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- TRPA Regional Plan
- Placer County West Shore General Plan
- California Water Quality Control Board - Lahontan Region
- Inconsistencies to be addressed



Lift Staging



Overview

REGULATORY CONSISTENCY

The proposed project will be reviewed for consistency with regulatory requirements under the Tahoe Regional Plan, USDA Forest Service Lake Tahoe Basin Management Unit Plan, Placer County West Shore General Plan and California Water Quality Resources Control Board (Lahontan Region) standards. Each of these agencies requires that the project demonstrate consistency with their rules. TRPA requires the completion of a Master Plan for the proposed ski area expansion. Placer County requires the issuance of a Conditional Use permit. Lahontan requires the installation of improved drainage, paving and infiltration devices to meet current Best Management Practice standards.

Depending on the outcome of the environmental review process and completion of the entitlement process with TRPA and Placer County, amendments to the applicable Plan Area Statements and TRPA Code of Ordinances, as well as the Placer County West Shore Plan may be required.

TRPA Regional Plan

Planning and development issues have often been a source of controversy in the Tahoe Basin, due to the value placed on Lake Tahoe as a unique environmental and recreational resource, and due to the competing and often conflicting interests of private property owners, visitors, and the numerous federal, state and local agencies that have jurisdiction over the Lake Tahoe Basin. The current regional framework for planning was established in 1969, with the adoption of a Bi-State Compact between California and Nevada. 1980 amendments to the Tahoe Regional Planning Compact resulted in the reorganization of the TRPA and the subsequent development of the 1987 Regional Plan.

Thresholds

Certain components of the Tahoe Regional Plan, including the establishment of environmental thresholds, have been in effect since 1982. Thresholds were adopted for eight environmental components: water quality, air quality, soils, wildlife, fisheries, vegetation, scenic quality and recreation. Thresholds set limits identifying particular events, circumstances or conditions that were considered “unacceptable” changes, and indirectly defined the capacity of the Region to accommodate additional development.

Certain environmental thresholds, such as air quality and water quality, were readily quantifiable. For example, air quality thresholds were established based on State and Federal standards for quantifiable carbon monoxide, ozone and particulate matter concentrations. In contrast to These, the recreation threshold was set forth in the more generalized format of a policy statement:

Recreational Policy Statement:

“It shall be the policy of the TRPA Governing Board in development of the Regional Plan to preserve and enhance the high quality recreational experience including preservation of high-quality undeveloped shorezone and other natural areas. In developing the Regional Plan, the staff and Governing Board shall consider provisions for additional access, where lawful and feasible, to the shorezone and high quality undeveloped areas for low density recreational uses.

It shall be the policy of the TRPA Governing Board in development of the Regional Plan to establish and ensure a fair share of the total Basin capacity for outdoor recreation is available to the general public”.

In other words, environmental capacity was to be reserved for outdoor recreation in terms of water supply, land coverage, and air and water quality. The concern arose that the more rapidly occurring private residential and commercial development might outpace recreation development, jeopardizing the potential to reserve a minimal “fair share” of environmental capacity for recreation.

Persons-At-One-Time (PAOTs)

To make sure capacity was reserved for recreational development, it became necessary to develop a quantifiable procedure for estimating the minimum capacity needed. Estimates of recreational opportunities and needs were collectively prepared by TRPA, other agencies and private establishments with responsibility for providing recreational opportunities. It was understood that these estimates were based on plans that had not secured funding were, therefore, preliminary in nature. Realistically, in the recreation sector, development occurs when, and where, funding can be obtained. As stated in Goal #1, Policy #3 of the Developed Recreation Subelement of TRPA’s Goals and Policies:

“....Ability to build depends on availability of public funds or the willingness of private investors. Therefore, scheduling is not possible for this Plan. It is estimated

that 11% of the capacity may be developed in the first 5 to 10 years..”

These preliminary estimates of recreational opportunities and needs were expressed as Persons-At-One-Time, a unit of measure already employed by the USDA Forest Service and other recreation providers. The PAOT calculations contained in this assessment and the proposed Master Plan comply with the TRPA Ski Area Master Plan Guidelines.

The 1987 TRPA Regional Plan was adopted with an assignment of 1,100 PAOTs to HOMEWOOD.

Ski Area Master Plan Guidelines

The TRPA Governing Board adopted the Ski Area Master Plan Guidelines in November, 1990, to assist those involved in ski area master planning. Generally, the provisions set forth in this document set forth the requirements for approval of a master plan, as well as the goals and policies which guide ski area development. The overall policy direction was established by the recreation thresholds policy statement discussed above. Other applicable provisions from the Developed Recreation Subelement of TRPA’s Goals and Policies are listed below:

Goal #1: PROVIDE A FAIR SHARE OF TOTAL BASIN CAPACITY FOR OUTDOOR RECREATION

As discussed above, a concern raised in the 1980s was that private residential and commercial growth might outstrip recreational development in the race for resources. Another concern was that some recreational facilities were being operated at a “low standard” service level, and that quality of the recreational experience in the Tahoe Basin was declining. Based on criteria of the California Department of State Parks and Recreation and the USDA Forest Service, TRPA agreed that:

“...the use of existing facilities warrants expansion of facilities to prevent deterioration of the quality of experience and to prevent resource damage”.

To make sure capacity would be available for such expansion, 12,400 PAOTs were reserved in 1986 for winter day-use facilities. The implication behind the figure was that this was a reasonable reservation to ensure that capacity remained to accommodate Tahoe’s slower-developing recreational activities. It was not necessarily intended to be a maximum ceiling. In fact,

when PAOTs were first discussed in conjunction with the 1984 plan, TRPA staff stated explicitly that PAOTs were used for analytical and estimating purposes only, and that they were not going to be used a maximum limits (TRPA, 1984). Based on conferences with various Consensus Workshop participants, it appears that throughout the process for understanding behind PAOTs was that some reasonable minimum capacity needed to be reserved for recreational development. In this respect, PAOT allocations differed from residential, expressly designated as maximum ceilings in TRPA’s Goals and Policies.

Of the 12,400 PAOTs assigned to winter day-use activities in the Tahoe Basin, 4,471 were used in the Heavenly Valley Master Plan. 929 remaining PAOTs continue to be assigned to the Heavenly Valley Plan Area, and are potentially available for future upgrades pursuant to the Master Plan or potential Master Plan revisions. This buffer of reserved PAOTs gives Heavenly additional flexibility to respond to changing market demands.

HOMEWOOD’S proposed Master Plan improvements will not require any additional PAOTS. Additionally, to enable flexibility to replace existing lifts with newer equipment and otherwise respond to changing market demands, HOMEWOOD is anticipating that the remaining 980 PAOTS assigned to HOMEWOOD in the PAS will continue to be available for possible future upgrades. While the Master Plan proposes the installation of several new lifts immediately, some of the existing lifts are in sufficiently good shape to be kept for a numbers of years. However, within the 20 year life of the Master Plan it may be necessary to replace existing lifts (the normal life span of a lift is 10-20 years). The need to replace lifts is not anticipated within 10 years or so but they will likely need replacement within the life of the plan.

When a future decision is made to replace lifts, HOMEWOOD wishes to have the flexibility to replace them with equipment that is consistent with skier preferences. To the extent possible, such changes will be proposed in a manner that can be tiered off the approved (and potentially revised) Master Plan and environmental documentation.

GOAL #2: PROVIDE FOR THE APPROPRIATE TYPE,



Before



After

Rainbow Ridge Dirt Road (now decommissioned road)

LOCATION, AND RATE OF DEVELOPMENT OF OUTDOOR RECREATION USES.

POLICY#1: EXPANSION OF RECREATIONAL FACILITIES AND OPPORTUNITIES SHOULD BE IN RESPONSE TO DEMAND.

1. HOMEWOOD does not provide sufficient interior space to meet current standards. It provides approximately half of the interior space recommended as “average” by the USDA Forest Service in 1977. In addition to the fact that not enough service space is provided, the quality of the existing space is deteriorating and needs renovation.
2. HOMEWOOD needs new lifts. Several of the resort’s lifts are over 20 years old and exceed normal age standards. HOMEWOOD also needs more high speed detachable quads to accommodate consumer preferences. Over 60% of the lifts installed nationwide during recent years were detachables, in response to skier demands indicated in National Ski Area Association’s (NSAA) National Skier/Boarding opinion surveys. According to Design Workshop’s recommendations, HOMEWOOD needs to replace the Ellis fixed triple chair with a detachable quad, and the Madden fixed triple chair with an 8 passenger gondola.

The proposed expansion of HOMEWOOD is intended to remedy these problems, better accommodate ski market demands, and improve the quality of recreational experience.

POLICY #10: TRANSIT OPERATIONS, INCLUDING SHUTTLE-TYPE BOAT SERVICE, SHOULD SERVE MAJOR RECREATION FACILITIES AND ATTRACTIONS.

As discussed previously in this document, SKI HOMEWOOD management has been extensively involved for several years in planning activities promoting the use of mass transit, including the Truckee North Tahoe Transportation Management Association (TNTTMA), the West Shore Working Group of the Lake Tahoe Transportation and Water Quality Coalition (LTWQC), and the West Shore General Plan Team. The possibility of water borne transportation is also being actively pursued by HOMEWOOD through ongoing discussion with local marinas and others interested in this transit option.

As mentioned already, existing transit to the resort is provided with hourly stops by TART. HOMEWOOD is, as discussed elsewhere in this report, proposing to work

with TART to expand service and establish a dial-a-ride system to serve neighborhoods and a series of intercept parking lots on the West Shore.

HOMEWOOD continues to be actively involved with the TNTTMA and others interested in improving the efficiency of mass transit and shuttle service in the area.

POLICY #11: EXPANSION OF EXISTING SKI FACILITIES MAY BE PERMITTED BASED ON A MASTER PLAN FOR THE ENTIRE SKI AREA. THE PLAN MUST DEMONSTRATE (1) CONSISTENCY WITH THE OTHER GOALS AND POLICIES OF THIS PLAN AND THE REQUIREMENTS OF THE COMPACT, (2) THAT THE EXPANSION IS CONSISTENT WITH THE AVAILABILITY OF ACCOMMODATIONS AND THE INFRASTRUCTURES TO SUPPORT VISITORS WHEN THEY ARE OFF THE SKI AREA, AND (3) EXPANSION OF EXISTING PARKING FOR DAY-USE DOES NOT OCCUR.

The Concept Plan contained in the Master Plan has been developed since 2006, and has been tailored to better address local recreational, social, economic, and regulatory needs. The Draft EIS/EIR was distributed as part of the Master Plan process in early 2011.

The two Master Plan requirements stated in Policy 11 are briefly discussed below.

1. Consistency with the other Goals and Policies of the Plan and the Requirements of the Compact.

The Plan has been revised to demonstrate consistency with existing regulatory provisions to the extent possible. Plan Area Amendments and Ordinance amendments are requested to refine the range of permissible uses and other elements as needed to allow approval and implementation of the Master Plan.

ECOSIGN initially recommended the addition of a lift to reach Ellis Peak from the Blackwood Valley area (Plan Area 162), but this has since been deleted from the proposal to eliminate conflicts with the land use requirements of Conservation PAS 162 and other provisions of the TRPA Regional Plan.

DESIGN WORKSHOP recommended an interconnect lift to make it easier for guests to access the mid-mountain lodge and other lifts on the north side of the resort. Although initially included in the proposed Master Plan, this lift has since been deleted as unnecessary. Instead, a ground access between the North and South Base areas

has been proposed to allow guests at the South Base to use the new gondola for mid-mountain access. South Base guests can also access the mid and upper mountain areas by taking the Quail lift, skiing to the bottom of the Ellis chair to reach the top of the mountain, and then skiing down from the top of the resort to any area they choose.

Other potential changes from the original DESIGN WORKSHOP CONCEPT PLAN proposal is that all Tourist Accommodation Units have been deleted from the South Base area and replaced with 99 (95 for Alt. 1A) residential condominiums in response to comments from the surrounding residents. Additionally, the North Base now includes all Tourist Accommodation Units as well as 30 penthouse condominiums on top of the hotel, up to 75 hotel rooms in the hotel and 40 two bedroom condo-hotel units of which 20 units have lockoffs, 20 interval ownership units, 13 employee housing units and 36 residential condominiums. The final mix of uses and number of the various types of lodging units will depend on HOMEWOOD economic considerations but will not exceed these totals. As a CEP project, HOMEWOOD has reserved approximately 23,000 SF of commercial floor area (CFA) allocations, 50 Tourist Accommodation Bonus Units, and 12 Residential Bonus Units (ERUs) (for affordable housing for employees). HOMEWOOD VILLAGE RESORTS has, through a variety of resources, obtained an assortment of banked ERUs, Tourist Accommodation Units (TAUs), and residential Development Rights that are proposed to be transferred to the site in conjunction with Master Plan and Project approvals. Additional residential allocations are being requested from Placer County for future years to complete the proposed development plan.

In order to implement the proposed project that was submitted as a CEP project and encouraged by the TRPA Board to proceed with planning, design, permitting and environmental review, HOMEWOOD must complete the proposed Master Plan and Environmental Review and obtain approvals from TRPA and Placer County. Required approvals include:

- Modification of the TRPA Plan Area Statements, and Placer County West Shore Plan and lists of permissible uses, modification of the Plan Area Boundaries and Urban Boundary.
- Approval of subdivisions for both tourist and residential uses (both single family and multi family).

- TRPA Ordinance amendments to increase the maximum allowable height for proposed structures.
2. *The expansion is consistent with the availability of accommodations and infrastructures to support visitors when they are off the ski area.*

As documented herein, there is only a very minor “expansion” of PAOTs to accommodate the replacement of the aging Madden chair with the gondola. While there is an addition of both tourist accommodations and residential units associated with the implementation of the Master Plan in order to provide economic viability to the resort, existing water and sewer capacity exists in sufficient quantities to accommodate visitors both on and off the ski area.

HOMWOOD clearly needs to expand its portion of “walk-in” clientele, and therefore must build tourist accommodation and residential units in the areas of the North and South Bases. Such units will help to create the notion of a one stop destination resort, which is currently the favored model in the ski resort industry. A “walk-in” ski resort increases the resort’s market attractiveness, while simultaneously helping to reduce local traffic and parking congestion. Lake Tahoe’s Visitor’s Authority data indicates that average stays in the Tahoe Basin range from 2.5 – 7 days. A lodging bed-base at the resort is needed to enable those guests wishing to stay longer to reside on-site and thereby reduce traffic impacts.

The proposed strategic and complimentary real estate investments such as the proposed residential or tourist accommodation development are critical to the economic viability of HOMWOOD. Besides providing an on-site supply of residents and skiers, such diversification supports the capital investment required for mountain development.

PLACER COUNTY WEST SHORE GENERAL PLAN

The West Shore General Plan was adopted on October 19, 1998. Proposed HOMWOOD improvements appear to be consistent with the land use provisions set forth in that plan, with key exceptions:

1. Tourist and residential units are to be used as part of the Master Plan, and the applicable Plan Area Statements

must permit HOMWOOD to be a receiving area for transfer of existing development, allocations, and bonus units.

2. In order to include the proposed multiple family residential units, condominiums, condo-hotel units, and other uses proposed, a number of changes may be required to the existing West Shore Plan as discussed in the Master Plan.

Alternatively, the County may process a separate General Plan Amendment involving changes to one or more Plan Area Statements involving portions of HOMWOOD. These revisions also need to be authorized by TRPA in its considerations of HOMWOOD Master Plan issues.

CALIFORNIA WATER QUALITY CONTROL BOARD - LAHONTAN REGION

Finally, the project will require the design and installation of drainage and runoff treatment improvements pursuant to State Water Quality Control standards. Generally, the intent of the rules is to require the installation of facilities capable of accommodating the volume of runoff from a six hour storm of a two year recurrence probability. Eroding and denuded areas will need to be stabilized and re-vegetated. These improvements will be explained in detail in the Master Plan, Waste Discharge Report, BMP Plan, County Improvement Plan, and Environmental Impact Statement.

From a business perspective, the Best Management Practices, upgrading lifts and other on-mountain facilities, and completing base area improvements required for an area as large as HOMWOOD involve considerable expense. To offset the magnitude of the proposed investment in both on and off-mountain improvements, HOMWOOD needs the economic market returns anticipated from the project as a whole.

PLANNING ISSUES TO BE ADDRESSED

Based on the proposed master plan there are aspects of the project that will require amendments to existing codes and policies. While the environmental analysis and process will provide a detailed review, analysis and mitigation recommendations, the following is a summary of what changes are needed to implement the master plan.

TRPA and Placer County Plan Area Boundary Lines

Expand TRPA and Placer County Plan Area 158 (McKinney Tract Residential) boundary to include entirety of South Base Development Area currently located in Plan Area 157.

Expand TRPA Plan Area 159 (Homewood Commercial) boundary to include entirety of North Base Development Area currently located in Plan Area 157.

Expand TRPA Plan Area 159 (Homewood Commercial) boundary to include North Base Gravel Parking Area currently located in Plan Area 158.

Expand Placer County Plan Area 159 (Homewood Commercial) boundary to include entirety of North Base Development Area currently located in Plan Area 157.

TRPA and Placer County Plan Area Allowable Uses

Add Personal Services, Participant Sports Facility, and Privately Owned Assembly and Entertainment to Plan Area 157 - Homewood Tahoe Ski Bowl Recreation

Add Multi-Family Dwellings to Plan Area 158 - McKinney Tract Residential

Add Transfer Development Rights (TDR) Receiving Area for Existing Development to Plan Area 158 - McKinney Tract Residential

Add Multi-Family Dwellings to Plan Area 159 - Homewood Commercial

TRPA Code of Ordinances

Add Special Height District for Homewood North Base Area, Mid Mountain and South Base Area (Chapter 22 Height)

Add groundwater interception for underground parking in a ski area masterplan; already permitting in a redevelopment community plan.

Modify Density based on Mixed Use Zoning (Chapter 21)

LAFCO (North Tahoe Fire Protection District)

Amend NTFPD service boundary to include the mid-mountain lodge. This would require an amendment of their service boundary through LAFCO.

IV. operations and management

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Operations and Management

With the improvements proposed as part of the master plan for the base and on mountain, the operations and management plan will be updated to reflect the approved improvements. One example of how Homewood is moving forward with improving the conditions of the mountain resulting in modifications to operations is reflected in the Best Management Practices that Homewood started in 2006 (described below). Included in the appendix is the current site operation plan for Homewood. This plan will be revised once an understanding of the alternative energy and sustainable practices are developed in greater detail. Aspects of the plan that will be updated will include:

- Period of seasonal operations
- Traffic and Circulation
- Commercial Operations
- Primary and Accessory Uses
- Grooming and Snow Making
- Water Supply and Distribution



Parking Best Management Practices

Drainage improvements being installed for the north base parking area.



Forest Health

Unhealthy forest prior to fuel reduction.



Decommissioned Road

Since 2006, HMR has restored over 240,000 square feet of roads and trails on the mountain and plans to continue to restore unnecessary roads and trails.



Parking Best Management Practices

Final BMP's for the north base parking area.



Forest Health

Implemented forest thinning to reduce the threat of wild land and catastrophic fire.

Best Management Practices

To-date, Homewood Mountain Resort has treated over 400 acres of forested areas helping to reduce the threat of wild land and catastrophic fire. HMR is currently implementing a plan that continues the forest thinning/ fuels management work with the ultimate goal being to treat all forested areas within the 1,000 acre Homewood Mountain Resort. The fuels management program makes use of a state-of-the-art chipper that grinds up fuels waste and spreads the resulting chip material onto the forest floor. This in turn helps to reduce storm water runoff and maintain a healthier forest floor.

Snow-making Operations

It is proposed that a vastly upgraded snowmaking system be installed at Homewood Mountain Resort in order to ensure early and late season snowpack. It is generally accepted that a ski trail requires a minimum of approximately 12” of packed snow over a fine groomed summer surface in order to provide a quality surface for skiing and snowboarding. Any less than this depth will accelerate melting of the snow pack, as well as exposure of vegetation through the snow surface which can damage the vegetation and skiers’ or snowboarders’ equipment. Having adequate snow depth will provide a predictable and safe sliding surface. Ideally, ski trails require in excess of four feet of snow to ensure a long lasting quality surface for a full season with typical weather conditions. This is especially important at Homewood due to its southern exposure and proximity to the lake.

A general overview of the basics of snowmaking follows. When nature does not cooperate by providing natural snow, snowmaking takes over. With a properly designed and operated snow system, the variable of having cold conditions and precipitation occur simultaneously is removed. With snowmaking, HMR only needs cold temperature conditions to provide snow. Snowmaking requires large volumes of water, energy and temperature conditions below 28°F.

- In summary, a snowmaking machine:
- a) breaks water into smaller molecules
 - b) cools the water
 - c) removes the heat of fusion
 - d) nucleates the water
 - e) provides throw to reduce grooming costs

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

It is generally recognized that snowmaking is a non-consumptive use of water as up to 80% of water used in snowmaking is recharged into the ground plane.

Water Supply and Distribution

Water Supply

The Homewood snowmaking water requirements can be summarized as follows: To open the totals are 11.82M and 5.28M gallons per side of the mountain. The snowmaking trails require around 17.1 million gallons to open. Per season, it could be 35.46M and 15.84M per side of the mountain for a 3 to 4 foot depth. Anticipated total water usage per season would be 51.3 to 68.4 million gallons. The actual operating water consumptions would average between 1900 gpm and 2100 gpm.

The existing water supplies available for Homewood snowmaking are:

1. McKinney well – This well has been flow tested has potential for 1000 gpm. McKinney Well (subject to final agreement with the Tahoe City Public Utility District)
2. South Base Area - Supplemental domestic water of 300 gpm available from 6 p.m. to 6 a.m. only and the water is around 44°F which needs a cooling tower installed to be more effective.
3. North Base Area - Supplemental Domestic water of 300 gpm available from 6 p.m. to 6 a.m. Plus the existing well in the gravel parking lot which will flow up to 800gpm. At the moment this is restricted to 500gpm by the size of the pipe on the discharge side of the well pump and the tank in the pump house. A new pumphouse with another pump is suggested.

The water delivery system could also be utilized for fire protection in the forests and buildings on the mountain.

V. mitigation plan

VI. Mitigation Plan52

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Construction Methods Plan
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D. Biological Resources
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F. Recreation
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G. Noise
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I. Land Use

Water

Water Quality Protection Program

The thing that makes skiing great is the same thing that creates a high potential for runoff and erosion: steep, mountainous slopes. When those slopes are undisturbed, they tend to stay put and the streams that run through them tend to run clear. But when development takes place, disturbance can drastically accelerate erosion.

However, development and erosion don’t have to go hand in hand. Careful planning and consideration of watershed processes are two critical elements in reducing or eliminating erosion in ski resorts. The third critical element is applying the right protections against erosion. In other words, once identification of erosion risks occur, the best tools to do the job must be available.

Homewood is engaged in a process to 1) look at the entire watershed and place the future of the ski resort and its related activities within that context, and 2) not only apply the best tools to protect water quality, but, where those tools don’t exist, help develop them. With that in mind, Homewood is teaming with Integrated Environmental, as well as Nichols Consulting Engineers to develop a whole watershed plan. This plan will serve as the foundation of all other management and development activities as the resort moves forward. Many developments consider only the immediate surroundings. Homewood and Integrated Environmental Restoration Services/Nichols are beginning down the road of looking at the whole watershed, including streams, drainage areas, uplands, forests, meadows, structures and the myriad of other elements that make up the watershed, and beginning to get an idea of how that watershed is functioning, how it can be protected, improved, etc. The key to moving forward is to fit management into that context rather than try to make the watershed fit into a cookie cutter management plan.

Watershed planning can be complex, and it also provides extremely useful information. For instance, it would be good to know how much erosion is currently coming from the mountain and as the project moves forward, how does removing dirt roads restore hydrologic function. The planned monitoring program, at watershed level will be better able to quantify the improvements in water quality and habitat quality.

Homewood has been discussing a range of energy saving and energy production alternatives. Watershed planning

will allow us to understand, for instance, how well small hydroelectric plants might work and whether they may have an impact on the overall watershed.

Another approach that Homewood and IERS is taking is to understand where knowledge of watershed restoration is limited, and, in those cases, tackle that head-on by setting up test or experimental plots that can be measured. These plots can provide us and others with critical information that can be used at Homewood and elsewhere through the Tahoe Basin and beyond. The IERS team has been working on this issue for a number of years, working with the local Water Quality Control Board, TRPA, UC Davis researchers, the Sierra Business Council and our own team of specialists to develop and apply restoration and water quality protection technologies that mimic nature and ultimately result in a higher level of water quality.

Ski runs, roads and other disturbed areas are ultimately field laboratories. Implementation of on-going opportunities to learn how to develop and apply management practices that can result in high levels of environmental protection is the objective. This information, when put into the context of an overall watershed management plan, will provide management strategies that are realistic and will ultimately improve the Lake Tahoe environment and help improve Lake clarity. This approach can lead the way into the future of watershed planning, environmental protection and restoration practices.

Construction Methods Plan

Air and Transportation

Scenic

Biological Resources

Earth and Soils

Recreation

Noise

Hazards and Safety

Land Use

VI. monitoring plan

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1.	Resource Mitigated		2.	Monitoring Methods
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3.	Monitoring Responsibilities			
N.	Earth and Soils			
1.	Resource Mitigated			

Water

Resource Mitigated

Monitoring Methods

Monitoring Responsibilities

Air and Transportation

Resource Monitored

Monitoring Methods

Monitoring Responsibilities

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Resource Mitigated

Monitoring Methods

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