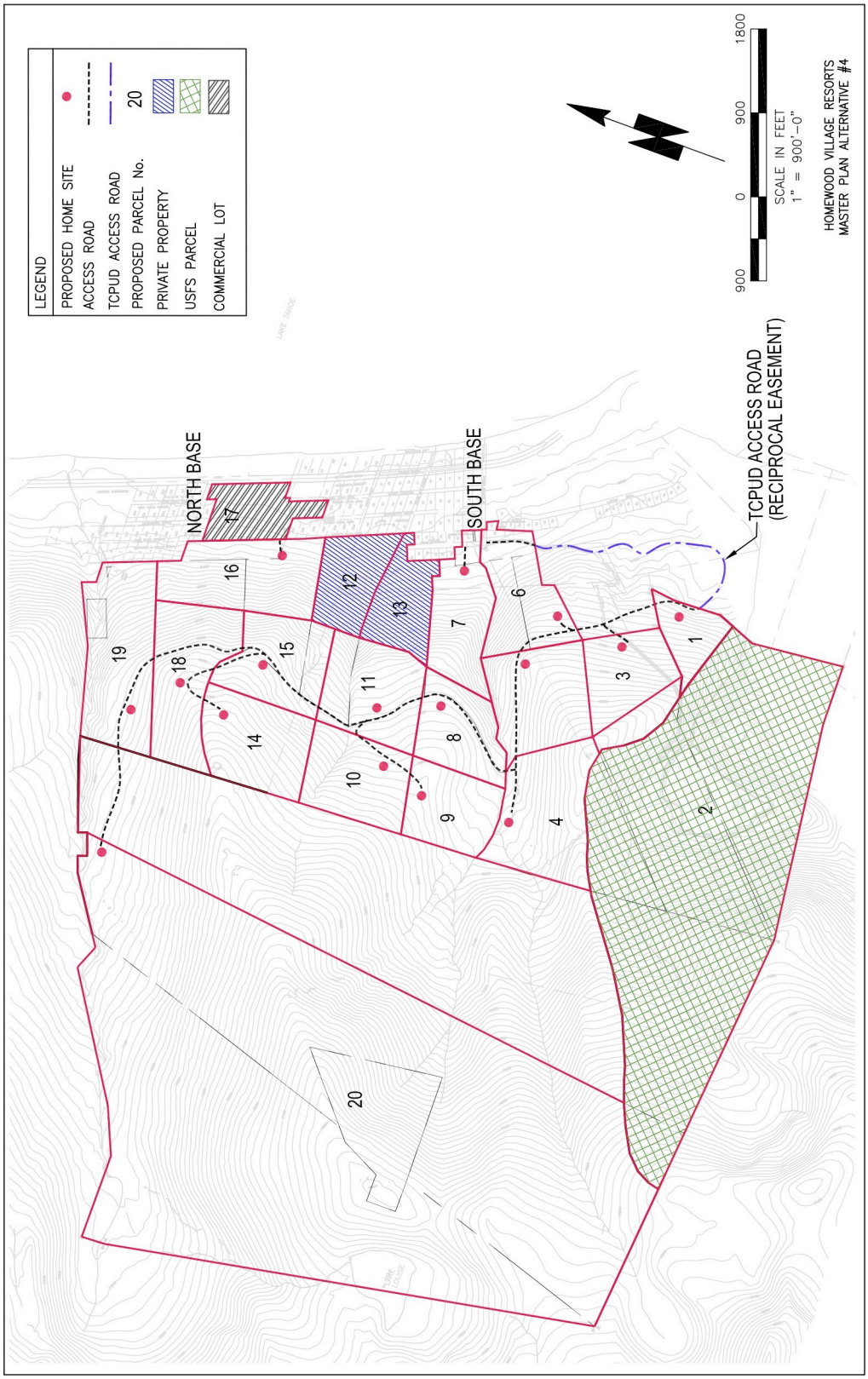
Three of the existing parcels located within the Project area would not be included in Alternative 4. Two lots located between the South and North Base areas are owned by others. The third non-HMR parcel identified as Parcel 2 in Figure 3-16 has been sold to the United States Department of Agriculture (USDA) Lake Tahoe Basin Management Unit (LTBMU) and will not be physically modified under any Alternative, including Alternative 4.

The 16 individual residential estate lots would be developed as single-family residences accessed by existing on mountain roadways. Once sold, each owner would be responsible for the BMPs, maintenance and upkeep of their private lot, including onsite roadways and forested areas. Individual owners would also be responsible for the permitting of their residential homes. For analysis purposes, it is assumed that each residential lot will include 5,000 square feet of new land coverage for development of the home and access from the existing onsite roadways.

Alternative 4 proposes commercial use of Lot 17, which includes frontage on SR 89 and the paved and unpaved parking areas currently used for ski area operations. Commercial uses are currently allowed on Lot 17, which is located in PAS 157, but would require the transfer of the commercial floor area from outside of the PAS. To accommodate transfer of commercial floor area to PAS 157, one PAS amendment is required, adding transfer of development rights for existing development.

No other Code of Ordinance or PAS amendments would be required for Alternative 4. Alternative 4 is analyzed to disclose impacts associated with the potential closure of the existing ski resort. HMR states that the ski resort closure is likely if a mixed-use redevelopment project is not approved that would help reverse the financial losses that HMR has seen since acquiring the resort.

Figure 3-16. Alternative 4 Close Ski Resort - Estate Lots Plan



3.9 ALTERNATIVE 5 – COMPACT PROJECT AREA

3.9.1 North and South Base Areas

Under Alternative 5, the PAS 159 – Homewood/Commercial boundary line adjustment (PAS boundary amendment) proposed for the Proposed Project (Alternative 1) would be reduced to include only the existing parking areas at the North Base area. The North Base area to the west of these two parking areas and the entirety of the South Base area would remain in PAS 157 – Homewood/Ski Homewood Area (Recreation). The two North Base parking areas are currently designated as residential and tourist land uses in existing plan documents. The existing paved parking area at the North Base area is currently included in the Placer County West Shore PAS 159 (Commercial), although for TRPA it is included in PAS 157 (Recreation). The existing gravel parking area at the North Base area is currently included in TRPA PAS 158 (Residential). This Alternative is being studied to document the potential effects of placing all of the proposed multi-family residential units in locations that currently allow for such uses. Alternative 5 would provide for up to 300 tourist accommodation and residential units at the North and South Base areas, a reduction of 36 units compared to the Proposed Project (Alternative 1).

Under Alternative 5, all of the 225 multi-family residential units would be located in the North Base parking areas, reducing the area proposed for inclusion in PAS 159 (Commercial) by approximately 11 acres. The 75-room hotel, 25,000 square feet of commercial uses, and 30,000 square feet of skier service uses would remain in PAS 157, where these uses are currently allowed. At the South Base area, 16 single-family residential lots would be developed using existing HMR lots along with a small skier services building to service residents and skiers utilizing the Quail lift. Alternative 5 includes 12 onsite employee/workforce housing units that would be attached to a smaller parking structure (156 spaces), because the alternative parking structure location does not include enough land area for the 13 units and 272 parking spaces proposed in Alternatives 1 and 3. Figure 3-17 shows the location of development at the North and South Base areas under Alternative 5. Figure 3-18 shows the location of single-family residential units and the skier services building at the South Base area. Table 3-9 summarizes buildings, setbacks, and TRPA measured heights associated with Alternative 5. Under Alternative 5, the proposed development at the Mid-Mountain area will be the same as Alternatives 1 and 3.

Alternative 5 is analyzed because it would reduce the area of PAS boundary expansion required for the proposed Master Plan. Certain findings are required to amend PAS boundaries, including a finding that the project will move the environmental thresholds towards attainment. Under Alternative 5, the North Base area multi-family development currently not permitted in PAS 157 (Recreation) would be added to only the existing parking lots. The existing North Base area parking lots are already located partially in plan areas that allow for residential development (the gravel lot is in TRPA PAS 158 – Residential and the paved parking lot is in Placer County PAS 159 – Commercial). In the South Base area, Alternative 5 would include no changes to PAS boundaries.

Table 3-9

Alternative 5 Building Heights and Setbacks

Building	Grade (%)	Roof Pitch	Setback to SR 89 ROW	Allowable Height (ft) *	Proposed Height (ft) **
North Base Area					
A (Skier Services)	13%	6:12	283	50’	27’
B (Hotel/Lodge)	12%	6:12	248	50’	20’
C (Residential)	2%	6:12	247	50’	54’
D (Retail/Residential)	2%	6:12	41	42’	54’
E (Residential)	3%	6:12	41	42’	50’
P (Parking Structure/ Employee Housing)	7%	2:12	237	50’	37’
Mid-Mountain Area					
Gondola	23%	2:12	--	35’	24’
Gondola Entry/Skier Services	23%	2:12	--	35’	33’
Restaurant	23%	6:12	--	35’	31’

Notes:

* Allowable Height as calculated using the proposed TRPA Code of Ordinances Chapter 22 height amendment (Appendix F).

** Proposed Height based on the method for calculating height included in the proposed TRPA Code of Ordinances Chapter 22 height amendment (Appendix F). Chapter 10 (Impact SCENIC-1) addresses the inconsistency of the height required for Alternative 5 and the proposed height limits included in the proposed Code Chapter 22 amendment.

Figure 3-17. Alternative 5 Compact Project Area Site Plan

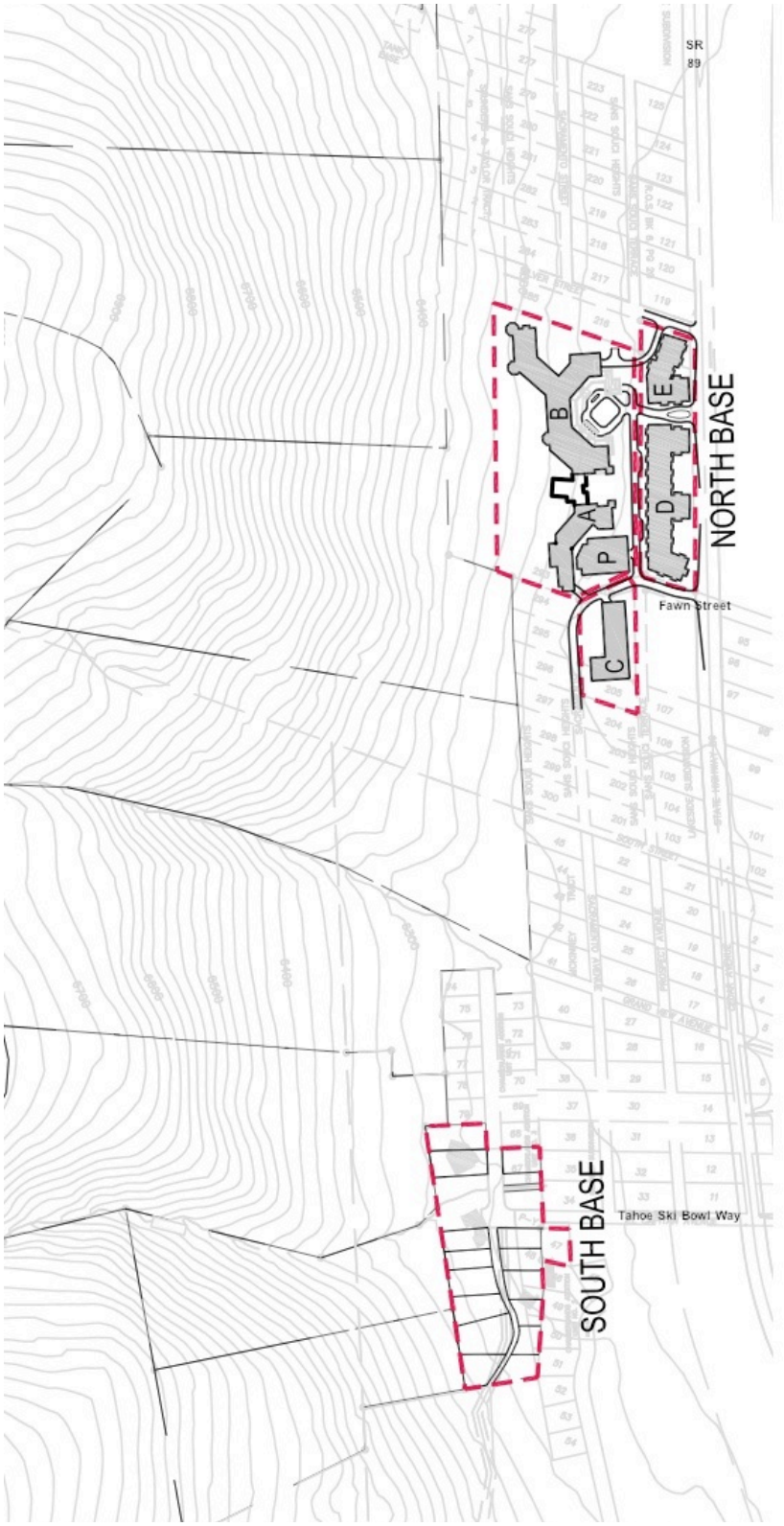
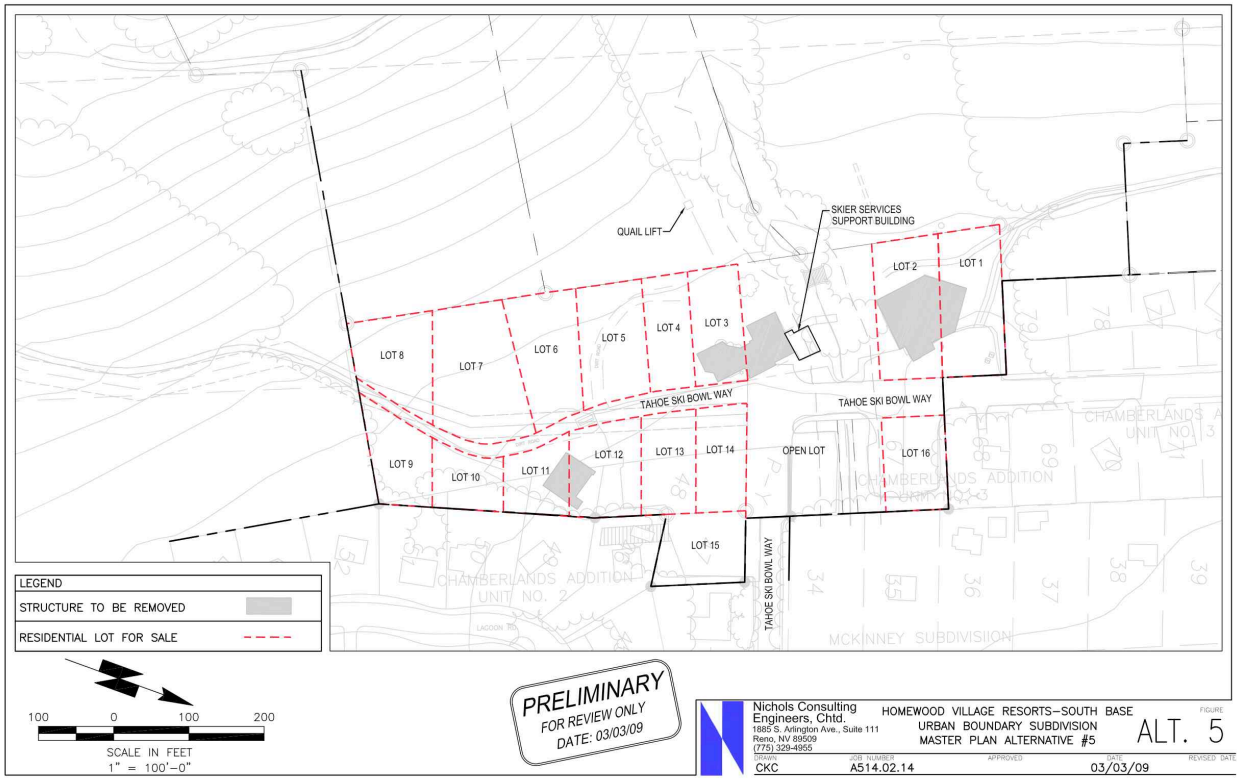


Figure 3-18. Alternative 5 South Base Area Site Plan



3.9.2 Code of Ordinance/Plan Area Amendments

Alternative 5 implementation will require an amendment to TRPA Code of Ordinances Chapters 22 and 64 for additional building height and exceptions for groundwater interception, and amendments to TRPA and Placer County PAS boundaries, allowable uses, density, and special policies. The required amendments for Alternative 5 implementation are described below.

Amendment to TRPA and Placer County Plan Area Statement Boundary Lines

Figure 3-19 shows the location of the proposed PAS boundary amendment required for Alternative 5. The proposed boundary line amendment includes:

Plan Area 159 – Homewood Commercial – Expand TRPA PAS 159 boundary (shown in purple) to include the existing North Base area parking lots currently located primarily in PAS 157 (purple hatching area within black dashed line). A portion of the North Base area (currently used as a gravel parking lot) is currently located in the McKinney Tract Residential - PAS 158 and is shown in yellow.

The Placer County PAS 159 boundary is different than TRPA PAS 159 boundary. Placer County PAS 159 presently includes the existing North Base area paved parking lot immediately west of SR 89 (purple hatching within black dashed line immediately west of SR 89). Therefore, for Alternative 5, only the yellow area included in the purple hatching would be added to Placer County PAS 159.

Amendments to TRPA and Placer County Plan Area Statement Allowable Uses

The proposed amendments to PAS 157, 158 and 159 are summarized below.

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

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

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

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

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

PAS 159 – Homewood Commercial - Add Multi-Family Dwellings (S) as a permissible use to the newly created "Special Area 1" shown on Figure 3-19 (purple hatching).

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

PAS 159 – Homewood Commercial - Increase Multiple Family Dwellings (Special Area 1 only) and Employee Housing Maximum Densities to 15 units per acre (from a current Maximum Density of 8 units per acre). Note: Under Alternative 5, density would exceed Plan Area maximum if lands outside the proposed PAS 159 boundary cannot be used to calculate density (see discussion in Chapter 6, Land Use).

Amendments to TRPA Code of Ordinances

Chapter 22 Height – Add a new Code Subsection 22.4.G outlining procedures to obtain additional height for Ski Area Master Plans. The proposed height amendment also requires amendments to several goals and policies to allow for additional height for projects in Ski Area Master Plans. A copy of the proposed Code Subsection and Goals and Policies Amendments is included in Appendix F. Note: The height amendment required for Alternative 5 has been determined to degrade existing scenic quality ratings (see Chapter 10, Scenic Resources).

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

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

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

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

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

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

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

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

(1) The proposed density, including any tourist accommodation bonus units, shall not exceed the maximum density limits set forth in the adopted community or redevelopment plan **or Ski Area Master Plan**.

(2) Tourist accommodation units shall be designated in the plan area or community plan as an allowed use, or a special use for which the findings required in Section 18.1 have been made.

(3) The project shall be located on a parcel designated in an adopted community or redevelopment plan **or Ski Area Master Plan** as being eligible to receive tourist accommodation bonus units and the project shall not exceed the density set forth in the community or redevelopment plan.

(4) All tourist accommodation bonus units shall be allocated in accordance with Chapter 33.

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

(i) It is necessary to provide below grade parking for projects qualifying for additional height under Subsection 22.4.D **or 22.4.G**, to achieve environmental goals including scenic improvements, land coverage reduction, and area-wide drainage systems; and

measures are included in the project to prevent ground water from leaving the Project area as surface flow and that groundwater, if any is interfered with, is rerouted into the groundwater flow to avoid adverse impacts to hydrologic conditions, SEZ vegetation, and mature trees.

New Code Chapter 22 (Height) Section 22.4.G, as proposed, is referenced to Appendix F of this EIR/EIS. Code Section 22.4.G, as proposed, would allow additional height for projects located in special areas within the Homewood Ski Area Master Plan.

Amendments to TRPA Goals and Policies

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

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

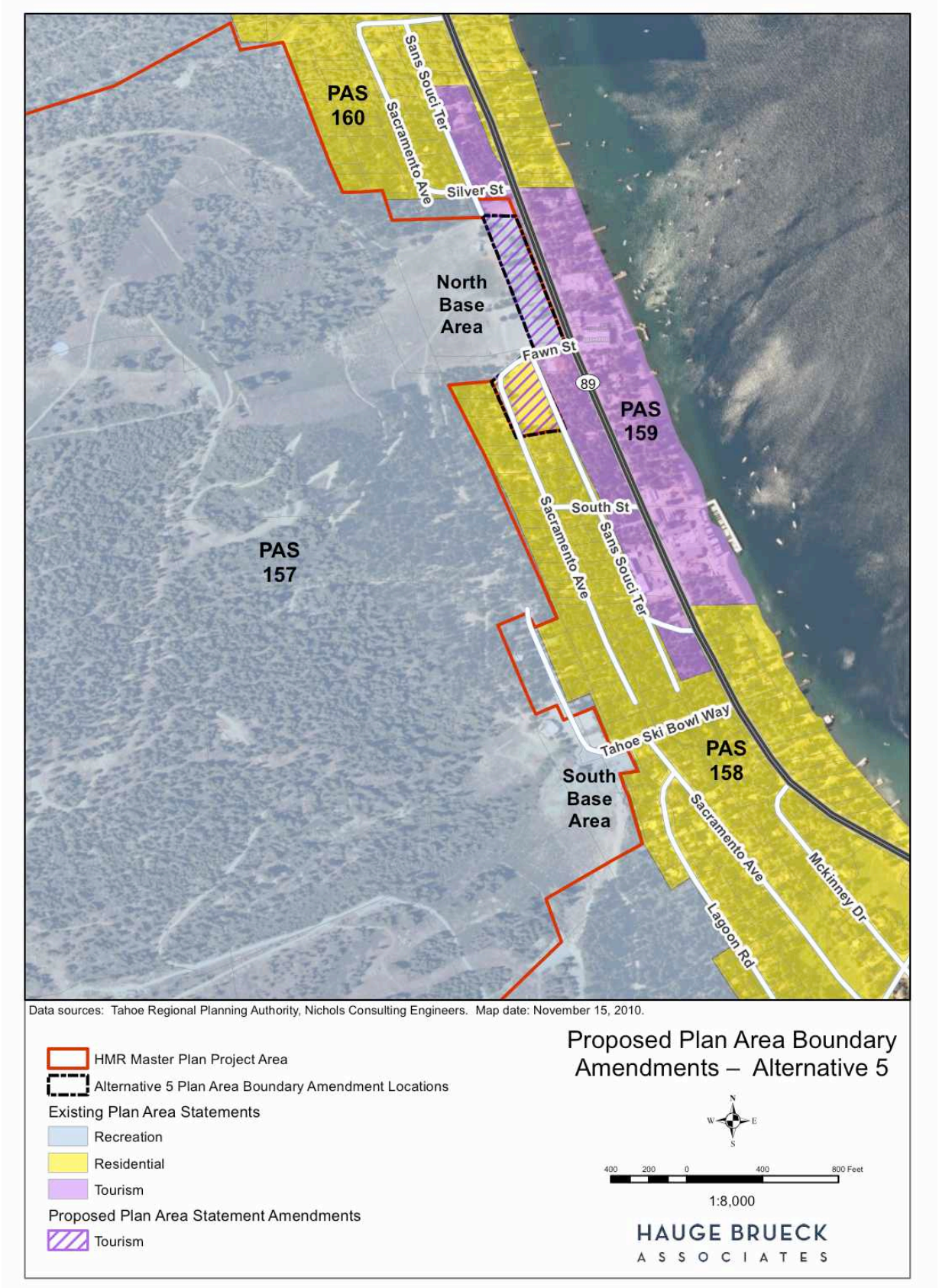
Chapter VII Implementation Element – Amend Development and Implementation Priorities Goal 3, Policy 2.B, to allow for use and distribution of tourist accommodation bonus units in Ski Area Master Plans as well as Community Plans as follows:

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

Amendments to North Tahoe Fire Protection District Boundary (NTFPD)

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

Figure 3-19. Proposed Plan Area Statement Boundary Amendments – Alternative 5



3.10 ALTERNATIVE 6 – REDUCED PROJECT

3.10.1 North and South Base Areas

Under Alternative 6, the PAS 159 – Homewood/Commercial boundary line adjustment (PAS boundary amendment) proposed for the Proposed Project (Alternative 1) would be reduced to eliminate the proposed Townhouses at the North Base area. In addition, a majority of the South Base area would remain in PAS 157 with the exception of the site of the existing skier services lodge located north of Homewood Creek, which would be redeveloped into a multi-family residential condominium building and added to PAS 158 – McKinney Tract Residential. Under Alternative 6, the total number of TAUs proposed for the North Base area under Alternative 1 would be reduced from 155 to 75. Each of the TAUs would be located in the hotel/lodge building located north of the skier services 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 from 181 to 195. Under Alternative 6, 145 of the multi-family residential units would be located at the North Base area, spread out amongst each of the proposed residential buildings and also the upper floors of the skier services building. At the South Base area, up to 50 multi-family residential units would be located in one building located north of Homewood Creek, in the same location and design as one of the buildings proposed under Alternative 1. The remainder of the South Base area would include 14 single-family residential lots developed using existing HMR lots along with a small skier services building to service residents and skiers utilizing the Quail lift. This Alternative is being studied to document the potential effects of a reduced development scenario. This Alternative includes a minimum number of units required by HMR to feasibly achieve the number of skier visits needed during the winter mid-week period in order to potentially achieve economic sustainability of the resort. Alternative 6 would provide for up to 284 tourist accommodation and residential units at the North and South Base areas, a reduction of 52 units compared to the Proposed Project (Alternative 1).

Alternative 6 includes 12 onsite employee/workforce housing units that would be attached to a smaller parking structure (156 spaces), because the alternative parking structure location does not include enough land area for the 13 units and 272 parking spaces proposed in Alternatives 1 and 3. Figure 3-20 shows the location of development at the North and South Base areas under Alternative 6. Figure 3-21 shows the location of single-family residential units, one multi-family residential building, and the skier services building at the South Base area. Table 3-10 summarizes buildings, setbacks, and TRPA measured heights associated with Alternative 6. Under Alternative 6, the proposed development at the Mid-Mountain area will be the same as Alternatives 1, 3 and 5.

Table 3-10

Alternative 6 Building Heights and Setbacks

Building	Grade (%)	Roof Pitch	Setback to SR 89 ROW	Allowable Height (ft) *	Proposed Height (ft) **
North Base Area					
A (Skier Services/Residential)	13%	6:12	283	50’	47’
B (Hotel/Residential)	12%	6:12	248	50’	40’
C (Residential)	2%	6:12	247	50’	42’
D (Retail/Residential)	2%	6:12	41	42’	42’
E (Residential)	3%	6:12	41	42’	38’
P (Parking Structure/ Employee Housing)	7%	2:12	237	50’	37’
Mid-Mountain Area					
Gondola	23%	2:12	--	35’	24’
Gondola Entry/Skier Services	23%	2:12	--	35’	33’
Restaurant	23%	6:12	--	35’	31’

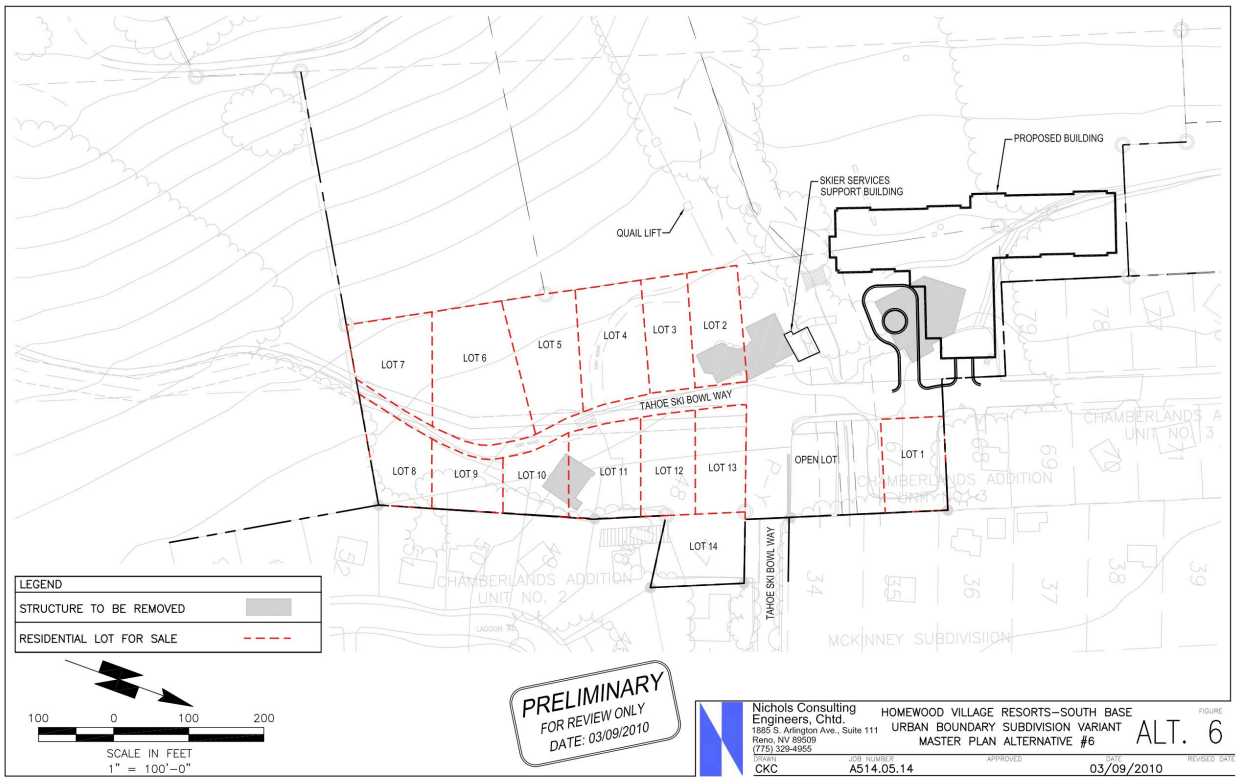
Notes:

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

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

Figure 3-20. Alternative 6 Reduced Project Site Plan

Figure 3-21. Alternative 6 South Base Area Site Plan



3.10.2 Code of Ordinance/Plan Area Statement Amendments

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

Amendment to TRPA and Placer County Plan Area Statement Boundary Lines

Figure 3-22 shows the location of the proposed PAS boundary amendments required for Alternative 6. The proposed boundary line amendments include:

Plan Area 159 – Homewood Commercial – Expand TRPA PAS 159 boundary (shown in purple) to include entirety of North Base area currently located primarily in PAS 157 (purple hatching area within black dashed line). A portion of the North Base area (currently used as a gravel parking lot) is currently located in the McKinney Tract Residential - PAS 158 and is shown in yellow.

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

entirety of the North Base area currently located in PAS 157 (purple hatching area within black dashed line).

Amendments to TRPA and Placer County Plan Area Statement Allowable Uses

The proposed amendments to PAS 157, 158 and 159 are summarized below.

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

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

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

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

PAS 158 – McKinney Tract Residential - Add Multi-Family Dwellings (S) as a permissible use to the newly created "Special Area 1" shown on Figure 3-22 (yellow hatching).

PAS 158 - McKinney Tract Residential - Add TDR Receiving Area for 1) Existing Development, and 2) Multi-Residential Units to the newly created "Special Area" shown on Figure 3-22 (yellow hatching).

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

PAS 159 – Homewood Commercial - Add Multi-Family Dwellings (S) and Privately Owned Assembly and Entertainment (S) as permissible uses to the newly created "Special Area 1" shown on Figure 3-22 (purple hatching).

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

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

Amendments to TRPA Code of Ordinances

Chapter 22 Height – Add a new Code Subsection 22.4.G outlining procedures to obtain additional height for Ski Area Master Plans. The proposed height amendment also requires amendments to several goals and policies to allow for additional height for projects in Ski Area Master Plans. A copy of the proposed Code Subsection and Goals and Policies Amendments is included in Appendix F.

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

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

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

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

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

> Tourist Accommodation Bonus Unit Program: Tourist accommodation bonus units may be approved by TRPA only on parcels located within an adopted community plan **or Ski Area Master Plan** and only when at least one existing tourist accommodation unit is transferred in accordance with Chapter 34 for each tourist accommodation bonus unit approved.
>
> 35.3.A Assignment Of Bonus Units: A maximum of 400 tourist accommodation bonus units may be approved by TRPA.
>
> 35.3.B Criteria: Projects receiving tourist accommodation bonus units pursuant to this chapter shall comply with the following criteria:
>
> (1) The proposed density, including any tourist accommodation bonus units, shall not exceed the maximum density limits set forth in the adopted community or redevelopment plan **or Ski Area Master Plan**.
>
> (2) Tourist accommodation units shall be designated in the plan area or community plan as an allowed use, or a special use for which the findings required in Section 18.1 have been made.
>
> (3) The project shall be located on a parcel designated in an adopted community or redevelopment plan **or Ski Area Master Plan** as being eligible to receive tourist accommodation bonus units and the project shall not exceed the density set forth in the community or redevelopment plan.
>
> (4) All tourist accommodation bonus units shall be allocated in accordance with Chapter 33.

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

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

New Code Chapter 22 (Height) Section 22.4.G, as proposed, is referenced to Appendix F of this EIR/EIS. Code Section 22.4.G, as proposed, would allow additional height for projects located in special areas within the Homewood Ski Area Master Plan.

Amendments to TRPA Goals and Policies

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

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

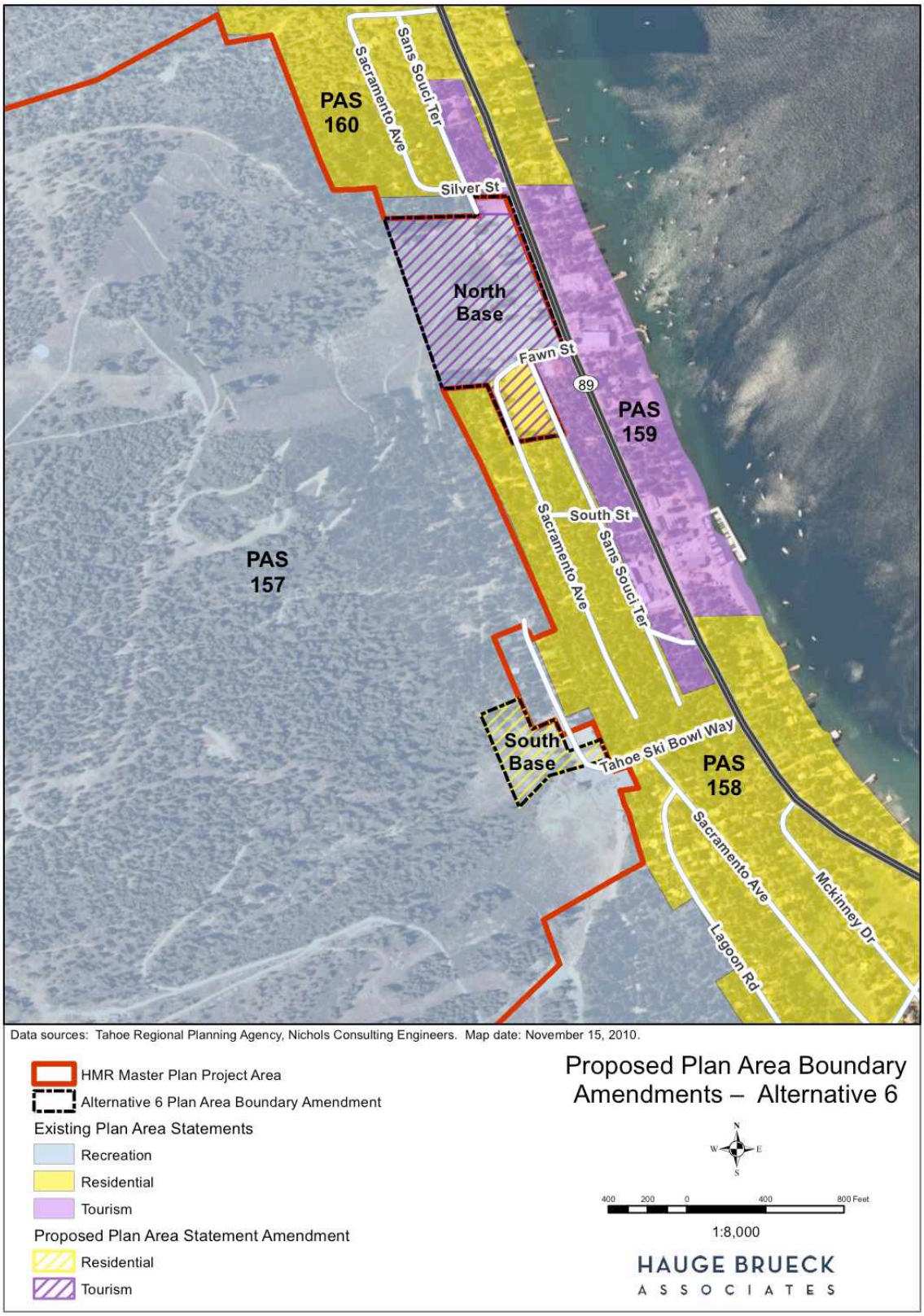
Chapter VII Implementation Element – Amend Development and Implementation Priorities Goal 3, Policy 2.B, to allow for use and distribution of tourist accommodation bonus units in Ski Area Master Plans as well as Community Plans as follows:

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

Amendments to North Tahoe Fire Protection District Boundary (NTFPD)

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

Figure 3-22. Proposed Plan Area Statement Boundary Amendments – Alternative 6



3.11 INTENDED USES OF THE EIR/EIS

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

3.12 REGULATORY COMPLIANCE MEASURES

Regulatory compliance measures are included in the description of the Project to minimize potentially significant environmental impacts. Regulatory compliance measures include measures such as installation of BMPs for Lahontan and the TRPA, agency permit requirements, and air quality protection measures and are considered part of the HMR Ski Area Master Plan Project under TRPA and CEQA processes because compliance is required to construct and operate the Project. The EIR/EIS identifies additional mitigation measures when compliance with codified regulation is determined to be inadequate to eliminate potential environmental impacts. Where necessary, resource impact analyses identify the required compliance measures as linked to a potential impact with a clear description of why and how the compliance measure will reduce the impact to a less than significant level. Regulatory compliance measures of the Project are discussed in the sub-sections below.

3.12.1 Provide for Employee/Workforce Housing

The Project shall provide for employee/workforce housing in compliance with Placer County Housing Element Policies B-15, C-2, and other applicable policies in the Housing Element and 1998 West Shore Area General Plan, which requires the applicant to accommodate at least 50 percent of the housing demand generated by the Project. Employee housing shall be provided for in one of the following ways:

- Development of new on-site employee/workforce housing;
- Development/renovation of off-site employee/workforce housing;
- Dedication of sufficient land for needed units; and/or
- Payment of an in-lieu fee.

3.12.2 Implement BMPs to Reduce Air Pollutant Emissions

Construction is subject to Placer County Air Pollution Control District (PCAPCD) Rules, and the Project Applicant shall complete a Construction Emission/Dust Control Plan and other BMPs to comply with PCAPCD Rules. The Project Applicant shall not break ground prior to receiving PCAPCD approval of the Construction Emission/Dust Control Plan. The Dust Control Plan must address the minimum Administrative Requirements found in section 300 and 400 of APCD Rule 228, Fugitive Dust. The purpose of Rule 228 is to reduce the amount of particulate matter entrained and discharged into the air by requiring actions to prevent, reduce, or minimize fugitive dust emissions. The specifics of an approved

Fugitive Dust Control Plan will be based on the final of the alternative selected. Such plans normally include use of on-site watering trucks for fugitive dust control and washing of truck wheels and undercarriages to reduce trackout onto area streets to avoid reentrainment of roadway dust. These measures typically reduce fugitive dust emissions by up to 50%. Upon approval by the Air Pollution Control Officer, the fugitive dust control actions specified in the plan will be implemented as specified. Other BMPs to be reviewed and approved by the PCAPCD include:

Equipment Inventory - Provide a comprehensive inventory (i.e. make, model, year, emission rating) of heavy-duty off-road equipment (50 horsepower of greater) that will be used an aggregate of 40 or more hours for the construction project.

Enforcement Plan - An Enforcement Plan shall be established to evaluate Project-related heavy-duty vehicle engine emission opacities, using standards as defined in 13 CCR §2180 - 2194.

Compliance with Rule 202 - Construction equipment exhaust emissions shall not exceed PCAPCD Rule 202 Visible Emission limitations.

Compliance with Rule 228 - Grading operations will be suspended if fugitive dust exceeds PCAPCD Rule 228 (Fugitive Dust) limitations. Operational water truck(s) shall be onsite to control fugitive dust and prevent offsite impacts. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site.

Pre-Construction Meeting - If required by the Department of Engineering and Surveying and/or the Department of Public Works, the Project Applicant shall have a pre-construction meeting for grading activities. The Project Applicant shall invite the PCAPCD to the pre-construction meeting to discuss the Construction Emission/Dust Control Plan with employees and/or contractors.

Maintenance of Public Thoroughfares - The Project Applicant shall be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall "wet broom" the streets if silt, dirt, mud or debris is carried over to adjacent public thoroughfares. Dry mechanical sweeping is prohibited.

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

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

Idling Restrictions - Limit idling time to a maximum of 5 minutes for diesel-powered equipment.

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

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

Clean Power Sources - Where available, existing power sources (e.g., power poles) or clean fuel generators shall be used rather than temporary diesel-powered generators.

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

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

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

Landscaping Plan - The Project Applicant shall provide a landscaping plan for review and approval by the Design/Site Review Committee. Landscaping shall include native drought-resistant species (plants, trees and bushes) to reduce demand for irrigation and gas powered landscape maintenance equipment. A maximum of 25% lawn area is allowed on site. Irrigation systems must efficiently utilize water with soil moisture-based irrigation controls, rain "shut off" valves, or other devices as reviewed and approved by the Design Site Review Committee.

3.12.3 TRPA Traffic and Air Quality Mitigation Program Fees

The Project Applicant shall pay the appropriate air quality mitigation fee in accordance with Chapter 93—Traffic and Air Quality Mitigation Program of the TRPA Code of Ordinances. The TRPA adopted this program as a means of generating the revenue necessary to address air quality impacts associated with Vehicle Miles Traveled (VMT). By contributing to the Mitigation Program, the Project reduces air quality emissions generated by increased traffic related to Project operation. Specific regional and local VMT reduction strategies covered by the fee include, but are not limited to:

- Expansion of existing transit facilities;
- Addition of bicycle lanes;
- Transportation Systems Management measures, including, but not limited to, bicycle facilities, pedestrian facilities, and use of alternative fuels in fleet vehicles; or
- Provision of connectivity between multiuse paths for bicycles and pedestrians.

A traffic control plan will be developed in coordination with TRPA and Placer County and implemented during construction to reduce construction-related effects on roadways and circulation patterns within the construction corridor. The traffic control plan will include, but not be limited to, the following:

- Coordination with affected jurisdictions regarding construction hours and lane closures;
- Emergency service consultation and implementation of an emergency access plan;
- Implementation of TRPA guidelines for construction-related road closures;

- Lane closure and truck hauling limits during peak commute hours to the extent possible;
- Provision of alternate bicycle and pedestrian routes;
- Provision of alternate parking;
- Location of truck haul routes;
- Traffic control devices;
- Construction signage and road closure notification in the vicinity of the construction corridor;
- Monitoring of in-place traffic control methods and devices for revision implementation;
- Driveway access maintenance;
- Business notification and coordination; and,
- Onsite circulation and staging areas.

3.12.4 Time of Day Construction Restrictions

This compliance measure restricts construction activities to between the hours of 8:00 AM and 6:30 PM to minimize noise impacts to sensitive receptors. Construction is exempt from TRPA's Code of Ordinances Noise Limitations (Chapter 23, §23.8) if the activities occur between the hours 8:00 AM and 6:30 PM. Placer County's Noise Ordinance §9.36.030 exempts construction noise 6:00 AM and 8:00 PM Monday through Friday, and 8:00 AM and 8:00 PM Saturdays and Sundays. Construction activities before or after the time restriction may occur, but must be consistent with CNEL limits imposed for the applicable TRPA Plan Area and Placer County's noise ordinance. The Project area is located in TRPA Plan Areas 157, 158, and 159. The noise thresholds for these Plan Areas are 55 dB CNEL, 55 dB CNEL and 60 dB CNEL, respectively.

3.12.5 Construction Equipment Muffling

This compliance measure requires shrouding or shielding of impact tools and muffling or shielding intake and exhaust ports on construction equipment.

3.12.6 Emergency Vehicle Access During Construction

The Project Applicant shall coordinate with the Placer County Sheriff's Department (PCSD), North Tahoe Fire Protection District (NTFPD), utility companies, businesses, and residents within the construction corridor prior to and during construction activities to ensure affected parties are informed of the construction schedule and to develop actions to maintain access and service in the Project area.

Law Enforcement and Fire Protection

An accurate schedule outlining the location of construction, types of activities, and the location of anticipated traffic delays or hazards will be provided to the PCSD and NTFPD on a weekly basis. A point of contact within the construction team will be established for emergency actions within or near construction. Traffic control measures to be used near construction will be reviewed and approved by the PCSD and NTFPD.

Residents

Neighborhood residents will be notified so that they can prepare for delays or plan routes to avoid heavy traffic. Construction signage will be placed along the roadways during each phase of construction notifying the public of potential delays and hazards.

Businesses

Coordination will occur prior to construction with roadside businesses to identify alternative parking areas and appropriate signage and notification for business patrons. There may be hours or days when construction is optimal for these businesses (when patronage is lowest). Construction will be coordinated with these times, as feasible, to result in the least impact. Outreach efforts will include meetings with affected businesses or facilities, mailed notifications, and a construction hotline number where a construction coordinator can be reached. Coordination will include signage and traffic control measures. Signage will alert patrons of detours, alternate parking areas, alternate entrances, and any other temporary access changes. The signage will indicate the expected duration of construction and contact information for Project or construction inquiries. Signage will be inspected daily to ensure proper location and information.

3.12.7 Utility Relocation and Construction Avoidance

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

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

Construction contractors will contact Underground Service Alert (USA 811/1-800-227-2600) to ensure buried lines are properly marked and located. Utility companies will be provided with an accurate schedule noting when construction occurs near their facilities. Utility facilities will be identified on construction specifications. If grading or excavation is needed in these areas, the Project engineer will work with the utility companies to identify depth to conduit, pipeline, or other facility.

The Project Applicant shall prepare an action plan should infrastructure be damaged during construction. The action plan will identify points of contact for the contractor and the utility companies and measures, specific to each utility, to be taken to rectify damage. If service is interrupted due to damage, construction will cease in the vicinity of the incident, and work will begin immediately to repair the damage at the contractor's expense. If damage occurs to infrastructure that does not affect service levels, the infrastructure will be repaired following construction.

3.12.8 Water Supply Assessment and Infrastructure Fees

The Project Applicant shall prepare a final WSA as required under SB 610 to identify the quantity and source of domestic and raw water to serve the Project. The WSA shall demonstrate that Project infrastructure for water delivery volume, rate, pressure, and schedule meets the snowmaking demand of

HMR. The Project may obtain water from a combination of TCPUD, MCWC, and on-site groundwater wells and surface water. HMR owns an existing right to divert 673 gallons per minute (1.5 cubic feet per second) from streams on-site. With each water supply source identified, the Project Applicant shall determine the location and designs of infrastructure necessary to meet peak demand and overall quantity in the Project area for domestic use and snowmaking.

The Project Applicant will be responsible for construction of infrastructure to connect to the established water system. TCPUD has established connection fees consisting of two components: 1) a Water and Sewer Connection Fee (Ordinance 259a), and 2) and User Fees and Service Fees (Ordinance 295b). These fees provide for the water system improvements necessary to accommodate additional development in the TCPUD service area. The Project will be required to pay both components of this new connection fee.

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

During the design phase of new water supply infrastructure, the lead and responsible agencies will determine if additional environmental review will be required for the construction and operation of the new facilities.

3.12.9 Fire Suppression and Management Plan

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

3.12.10 Impact Fees and Design Approval and Annexation

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

The TRPA, NTFPD, and Calfire shall review building designs, building materials, landscaping, and vegetation clearance for compliance with TRPA Code of Ordinances (2004), Section IX, Chapter 75, §75.3 PRC §4291 and CCR, Title 24, Part 2, known as the 2007 California Building Code (CBC), §701A.3.2 New Buildings Located in Any Fire Hazard Severity Zone.

Prior to occupancy, the NTFPD shall annex the Project area to provide for fire protection. The NTFPD shall enter into mutual aid agreements for wildfire suppression with the LTBMU and Calfire, and coordinate with these agencies on developing and implementing wildland fuel reduction measures as needed in the Project area and vicinity.

3.12.11 Recreation Plans and Fees

The Project Applicant shall be required to pay applicable Quimby Act (California Government Code §66477 and Placer County Code §16.08.100) fees at the final map recording and an AB 1600 (Placer County Code §15.34.010) fee at the building permit stage. The Placer County Department of Facilities Services, Parks and Grounds Division shall review and approve additional facilities as required under Placer County Zoning Ordinance §17.54.100(D). Residential planned development projects are required to provide in-tract neighborhood recreational facilities to residents of the Planned Development in excess of the 5 acres per 1,000 residents are required by County Code §16.08.100 and Recreational Facilities Fee Ordinance (Chapter 15, Placer County Code).

3.12.12 TRPA Erosion and Sediment Control Plan

The Project Applicant will prepare a site-specific Erosion and Sediment Control Plan that will be based on the selected alternative to further define and map temporary BMPs for the control of erosion and runoff from ground disturbing activities. BMPs will be installed in accordance with Chapter 25 of the TRPA Code of Ordinances and are considered part of the Project. An Erosion and Sediment Control Plan is required by TRPA and Placer County for project permitting. TRPA's BMP requirements are outlined in the Handbook of Best Management Practices (TRPA 1988) and for Placer County, BMPs must be designed according to the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development/Redevelopment, and/or for Industrial and Commercial, and/or other similar source.

3.12.13 Stormwater Pollution Prevention Plan

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

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

1. All pollutants and their sources, including sources of sediment associated with construction, construction site erosion and all other activities associated with construction activity are controlled;
2. Where not otherwise required to be under a Lahontan permit, all non-storm water discharges are identified and either eliminated, controlled, or treated;
3. Site BMPs are effective and result in the reduction or elimination of pollutants in storm water discharges and authorized non-storm water discharges from construction activity to the Best Available Technology Economically Achievable (BAT)/Best Conventional Pollutant Control Technology (BCT) standard;
4. Calculations and design details as well as BMP controls for site run-on are complete and correct, and
5. Stabilization BMPs installed to reduce or eliminate pollutants after construction are completed.

6. To demonstrate compliance with requirements of the NPDES permit, the Qualified SWPPP Developer will include information in the SWPPP that supports the conclusions, selections, use, and maintenance of BMPs.
7. The discharger will make the SWPPP available at the construction site during working hours while construction is occurring and shall be made available upon request by a State or Municipal inspector. When the original SWPPP is retained by a crewmember in a construction vehicle and is not currently at the construction site, current copies of the BMPs and map/drawing will be left with the field crew and the original SWPPP shall be made available via a request by radio/telephone.

3.12.14 Minimize Offsite Light and Glare

The Project Design plans shall comply with TRPA Design Guidelines (TRPA 1989b) and Code Chapter 30 and Placer County West Shore Area General Plan Standards (County of Placer 1998) to minimize night lighting and glare onto adjacent parcels. Specifically, final designs shall be consistent with TRPA Code Sections 30.6 (Building Design Standards) and 30.8 (Exterior Lighting Standards) and Chapter 4 (Lighting) of the Placer County Design Standards and Guidelines for West Shore General Plan of Placer County.

3.12.15 Environmental Review and Approval

The HMR Ski Area Master Plan Project EIR/EIS is prepared for the environmental review process and will lead to rejection or approval of the Proposed Project or an Alternative. Conformance with TRPA Plan Area Statements, TRPA Design Standards, and Placer County Land Development Manual Standards and Stormwater Management Manual Standards will result. Public meetings and findings will occur under the environmental review process. For TRPA and Placer County, a public meeting will be held with conditions and findings prepared prior to project approval.

3.13 REQUIRED PERMITS AND APPROVALS

This document must be certified by the lead agencies: Placer County (EIR) and TRPA (EIS). The Project is analyzed for consistency with the codes, regulations and policies that include, but are not limited to the following list:

Tahoe Regional Planning Agency

- TRPA Project Permit;
- Tahoe Regional Planning Compact (PL 96-551 94 Statute 3233); and
- Regional Plan for the Lake Tahoe Basin;
  - Goals and Policies;
  - Code of Ordinances (Code);
  - Rules of Procedure;
  - Plan Area Statements;
  - Bi-State 208 Water Quality Plan; and
  - Handbook of Best Management Practices;
- Scenic Quality Improvement Program;
- Community Enhancement Program Resolution; and
- Land Capability Verifications.

Federal

- Endangered Species Act- United States Fish and Wildlife Service;
- Clean Water Act- Environmental Protection Agency;
- Clean Air Act; and
- National Historic Preservation Act.

State of California

- Water Quality Control Plan for the Lahontan Region (Basin Plan);
- California Endangered Species Act (CESA);
- California Department of Forestry and Fire Protection
- Caltrans Traffic Control Requirements;
- Worker Safety Rules and Standards;
- State Vehicle Emissions Controls; and
- State Historic Preservation Act.

Placer County

- Placer County General Plan;
- West Shore Area General Plan;
- Placer County Code;
- Placer County Air Pollution Control District (PCAPCD) Regulations;
- Standards and Guidelines for Signage, Parking and Design;
- Placer County Stormwater Management Manual;
- Placer County Flood Damage Prevention Ordinance
- Health Department Regulations;
- California Building Codes (International Building Codes 2006, amended locally);
- Environmental Review Ordinance;
- Grading, Erosion, and Sediment Control Ordinance;
- Placer County Land Development Manual;
- Placer County Street Improvements Ordinance;
- Placer County Land Division Ordinance;
- Placer County Zoning Ordinance;
- Tree Ordinance;
- Placer County Site-Specific Studies;
- Acoustical Analysis;
- Biological Study;
- Cultural Resources Pedestrian Survey;
- Cultural Resources Records Search;
- Visual Impact Analysis;
- Preliminary and Final Grading Plans;
- Preliminary and Final Geotechnical Reports;
- Preliminary and Final Drainage Report;
- Stormwater and Surface Water Quality BMP Plan; and
- Traffic Study.

Permits and Approvals

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

3.14 SUMMARY OF ALTERNATIVES

Table 3-11 provides a summary of the components of the Proposed Project (Alternative 1) No Project (Alternative 2) and Alternatives 3, 4, 5 and 6. Table 3-12 provides a comparison of these six alternatives that are studied in the environmental analyses included in Chapters 6 through 19.

Table 3-11

Homewood Mountain Resort Ski Area Master Plan Alternatives Unit Count

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

Table 3-11

Homewood Mountain Resort Ski Area Master Plan Alternatives Unit Count

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

Source: Homewood Mountain Resort, 2010

Notes:

* 20 of these condo/hotel units will include lock-offs that allow the units to be rented as two units rather than one. Therefore, each lock-off unit requires two TAU allocations.

** Alternatives 1 and 3 propose up to 770 parking spaces at the North Base area (including up to 450 underground) and 150 parking spaces at the South Base area. Numbers included in this Table are taken from the current HMR schematic design plans.

Table 3-12

Homewood Mountain Resort Ski Area Master Plan Alternatives Comparison

	Alt 1 Proposed Project	Alt 2 No Project (Existing Conditions)	Alt 3 No Code Amend for Building Height	Alt 4 Close Ski Resort – Estate Lots	Alt 5 Compact Project Area	Alt 6 Reduced Project
Developed Base Area Project areas	NB-16.4 Acres SB-6.6 Acres	N/A	NB-20.4 Acres SB-10.1 Acres	NB-14.1 Acres (comm. lot)	NB-14.1 Acres SB-6 Acres	NB-14.1 Acres SB-6.6 Acres
Plan Area 158 Boundary Amendment Area	SB-6.6 Acres	N/A	SB-10.1 Acres	N/A	N/A	SB-3.6 Acres
Plan Area 159 Boundary Amendment Area	NB-16.4 Acres	N/A	NB-20.4 Acres	N/A	NB-5.1 Acres	NB-14.1 Acres

Table 3-12

Homewood Mountain Resort Ski Area Master Plan Alternatives Comparison

	Alt 1 Proposed Project	Alt 2 No Project (Existing Conditions)	Alt 3 No Code Amend for Building Height	Alt 4 Close Ski Resort – Estate Lots	Alt 5 Compact Project Area	Alt 6 Reduced Project
Multi-Family Residential Units	NB-82 Units SB-99 Units	0 Units	NB-82 Units SB-99 Units	16 Units	NB-225 Units SB-0 Units	NB-145 Units SB-50 Units
Single Family Residential Units	0 Units	0 Units	0 Units	16 Units	SB-16 Units	SB-14 Units
North Base Employee/Workforce Multi-Family Residential Units	13 Onsite Units	0 Units	13 Onsite Units	0 Units	12 Onsite Units	12 Onsite Units
North Base Tourist Accommodation Units	155 Units	0 Units	155 Units	0 Units	75 Units	75 Units
Commercial Floor Area (CFA)	25,000 sf	N/A	25,000 sf	15,000 sf	25,000 sf	25,000 sf
Accessory Floor Area (Skier Services)	30,000 sf	N/A	30,000 sf	N/A	30,000 sf	20,000 sf
Maximum Building Height*	NB - 47 feet SB – 49 feet	N/A	NB - 40 feet SB – 38 feet	N/A	NB - 54 feet SB – N/A	NB - 47 feet SB – 49 feet
Maximum Multi-Family Residential Density	NB - 15 du/ac SB – 15 du/ac	N/A	NB - 15 du/ac SB – 15 du/ac	1 du/parcel	NB - 45 du/ac SB -1 du/parcel	NB - 15 du/ac SB – 15 du/ac
Total Land Coverage	1,531,020 sf	1,761,337 sf	1,626,558 sf	1,516,699 sf	1,364,565 sf	1,404,134 sf
Total Parking Spaces (does not include parking for Townhome/single family units)	846 spaces total** (527 underground)	1,222 spaces total (280 street)	846 spaces total** (527 underground)	700 spaces (NB) total (all surface)	646 spaces total (410 underground)	711 spaces total (475 underground)

Source: HMR, 2010 and Hauge Brueck Associates, 2010

Notes:

* For Alternatives 1, 5, and 6, a Code Chapter 22 amendment is proposed that would change how height is calculated. Under these alternatives, building height measurement uses average grade rather than lowest grade. Under Alternative 3, no Code Chapter 22 amendment is proposed and height is calculated using existing methods.

** Alternatives 1 and 3 propose up to 770 parking spaces at the North Base area (including up to 450 underground) and 150 parking spaces at the South Base area. Numbers included in this Table are taken from the current HMR schematic design plans.