



Judy Nikkel

From: Trinkie Watson [twatson@chaseinternational.com]
Sent: Sunday, October 21, 2007 4:52 PM
To: Judy Nikkel
Cc: Art Chapman
Subject: Letter to TRPA - Homewood



FROM BACH TO BLUES & BEYOND

October 20., 2007

Ms. Judy Nikkel
Tahoe Regional Planning Agency
jnikkel@trpa.org

Dear Ms. Nikkel:

It is with enthusiasm I write in support of JMA Ventures' proposed plan for Homewood Resort. For the first time in several years, we were able to return to the West Shore for our Summer Music Festival, and we were received with open arms by the community. Although the site is temporary until the improvements are built, at which time we will have a lovely venue for about 1500 attendees, the team at Homewood knocked themselves out to make sure that we had the best possible accommodation for this year's program.

Because we were very successful in increasing our donor base this year, thanks in good part to the Homewood venue, we were able to ramp up the quality of programs, which resulted in the best attendance we've had in our 25 years of existence.

As you probably know, the Lake Tahoe Music Festival started at Chambers Landing as a one week classical program with five concerts. As it grew, it was moved to what was known as Topol Pavilion across the street from the ski resort on Nate Topol's lakefront property. When that property was approved for development a few years ago, we became orphans and moved where we were able to find space to accommodate our needs. Finding space to replace our lovely lakefront setting has been a tremendous challenge, and we now have the next best thing with our move to Homewood Resort.

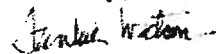
The star is on the rise for the Lake Tahoe Music Festival with our new home base. Our major donors love it and are supporting financially not only our music performances but also our Education Outreach Program with the schools. This has now grown to one week in the fall and one in the spring for our local students.

We love the plans we've seen so far for Homewood's renaissance and hope that you, too, agree it is a

10/22/2007

wonderful renovation of part of Lake Tahoe's history.

Sincerely,

A handwritten signature in cursive script, appearing to read "Trinkie Watson".

Trinkie Watson, President

cc: Mr. Art Chapman

10/22/2007

2

David Landry

From: Ray & Lois Perryman [raynlois@infostations.com]
Sent: Saturday, October 27, 2007 7:58 PM
To: David Landry
Subject: Homewood Master Plan

Brenda Hunt has referred me to you and said you are working on the Homewood Master Plan while she is working on the CEP process. She also indicated that you have been or are on vacation. I have some questions that I hope you can respond to on regarding this plan.

My property which has been in my family since 1909 is surrounded on the south, west and north by Homewood Mountain resort (HMR). I have attended three current presentations by HMR and each time there have been some modifications in what is to be proposed. In 1997, I did make numerous one day trips to Tahoe to attend just about every West Shore Master Planning Meeting; when at the last moment HMR excluded itself from this planning process! My notes of these meeting show that on the north area HMR parking area, only what would have been the first tier of 100' by 200' HMR lots on the west side of the highway previously were zoned for construction and that the second and third tier (also covered by the parking area) were zoned the same as the steep mountain. At these meeting there was ample opportunity to ask questions and provide input.

- (1) I've been told that this 1997 plan was never finalized and that in fact there is not now any Master Plan for Homewood. Is there currently an approved Master Plan for Homewood? and if so, where might I see it?
- (2) When will I and my long time residential neighbors who are clearly to be significantly impacted by any change in the HMR facility or operation to be allowed to know what is in fact being proposed and allowed to ask questions and provide input?
- (3) Is the Master Plan for Homewood, which you are working on, a totally separate process from the CEP Process or are the two commingled?
- (4) Have HMR & Jeff Yurosek made proposed changes in zoning and other items to be included in the Master Plan you are working on?

For your complete information, since August 07, I have gathered the e-mail address of 19 of my close neighbors and mailing address of everyone above the highway that are surrounded like me to the south, west and north by this significant HMR proposal. Each of these residential neighbors are located in the three block area that is commonly called "Downtown Homewood" or "Old Homewood". Dependent on your response, I probably will be sharing your information with these neighbors. HMR has applied for the CEP process and this appears to be on fast track; so I would appreciate a prompt response.

Ray Perryman

I just contacted them and the hours of operation of the Homewood Preview Center are 9-5 on Tuesdays and Thursdays. For appointments on other days, please call (530) 525-1537 and ask for Rick Brown or Jennifer Byerly.

I hope this is helpful information. Please contact me if you have additional questions.

Brenda Hunt
Associate II Land Use Planner
Planning and Evaluation/Pathway 2007
TRPA
PO Box 5310
128 Market St.
Stateline, NV 89449
775.588.4547 x.225
775.588.4527 Fax
bhunt@trpa.org
www.trpa.org

From: Ray & Lois Perryman [<mailto:raynlois@infostations.com>]
Sent: Saturday, October 20, 2007 8:21 PM

To: Brenda Hunt

Subject: Homewood Mountain Resort (HMR)

On August 13, 2007, you advised me by e-mail that HMR had not as of that date applied for or been included in the new CEP Master Plan and it appeared that Jeff Yurosek (the former owner of HMR, who retained two small parcels of relatively flat land between the north and south bases of HMR had not applied either. I am now receiving a number of communications which cast the inference that they are in the CEP and that this is on a fast track process for approval. NTCAA, which appears to be developing opposition to this development, in fact has scheduled a planning meeting regarding HMR on 10/27/07 from 1:00 p.m. to 4:00 p.m. Unfortunately, I have other commitments for that date. My property which has been in my family since 1909 is surrounded on the south, west and north by HMR. I have attended three presentations by HMR and each time there have been some modifications in what is to be proposed. Thus some questions:

- (1) Have HMR & Jeff Yurosek applied to be included or been accepted into this CEP process?
- (2) I did make numerous one day trips to Tahoe in 1997 to attend just about every West Shore Master Planning Meeting; when at the last moment HMR was excluded from this planning process! At these meeting there was ample opportunity to ask questions and provide input. When will I and my long time residential neighbors who are clearly to be significantly impacted by any change in the HMR facility or operation to be allowed to know what is in fact being proposed and allowed to ask questions and provide input?

For your complete information, since August 07, I have gathered the e-mail address of 19 of my close neighbors and mailing address of everyone above the highway that are surrounded like me to the south, west and north by this proposal. Each of these residential neighbors are located in the three block area that is commonly called "Downtown Homewood" or "Old Homewood". Dependent on your response, I probably will be sharing your information with these neighbors. Thank you for the prompt response that you previously provided.

Ray Perryman



North Tahoe Citizen Action Alliance

8 February 2008

Tahoe Regional Planning Agency
Governing Board
PO Box 5310
Stateline, NV 89449

Dear Governing Board,

North Tahoe Citizen Action Alliance (NTCAA) was organized to represent a citizen's voice in our North Tahoe Community. Having a significant number of Homewood community members who are either NTCAA members or those who have been contacted, NTCAA finds it essential to comment on the impact the development of Homewood Mountain Resort (HMR) as currently planned would have on the Homewood community in a number of ways.

NTCAA understands the benefits to the community that the planned improvements to the ski facility would offer. However, the real estate developments planned must be carefully scrutinized.

Protecting the environment, maintaining the scale and character of the community, not exceeding the capability of the infrastructure, and attention to the fire, evacuation and normal traffic loads, are of paramount importance. A reduced size of HMR would address all of these issues.

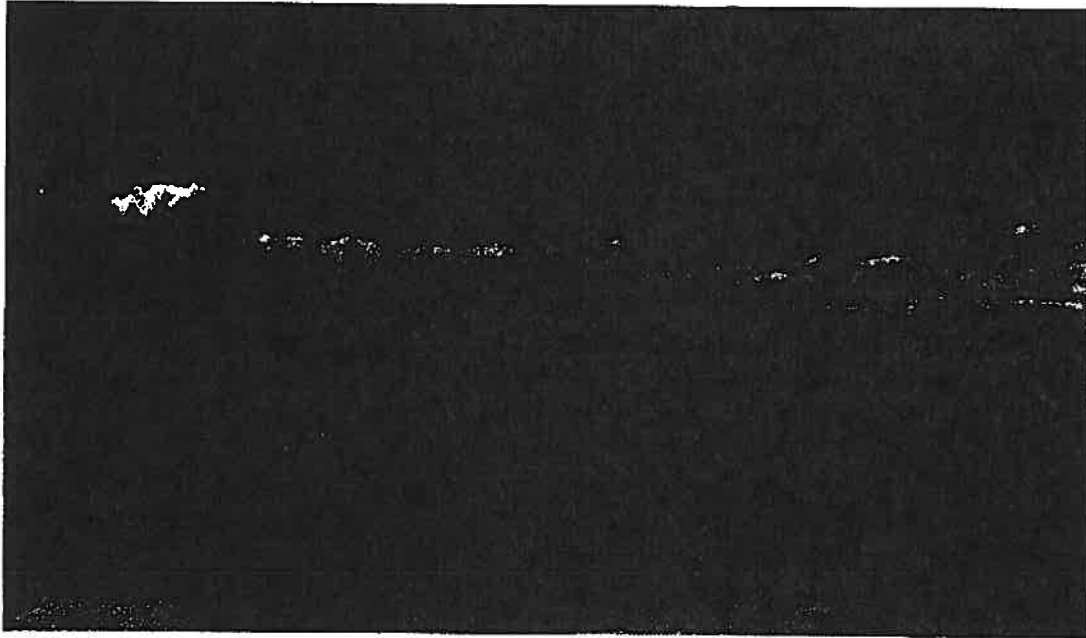
NTCAA feels that a reduction in size of the proposed development would have a favorable impact and should be investigated. In that spirit, NTCAA has suggested an alternate which is attached that we would request be reviewed from both community and financial impacts.

Sincerely,
North Tahoe Citizen Action Alliance

Gerald J Wotel, President
Signing for the Board of Directors

Cc: Mr. Art Chapman
TRPA APC
Placer County Supervisors

North Tahoe Citizen Action Alliance
Alternative Proposal
Homewood Mountain Resort



Prepared for
Tahoe Regional Planning Agency Governing Board

February 5, 2008

Executive Summary

There are two goals that the TRPA Community Enhancement Program (CEP) stated it would accomplish to improve developments within the Tahoe Basin. First, the CEP was to improve and enhance the Community within the "Projects" they accepted, such as Homewood Mountain Resort (HMR). Secondly, the CEP was to restore and preserve the watersheds and wetlands through the application of the Environmental Improvement Program (EIP).

Homewood Mountain Resort was to be within the scale, density/height and character of Homewood. NTCAA seeks to provide an ongoing voice for ordinary citizens in planning the future of our communities. Individuals related both verbally and in letters the possible need for some new development such as the Hotel and the commercial spaces for business but distressed that the condominiums would just bring too many people with severe traffic and parking problems¹. The proposed development would overwhelm the rural town especially in the summer when traffic is backup northbound on Hwy 89 from Sunnyside to Tahoe City. Not one more car is acceptable. The homeowners would be engulfed with tourists in Homewood with this present proposal of HMR.

There could have been substantial benefits to this proposed development with the implementation of the EIP. Presently, HMR will develop on the Hill Face, never before allowed because of Homewood's high hazard avalanche area designation² and the increase in erosion and sediment run-off due to steep slopes³. Homewood watersheds give rise to three creeks namely Madden, Homewood and Quail Creek. There is one more Stream Environmental Zone (SEZ) which is seasonal but needed restoration in 1997.⁴ This SEZ is located on the north end of Tahoe Ski Bowl Way and gives reason for this road not to be extended for homes, especially when they are into the slope of the hill. Homewood Creek has been requested to be restored by TRPA.⁵ In HMR at the North Base at Fawn St. and Sacramento Ave. is a reported wetlands/marsh of 1.7 acres that will become a parking garage partly underground and partly above ground.⁶ On Tahoe Ski Bowl Way, the location of Homewood wetlands and SEZ will be the underground parking for the 120 proposed condominiums.⁷ All of these maps are available through Placer County of both the SEZ and Wetlands in this Resort area of Homewood.

¹ Letters from Citizens during September 2007 and December 2007; at the end of all Attachments

² West Shore General Plan 1998: PAS 157-Homewood/Ski on page II-32, Existing Environment. High Hazard, Attachment A

³ A federal Vision for the Environmental Improvement Program at Lake Tahoe, Attachment B; as well as Lake Tahoe Restoration Act Public Law 106, Nov. 13, 2000 by the 106th Congress; Attachment C

⁴ Placer County Homewood Erosion Control: TRPA in the EIP page 26. Cost \$208,821 repair of SEZ

⁵ West Shore General Plan 1998 "Base facilities for the south side of Ski Homewood encroach upon a stream environmental zone" page II-32 (needs restoration); Attachment D

⁶ Placer County map of Homewood Wetlands, Attachment E

⁷ Placer County map of Homewood, stream environmental zone, Attachment F

This complete site of HMR needs to consider the Safety Elements and goals of “extreme” fire, flood, Avalanche Hazards.⁸

Therefore, due to the failure of the Community Enhancement Program to restore, enhance or preserve the TRPA Environmental Improvement Program or the Community in scale, density or character, we at North Tahoe Citizen Action Alliance (NTCAA) have submitted an alternative proposal to reduce all development on the hill face, in the stream environmental zones and wetlands. This determination followed several meetings within Homewood homeowners in multiple meetings including the North Tahoe Citizen Action Alliance (NTCAA) Community Meeting in Tahoe City. The NTCAA is not against HMR development; we are offering an alternative to decrease the size and incremental impacts of traffic and parking and impacts to the environments in this present HMR proposal in Homewood.

Understanding direct and indirect impacts of urbanization on watersheds and wetlands deepens our understanding of the cumulative impacts in the Lake Tahoe Basin.⁹ Development must not be so massive as to disregard our thresholds and the Prime Fish Habitat discussed by TRPA.¹⁰ The Tahoe basins “environmental quality has depreciated in a measurable, cumulative way”¹¹. NTCAA listened and reduced the developments impacts on traffic and parking as well as the Noise, Air and Water Thresholds as recommended to us by the Homewood citizens during our review. This Alternative is recommended to develop within the scale, density and character of Homewood and within the TRPA-EIP and other Federal mandates as described and while still allowing a vibrant community center and residential community.

Sincerely,

Susan R. Gearhart

Susan R. Gearhart
NTCAA Board of Directors
PO Box 289
Tahoe Vista, CA
96148

⁸ West Shore General Plan 1998: Chapter VI Safety Element, Attachment G

⁹ Center for Watershed Protection: Direct and Indirect Impacts of Urbanization on Wetlands & Wetlands for the Office of Wetlands, Oceans and Watersheds, U.S. Environmental Protection Agency 12/2000, Attachment H

¹⁰ TRPA Shorezone, Prime Fish Habitat map – Spawning, Attachment I

¹¹ Lake Tahoe Watershed Assessment by USDA, USFS and Pacific Southwest Research Station, 1999

Homewood Mountain Resort (as per web site)	NTCAA Alternative	Reasoning for Change
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North Base: Hotel 60 rooms, 40 two bedroom, two bath condo's hotel rooms, and 30 rooms penthouse privately owned, 3 to 4 stories- Total rooms = 130	HMR Inn delete 40 two bedrooms condo's individually-owned Height restriction of 3 stories high. Total rooms = 90	Reduction of the size of the Hotel, this will be the largest Restaurant and Inn: Sunnyside Inn 23 rooms, West Shore Café & Inn, 6 rooms plus 5 townhouses = 21 rooms
Inn- full service Restaurant, Spa, pool, fitness center and other accessories.	Same	Unchanged
Parking-three levels on the wetlands, Fawn St.	Parking removed from this site. Restore wetlands and preserve functions.	No net loss but change in the Conceptual Plan by moving parking lot.
12 On-site workforce (WF) housing apartments around parking lot.	Same	Unchanged
Commercial Floor Space (CFA), 25,000 sq. ft. Parking?	Recommend reduction in (CFA) to 20,000 sq. ft. with additional rooms above , limited to ten or less.	Rental of single bed rooms for workers in the CFA to assist living and working at same location.
42 two-story residential condo's spread among three separate buildings.	Delete – density too great	Traffic and parking are impacted heavily with condo's, multiple number of people.
40,000 sq. ft. Mountain facility. Food & beverage, Ski school, rental shop, lockers, administrative and operations office.	Reduce size to a more reasonable 30,000 facility or less, need to see details but this is extravagant.	Skiers are limited to 3,300. This facility should be reduced to include after skiing activities but limited.
Mid Mountain Chalet Restaurant, Gondola ride, unsure of potential development	Same – until EIR/EIS, view shed from the ridge around the Lake could be a problem, also emergency evacuation and response time.	Unchanged, actually supported by many homeowners.
Possible Ski School	Same	Unchanged, should be open for the public, there is not a lot of information

Homewood Mountain Resort	NTCAA Alternative	Reasoning for Change
South Base: "A distinctive and beautiful appointed residential area to compliment the existing neighborhood" 120 Condominiums – 3 story	Homewood Residential would be complimented best by having Single Family Residential detached, with 2-parking spaces. Limited to 30 homes-2story, one/7,000 parcel or six/one acre with cluster townhouse's	Residential surrounding the North and South Base is PAS 158 Mc Kinney Tract –SFR on one parcel. One home per 10,000 sq. ft. parcel is standard. Reducing Traffic, Parking and Noise thresholds.
Underground parking for 120 condominiums and unknown bedrooms	Detached Single Family Homes with 2-parkings spaces, delete underground parking.	Underground Parking off of Tahoe Ski Bowl Way would be into the SEZ of Homewood Creek.
11 Single family lots located on the north end of Tahoe Ski Bowl Way overlooking Lake Tahoe and North Base	Delete, incorporate into 30 Single Family Residential or six detached townhouse/acre. Tahoe Ski Bowl Way ends at an area determined as a SEZ	Cutting into the steep slopes to build homes will inc. erosion and sediment into the Lake-Prime Fish Habitat & SEZ, wetlands
Services: A winter use only dining facility and day skier access and parking to North Base	Delete dining facility and maintain skier access.	30 SFR won't need a special place to dine.
	.	
Creating a Community Center. Resort establishes a vibrant commercial and residential center.	Same Affect: Homewood residents expressed deep desire to delete the multiple condominiums, still maintain the residential character.	Reduction minimal to "Village Core" Essentially still very viable but with decreased Traffic, Parking, and Noise Thresholds
Workforce Housing: on-site housing for those employed at Homewood.	Increased Housing above the CFA in North Base for workers to be available on site. 10 units potentially.	Added potential living space for workers and less tourist accommodation units (TAUs) to balance scale and density with Community Character
Transportation concepts: Dial-a-ride, alternative energy vehicles, water-borne taxi, incentive-based carpool. Bike & pedestrian trails.	Traffic reduction by decreasing the size of development. Reduced rentals/tourists in <u>condo's</u> TAUs in North Base = 82 and South Base = 101	TRPA EIP- Urbanization creates loss of watershed habitat, and ski areas will add to urban runoff. Traffic and urbanization will destroy the Character and beauty of Homewood & Lake Tahoe Basin.
Total + 355 TAUs	Total reduction = 183 TAUs	Condominiums deleted



David Landry

From: Jason Hommel [bibleprophecy@yahoo.com]
Sent: Friday, August 01, 2008 5:21 PM
To: David Landry
Subject: Need for Parking in Master Plan for Homewood

David L. Landry,

I received the courtesy notice about the Master Plan for Homewood.

I'm a homeowner on Lagoon, right at the base of the left of the mountain at Homewood. Our family has had this cabin since 1977.

I have reviewed Homewood's master plan. I am encouraged by the development plan for the area, and I support the entire idea of development. I especially like the idea of being able to shop for food, ice cream, and coffee at the new resort. I hope more people will come to the resort, and that the resort will prosper, and be profitable enough to do things like eventually put in new lifts and make the resort a better vacation destination, which I love. I really love the new high speed quad!

However, I'm concerned by the lack of planning for parking.

I have emailed my concerns about the lack of parking to Homewood, but I have not heard anything from them.

Their plan appears to remove many parking spaces at the resort, and will add numerous residences on the current parking lots.

I believe they need to make sure that with any additional residences, they will need to provide more parking than exists currently, as current parking needs are insufficient for the resort.

Their plan to try to make use of alternative methods of transportation, such as boating, is not viable nor realistic in my opinion.

The newly introduced idea to limit ticket sales when parking is full, is also not viable, and they are living in a fantasy world if they think that is a solution.

People drive to Tahoe. Those people will need to park somewhere. Where? Building a parking lot in Tahoe City would be a ridiculous option. People need to park where they will be staying. That's life. That's how people do things. That's not going to change.

As it is, too many people end up illegally parking along the streets in front of the houses along Sacramento street, on days when the snow is good, and the sun is out.

It is not realistic to try to turn away people who have driven four hours or more for a day trip, up from San Francisco, and further away, at such times. Since we are planning here, the plans should be to accomodate the existing traffic in any planning scenario, and to accomodate increased traffic in any expansion scenario.

Currently, the lack of attention to this issue is frightening.

There must be more parking than currently exists, even if there are no increased places to stay.

I don't know how they plan to accomodate for increased parking. Do they plan to build a parking garage?

Please acknowledge receipt of this letter simply by responding to this email with a short note, such as "thanks for the input".

Thank you.

Sincerely,

(Jason Hommel
325 Lagood Road
(at Homewood)

15527 Brooks Road
Grass Valley, CA 95945

530 274 8850

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Sincerely,

Jason Hommel

Research mining stocks ---> miningpedia.com Make money ---> silverstockreport.com Build
your faith ---> bibleprophecy.org & help others do the same!
find-your-local-coin-shop.com



DAVID AND ADELE RIEGELS
1228 46TH STREET
SACRAMENTO, CALIFORNIA 95819

August 5, 2008

Tahoe Regional Planning Agency
Attn: David L. Landry
P.O. Box 5310
Stateline, Nevada 89449

Re: Courtesy Notice for Public Scoping
TRPA File No. CEPP097130005

Dear Mr. Landry:

This is to respond to your agency's July 23, 2008 notice regarding the August 13, 2008 scoping meeting for the Homewood Mountain Resort CEP. We own a second home at 155 Tahoe Ski Bowl Way, Homewood, and therefore we will be directly impacted by the proposed South Lodge development.

While our initial reaction to JMA Ventures' plan for the South Lodge area of Homewood was naturally N.I.M.B.Y. (Not It My Back Yard!), we have to concede that economic pressures and population growth do make it inevitable, sooner or later, that something will happen in our back yard.

Change is inevitable. From the time we purchased our cabin on Tahoe Ski Bowl Way in 1983 to the present, Homewood has lost many of the businesses that we enjoyed—its service station, its hardware store, its grocery store, Tahoe Gear, Wolfdales, the Swiss Lakewood and others. Yet, during this same period, the population of the State of California has increased by fifty percent, and, with that increase, the desire to have a first or second home in Homewood, as is manifest in the increase in our property values.

Given the development schemes of years past, such as mobile homes for rent at Quail Lake, our self-interest lies in supporting responsible development plans, as those of JMA Ventures purport to be, both to revitalize Homewood and to allow others to share in the Homewood peace and quiet that we have enjoyed over the last twenty five years.

This is not to say that we are not without reservations regarding the plan; we do have reservations—approximately 100 residential units in the South Lodge area means a very large number of people (hundreds) will be staying down the

Tahoe Regional Planning Agency
Attn: David L. Landry
August 5, 2008
Page 2

street from us, our quiet dead end street could easily become a high speed thoroughfare serving the eleven new private home sites, and, later on, others in between, and a noisy right of way is to be constructed directly behind our cabin.

This is to say that, while it is obvious to us that our Homewood life will never be the same again, if JMA Ventures does what it says it will do, both in terms of the quality of its development and in terms of listening to the concerns of those of us as are destined to be the neighbors of its customers, then the changes will be, on the whole, more tolerable than might otherwise have be the case.

However, we do ask that the EIR/EIS assess all of the impacts of the proposed South Lodge development on our existing neighborhood, and in particular address the impacts of vehicular and pedestrian traffic circulation and noise and light pollution, including that resulting from the planned operations on the right of way behind our cabin.

We trust that JMA Ventures will be held to it representations, that the impact of the development will be minimized whenever and wherever possible, and that Homewood will continue as a unique and historic West Shore community.

Very Truly Yours

David A. Riegels



David Landry

From: bbvb11@gmail.com on behalf of Vic and Barbara Brochard [bbvb@calalum.org]
Sent: Friday, August 22, 2008 1:46 PM
To: David Landry
Subject: Homewood Mountain Resort

We are homeowners in Tahoma and have had our home in our family for over 100 years. Our family has tried to be good stewards of the land and lake. We believe that the Homewood Mountain Resort (HMR) would have a tremendously adverse affect on the West Shore of Lake Tahoe.

The size and density of the proposed development will negatively impact the following:

- Environment of the lake and the West Shore area via air pollution and water runoff carrying dirt and other pollutants to the lake.
- Traffic flow along Highway 89. A Sunday morning in August the traffic was backed up for 1.2 miles south of Tahoe City. Highway 89 will be overwhelmed by such a massive project on normal days and it could be catastrophic in an emergency situation.
- Homewood and West Shore areas. The numbers of resort guests, employees, service providers, trucks, boats and trailers will overwhelm our neighborhood.
- The scenic impact from the lake and trails. This project is much too large and dense.

The developer will reap a hefty profit, but we will reap degradation to the lake and mountain environment for the foreseeable future.

Victor and Barbara Brochard
6740 West Lake Blvd.
Tahoma



David Landry

From: cjgray123@comcast.net
Sent: Saturday, August 23, 2008 1:13 PM
To: jcowen@trpa.com
Cc: David Landry
Subject: Homewood Mountain Resort
Attachments: Homewood Mountain Resort

Jeff- Would you ensure that the Board Members receive this before the HMR hearing. Thanks

To: TRPA Board Members
From: Carole Gray
5040 West Lake Blvd.,
Homewood, CA 96141

305 Evergreen Drive
Kentfield, CA 94904

Date: August 23, 2008
RE: Homewood Mountain Resort

I apologize that I cannot present my position in person, but I hope my letter will have the same voice.

I am in favor of Homewood Mountain Resort. This ski resort needs revitalization.

But, I believe the 318 units proposed is too many and that this plan should be reduced 200 units for the following reasons:

1. **Traffic.** Traffic is increasing in the Tahoe Basin. Just try to get to Tahoe City from Homewood and, no doubt, you'll have run into stop and go traffic anytime after 9am to 6pm. With these added units, the congestion on the westshore, not to mention Homewood, will inevitably increase. With 318 units, it can be anticipated that between 1,400 to 1,600 vacationers will be in the Homewood area and the number of cars could increase in the Homewood area to 600 to 700. Unfortunately, these numbers do not incorporate any HMR employees either. With such a high volume of travelers, it would be naive to believe that there won't be back-up traffic issues, especially with left-hand turns, boat travelers, etc.

Although I endorse the shuttle concept, it will take a while before it is fully accepted as a viable and reliable mode of transportation. We are a commuter nation, car culture populous (remember the opening Olympic ceremonies in Atlanta?). Until this concept catches, if it will at all, the influx of traffic in Homewood will surely diminish its natural beauty, which is presumably one of the reasons why this resort is being developed.

2. **Parking.** A sub-section to my traffic concern is adequate parking. I realize a parking garage is to be constructed, but is it large enough to accommodate 1,400-1,600 vehicles, not to mention the employee parking? Although overflow parking could be utilized along Highway 89, is this the wisest choice especially in an event of an emergency? And will this parking garage and parking along Highway 89, affect the aesthetic beauty of Homewood? I argue that it wil.

3. **Size, Density and Character.** It is undeniable that the landscape of Homewood is changing. Other developments are afoot, which will, unfortunately, convert Homewood from a residential town to a resort destination. I accept this sad outcome. Even if 200 units are proposed, the effect will be the same, but at least it will not be so obvious. I think it is interesting how Homewood's character will be changed in less than decade, but I don't think this development needs to be taken to this extreme by allowing 318 units.

As far as the development itself, anything on the HMR mountain will look like an abomination because nothing is on the hill right now, but to propose a structure/development so large and numerous will dwarf the HMR hill, but also the entire town.

And similar to the traffic argument, if 1,400-1,600 vacationers are allowed in Homewood, this will, simply, overwhelm our town.

4. **Water Quality.** I realize that the lake's clarity is better this year as opposed to last year, which is a relief in light of the Angora fire, but it would be naive to believe that the Lake's clarity will always maintain its pureness. With reference to HMR, I am particularly concerned about a reference made in its application, specifically that it requests that the treatment of runoff water from the highway and area be recognized as *offsetting water quality mitigation fees*. I hope this is not a license to discharge water that would normally not pass present water standards. And, again, this is a concern that I think would be handled more conservatively with 200, not 318, units.

Like I stated above, I am in favor of this project, but I believe the number of units should be strictly scrutinized, especially considering the current and future development and within Homewood and how it will alter this town's character.

Thank you.



David Landry

From: Christine Carta [christinecarta@gmail.com]

Sent: Tuesday, August 26, 2008 6:05 PM

To: David Landry

Subject: Homewood Mountain Resort Master Plan

To whom it may concern,

We are homeowners in Tahoma and are concerned that the Homewood Mountain Resort (HMR) will have a negative impact on the West Shore of Lake Tahoe.

We understand that the scope of this Master Plan requires the preparation of an EIR/EIS. We would like to express our interest that this document adequately address the traffic impacts from this proposed development. The size and density of the proposed development will negatively impact traffic flow along Highway 89, not just in the Homewood area but as it approaches Tahoe City. While the developer espouses concern over traffic congestion and proposes to address it with on site worker housing and long-stay visitors, this does not address the impacts on evacuation in an emergency situation. The number of units has been reduced from previous proposals but still is too high for this area and is not in keeping with the community character.

In addition to traffic concerns, I expect the EIR/EIS to adequately address impacts to wetlands or SEZ zones and other environmental impacts.

Please add us to your notification list for information about the progress of the EIR/EIS document and other meetings related to this project.

Thank you for your time,

Christine and Dave Carta
6740 West Lake Blvd.
Tahoma



David Landry

From: Robert LaMar [rlamar@pobox.com]
Sent: Saturday, August 30, 2008 5:23 PM
To: David Landry
Subject: Homewood Mountain Resort

Dear TRPA:

My name is Robert La Mar. My home in Lake Tahoe is located at 5565 Lagoon Road in Homewood. I have owned this property for more than 25 years. My contact information is as follows:

Robert La Mar
757 Main Street
Half Moon Bay, CA 94019
650-560-9300
rlamar@pobox.com

I would like to express my feelings and concerns regarding the proposed development of the Homewood Resort area.

I am not a city planner, an ecological expert, a civil engineer, or a developer. I am, however, a businessman and a realist. I know that if the west shore of Lake Tahoe in general and Homewood specifically is to thrive in the future, development must come. My concern is the form in which this development takes place.

The west shore and Homewood are truly unique. Over the years they have evolved as quiet residential communities in contrast with, and I feel complimentary to, the other areas of Lake Tahoe. Areas such as south shore, Incline Village, and even the north shore that have opted for large scale development, denser population centers and a wider range of commercial ventures. I believe it has been very healthy for the Lake Tahoe region, as a whole, to be able to offer a wide range of environments for residents and visitors alike.

My main concern with the proposed Homewood development is its scale. It is my belief that if executed as currently proposed, the development would overwhelm the infrastructure and change the nature of the west shore dramatically to the detriment of the entire region. Why are we considering changing the west shore and Homewood environment so dramatically in one fell swoop and losing the unique charm and nature of this beloved and unique neighborhood? As I have said, I know that development is necessary to keep Homewood viable, but why not development in keeping with the nature, historic value, and scale of what makes the west shore and Homewood what it is? If we don't we'll be squandering a treasure that can never be recaptured.

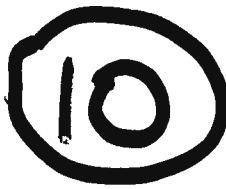
I hope those of you who have the awesome responsibility of preserving the Lake Tahoe region for our children and their children will not put the "tax base" first, and take heed and approve a development plan for Homewood that can become a part of our beautiful and traditional landscape rather than a development so massive that it threatens to become the landscape itself.

Sincerely,

Robert La Mar

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David Landry

From: Carol Kaufmann [caroltahoe@sbcglobal.net]
Sent: Sunday, August 31, 2008 10:30 PM
To: David Landry
Subject: Homewood Mountain Resort Master Plan

Mr. David Landry, Project Manager
TRPA
by email

Dear Mr. Landry,

We have received your notice of the meeting regarding the potential effects of the proposed HMR Master Plan Project. My husband and I will be out of the country for the month so, unfortunately, will not be able to attend the scheduled meeting.

We do want to go on record and saying that we have made it a point to be very informed as to what is planned for the resort as well as what JMA has been proposing, and how they are progressing. We have been involved in development issues throughout the past 40 years through business as well as circumstances. In our opinions, this is one of the best thought out developments to come along. The sensitivity to the land, and yes, the neighborhood too, is way beyond what normally happens. The project can only be a positive influence on Homewood and the West Shore in general.

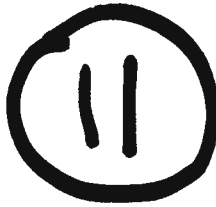
With that being said, we would like to go on record as recommending a Negative Declaration as we are totally in favor of the project as is. If this is not your decision, we would like to recommend that a highly focused EIR be undertaken so as not to discourage the developer from moving forward with a project that will be very valuable to the area both environmentally and economically.

Carol L. Kaufmann

L. Bill Kaufmann
255 St. Michaels Court
Homewood, CA 96141

CAROL L. KAUFMANN
BUSINESS MANAGER
LOVERDE BUILDERS, INC.





David Landry

From: Paul Vatistas [vatistas@yahoo.com]
Sent: Tuesday, September 02, 2008 3:16 PM
To: David Landry
Cc: Jerry Wotel; Jeff Cowen
Subject: Draft EIR/EIS for Homewood

Many thanks for informing me of the proposed meeting of the TRPA APC on September 10 to discuss the scope of the EIR/EIS for the Homewood Mountain Resort. I am a little concerned at the reference that "the item is not time certain and may be continued to another meeting without additional notice". This is very disconcerting to those of us who are not paid to attend the meeting.

I would like to request that the APC determine a time certain to address this item. Interested west shore and north shore residents (like myself) have to take a day off work to attend the meeting and drive two hours round trip to TRPA's offices in south shore in order to participate. Therefore it seems reasonable to ask the TRPA and the APC to commit to hearing the agenda item, and at a time certain.

Kind regards,

Paul Vatistas



David Landry

From: David Riegels [dave@riegelslaw.com]
Sent: Tuesday, September 02, 2008 8:22 PM
To: David Landry
Cc: Adele Riegels
Subject: Scoping for Homewood Mountain Resort Master Plan EIR/EIS
Attachments: HwoodNewsletterSept2007.pdf

Dear Mr. Landry:

After having reviewed the September 2008 Notice of Preparation, I want to take this opportunity to supplement my letter to you of August 5, 2008.

In particular, previously we were given to understand by representatives of JMA that the project will include the construction of an unpaved road that will link the South Base Area and the North Base Area. This road was described as the "Village Connection" in the attached September 2007 Newsletter.

As we understood the project, this road was to follow the line of the existing dirt road that is located to the west of Tahoe Ski Bowl Way, then at some point cross the "New Tahoe Ski Bowl Way Extension" and then connect in some way with the North Base Area.

We were given to understand that this road not only would be used by equipment traffic between the South Base Area and the North Base Area, but also would be used, both in the winter and in the summer, to convey persons between the South and North Base Area.

However, this unpaved road (the "Village Connection") does not appear to have been included in the Detailed Project Description in the September 2008 Notice of Preparation. If this road is to be constructed as part of this project, then we ask that the scope of the EIR/EIS be expanded to include the study of impacts of this road which will run directly behind our cabin; our cabin being the middle of the three cabins on the west side of Tahoe Ski Bowl Way.

Thank you for your consideration of this request.

--

David A. Riegels
Attorney at Law
4208 H Street
PO Box 19579
Sacramento, CA 95819-0579

Phone: (916) 739-0988
Fax: (916) 739-0998
Email: dave@riegelslaw.com

9/3/2008

dry your boat before launching.

From: David Riegels [mailto:dave@riegelslaw.com]
Sent: Tuesday, September 02, 2008 8:22 PM
To: David Landry
Cc: Adele Riegels
Subject: Scoping for Homewood Mountain Resort Master Plan EIR/EIS

Dear Mr. Landry:

After having reviewed the September 2008 Notice of Preparation, I want to take this opportunity to supplement my letter to you of August 5, 2008.

In particular, previously we were given to understand by representatives of JMA that the project will include the construction of an unpaved road that will link the South Base Area and the North Base Area. This road was described as the "Village Connection" in the attached September 2007 Newsletter.

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However, this unpaved road (the "Village Connection") does not appear to have been included in the Detailed Project Description in the September 2008 Notice of Preparation. If this road is to be constructed as part of this project, then we ask that the scope of the EIR/EIS be expanded to include the study of impacts of this road which will run directly behind our cabin; our cabin being the middle of the three cabins on the west side of Tahoe Ski Bowl Way.

Thank you for your consideration of this request.

--

David A. Riegels
Attorney at Law
4208 H Street
PO Box 19579
Sacramento, CA 95819-0579

Phone: (916) 739-0988
Fax: (916) 739-0998
Email: dave@riegelslaw.com



Peg Rein

From: Wood2905@aol.com
Sent: Wednesday, September 03, 2008 9:56 AM
To: dlandry@trpa.org; Placer County Environmental Coordination Services
Subject: Homewood Mountain Resort Master Plan Review

I am a part-time resident and homeowner of three homes in the Homewood area, but I will not be able to attend either review hearing as scheduled due to conflicts so I wanted to express my view.

Overall, I am in favor of Art Chapman plans to upgrade the area, however I have reservations over the scope of the project as it relates to the sheer increase in the number of "beds," hence bodies, hence traffic. On a busy day in season it already takes more than twice as long as normal to get in or out of Tahoe City going to/from Homewood to other areas. We have all experienced the kind of traffic congestion around Squaw in the morning and afternoon during ski season, and I would hate to see that kind of traffic congestion in Homewood during the ski season. And I fear the the scope of this project will exacerbate an already serious peak period traffic problem in the area unless there are plans to facilitate traffic flow better than current conditions allow?

Art Chapman assures me that there will be no more parking slots than exist today and that they will limit ski passes to the same level as today, so I hope that commitment can be established and governed--can that be part of the arrangement? What would prevent the developers from changing and substantially increasing the number of skiers permitted after the project is approved?

From the review document, I could not tell precisely how many bedrooms and "beds" are contemplated as that was not specified for the condos and penthouses, but assuming they are all at least 2 bedrooms, the plans appears to allow for in excess of 550 bedrooms and perhaps substantially more than 700 beds. That seems excessive to me and feel that TRPA and the County should conduct serious traffic modeling on the impact of that many new beds in this area. You might also explore what the county might do to accomodate increased traffic with improved roadways and traffic management processes?

Personally, I would be comfortable with no more than 250 bedrooms and I'd prefer to see a greater percentage of individual unit ownership vs fractional which seem to have much higher occupancy rates, hence greater impact on traffic.

I would appreciate your feedback on the questions I've raised. Thanks in advance.

Woody Shackleton	Lake Tahoe (summer):
80 Logan Lane	PO Box 628
Atherton, CA 94027	Homewood, CA 96141

cell: 408-420-7044	Tahoe: 530-525-0333
home: 650-780-9152	
fax: 650-780-5614	

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GOVERNOR

14

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

September 2, 2008

To: Reviewing Agencies

Re: Howewood Mountain Resort Master Plan Project (PEIR T20080052)
SCH# 2008092008

Attached for your review and comment is the Notice of Preparation (NOP) for the Howewood Mountain Resort Master Plan Project (PEIR T20080052) draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

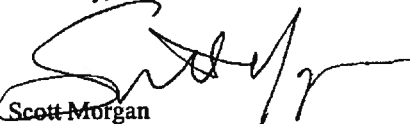
Please direct your comments to:

Maywan Krach
Placer County
3091 County Center Drive
Suite 190
Auburn, CA 95603

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,


Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

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ENVIRONMENTAL COORDINATION SERVICES

**Document Details Report
State Clearinghouse Data Base**

SCH# 2008092008
Project Title Howewood Mountain Resort Master Plan Project (PEIR T20080052)
Lead Agency Placer County

Type **NOP** Notice of Preparation
Description Homewood Mountain Resort (HMR) seeks the study and approval of the HMR Master Plan to develop and upgrade a mixed-use base area to the north, a residential base area to the south, and a mid-mountain lodge and support facilities. The proposed project would develop up to: 115 residential condos, 40 fractional ownership units, 40 two-bedroom for sale condo-hotel units, 30 penthouse condo units (top floor of the hotel), and 75 traditional hotel rooms; 25,00 square feet of commercial floor area; 28,000 square foot base mountain facility; 12 units of workforce housing; 11 single-family building envelopes; a 15,000 square foot day lodge at the mid-mountain; and approximately 987 parking spaces.

Lead Agency Contact

Name	Maywan Krach	
Agency	Placer County	
Phone	(530) 745-3132	Fax
email		
Address	3091 County Center Drive Suite 190	
City	Auburn	State CA Zip 95603

Project Location

County	Placer			
City	Auburn			
Region				
Cross Streets	State Route 89 (West Lake Boulevard) and Fawn Street			
Lat / Long	39° 5' 48.4" N / 120° 10' 7.38" W			
Parcel No.	097-130-05			
Township	14N	Range	16E	Section 1 Base MDM

Proximity to:

Highways	SR 89
Airports	none
Railways	none
Waterways	Lake Tahoe
Schools	none
Land Use	

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Landuse; Growth Inducing; Cumulative Effects

Reviewing Agencies Resources Agency; Cal Fire; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Native American Heritage Commission; Office of Emergency Services; Department of Fish and Game, Region 2; State Lands Commission; Tahoe Regional Planning Agency; California Highway Patrol; Caltrans, District 3; Regional Water Quality Control Bd., Region 6 (So Lake Tahoe)

Date Received	09/02/2008	Start of Review	09/02/2008	End of Review	10/02/2008
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Note: Blanks in data fields result from insufficient information provided by lead agency.

Resources Agency

☒ Resources Agency
Nadell Gayou

☐ Dept. of Boating & Waterways
David Johnson

☐ California Coastal
Commission
Elizabeth A. Fuchs

☐ Colorado River Board
Gerald R. Zimmerman

☐ Dept. of Conservation
Sharon Howell

☐ California Energy
Commission
Dale Edwards

☒ Cal Fire
Allen Robertson

☒ Office of Historic
Preservation
Wayne Donaldson

☒ Dept of Parks & Recreation
Environmental Stewardship
Section

☐ Central Valley Flood
Protection Board
Mark Herald

☐ S.F. Bay Conservation &
Dev't. Comm.
Steve McAdam

☒ Dept. of Water Resources
Resources Agency
Nadell Gayou

Conservancy

Fish and Game

☐ Depart. of Fish & Game
Scott Flint
Environmental Services Division

☐ Fish & Game Region 1
Donald Koch

☐ Fish & Game Region 1E
Laurie Hemsberger

☒ Fish & Game Region 2
Jeff Drongosen

☐ Fish & Game Region 3
Robert Floerke

☐ Fish & Game Region 4
Julie Vance

☐ Fish & Game Region 5
Don Chadwick
Habitat Conservation Program

☐ Fish & Game Region 6
Gabrina Getchel
Habitat Conservation Program

☐ Fish & Game Region 6 I/M
Gabrina Getchel
Inyo/Mono, Habitat Conservation
Program

☐ Dept. of Fish & Game M
George Isaac
Marine Region

Other Departments

☐ Food & Agriculture
Steve Shaffer
Dept. of Food and Agriculture

☐ Dept. of General Services
Public School Construction

☐ Dept. of General Services
Anna Garbelf
Environmental Services Section

☐ Dept. of Public Health
Veronica Malloy
Dept. of Health/Drinking Water

Independent

Commissions, Boards

☐ Delta Protection Commission
Debby Eddy

☒ Office of Emergency Services
Dennis Castrillo

☐ Governor's Office of Planning
& Research
State Clearinghouse

☒ Native American Heritage
Comm.
Debbie Treadway

☐ Public Utilities Commission
Ken Lewis

☐ Santa Monica Bay Restoration
Guangyu Wang

☒ State Lands Commission
Marina Brand

☒ Tahoe Regional Planning
Agency (TRPA)
Cherry Jacques

Business, Trans & Housing

☐ Caltrans - Division of
Aeronautics
Sandy Hesnard

☐ Caltrans - Planning
Terri Pencovic

☒ California Highway Patrol
Shirley Kelly
Office of Special Projects

☐ Housing & Community
Development
CEQA Coordinator
Housing Policy Division

Dept. of Transportation

☐ Caltrans, District 1
Rex Jackman

☐ Caltrans, District 2
Marcelino Gonzalez

☒ Caltrans, District 3
Bruce de Terra

☐ Caltrans, District 4
Lisa Carboni

☐ Caltrans, District 5
David Murray

☐ Caltrans, District 6
Michael Navaro

☐ Caltrans, District 7
Elmer Alvarez

☐ Caltrans, District 8
Dan Kopuleky

☐ Caltrans, District 9
Gayle Rosander

☐ Caltrans, District 10
Tom Dumas

☐ Caltrans, District 11
Jacob Armstrong

☐ Caltrans, District 12
Ryan P. Chamberlain

Cal EPA

Air Resources Board

☐ Airport Projects
Jim Lerner

☐ Transportation Projects
Ravi Ramalingam

☐ Industrial Projects
Mike Tolstrup

☐ California Integrated Waste
Management Board
Sue O'Leary

☐ State Water Resources Control
Board
Regional Programs Unit
Division of Financial Assistance

☐ State Water Resources Control
Board
Student Intern, 401 Water Quality
Certification Unit
Division of Water Quality

☐ State Water Resources Control Board
Steven Herrera
Division of Water Rights

☐ Dept. of Toxic Substances Control
CEQA Tracking Center

☐ Department of Pesticide Regulation
CEQA Coordinator

Regional Water Quality Control
Board (RWQCB)

☐ RWQCB 1
Cathleen Hudson
North Coast Region (1)

☐ RWQCB 2
Environmental Document
Coordinator
San Francisco Bay Region (2)

☐ RWQCB 3
Central Coast Region (3)

☐ RWQCB 4
Teresa Rodgers
Los Angeles Region (4)

☐ RWQCB 5S
Central Valley Region (5)

☐ RWQCB 5F
Central Valley Region (5)
Fresno Branch Office

☐ RWQCB 5R
Central Valley Region (5)
Redding Branch Office

☒ RWQCB 6
Lahontan Region (6)

☐ RWQCB 6V
Lahontan Region (6)
Victorville Branch Office

☐ RWQCB 7
Colorado River Basin Region (7)

☐ RWQCB 8
Santa Ana Region (8)

☐ RWQCB 9
San Diego Region (9)

☐ Other



Ted Peterson
6342 Avenida Cresta
La Jolla, CA 92037
tpeterson@amgmt.com

To the attention of TRPA Representatives regarding the September 10, 2008 Homewood Mountain Resort Scoping Meeting:

I'm writing on behalf of my mother, Kathryn Peterson, owner of the cabin located at 5225 Sacramento Street, Homewood CA. located directly south of the Homewood ski hill. My parents John (deceased 6/07) and Kathryn Peterson have owned their cabin for 58 years. I personally have been coming to our cabin my entire life (52 years).

I separately have issued a letter in "OPPOSITION" to the project (please see attached). I reside in San Diego and am unable to attend this meeting.

Scoping issues that, I believe, need to be addressed regarding the Homewood Mountain Resort Project are as follows:

TRAFFIC: The traffic impact the project will have on highway 89 (both summer and winter) and the traffic impact on Fawn St and Sacramento St.

WATER: What will the source of water be for this project and what impact will it have on Westside of Lake Tahoe?

WETLANDS: The gravel area across from our cabin is wetlands. The EIR report needs to look into the long term history of this property.

NOISE: The project plans propose a 3-Story Parking Garage, Underground Parking, Amphitheater, Apartments, Custom Homes and Swimming Pool on the mountain in combination with Hotel, Condominiums and Retail Development. What will be the effects of the sound/noise transfer of the various development components?

EMPLOYEE HOUSING: Apartments for employee housing is proposed. The word "Director" is being used to identify the residences. What guidelines (i.e. restrictions) will be provided?

CUSTOM HOMES: Will they alter the natural water runoff the presently exists? What environmental impact will building on the mountain slope create? What sound studies will be done? What safety risk will be created from grading (i.e. dislodging of boulders above our cabin)?

PROJECT FAILURE: In the event the project fails, what will the chain of ownership be?

Thank you

Ted Peterson

On behalf of my mother:

Kathryn Peterson
5225 Sacramento Street
Homewood, CA 96141

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TRPA COORDINATION SERVICES

Ted Peterson
6342 Avenida Cresta
La Jolla, CA 92037
tpeterson@amgmt.com

To the attention of TRPA Representatives regarding Homewood Mountain Resort Project

I'm writing on behalf of my mother, Kathryn Peterson, owner of the cabin located at 5225 Sacramento Street, Homewood CA, directly to the south of the Homewood ski hill. My parents John (deceased 6/07) and Kathryn Peterson have owned their cabin for 58 years. I personally have been coming to our cabin my entire life (52 years), as have all of my brothers and sisters.

This letter is being written in "OPPOSITION" to the proposed redevelopment project based on the following:

1. **Traffic:** Highway 89 is not able to support the added traffic this project will create.
2. **Destroying of Wetlands:** The area currently covered with gravel across from our cabin is wetlands. This wetlands must properly preserved and maintained.
3. **Parking Garage:** The proposed location for a three (3) story parking garage is directly across from our cabin and in the wetlands area. The ingress and egress point on Sacramento Street will have an overwhelming impact on this neighborhood road. A "Parking Garage" is completely out of character with Homewood/Lake Tahoe community. Please take the responsible action by preserving the integrity of Homewood/Lake Tahoe and eliminate this outrageous concept. The sounds of car alarms, horns and motors reverberating from a parking structure out into the thin mountain air is beyond imagination.
4. **Employee Housing:** In addition to the parking garage this project calls for employee housing (apartments) across from our cabin. Under the name of "Director Housing" apartments are to be built in combination with a "Parking Garage". The employees that will reside in these apartments will NOT be living with the same compatible interests as the long established surrounding mountain community. Now we will have late night parties to go along with the car alarms.

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5. Homes on the Ski Hill: Across from our cabin is proposed to be the "Parking Garage and Apartments" and behind us the plan calls for "Custom Homes". The construction of these homes given the slope of the hill presents numerous issues that cause great concerns. From the environmental impact to the altered natural water runoff will create direct impact on our cabin. The idea of permitting the building of homes on the mountain does NOT preserve the character of Homewood.

6. Massive project scale: This plan calls for a 109 ft (9 stories high) structure combined with excessive building coverage. This is in no way compatible with the surrounding community nor the entire Westside of Lake Tahoe.

The westside of Lake Tahoe and the Homewood community do not need the rezoning of a **"Bulld it and they will come development"** the TRAFFIC on Highway 89 will not support it. The natural beauty of Lake Tahoe needs to be preserved. A project that includes a Parking Garage, Underground Parking, Apartments, Custom Homes on the mountain, Swimming Pool on the mountain is NOT in keeping with the character of our mountain community.

For the benefit of Homewood and Lake Tahoe, please stop this project.

Thank you,



Ted Peterson

On behalf of my mother:

Kathryn Peterson
5225 Sacramento Street
Homewood, CA 96141



David Landry

From: John Strain [bigstrains@sbcglobal.net]
Sent: Friday, September 05, 2008 6:09 PM
To: David Landry; sbueina@placer.ca.gov; Brenda Hunt; Jeff Cowen; dbunker@sierrasun.com
Cc: jmtornese@aol.com
Subject: Homewood Mountain Resort

Ladies and Gentlemen;

My name is John J Strain, along with my wife Francine, we own a five bedroom, 3,000 square foot house at 296 Snowbird Loop, in Chamberlands about 1.25 miles from the subject development. We bought our house on the West Shore in 1980 because of the peaceful and tranquil nature of the neighborhood. We did not want the garish commercial development of the North and South Shores. Right now I can drive to Tahoe City for groceries or necessities in less than a half hour.

Being a member of the Homeowners Associations at Chamberlands I do not need a Swimming Pool, Tennis Courts or other amenities planned for this project. I would like to see a major Supermarket Chain, but I know this is not feasible, since there is not enough land or critical mass population on the West Shore to justify its existence. Also you cannot get a major hardware store since it won't be supported, the former Homewood Hardware store went out of business due to lack of local support.

I think the Developer is out of his mind for the size of the project and the density he is requesting. Just because he is going to build a parking garage doesn't mean he is going to cover all of his parking requirements. In the summertime you should check all the boat trailers around the Homewood Marina, the Homewood ski area parking lot, Obexers, Sunnyside and along the surface streets near the boat launching areas. People who own or rent at Tahoe are very happy to share their properties with their guests. It is not unusual to see 4 or 5 cars around even two bedroom houses. I have a boat that I store at the Homewood Marina, and when I use my boat I have difficulty finding a place to park my car. Most of the properties along Westlake Blvd (HWY 89) have no parking signs posted in front of their property. You are going to cause a tremendous traffic problem with this development.

You are going to destroy the little village of Homewood. All of these units require support facilities, like coffee shops, donut shops, laundrettes, beauty salons, nail shops, grocery stores and restaurants. You will need to convert a lot of the adjacent residential property to commercial zoning to accommodate these needs, further eroding the neighborhood feel.

I don't know how you are going to keep Tahoe Blue with such a large scale negative environmental impact project. You should check Clear Lake to see what excessive development like Konocti Harbor Inn can do to the water quality of the Lake.

This development is going to make Highway 89 all but impassable. It will be the same as South Shore from the Y to the Casinos. A leisurely trip to Tahoe City will become a half day excursion. Parking is a major concern. Right now we have a shortage of water, this will be a further impact.

I worked in Real Estate for 25 years for Transamerica Realty Services. There was scarcely a project that we developed that we didn't want higher densities, but we managed to make a decent profit from the densities we received. Please rethink this project. If all the developments proposed around the Lake are approved we will have a Disneyland rather than God's Country.

Thank you John J Strain 16 Corte Almaden San Rafael CA 94903 415-492-3310



David Landry

From: Gary Vannelli [gary@bnvlaw.com]
Sent: Friday, September 05, 2008 9:04 AM
To: David Landry
Cc: sbuelna@placer.ca.gov; cdraecse@placer.ca.gov
Subject: Homewood Resort Development

My wife and I are 44 year residents of Placer County, with a home located at 140 Tahoe Ski Bowl Way in Homewood, a mere stone's throw from the proposed South Lodge portion of the Homewood Resort proposed development.

While there are many negative aspects in the proposed development, and a few positive ones (such as elimination of the blight created in the off season by the maintenance facilities, stored equipment and such), there are several of the negative aspects I wish to draw to your collective attentions.

First, the issue of the capacity of existing roadway facilities to accommodate the increased vehicular traffic generated by the South Lodge development needs serious study. The sole entry/exit road from Highway 89 to the South Lodge area is Tahoe Ski Bowl Way (TSBW). During the summer season, this small roadway is usually occupied by boat trailers, RV vehicles and pick-up trucks that haul the trailers. Will these kinds of uses of the roadway continue after the construction of 100 or so housing units contemplated by the development? Furthermore, the existing difficulty of negotiating a left hand turn onto Highway 89 from TSBW will be exacerbated by the flow of traffic from the South Lodge area development, potentially creating a dramatic increase in traffic back-up and concomitant gridlock along the entire stretch of TSBW, past the existing residences to the end of the street and perhaps beyond. This potential condition is not speculative when you consider that van and other vehicular parking now allowed along the east side of Highway 89 in the immediate vicinity of TSBW block the view of southbound highway traffic, thereby slowing the necessary movement of vehicles from and along TSBW onto the highway.

Second, the issues of noise and light pollution generated by the proposed South Lodge development also need serious and concentrated study. The lighting needed to illuminate a development of this size and scope will certainly obliterate what we now have to view in the beautiful night skies---the dark skies studded with magnificent celestial sights. Intense ground lighting illuminates intensely and dissipates the darkness that fosters the dramatic night skies of the Tahoe region. Is this to be lost? Unchecked urbanization of our area will diminish, if not destroy, the wonders of the night skies.

The same can be asserted regarding noise pollution. We will be subjected to years of construction activity with its deafening monotony, followed by a completed complex whose noise level may far exceed anything we can imagine at this stage. Will we lose the silence, solitude and tranquility of the area, aspects of life to be cherished rather than trashed? Again, unchecked urbanization will surely eradicate these irreplaceable treasures of our area.

These are not selfish concerns. It is understandable that others want to experience what this area offers to the enjoyment of their lives. But giving others the experience of this area will be misbegotten if, in doing so, the very wonders they seek here are also destroyed.

Thank you for taking the time to consider these issues.

Gary P. Vannelli
Helen M. Vannelli
140 Tahoe Ski Bowl Way
Homewood, CA



Peg Rein

From: Loyd Hutchins [loyd.hutchins@gmail.com]
Sent: Friday, September 05, 2008 5:24 PM
To: dlandry@trpa.org; Placer County Environmental Coordination Services; Steve Buelna; bhunt@trpa.org; jcowen@trpa.org
Subject: Homewood Mountain Resort

Dear Mr. Landry,

As I cannot attend the environmental scoping review this September, I am writing this e-mail to you to inform you of my strong opposition to the proposed Homewood Mountain Resort project. I am very concerned by several of the projected issues that a development of this size will have on the Homewood area, namely: traffic congestion, scenic and environmental impact, size and density.

I live in neighboring Tahoma during the summers and am a fourth generation West Shore resident who has spent my entire life at Lake Tahoe. I, therefore have a strong sense of what it is about Tahoe that I love, along with many other West Shore residents. I love and want to retain the scenic, alpine beauty of the West Shore, the clear blue of water of the Lake, the pristine quality of the mountains and hiking trails: all in all, the quiet solitude that an alpine retreat provides as a refuge to the creeping urbanization of the rest of California. The proposed Homewood Project threatens all of the things that make the West Shore a special place. It is an old fashioned place, yet untarnished by the over-development that sadly threatens other parts of the Lake. Development has, in fact, diminished the appeal to residents and tourists alike in certain areas of the Basin as it has eroded the high alpine mountain atmosphere and sense that Tahoe is a place one goes for an invigorating, active vacation. I don't want this to happen to Homewood. I don't want to feel as if I am living in a suburb, sitting in bumper-to-bumper traffic, breathing in exhaust fumes that are bad for my health, and I am certain, bad for the eco-system of the Lake as well and looking out on a shoreline clogged with 1,400 new boats and buoys. This is what will happen if you let this development allowed to be built at the size that is currently being proposed.

Homewood is, at most, a hamlet, not even a village, and to allow 700-830 potential new bedrooms to be built in approximately 320 new units that will bring in 1,400 to 1,600 people at peak times, not even including employees, would overwhelm this tiny place! Where are all these people/ boats and trailers going to park? where is the road capacity (and by the way, we don't want Highway 89 enlarged)? how does one get out of the area in an emergency with clogged roads? how will this type of development impact the environmental pressures already constraining the lake and the Tahoe basin?

I am very bothered by the scenic blight that a tall, massive resort would have on views looking back at Homewood from the lake, the congestion that a huge development would have on the traffic in our entire area, but it is the environmental impact of this project that could tip the balance that would definitely contribute to an unfavorable cumulative impact on the Lake.

You need to consider the development of this project on a steep slope and how that will affect the watershed; the impact of the SEZ wetlands; air quality and noise pollution from more cars and boats on/ around the lake and Highway 89; the potential to create gridlock all along the West Shore and the resulting damage from all this pollution on the lake contributing the loss of clarity of the clear blue water that we all so cherish and admire. What about the availability of water in the future for current residents on the West Shore in the face of possible droughts that seem to plague our state? Shouldn't they have the first right of access to water rather than a big, new development that is very controversial?

10/2/2008

What about the impact to the lake from more boats/buoys and trailers contributing to a higher likelihood of an invasive quagga or zebra mussels from additional boats on the lake? And more importantly, the impact of a future link-up with Alpine Ski Resort that would bring even more people, traffic and congestion to the West Shore. All of this needs to be studied and carefully assessed with an environmental and separate cumulative impact study to determine how all of the above can be modified and scaled down to reduce the negative impact on the West Shore and Lake Tahoe.

It is important that the TRPA protect Lake Tahoe and carefully manage the development around it. TRPA needs to listen to the community residents who live on the West Shore, who love the West Shore, who care about the future of the West Shore as one of the last old fashioned, quiet enclaves left on the lake, and not be swayed by commercial interests whose only interest is to make money exploiting this special atmosphere. This scenic enclave is prized by all - residents and tourists alike, and all of Tahoe used to be like Homewood, and unfortunately many communities around the lake are being ruined by traffic, noise, and congestion due to developments just like this one.

Thank you for your consideration of this matter. I am a very concerned resident who really cares about the future of the West Shore and would be so appreciative if you would take these issues into serious account.

Sincerely,

Loyd Hutchins

10/2/2008

Maywan Krach

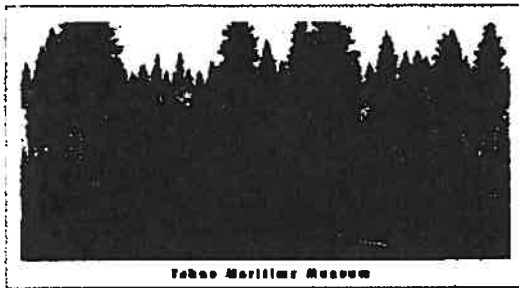
From: Bill Kraus [execdir@tahoemaritime.org]
Sent: Thursday, September 25, 2008 10:40 AM
To: Placer County Environmental Coordination Services
Subject: Comment on Notice of Preparation for proposed HMR Master Plan

While the Tahoe Maritime Museum takes no official position in regards to the validity, size or scope of the proposed HMR Master Plan, I do want to express appreciation for the environmentally-friendly efforts JMA and Homewood Mountain Resorts have made to date, such as their implementation of a fuel reduction program to reduce the risk of catastrophic fire in our community, and the re-vegetation of the mountain and mining roads to reduce runoff and sedimentation of the Lake.

I look forward to the preparation of a Draft EIR, and hope that the results of that EIR will inform the decisions of all parties so that the project is in the best long term interests of the West Shore and Lake Tahoe.

Regards,

Bill Kraus



Bill Kraus, Ph.D.
Executive Director
Tahoe Maritime Museum
www.TahoeMaritimeMuseum.org

Museum	530.525.WAKE (9253)
Fax	530.525.WAVE (9283)
Annex	530.582.9273
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9/25/2008



T 510.749.9102
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www.lozeaudrury.com
michael@lozeaudrury.com

September 5, 2008

Via e-mail - Hard Copy to Follow

Tahoe Regional Planning Agency
P.O. Box 5310
128 Market Street
Stateline, Nevada 89448
Contact: David Landry, Project Manager
dlandry@trpa.org

County of Placer
Comm. Dev. Resource Agency
Environmental Coordination Services
3091 County Center Drive, Suite 190
Auburn, CA 95603
Contact: Maywan Krach, Community
Development Technician
cdraecs@placer.ca.gov

Re: Preliminary Scoping Comments re: Homewood Mountain Resort Master Plan Project, APN
097-130-05/TRPA File Number CEPP097130005

Dear Mr. Landry and Ms. Krach,

Please accept these preliminary comments on behalf of Susan and James Gearhart and the North Tahoe Citizen Action Alliance ("NTCAA") regarding the scope of issues to be considered in the upcoming joint environmental impact report/environmental impact statement being prepared for the proposed Homewood Mountain Resort Master Plan Project. The Gearharts and NTCAA believe the following issues and potential areas of concern should be thoroughly vetted in the upcoming EIR/EIS:

1. A thorough review of the existing baseline for the project must be in place in order for the EIR/EIS to accurately project the impacts of the project and the potential success of any proposed mitigations;
2. The baseline should quantify the existing sediment loading to each watershed flowing through the project area, including Homewood and Madden Creeks. Such loading baseline should quantify sediment, phosphorous, nitrogen and other pollutant loadings currently attributable to the Homewood Mountain Resort, including any existing road surfaces;
3. The project's baseline should quantify the existing performance of the sewage collection system and treatment facility currently serving Homewood Mountain Resort, including reports of sewage spills within the treatment facility's service area and any other wet weather capacity issues and any noncompliance with pollution discharge requirements;
4. The project description and impacts analysis must include any impacts associated with any activities carried out in furtherance of the project to obtain or trade Tourist Accommodation Units, Land Coverage or any other project components, including but not limited to, for example, any proposed demolition activities and other impacts to the area where traded TAUs and coverage are proposed to be obtained and relative impacts

of trades from moving and/or expanding uses from one area of the Tahoe Basin to another area;

5. Scenic impacts from various roadways, vistas, and Lake Tahoe, including in particular the proposed increases in current height limits, must be carefully evaluated;
6. Visual and scenic impacts to local residents and surrounding areas by light emissions from the project;
7. Impacts of including new land uses not currently permitted by the existing Plan Area Statement;
8. Threats of landslides and increased erosion posed by building in unstable soil areas;
9. A thorough analysis of air quality impacts associated with the project, including from additional vehicle trips both to and from Homewood as well as any satellite or intercept parking areas;
10. A careful analysis and discussion of traffic impacts relating to the project, especially the potential to exacerbate existing cumulative traffic impacts in the area;
11. Toxic emissions and other air quality impacts of any diesel powered vehicles or vessels associated with the project proposal;
12. The analysis needs to fully document potential levels of toxic diesel emissions associated with construction activities from both site construction equipment as well as trucks as they travel to and from the project site and through local communities along those routes;
13. Analysis of impacts of disposing of soil and dirt from the project's proposed grading activities, including air quality impacts and disposal impacts;
14. Any toxic exposures to people from vehicle exhaust resulting from the proposed enclosed parking structures;
15. Thorough vetting and peer review of any estimates of claimed reductions in vehicle miles travelled resulting from the project, including evidence of the effectiveness of any dial-a-ride, water shuttles, bike paths, intercept parking and other alternative transportation proposals;
16. Accurate projections and analysis of traffic impacts associated with the proposed project both in Homewood, at any intercept parking sites, and other key intersections, roads or highways to be used by visitors and service vehicles;
17. Whether credits for dismantling or improving existing roads that should not legally be discharging to Lake Tahoe or its tributaries should properly be considered as mitigation for the project;

18. Potential impacts to the Homewood Creek stream channel by day-lighting and other project proposals;
19. Any potential impacts to water quality, stream flow or aquatic life associated with micro-hydro power proposals included with project;
20. Careful assessment of soil types and presence of any current or past wetland areas that qualify as stream environmental zones or waters of the United States, including federal or state jurisdictional wetlands, and whether any project components propose to further cover, fill or excavate any such areas;
21. Whether proposed coverage will allow increased runoff compared to any coverage areas with which it is being traded;
22. Adverse water pollution effects of increased impermeable surfaces, included additional roads, parking areas, and roofs, nearer to Lake Tahoe;
23. Adverse water pollution impacts of additional cars and other vehicles travelling to Homewood or into the Tahoe Basin associated with the project;
24. The analysis should fully disclose and consider any past or current violations by Homewood Mountain Resort of any waste discharge requirements or water pollution control laws, past or ongoing enforcement actions, and any monitoring results;
25. Project should analyze current status and performance of existing sewage system into which Homewood resort discharges, any increases in sewage associated with the project, and any increase in likelihood of sewage spills to storm drains, local creeks, Lake Tahoe or other locations;
26. Sufficiency of water supply for the project and the water supply conveyance system and any associated environmental impacts from necessary upgrades to accommodate the proposed project;
27. Impacts to groundwater flow and quality from excavations proposed by project;
28. Adverse impacts of excavations and underground structures on flow of ground water in and adjacent to SEZs and other sensitive areas;
29. Water quality impacts to groundwater from proposed storm water control features;
30. The project should conduct thorough biological surveys to determine the presence of any plant or animal species listed as endangered, threatened or sensitive under state or federal law or candidates for such listings, and, if present, fully evaluate and mitigate the project's impacts on those species;
31. Project should assess impacts to native fauna resulting from project's construction and increased use of ski area;

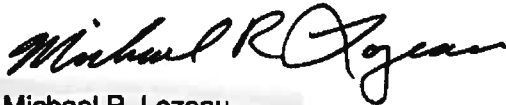
32. Analysis needs to fully document potential noise levels associated with the project, including but not limited to noise from construction activities, truck travel along routes, and facility operations including the parking facilities, traffic noise, crowd noise from skiing operations and expanded events at the facility, and noise from any proposed alternative transportation components;
33. A full evaluation of growth-inducing impacts of the project including higher potential for the expanding ski area to link up with other nearby ski areas, additional entertainment and other events that may result from expanded facilities, and induced expansion of existing rental and commercial properties and buildings in Homewood;
34. Impacts to emergency evacuation procedures and routes resulting from increased numbers of visitors and residents;
35. Potential increases in accidents between additional vehicles, pedestrians and bicyclists resulting from the project;
36. Increased risk of invasive species' introductions resulting from increase of visitors, vehicles and boats;
37. Any discharges associated with the project of turbidity and other pollutants already impairing Lake Tahoe or its tributaries are by definition cumulative impacts and should be reduced well below current levels to avoid contributing to the Lake's existing impairment. For example, designing engineered storm water control for a 20 year 1 hour storm event will not prevent the resort or the project from contributing to Lake Tahoe's existing water quality impairments now or into the future;
38. Any releases of greenhouse gasses from the project will contribute to the existing cumulative impacts of global warming and must be carefully assessed and fully mitigated;
39. Any analysis of the project's impacts into the future must take into account global warming and the expected effects on rain and snowfall amounts;
40. Impacts associated with the project's energy consumption should be fully evaluated;
41. A thorough assessment of other potential cumulative impacts including but not limited to cumulative noise impacts, cumulative wildlife impacts, cumulative traffic impacts, cumulative air pollution impacts, cumulative visual impacts, cumulative groundwater impacts, and cumulative waste disposal and landfill capacity impacts;
42. The cumulative impact analyses should pay particular attention to the cumulative impacts of numerous foreseeable projects, including other almost simultaneous Community Enhancement Program ("CEP") projects and non-CEP projects. With regard to the numerous CEP projects, the EIR/EIS should evaluate the overall consistency with the CEP program's goals, objectives, and requirements;

David L. Landry, Tahoe Regional Planning Agency
Maywan Krach, County of Placer
September 5, 2008
Page 5

43. Alternatives should include an option that proposes no net increase in the size of the existing resort as well as thorough examination of alternatives of no net increase in coverage and substantial decreases in coverage below the current baseline;
44. Alternatives should include project variants that result in a net reduction in all pollutant discharges including storm water pollutants and air emissions (including especially greenhouse gas emissions);
45. One alternative should be equivalent to the NTCAA Alternative Proposal for Homewood Mountain Resort submitted to the TRPA Governing Board on or about February 5, 2008.

Thank you for this opportunity to comment on the scope of the upcoming EIR/EIS. We look forward to participating in the process.

Sincerely,



Michael R. Lozeau
Lozeau | Drury LLP

cc: James & Susan Gearhart
Jerry Wotel

21

Peg Rein

From: Scootersimmons@aol.com
Sent: Friday, September 05, 2008 4:58 PM
To: Steve Buelna; Placer County Environmental Coordination Services; dlandry@trpa.org
Subject: Homewood Mountain Resort Environmental Review

To who it may concern,

I am a homeowner in Homewood at 5450 West Lake Blvd., and we have owned this property since 1993. We chose to purchase this property in Homewood after a five-year search looking at properties on both the West and North Shore approximately 5 to 6 miles in either direction of Tahoe City. We chose our location in Homewood not only for the beautiful location, but the services and facilities in the immediate vicinity. These included restaurants, grocery store, hardware store, marinas, fire station, post office, and specifically Homewood Mountain Resort.

Over the last 15 years we've owned our property we've lost two restaurants, the hardware store, and the grocery store has basically become a sandwich shop with a few amenities. I believe these services have gone away, because there is not enough business to keep them viable. Considering what I have observed in the past few years, I am not sure the remaining three restaurants will be able to stay in business, nor Obexers Market based on the level of activity taking place in these businesses. I imagine Homewood Mountain Resort could also be in danger if it is not allowed to make improvements to attract the critical mass that it needs to survive.

I have been following the development plans of Homewood Mound Resort closely, and I am thrilled with the redevelopment plans the owners are proposing. Not only do I think these plans are well thought out, but the owners of Homewood Mountain Resort have taken the time to meet with the residents of the area and asked for their comments and suggestions of which some have been incorporated. If Homewood Mountain Resort is able to go through with their thoughtful development, this will re-energize the community with enough "critical mass" that the existing businesses and facilities should be able to survive and flourish, and hopefully we can get back some of the services we have lost.

I know there is a very vocal group outspoken against this project, so I wanted you to know there are many of us in the community that are excited about the prospect of a redeveloped Homewood Mountain Resort. Unfortunately I cannot make the meeting on September 10, but I wanted you to know that we strongly support the plans as presented by Homewood Mountain Resort.

Scooter Simmons

Psssst...Have you heard the news? [There's a new fashion blog, plus the latest fall trends and hair styles at StyleList.com.](#)

10/2/2008



September 7, 2008

To: David Landry, Planner of HMR - dlandry@trpa.org
Steve Buelna, Planner for Placer County - sbuelna@placer.ca.gov
Maywan Krach, Community Development Technician - cdraecs@placer.ca.gov
Brenda Hunt, Head of the CEP - bhunt@trpa.org
Jeff Cowen, Public Communications - jcowen@trpa.org

Re: Environmental Scoping Review for Homewood Mountain Resort – September 10, 2008

We are responding to the TRPA Advisory Planning Commission (APC) request for public comments regarding Homewood Mountain Resort (HMR) and the scope of a joint Environmental Impact Statement/Report with Placer County.

We have been homeowners on the West Shore of Lake Tahoe in McKinney Estates for over 40 years. In general, we are in support of smart development at Lake Tahoe, but not over-development. **We are in favor of revitalizing HMR but feel it needs to be reduced substantially in size and scope to reduce environmental impacts and be compatible with the neighborhood and the West Shore. As it is currently proposed, it will overwhelm the Homewood community and infrastructure.**

Following are some issues and concerns that should be addressed in the environmental reviews:

1. Size & Density

The new development is very massive. The building of about 320 units results in approximately 700 - 830 bedrooms, 1,400 to 1,600 people at peak times, with their cars (700 to 800) and also boats and trailers in the summer. These numbers do not include resort employees and service providers.

- a. Code amendments are being requested to allow.
 - permission for timeshares/fractional ownership & multi-family condos as allowed uses. This should have a separate approval and notice to the public. Why should these uses be allowed and why should so many TAUs and units be permitted in a small village?
 - an increase in PAOTS (people at one time) to include people from Alpine Meadows, producing even more population density and environmental impact. This must be carefully analyzed.
- b. What is the number of TAUs being transferred and where are they coming from? How does the current location and size of TAUs being transferred compare to the location and size of the TAUs proposed at the HMR location? The TAU transfer of a one bedroom motel or hotel room to a residence with any number of bedrooms, is a serious inequity in the code and must be rectified.
- c. How many employees will be hired and where will they live? What are the code requirements for employee housing? Many employees may have to find affordable housing in Reno or Truckee. What transportation options would be available?
- d. How will affordable housing for the general public be addressed?

In general, the impact of this population density and its environmental impact should be thoroughly reviewed.

2. Scenic Impact

The hotel height at the North base is about 55-65 feet to include 4 stories plus a roof level. We believe that this is too high and out of scale for the Homewood neighborhood.

- a. HMR is requesting a code amendment for a special height district to allow height measurement to consider buildings to stair-step up the mountain slope rather than measure from the low point (the parking lot) to the highest building on the mountain slope (about 108.5 ft?). These will be the tallest group of buildings on the West Shore. Is this special height allowance appropriate? Should it require an increased setback from the street? Regardless of how it is measured, there will still be a high total elevation of the buildings against the mountain.
- b. Do proposed setback requirements from the Highway meet code requirements and are they adequate, even before consideration of any special height allowance?
- c. What are the heights of all the buildings? The highest point (feet of elevation) from street level to the top of the highest building needs to be verified. This is the height that will be seen from the lake and highway.
- d. How will scenic views from the lake, bike and hiking trails and Highway 89 (both pedestrian and vehicle traffic) be impacted? Is Highway 89 currently in scenic attainment? To what extent will building up the mountain slope reduce mountain views? Will the condos next to the highway and the height of the hotel eliminate mountain views for pedestrians and cars? Visual simulations should be done both from the lake and the highway.
- e. How will the height of the buildings impact the neighbors?
- f. How will the building heights compare with the height of surrounding trees? An inventory of tree height in the project area should be performed. Will remaining trees be high enough to shield the view of buildings?

3. Scale and Character

Homewood and its neighborhood compatibility will be negatively impacted from such a large development. The size will overwhelm the Homewood community & impact the quiet enjoyment & quaint village quality of the neighborhood. HMR would be a community in itself and would more than double the full-time residents (840 per the 2000 U.S. Census). Timeshare or fractional ownership does not improve communities because such owners are very transient with little interest in the affairs & civic activities of the broader Homewood neighborhood.

The resort will most likely have their own homeowners' assn with their own interests, separate from the current Homewood Homeowners Assn. The resort management and homeowners will end up being the dominant authority and have the most influence in the small village of Homewood. The current residents will lose some of their ability to control what happens in their community

- a. Since Homewood does not have a formal Community Plan, "neighborhood compatibility" and "scale and character" will need to be evaluated for the community? How and under what standards will this be accomplished?
- b. Will this development enhance the beauty of the natural environment? Is the scale and size reasonable for the surrounding natural environment or does it detract from it? How will the quiet, rural and uncrowded atmosphere of Homewood be impacted by this heavy density?
- c. The compatibility of the new land use with the adjacent residential uses should be evaluated. Is there any buffering between the resort and the neighboring residential areas?
- d. After the real estate is sold and the resulting financial benefit goes to the developer and the investors, what assurances are there that the ski facility will be financially able to continue long term? Who determines the future of the ski resort - the developer, the condo owners and/or the hotel operator? If the ski resort is not able to continue, then we have sacrificed the character and atmosphere of the Homewood community for a large scale resort with a dense population that has overwhelmed a small village. Somewhere along the review process, this issue should be considered.

4. Environmental Impacts

In general, how does this development improve the quality of the environment, or reduce dependency on cars, or meet any of the TRPA adopted environmental thresholds in any way?

The following should be evaluated:

- a. What is the land capability for the entire project, (south & north bases and mid-mountain), particularly the SEZ wetlands area at the base? How much development can be allowed on steep slopes in watershed areas? If development is proposed on land that is not Bailey Class 4 or higher, it will be necessary to address land coverage reduction, cubic volume, character, etc.
- b. What is the possibility and impact from an avalanche or landslide that could result from building on steep mountain slopes? Is the likelihood of such an event increased from extensive excavation and construction? How will water drainage from the mountain be impacted?
- c. Water run-off and discharge from the roofs during a heavy storm should be evaluated, as well as snow impact, including snow making and removal.
- d. What is the impact of increased population, traffic and construction on air quality and pollution. The EIS/EIR should include an analysis of Green House Gas Emissions and there should be compliance with the GHG Legal Act.
- e. If Lake Tahoe is at non-attainment now for carbon monoxide (per the California State Resources Air Quality Board), then how will this project improve air quality?
- f. What is the impact of the runoff of water and potential pollutants to the lake, including the use of fertilizer and other plant nutrients (concern with loss of lake water quality)?
- g. What is the potential damage to the lake and its environment from extensive construction over a long period of time.
- h. What will the noise levels be and the impact to the quiet enjoyment of the surrounding area, during and after construction. How many large events are expected to be held annually?
- i. What will be the effect of light emissions from the development on visual and scenic impacts to local residents and the surrounding area?
- j. What is the expected usage and drainage of water? What is the availability of water now and in the future (where will it come from)? Will the need for additional water resources affect the availability and cost of water to the other residents of Homewood and the West Shore? Will there be adequate water capacity to fight a major fire in the Homewood area?
- k. Will the Homewood infrastructure be able to adequately handle this additional population density - use of power and utilities such as gas, electricity and phone, use of government facilities (such as the post office, police & fire protection), increases in sewage, garbage disposal, etc. Would additional police and firefighter personnel and equipment be needed? If so, how would this be paid for?
- l. What is the impact to the lake environment, from more boats, trailers, buoys and the higher likelihood of an invasive quagga or zebra mussel invasion from additional boats.
- m. What size and how many trees and vegetation will be removed? What is the plan to re-vegetate? What percent of trees will be removed
- n. What is the effect on wildlife habitat?
- o. What is the historical significance of Washoe Indian sites on the property, including McKinney Iron Springs and Indian encampments? What will be done to preserve the character of the past, such as the small red building at the base of the current resort?
- p. What is the effect (more people, traffic, events, etc.) of any future link-up with Alpine Ski Resort. Would this require a CEQA analysis?

5. Recreational Impacts

- a. Access to the beach at Homewood. There currently isn't any public beach access (except from street ends) so what will be the impact from people wishing to see the beach or take a walk along the public area of the beach? Can public lake and beach access be increased or improved for the additional population? How will this additional population impact the environment and the Homewood residents who use the beach access street ends, for walking or boating?
- b. How will pedestrians cross Hwy 89 safely to see the lakeshore, visit the Lake Shore Café or the marina? Is more than one crossing needed? If so, how will this affect West Shore traffic in both directions? Is a stop sign or stop light needed?
- c. There should be a sidewalk on Highway 89 next to the project site to facilitate pedestrian safety, separate from the bike path. Pedestrian access throughout the site and around the project should be evaluated.
- d. What are the additional amenities and recreational benefits (in addition to skiing in the winter) or reductions that would occur as a result of this project? What will be the environmental impact to the biking and hiking trails from the increased population? Are the trails adequate to handle the increased capacity and will they be easily accessed by the public and free of obstruction or interference?
- e. What amenities and facilities would be open or private and which would be accessible to the general public, and to West Shore or Homewood residents?
- f. What are all the mixed uses proposed for this development and what amenities would be available for each use? How would these amenities interact or conflict with each other?
- g. Where will the additional boats be moored? Currently, there is limited buoy availability for new boats. What will be the impact of more boats on the buoy fields and more launching activity?
- h. What will be the site for the Tahoe Music Festival? Would it continue to have a view of the lake or a view of buildings from a low point at the resort?
- i. Who would have access to the mid-mountain swimming pool? Would there be a charge for the pool or the gondola trip to get there?
- j. What is the current skiing trend at Lake Tahoe? Are more skiers using the Lake Tahoe slopes? What is the anticipated cost of ski tickets after the resort is completed? What will be the impact of skiing at Homewood if the ski price goes up dramatically? Will West Shore residents receive a skiing discount and will they support a ski facility with much higher prices?

6. Cumulative Impacts

The cumulative impact studies should consider TRPA adopted environmental thresholds.

- a. A separate cumulative impact should include other local developments in Homewood and the West Shore that may be in the pipeline.
- b. The cumulative environmental impact of all 9 CEP projects around the lake should be evaluated.

7. Code Amendments

Since this is a CEP project, it is important to identify and quantify all environmental improvements that are intended to go above & beyond the normal development project built under current codes.

- a. What specific concessions might be granted to HMR if this CEP development is approved? What is the net gain to the environment and the community from granting these concessions?
- b. All code changes need to be identified, analyzed and reported. What is the cumulative impact of these proposed code changes, including
 - density requests (POATS), as noted in Item # 1a
 - allowed use of timeshares/fractional ownership and multi-family condos, as noted in Item # 1a
 - special height district and deviation from the code on how heights are measured, as noted in item # 2
- c. Will the project comply with all other TRPA and Placer County ordinances?

8. Traffic Congestion

West Shore traffic will increase from so many additional cars, trucks & service vehicles. The increased activity in Homewood, so close to Highway 89 and the lake, has the potential to cause traffic gridlock all along the West Shore, also affecting North Shore traffic coming into Tahoe City. Even with the proposed use of shuttle buses, it is unrealistic to assume that many people will not use their cars, especially in the summer. This will also cause air pollution and damage to the lake water clarity. Many days this summer (various days of the week), traffic to Tahoe City was backed up to Sunnyside restaurant, making this usual 3 minute trip into a 30 minute trip.

- a. Traffic impacts and transportation should be reviewed by an independent traffic consultant. The traffic study should include an analysis of the Vehicle Miles Traveled (VMT) and Total Maximum Daily Load (TMDL). What is the carrying capacity of Highway 89 on the West Shore?
- b. Will there be sufficient entrances/access to the resort for all planned uses and will the road grading be adequate for the slope? Will there be a separate entrance for employees, outside service and public works vehicles?
- c. Will the driveway into the ski area and resort be long enough to eliminate any potential back-up of vehicles to Highway 89? Otherwise, there will be a back-up on 89 at peak times.
- d. Will Fawn and Silver Streets comply with code requirements and be wide enough to handle increased and consistent traffic, especially for Fawn St.? Will the exits be wide enough to handle a public emergency, such as a fire?
- e. Where will employees live and how will they travel to the work site? What mitigation measures will be proposed to provide a trip reduction program for employees?
- f. Is there any guarantee that shuttle buses/boats or other transportation will continue to be provided long term/indefinitely after the hotel operator assumes responsibility for the resort operation? A performance bond for continuation of shuttle buses and other transportation services should be required prior to any project approval.

Traffic and transportation studies should also be done on a cumulative basis to include all current and probable projects on the West Shore.

9. Parking

- a. What are the parking needs based on use? Will there be assigned parking based on use? What are Placer County parking requirements? Realistic parking requirements for residents, visitors, employees and service providers should be considered, realizing that people on vacation with 3 or 4 bedrooms will invite as many people as the unit will accommodate (and more).
- b. How will the underground parking excavation impact the groundwater and land capability?
- c. Will site parking be free to locals and to visitors not staying at the resort or condo facilities?
- d. What parking will be provided on the project site for the boats and trailers, with good ingress and egress and adequate maneuverability? Where will the trailers be parked in the summer? Currently, the side shoulders of Highway 89 are already packed with boats and trailers in the summer, resulting from heavy boat usage in the Homewood area. Where will the boats and trailers be stored in the winter? In Homewood, it is unlikely that sufficient additional boat racks would be available for the storage of boats? Where will the new unit owners store their boats? Will the additional demand for boat storage near the resort increase the cost of boat storage for current Homewood residents?

10. Fire Safety

- a. Will there be sufficient water, especially during the summer, to fight a major West Shore fire in such a high-density area?
- b. Will people have adequate exits/roads to get away from a fire?
- c. In the event of a major fire, the evacuation of many people and their cars at such a large development could cause major catastrophic congestion & panic. Hwy 89 is only a 2 lane, narrow road and would not have the capacity to handle such traffic. People may not be able to escape in their cars and they will not want to take a shuttle bus. This issue should be thoroughly evaluated.

We are also concerned with mitigation through the payment of fees. This frequently doesn't help or eliminate the major impact to the Lake, the environmental or community compatibility after the development is built. How do you mitigate for the neighborhood atmosphere and compatibility that has been lost, by collecting fees? There is no amount of money that can bring that back to the community. Once done, it will be too late. Also, if mitigation fees are provided for traffic improvements, how would a fee improve the local traffic problems from so many vehicles? We are dubious that mitigation fees can actually help the environmental, the lake, traffic and the community when the development is so massive.

The West Shore public has the right to know what is being proposed for their community and we hope the environmental review(s) will provide full disclosure and information.

This project would be the largest development on the West Shore and has the potential to change the atmosphere of the West Shore forever. We hope that Homewood Mountain Resort and the number of units can be scaled down to reduce the negative impacts on the environment, including the community and traffic. Please consider the entire West Shore community when evaluating this project.

We will be happy to clarify any of these comments. Thank you for considering our comments.

Judi Tornese and Jerry Winters
Homeowners, McKinney Estates
West Shore, Lake Tahoe
(530) 525-6207
(415) 668-7125

23

David Landry

From: dennie1@moment.net
Sent: Monday, September 08, 2008 6:19 AM
To: sbuelna@placer.ca.gov; cdraecs@placer.ca.gov; David Landry

Dear Sirs,

Homewood Mountain Resort is simply too massive !

The scale and density is appalling. The population of Homewood village cannot sustain a public recreational amenity this large. As the plan suggests now, it sounds like there will still be inadequate parking and no limits on the sale of lift tickets when full. We would like to ask that particular evaluation be given to environmental concerns.

24

Peg Rein

From: dennie1@moment.net
Sent: Monday, September 08, 2008 8:01 AM
To: Steve Buelna; Placer County Environmental Coordination Services; dlandry@trpa.org
Subject: Homewood Mountain Resort Development

Dear Sirs,

My name is Verna E. Bromagem. I have been a summer resident of Homewood since I was 3 months old. Thank you for letting us know in such a clear way what we, on the West Shore, may be facing. I am saddened and disappointed that the situation has gotten this far. I never thought I would live long enough to see such rampant disregard for our beautiful natural resources. You see, I am 95 years old! I am dictating this message through my assistant. Having said that, I will first try to answer your questions.

Should there be a development of this scale at Homewood? NO What about the ambience and character of our community? Is change good?

Sometimes change is very good. In this case, I must argue that the kind of change envisioned by the developer will NOT enhance any body's quality of life except VMA Ventures. 200% growth is out of the question. If the project is considering using public parcel tax dollars, I fail to see where or how that will enhance me, or my families future. We made Homewood our home because it was small, quaint, and beautiful. It was a neighborhood of strong family ties to the land. By that I mean conservation, stewardship and love of forest tranquility.

The word stewardship is blatantly missing from VMS and Art Chapman's plans!

None of this is more obvious than the disregard for motorists on Highway 89. I was in residence at Homewood this summer is Highway 89 is virtual grid lock now. We should be thinking of residents health and safety first.

There will be more accidents....more children hit by speeders....more animals maimed and more degradation of public utilities.

What will happen when the hotel and town house crowd want to go across the road to swim in the Lake? They will stake their lives on one mad dash. If arterials are installed to enable pedestrians to cross, traffic will be backed up to Emerald Bay on the south and Dollar Point on the north, or worse.

After last summers devastating fire near the "Y" at the south end of the Lake, I should think everything should be rethought. Is there enough fire protection/ is there enough water? Is there madness here? YES.

I remain optimistic that there is a solution to what I see as an intrusion into my health and welfare....and that of my family.

Yes, I am reaching the end of my life but my children and grandchildren are all in agreement with me. Please save our beautiful mountain paradise.

Scale down this massive monstrosity.

Thank you for your concern,

Verna Bromagem
5355 Sacramento Ave
Homewood, Ca.

Maywan Krach

From: LCress7199@aol.com
Sent: Monday, September 08, 2008 7:13 PM
To: shelly@tristatecommercial.com; abiaggi@dcnr.nv.gov; norma.santiago@edcgov.us; smerrill@benchmark.com; mikehweber@sbcglobal.net; JeromeW@innercite.com; jsinglaub@trpa.org; mcdermid@charter.net; tieslie@cwf.com; lpsevison@sbcglobal.net; rossmiller@sos.nv.gov; james-galloway@sbcglobal.net; Rjclason@aol.com; donnaruhe@todaysrealty.com; jCowen@trpa.org; Steve Buelna; Placer County Environmental Coordination Services; bhunt@trpa.org
Subject: Homewood Mountain Resort—Environmental Scoping Review Hearing

September 8, 2008

TO: TRPA Governing Board Members; Steve Buelna, Placer County Planner; Maywan Krach, Community Development Technician; Brenda Hunt, Head of CEP; Jeff Cowen, Public Communications

FROM: Lorie & Paul Cress
 5250 West Lake Boulevard, Homewood, California

RE: Homewood Mountain Resort - Environmental Scoping Review Hearing

We are writing this email because we are residents of Homewood and the proposed Homewood Mountain Resort is about 3 parcels from our home. Over the past two years we have attended presentations on the project and we support the design and character of the HMR project. We believe in private property rights however the project, as proposed, is entirely out of character and scale for the West Shore and specifically the Homewood Community.

There is a saying "West Shore Best Shore". The West Shore is composed of small residential communities along Highway 89, south of Tahoe City. There are no 4 lane highways, no tacky touristy shops, no masses of people nor a "Coney Island" atmosphere. The Homewood community consists of approximately 130, primarily single family residences. Because of the small size of the community, homeowners have known one another for 60+ years. People choose to live on the West Shore because they want the peace and quiet enjoyment of their community. The majority of the homes are modest and ungated. People know their neighbors and they are interested in their community.

To introduce a transient society and increase the number of residences by 320 units (334% increase) will have a negative cascading effect on the community. Time share ownership of such a magnitude will have far reaching negative effect. Essentially the community will be changed from a community of residents to a community of renters. Such a massive increase in a transient community will impact the environmental thresholds in the following way:

1. **Traffic:** Highway 89 is always experiencing gridlock during peak periods. Time share owners typically use more than one car. Having rented a timeshare unit previously I know owners of timeshare do not come to their 3 bedroom units with one car.....more like 3 - 4 cars. Increased traffic from the added workforce commuters. Increased traffic from service vehicles needed to supply and support the development and the individual timeshare units. HIGHWAY 89 IS A TWO LANE ROAD.
2. **Air Quality:** pollution from construction, long term pollution from increased vehicles, boats, landscaping equipment, household use (natural gas combustion).
3. **Noise:** increased traffic noise from an increase in population in the neighborhood; major increased traffic and overall noise during the massive two year construction; increased noise from snow making equipment, increased traffic noise from vehicles that service the development.
4. **Scenic:** height of structures is out of character for the neighborhood and the size and height of the structures result in a loss of open space views.
5. **Water Quality:** underground cuts affect run off and possibly the water table of the Homewood Community. Will the increased need for water result in compromising the availability and cost of water for the current

9/10/2008

residents? .

6. Soils Analysis: the proposed above ground parking lot will be located on a marsh. Does anyone remember Tahoe Keys?

8. Infrastructure: What does the 334% increase in units do to the Infrastructure of our Community? Sewer, garbage disposal, fire protection, emergency response, gas, electricity. Will the residents of Homewood see increases in their costs to build and support such massive increases in population?

9. Water Clarity: Increase in population = increased boating. Increased boating by a transient community means boats are not moored for the season but a new boat comes with each timeshare owner/renter. Not only will there be a massive increase in boat usage, but each transient boat has the potential to carry pests (mussels) into the lake. Boats leak gas and oil into the lake. Is there a limit to boat usage?

In addition, *what is the potential impact on the social thresholds of the community*". When a small community is overtaken by a transient community how can the affects on the community be examined:

1. Retain the relaxed community setting.
2. Loss of community character—transient community is not civic minded.
3. New land use conflicts with adjacent residential uses.
4. Lack of adequate buffering between the old neighborhood vs. new development.
5. Demand for more lake access, boat storage, buoy fields will negatively impact existing residents and the overall environment of the lake.
6. Will there be a decrease in property values due to increased traffic, density and inventory?
7. Is there demand for more timeshare units when there is evidence of increased inventory in Squaw Valley and North Star developments? While HMR promises ferry boats, high end busses and limos to reduce traffic what happens if the project is not successful? What happens if, as is typical with Californians, everyone wants to drive their car anyway?

HMR always stated they needed a certain number of units in order to make the project work. As recently as this past spring a portion of the original property has been sold (Quail Lake & more) thus recouping a substantial amount of the initial investment. Since a sizeable amount of the investment has been recouped, how about a reduction in the density of the development too? However, from what we read HRM is moving forward asking TRPA and Placer County for major changes in the current codes so the development, as originally proposed, can go forward.

In addition, it is our understanding that there is a community outcry to change the rules regarding the use of TAU's. Just recently a request to Placer County by citizens of Homewood to develop a Homewood Community Plan was denied until TRPA updates their outdated Regional Plan. With so many requests for large new developments now before TRPA & Placer County and with so many important unresolved regional issues (Regional Plan, buoys, piers, TAU's, mussels) wouldn't it make more sense to address the regional issues first rather than approving so many developments first and figuring out what impact they will have on the environment second?

TRPA and Placer County should take a step back and give pause when considering the consequence of the impacts of a development of this size & magnitude on the Homewood Community and determine the cumulative affect on Tahoe basin. Please do not let your decisions be fee based but based on the future of Lake Tahoe.

Psssst...Have you heard the news? There's a new fashion blog, plus the latest fall trends and hair styles at StyleList.com.



David Landry

From: Antje Hackel [antje@onemain.com]
Sent: Tuesday, September 09, 2008 4:15 PM
To: David Landry
Subject: Homewoods Development

Hi David

My name , Antje Hackel 5235 Sacramento ave Homewood directly across from the gravel lot is my jear round home ! I operated and owned the motel on the corner of Fawn and hwy 89 , today the boat museum ! Homewood is a very special place for my costumers and myself ! Since I live here jear around , I take the right to strongly oppose to turn a wetland into a CITY DWELLING!!!! Every spring Sacramento ave is flood et ,the gravel lot too ,is under water !!! We don't need a hardware store or another grocery store we are only 5 miles from Tahoe city and have 1 Hardware store and 2 Lumber yards that too have all the supply we need ! there are very few people that live in homewood jear around ! I would hate to see the impact of this Development to all of our neighboring businesses Tahoe city and Tahoma !!! Traffic , Noise ,Lights is not what people come to Tahoe for ! I love the Mountains and would not like to see ,CEMENT Buildings or too much BLACK TOPPING!1 Thank you Antje
Antje Hackel
antje@onemain.com
EarthLink Revolves Around You.



Ralph Peer, II
President

T.G. Fraser
Vice-President

Alan Strachan
Secretary/Treasurer

McKinney Bay Improvement Association, Inc.

Member: Tahoe Lakefront Owners' Association

September 9, 2008

David Landry
TRPA
P.O. Box 5310
Stateline NV 89448

Via e-mail: dlandry@trpa.org

Dear Mr. Landry,

Re: Impact Issues – proposed Homewood Mountain Resort
development

MBIA supports a thorough examination of the environmental impact of the proposed development of the Homewood Mountain Resort. We are aware that others will bring to your attention a range of important issues.

Our focus today is to assure TRPA includes the impact of the additional traffic load on Highway 89, the only available corridor. The congestion on busy weekends is already at level F when trying to get into or out of Tahoe City, whether coming from the south or the north. Adding the number of cars and number of trips that would be generated by a 320 unit development as proposed is simply untenable. It is unlikely that easy alternatives will be efficacious in mitigating their impact.

There is need for a robust examination of the traffic impact both on the use of Highway 89 and on the general environment due to the additional pollutants brought to into the closed Tahoe Basin.

Thank you,

Ralph Peer

MBIA
3929 New Zealand Ave.
Santa Rosa CA 95407



Mr. & Mrs. Robert Bingham
6730 Westlake Blvd.
Tahoma, CA 96142

RECEIVED

SEP 09 2008

LARGE REGIONAL
PLANNING AGENCY

TRPA Advisory Planning Commission,

We are second home owners for fifty years. We have vacationed at the lake in all seasons for all those years. The Homewood Mountain Resort targeted for Homewood, Ca. is of personal concern to us. The size, mass and density of this mammoth project is simply too large. How will Homewood be able to handle cars (600-700) boats and trailers in the summer with single family homes and a large hotel? Also, the requested code changes for timeshares/fractional ownership and multi-family condos...it will be cheek by jowl people and cars. Parking will be impossible. Fire safety is a major concern. Does anyone realize without beautiful Lake Tahoe the developments of the past and present would be for not. Without the lake, the basin would be another little mountain town with some skiing. Has anyone given more than a passing thought of the environmental impact that Homewood Mountain Resort will have on the quality of Lake Tahoe's future?

As a homeowner, it's hard enough now to get from Tahoma to Tahoe City during peak traffic hours. It is almost unbearable now, think how truly unbearable it will be with completion of this project and only hwy 89 to facilitate this added bumper to bumper traffic and noise pollution. When we have gridlock from the exit off interstate 80 too little Homewood and beyond, it will make Los Angeles worst traffic days look good compared to Lake Tahoe.

Homewood Mountain Resort is eliminating old Tahoe and creating a little city with big city problems. I hate to the west shore added to the Sierra Sun's police blotter.

We certainly hope APC will consider our concerns and objections to the Homewood Mountain Resort. This large development in its very size and density, scenic impact, scale and character, environmental impacts, traffic congestion, parking and fire safety be scaled down to respectful proportions.

Sincerely,

Betsy and Bob Bingham
September 3, 2008

29

David Landry

From: margaret degliantoni [gmdeg@sbcglobal.net]

Sent: Wednesday, September 10, 2008 7:36 AM

To: David Landry

Hi....my husband and I just realized this meeting is being held in the morning and we are working. We are very concerned about the impact all this building will have on traffic in the Homewood area. Currently, in the summer, there are not enough places for people to park their boat trailers and access to the farmers market and special events is difficult enough. Adding more living units.....arrgh! This will only compound the issue.

In addition, we lease our house in the winter and the economy has hit people in the pocketbook.....there seems to be a glut of vacation housing already in this area. While certainly enhancing this ski resort is a great idea, just how many units are needed? What is the resort doing for the local people in terms of ski discounts, etc? How many of these units will be affordable to "not so rich" people? What will be the price range of rentals? What is the resort bringing to the people already on this side of the lake?

Businesses come and go....there is talk that some places are closing for the winter on this side of the lake. PLEASE VOTE FOR A CONSERVATIVE NUMBER OF UNITS AND A REALISTIC TRAFFIC PLAN. PLEASE VOTE FOR AFFORDABLE VACATION RENTALS.

Thanks for listening.

Margaret & George Degliantoni

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 384
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax



September 9, 2008

RECEIVED

SEP 11 2008

Maywan Krach
Placer County
3091 County Center Drive, Suite 190
Auburn, CA 95603

ENVIRONMENTAL COORDINATION SERVICES

RE: SCH# 2008092008 Howewood Mountain Resort Master Plan Project (PEIR T20080052); Placer County.

Dear Mr. Krach:

The Native American Heritage Commission has reviewed the Notice of Preparation (NOP) regarding the above referenced project. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

- ✓ Contact the appropriate Information Center for a record search to determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check. Sacred Lands File check completed, no sites indicated
 - A list of appropriate Native American Contacts for consultation concerning the project site and to assist in the mitigation measures. Native American Contacts List attached
- ✓ Lack of surface evidence of archaeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archaeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
 - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Katy Sanchez
Program Analyst
(916) 653-4040

CC: State Clearinghouse

Native American Contacts
Placer County
September 8, 2008

Rose Enos
15310 Bancroft Road Maidu
Auburn , CA 95603 Washoe
(530) 878-2378

United Auburn Indian Community of the Auburn Rancheria
Jessica Tavares, Chairperson
10720 Indian Hill Road Maidu
Auburn , CA 95603 Miwok
530-883-2390
530-883-2380 - Fax

Todd Valley Miwok-Maidu Cultural Foundation
Christopher Suehead, Cultural Representative
PO Box 1490 Miwok
Foresthill , CA 95631 Maidu
tvmmcf@foothill.net

United Auburn Indian Community of the Auburn
Tribal Preservation Committee
10720 Indian Hill Road Maidu
Auburn , CA 95603 Miwok
530-883-2390
530-883-2380 - Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2008092008 Howewood mountain Resort Master Plan Project (PEIR T20080052); Placer County.

31

From: mary.porteous@comcast.net
To: [Placer County Environmental Coordination Services;](#)
Subject: FW: Re: JMA's Homewood Mountains Proposed Plan
Date: Sunday, September 14, 2008 3:21:49 PM

>
>
> September 14, 2008
>
> Dear Maywan Krach
>
> Re: JMA proposal for Homewood Mountain Project
>
> It is an outrage that the TRPA would even consider such a massive
> construction/land use proposal from Homewood Mountain Project.. In light of
the
> efforts our government is suppose to be exerting to protect Lake Tahoe, your
> consideration of JMA proposal certainly supports the theory that "he who has
the
> most money prevails" despite the will of the public and honest government
> regulatory agencies.
>
> We have been homeowners in Homewood and Tahoma since 1984. We have
snow skied
> at Homewood/Tahoe Ski Bowl since that time, bought in to and became
victims of
> the Scam at Tahoe Ski Bowl when it became private, and for the past 40 years,
> have been enjoying the beauty and recreation Tahoe affords its residents and
> visitors. We and other middle class waterfront homeowners abide by the
> restrictive unbalanced regulations imposed on us by those agencies charged
with
> the task of protecting Lake Tahoe, while big developers carelessly destroy
those
> fragile shores in their self serving quest for more wealth. The most recent
> 180 degree about face the TRPA and Tahoe Regulatory agencies are exhibiting
as
> they entertain and approve massive construction around the Lake, increase the
> numbers of buoys and piers, and intentional ignorance of the ramped sinking
of
> illegal buoys around the Lake, certainly makes one wonder whose interest the
> TRPA and other Tahoe Regulatory Agencies are serving.
>

- > Homewood Mountain Resort sits closer to Lake Tahoe than any other Ski Area.
- > Parking and traffic during peak season use has always been a problem.

Now, JMA

- > is proposing to construct 300 plus units and increase the resorts usage--when
- > Highway 89 cannot even handle the crowds and parking of the existing usage at
- > less than 10% of what now JMVA is currently proposing? JMA claims they are
- > responding to the community's requests. We are members of the community and
- > were never approached by JMVA for our opinions. JMVA claims the community wants
- > a pool. Edwards Resort has had a pool in Tahoe for 30 plus years that has
- > rarely been used. Let JMA purchase that decaying resort, improve the facility,
- > then offer that pool to the community.

>

- > Homewood Marina Resorts now demolished housing was never in demand.
- We would

- > sometimes stay there if our cabin was too full at the Holidays and we would
- > frequently be the only guests there. Even then, parking and traffic was a huge
- > problem--and we were the only winter guests.

>

>

- > Highway 89 cannot currently handle the traffic of Lake Tahoe's "Best kept snow

- > skiing secret". How would the single lanes of highway 89 withstand the traffic
- > from the necessary growth JMVA would need to support its huge investment at
- > Homewood Mountain? Where would the visitors park?? The 997 parking spaces

- > would barely meet the needs of the new housing and employees. Where would the

- > skiers park?? What is the impact of all those cars on Highway 89 that are
- > traveling within 50 feet of the fragile shores of Lake Tahoe?

>

- > Furthermore, Homewood is the last resort to open for Winter Skiing, and the
- > first Resort to close due to its low elevation and shortage of snowfall. Some
- > years, Homewood and Tahoe Ski Bowl never opened for skiing. With Global
- > Warming, what sense does it make to reconstruct a ski resort of this magnitude

- > on the fragile shores of Lake Tahoe, when there will undoubtedly be winters of
- > inadequate snow fall that will prevent any skiing at all at Homewood. It would
- > be another of the endless examples of our government's failure to mitigate
- > environmental damage while also failing to plan for future adverse changes.

No

> doubt--as with every financial debacle--this too would become a burden of the
> taxpayer.

>

> We sincerely hope you will not consider JMA's proposal regarding Homewood
> Mountain Resort. It is a grievous, unnecessary attack on the fragile shores of
> Lake Tahoe.

>

> Sincerely,

>

> Dr. Lee and Mary Porteous

32

Stefanie Olivieri
Box 565
Truckee, Calif. 96160

September 21, 2008
Re: Homewood Resort

Placer County Board of Supervisors

Dear Placer County Supervisors,

I am writing to voice my strong support for the Homewood Resort Project which you will be discussing on the 23rd of September here in the Tahoe area.

The project as proposed is an asset to the West shore and the region as a whole. It will not only upgrade and breathe new life into an aging facility with its proposal to create a first class destination ski resort and summer lodge but it also proposes to restore the environmental health of the site itself, which has suffered some degradation.

I am especially pleased by the proposal to place an amphitheater on the site allowing for summer concerts and entertainment. This will offer the community and visitors access to cultural events that can greatly benefit visitors and locals alike. My family and I attend several of the Lake Tahoe Music Festival events at Homewood the last few summers and enjoyed the experience greatly.

I urge you to support this project and allow it to continue to move forward through the planning process as should rightfully be allowed this property owner.

Respectfully,

Stefanie Olivieri



Maywan Krach

From: Steve Buelna
Sent: Monday, September 22, 2008 7:53 AM
To: Maywan Krach
Subject: FW: Homewood Mountain Resort

For the file

Steve

From: Bonnie Kirk/Bill Clausen [mailto:billbon@sonic.net]
Sent: Sunday, September 21, 2008 5:39 PM
To: Steve Buelna
Subject: Homewood Mountain Resort

From:

Bill Clausen
6120 McKinney Drive
Homewood, Ca 96141

Regarding:

Homewood Mountain Resort

To:

Steve Buelna,

Please please please realize that the proposed resort would ruin the west shore and please do what you can to bring sanity into the planning process so that existing guidelines for density, height, scale, traffic, and environmental impact are maintained in order to maintain the character of the west shore. We have had a house in Homewood for 45 years and this is the first time I have felt the area is in danger of being destroyed. Please save us from this horrendous development!

Thank you for your help,

Bill Clausen

530 525-5433

9/22/2008

34

Maywan Krach

From: Grasslandladyvrn@aol.com
Sent: Monday, September 22, 2008 7:59 PM
To: DLandry@trpa.org; Steve Buelna; Placer County Environmental Coordination Services
Subject: Scoping Comments on Homewood Mountain Resort
Attachments: Placer.County.TROA_HMR.SRG.doc1.docx

David and Steve,

The new signing of the Tahoe River Operational Agreement has caused me to go to Lahanton for water concerns. Especially after the Sierra Sun's front page article concerning how low the Lake level is presently almost to the rim! I am asking this water intensive HMR to have this as part of their water supply, where is it going to come from? Lake Tahoe? These were the State Water Resources Control Boards permits in the past. Snowmaking is specifically referred to in the Agreement and this would be prior to any strong storms, what will happen to the Truckee River?

*Thank you all,
Susan R. Gearhart*

Looking for simple solutions to your real-life financial challenges? [Check out WalletPop for the latest news and information, tips and calculators.](#)

9/23/2008

HMR-Truckee River Operating Agreement

Tahoe Regional Planning Agency

County of Placer

David Landry, Project Manager

Steve Buelna, Planning Department

dlandry@trpa.org

sbuelna@placer.ca.gov

Maywan Krach cdaecs@placer.ca.gov

Re: Scoping Comments Water Supply for new water intensive developments

On Saturday, September 20, 2008:

The Sierra Sun front page news: Lake levels dropping fast, Two slow winters in a row – feeding 31 percent and 32 percent of normal runoff into Tahoe – means the lake could drop below its natural rim.

The surface of the Truckee River could go dry, and other water stores will have to be leaned on more heavily to supply the Reno/Sparks area.

“At this point it looks like we will get very close to Tahoe’s natural rim,” said Chad Blanchard, chief hydrologist for the U.S. District Court Water Masters Office.

Currently the lake is within 11 inches of the natural rim, down to 15 percent of the dam’s total storage capacity, he said.

The Truckee River Operating Agreement (TROA) was signed this September 6th, the Public comment period begins; to comply with Pyramid Lake Paiute Tribe, U.S. Department of Justice, the States of California and Nevada and the Truckee Meadows Water Authority.

The Bureau of Reclamation within the Department of the Interior has stated:

Section 205 (a)(2) of the Truckee-Carson-Pyramid Lake Water Rights Settlement Act, title II of Public Law 101-618, November 16, 1990 (Settlement Act), directs the Secretary of the Interior to negotiate an operating agreement that must inform the:

1. Methods of reducing the likelihood Lake Tahoe will drop below its natural rim and improving the efficient use of Lake Tahoe during extreme drought situations.
Obviously this is not the current situation.
2. Increase municipal and industrial water supplies to provide drought protection for the Truckee Meadows.

We are presently in this dilemma

HMR-Truckee River Operating Agreement

In the past, the State Water Resources Control Board has issued permits or appropriations, namely eight to TCPUD for the use of withdrawal of water from Lake Tahoe for multiple uses. Will this continue to be a State or Federally controlled permit?

Homewood Mountain Resort (HMR) is an intense water user, increasing the size of Homewood by 100%, several restaurants and swimming pools, and then adding early annual snowmaking, this is intensive. Snowmaking occurs before the heavy rains and will drop the water level further so what will be the impact to the Settlement Act.

Will the TRPA Community Enhancement Program (CEP) be able to demand water for these multiple CEPs with these high density developments, especially in light of this two year history and Climate Change becomes a reality? Lake Tahoe shouldn't become the world's largest bath tub of water for all uses to include snowmaking in the future. A limited supply of water should control growth.

The scoping for this CEP must include the cumulative impacts of all CEPs as they pertain to water supply. Can we divert more water? Is it legal? HMR scoping must include the volume of water demand and supply. Snowmaking Water Use Component is specifically mentioned in the Settlement Act, especially the amount of water diverted for snowmaking in the California portion of the Truckee River Basin. This is covered in Section 6.C.4

Section 204 of the Act provides for an interstate allocation of waters of the Lake Tahoe and Truckee River basins between California and Nevada. Will the CEPs endanger the allocation of water to California?

Through the environmental report's scoping, we should understand how the water is used within Lake Tahoe and being managed within the present legal boundaries of this TROA. Water should not be arbitrarily provided to paying customers or for all new development. Especially since "Water is California's treasured GOLD".

Sincerely,

Susan R. Gearhart

Homewood, Homeowner

Tahoe Regional Planning Agency and Placer County EIR/EIS
Saturday, September 06, 2008

*Re: Preliminary Scoping Comments re: Homewood Mountain Resort Master Plan Project,
APN 097-130-05/TRPA File Number CEPP097130005*

Please accept our comments as a challenge of the TRPA APC and Placer County's present plans to continue with the scoping of the Draft EIR/EIS prior to having a project to review. On May 14, 2008 Homewood Mountain Resort's (HMR) presented a Land Capability Challenge/Man-modified Determination; APN#097-130-05, 5145 West Lake Blvd., Placer County, CA. to TRPA. We will explain an alternative to this project if you deem that this process must be continued.

The HMR development on the present parking lots should be reducing the footprint and allowing more soil to be exposed is an environmental plus, part of the design of a Community Enhancement Plan (CEP). However, we are deeply concerned with the development of multiple levels of a parking lot and workforce housing on wetlands, Bailey Land scoring 1b for SEZ. There is more. The 11-15 parcels for homes on the continuation of Tahoe Ski Bowl Way to the North Ski slope is on Baileys Land Scoring of 1a, as so is the mid-mountain lodge. Almost all land to the west and uphill from HMR is category 3 then 1a in Bailey's Land capability.

This development must have Land Capability Verification or a Site Assessment that determines those parcels before this EIR/EIS should be prepared. The impacts to the development is approximately 40 acres that makes up the proposed CEP project including the north and south base areas, connecting access, parking lots and affiliated development areas. Also included is the area is the immediate vicinity of the mid-mountain lodge facility. There is an SEZ that runs through a portion of the South base that was verified by TRPA and Lahontan in conjunction with the Quail Lift replacement in 2006, the end of the County paved Tahoe Ski Bowl Way, a very active point "no name creek" which caused flooding in Homewood across Hwy 89 and after thousands of dollars to repair.

Both the Community and HMR are anxious to get the 'real' land capability resolved as soon as possible as this information is critical to the analysis of the project. The impact of their Challenge will have tremendous affects, the hydrology results reflect a .89' below surface water level on the gravel lot on Fawn St, it has never been developed. Even using the Individual Parcel Evaluation System (IPES) for man modified uses from 1985-1987 will be challenged. This development is a Planned Area Statement 157 Homewood Ski, recreational, not residential or commercially zoned in the areas within the challenge.

We believe we can only begin scoping in the environmental review process when we know what the project is. Presently much of the project is under a challenge that it may well

lose. This would affect the mid-mountain lodge, parking, developing and extension of Tahoe Ski Bowl Way and the 11-15 private parcels all of which are highly restricted areas of steep grades or SEZ.

In the 1998 General Plan for the West Shore, Homewood Ski:

1. Existing Environment- "Most of this area is classified as high hazard." pg II-32.
2. Conservation Element- "The physical properties of the soils of the West Shore, along with slope characteristics are primary determinants of what is commonly referred to as the "land capability system", which factors significantly in the land use regulations in the Tahoe basin, through both the TRPA and the Lahontan Regional Water Quality Control Board. " "A variation of the land capability system is employed under the IPES, which is used to determine the status of buildable parcels and allowed coverage for single family dwelling projects." This is not a single family dwelling project. For other projects where IPES is not employed, the Bailey land capability system largely determines the extent of development.
3. Safety Element- Homewood is classified as "extreme" Fire hazard, Seismic impacts, Flood Hazard throughout Homewood, and Avalanche Hazard. Many of the cut and fill areas are within the Hazard areas. (pg. VI-1, 2, 3, Figure 18)

For the reasons mentioned, it would seem appropriate to establish a project development being feasible before an environmental review process of the EIR/EIS is done. If this is not acceptable, then we are requesting An Alternatives for the EIR/EIS include a review without the development of the lands in question. Therefore the alternative project should not be illustrating the development on any of the presently Bailey's Land Capability of 1-3 Class and then within the % of land coverage of areas 4-7 classes.

An Alternative Proposal approved by North Tahoe Citizens Action Alliance (NTCAA) is attached with an amendment to remove the mid-mountain lodge. This lodge is also extremely large, almost 23,000 s f, multiple retaining walls, up to 20 foot high. Within the Application submitted to TRPA, it is stated "Adjacent to the Mid-mountain Lodge will be the pool intended for west shore resident's summer use. The pool is proposed as a recreational amenity for west shore residents, while the private club is envisioned as being accessory to the residential/tourist's uses as it is not open to the public". Due to profits & loss economics, the cost of this mid-mountain lodge is the reason for the high densities below, it provides a profit margin. The need for private club at the loss of our neighborhood compatibility and Community is a poor choice. Steep slopes with hazards and the impacts to wildlife's habitat year round create further questions of the value.

Thank you,

Susan R. Gearhart

NTCAA Board Member
Friends of the West Shore
Homeowner in Homewood, CA



David Landry

From: customerservice@llpub.com
Sent: Wednesday, September 24, 2008 2:39 PM
To: David Landry
Subject: Homewood Proposal

Hi,

My name is Leann Dyer I'm a home owner in Tahoma and have lived in the Tahoe basin for 25 years. I have no great story, but what I do have are the reasons I made Lake Tahoe my home,

- *Minimum population
- *Fresh Clean Air No Smog
- *No Traffic
- *Wild Life Bears, Raccoons, Birds and so on.
- *Mother Nature
- *Trees
- *Clean Water

Now after choosing the west shore to live some 25 years ago, I find myself here writing this letter. coming up with reasons why one would vote against Homewood's New Proposal.

I did attended the Homewood meeting last night, very thankful that a friend of mine thought to inform me. I left the meeting with questions.

List of concerns:

- * Homewood employees were not even informed about the meeting.
- * I strongly believe that there was no real effort on Homewood or the TRPA to inform the community of the meetings and or the proposal. Everyone from Tahoe City to Rubicon should have been notified in some way even if that information was a flyer hanging up at our post offices.
This leads me to believe that either Homewood/JMA or the TRPA is hiding something, and this brings me to my next point
- *Today's proposal is way greater in size than last years proposal. Why is this ???
since the plains have changed so drastically than I strongly believe the community should be given more time to get re acquainted with the new proposal. NOT 1 MONTH
- *The traffic problem that will arise from such a monstrosity was not really mentioned last night at the meeting.
I'm curious how does the TRPA and Homewood/JMA plan on accommodating so many more people and vehicles traveling
on the roads? The shuttles and the dial a ride are great ideas, but not the solution because not everyone will use
these. And not everyone will be staying at Homewood, We all are already are aware of the traffic back up to Sunnyside daily during the busy
season and Holidays times. so I guess what we can look forward to is traffic will be backed up to Homewood. NO THANK YOU
- * The size of this proposal just doesn't fit in the scope of things or here on the West Shore.
- * I'm concerned for the safety of the wild life and the pollution that will end up in our soils and in our beautiful Lake Tahoe.

* Employee housing, you mention in the proposal a 12 workforce housing apartments, each sleeping up to 4 people.

So this grand project on will need 48 employees. Affordable housing is a very large existing problem here in the Tahoe Basin.

I could go on and on But I would love for you to actually read this entire email. so for now I will stop.

My request is PLEASE allow all of us more time than until Oct 2nd. and Please Oh Please scale down the size of this project,

Make it fit in, please don't create an eye sore. Look forward to your reply.

Thank You.

Ruth Leann Dyer
Sept 24, 2008



September 25, 2008

County of Placer
Community Development Resource Agency
Environmental Coordination Services
3091 County Center Drive Suite 190
Auburn, CA 95603

Attention: Maywan Krach, Community Development Technician

Re: Notice of Preparation of a Draft Environmental Impact
(E.I.R) Report and Statement (E.I.S.) for the Homewood
Mountain Resort Master Plan.

As owners of a home at 145 Tahoe Ski Bowl Way, which is immediately adjacent to the property mentioned, we are concerned about upcoming decisions in which we understand will be considered by your agency.

We have reviewed the Notice of Preparation of the E.I.R/E.I.S for Homewood Mountain Resort Plan. Following are our main concerns and comments:

1. Page 6 – "...street will terminate and be used only by seven existing homes and the new residences."

Comment: Why will it be changing it to a private street?

2. Page 7 - "...private extension of Tahoe Ski Bowl Way may be used year round."

Comment: Does this mean the "private extension" will start at the end of the current street?

3. Page 7 - "...Off site roads will be evaluated."

Comment: Why is South Street not mentioned as a possible access to the new estate homes, thus eliminating extensive paving of the area.

Representatives of the applicant have stated to us that it is their intent to ask the county to abandon the existing street and turn it over to the resort. If this is done, would we be required to join an association to fund the maintenance/ plowing and repairs of the street?

If ski tickets will not be sold to the public at the South facility, we think that should eliminate traffic and parking on Tahoe Ski Bowl Way, thereby eliminating the need for a gated/private street.

With the increased population, will there be any non-fee public recreation opportunities for the youth in the area? We feel that this could be a deterrent to curtail juvenile crime.

Thank you for the notification of the September 10 and 23 meetings. We look forward to hearing from you as to future meetings concerning the project.

Sincerely,

Hal and Dolores Flinn
4705 Stonehedge Drive
Santa Rosa, CA. 95405



California Regional Water Quality Control Board
Lahontan Region

(31)



Linda S. Adams
Secretary for
Environmental Protection

2501 Lake Tahoe Boulevard, South Lake Tahoe, California 96150
(530) 542-5400 • Fax (530) 544-2271
www.waterboards.ca.gov/lahontan

Arnold Schwarzenegger
Governor

RECEIVED

SEP 26 2008

September 25, 2008

ENVIRONMENTAL COORDINATION SERVICES

Maywan Krach
Placer County Environmental Coordination Services
3091 County Center Dr., Suite 190
Auburn, CA 95603

**RESPONSE TO NOTICE OF PREPARATION OF ENVIRONMENTAL IMPACT
REPORT FOR HOMEWOOD MOUNTAIN RESORT MASTER PLAN, PLACER
COUNTY**

Placer County has requested comments on a Notice of Preparation (NOP) for the Homewood Mountain Resort Master Plan (project), which consists of redeveloping an existing ski resort (Facility). The proposed project involves preparing a master plan to develop and upgrade a mixed-use base area, residential area, and mid-mountain lodge and support facilities.

Our comments are submitted in compliance with California Environmental Quality Act (CEQA) Guidelines §15096, which requires responsible agencies to specify the scope and content of the environmental information germane to their statutory responsibilities, and lead agencies to include that information in their Environmental Impact Report (EIR).

The State Water Resources Control Board (State Water Board) and California Regional Water Quality Control Board, Lahontan Region (Water Board) regulate discharges to protect the quality of water of the State, broadly defined as "the chemical, physical, biological, bacteriological, radiological, and other properties and characteristics of water which affects its use" (California Water Code §13050). If the proposed project has any of the following discharges, the project proponent is required to obtain a permit from the State or Regional Water Boards:

Discharge Type

- Discharge of dredge and fill materials
- Wastewater discharges

Types of Permits involved

- Clean Water Act (CWA) §401 water quality certification for federal waters; or Waste Discharge Requirements for non-federal waters.
- CWA §402 National Pollutant Discharge Elimination System permit (e.g., construction storm water permit for any project element

California Environmental Protection Agency

Discharge Type

- Other discharges

Types of Permits involved

involving one or more acres of land disturbance).

- Waste Discharge Requirements or other permits for discharges that may affect groundwater quality and other waters of the State, such as construction and operation of solid waste transfer facilities, underground parking garages, and other proposed project activities.

Scope and Level of Needed Analyses

In general we agree with the scope of analyses indicated in the Initial Study, but want to emphasize the need to fully evaluate post-construction conditions related to water quality. We strongly encourage that low impact development (LID) approaches be incorporated into the project to mitigate potential water quality impacts identified in the Initial Study. A list of selected references on LID is included as Attachment A.

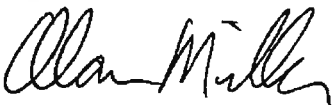
The Water Board has issued Waste Discharge Requirements (WDRs - Board Order No. 6-95-86 and Amendments A1 and A2) for the current ski resort operation, which will need to be updated as part of implementing the project. The EIR/EIS needs to provide sufficient information to support revision of the WDRs, and an anti-degradation analysis in accordance with State Water Board Resolution No. 68-16 (Attachment B) if any water quality degradation is proposed or may result from the project. Information needed includes detailed analyses of current water quality and hydrologic conditions, potential impacts resulting from the project, economic considerations, the need to develop housing in the region, and mitigation measures that will maintain the existing high quality ground and surface waters in the project area. Specific issues that should be evaluated are described below.

1. The EIR/EIS should include analysis of pollutant load reductions needed to meet the objectives of the Lake Tahoe Total Maximum Daily Load (TMDL) for nitrogen, phosphorus (nutrients) and fine sediment particles, which is currently being developed by the Water Board. Therefore, the EIR/EIS should include mitigation requirements that not only minimize the increase in pollutant loads from new construction, but also reduce fine sediment and nutrient discharges from current levels associated with the entire Facility. Pre- and post-project nutrient and fine sediment loading should be quantified and presented in the CEQA document.
2. Analysis of project alternatives should include maximizing restoration of stream environment zones (SEZs) that have been previously disturbed. This may involve options that reduce existing and new hard coverage or that change the location of hard coverage in order to provide more restoration opportunities. For example, building configurations or locations may be revised such that all or part of the area

currently covered by the gravel parking area at the North Base area, which may include former SEZs, could be restored to its original condition.

3. The proposed project includes construction of underground parking areas, which has the potential to encounter groundwater. Potential impacts could result from excavation dewatering, dewatering waste disposal activities, and alteration of surface and ground water flow regimes. Therefore, the EIR/EIS should include analysis of potential effects to surface and ground water from excavation activities and post-construction changes in surface/groundwater interactions.
4. We encourage SEZ and floodplain protection and restoration actions; however, except for limited circumstances (e.g., environmental restoration), the Water Quality Control Plan for the Lahontan Region (Basin Plan) includes prohibitions on the discharge of waste, including land disturbance, to the 100-year floodplain and SEZs in the Lake Tahoe Basin¹. The floodplain/SEZ disturbance prohibition may affect the project alternatives and should be addressed in the EIR/EIS.
5. The proposed project includes sewer connections to the mid-mountain area and relocation of the existing vehicle shop/maintenance facility for snow-grooming and other heavy equipment to this area. The EIR/EIS should include analysis of the potential impacts and mitigation measures needed to protect water quality in the event of an upset from these facilities such as sewer spills and petroleum or solvent releases. Spill contingency plans may be needed for mitigation of potentially significant impacts.

Thank you for this chance to comment. We welcome the opportunity to work with you and the project proponent to make this project an example of environmental sustainability in California. If we may clarify any of our comments or be of further assistance, please contact Bud Amorfini at 530-573-0582 or bamorfini@waterboards.ca.gov.



Alan Miller, PE
Chief, North Basin Regulatory Unit

Attachments - Attachment A, LID References
Attachment B, Resolution No. 68-16

BA/clhT: Master Plan NOP Comments.do
File Under: Homewood Mountain Resort - WDID 6A310023007

¹ For details see

http://www.waterboards.ca.gov/lahontan/water_issues/programs/basin_plan/docs/ch5_laketahoebasin.pdf

Attachment A

Low-Impact Development References

Low-impact (LID) development generally involves more compact development that:

- minimizes generation of urban pollutants;
- preserves the amenity and other values of natural waters;
- maintains natural waters, drainage paths, landscape features and other water-holding areas to promote stormwater retention and groundwater recharge;
- designs communities and landscaping to minimize stormwater generation, runoff, and concentration; promote groundwater recharge; and reduce water demand;
- promotes water conservation and re-use.

The following documents are among many that provide more specific guidance in LID.

Bay Area Stormwater Management Agencies Association. Start at the Source. 1999. Online: <http://www.basmaa.org/index.cfm>.

Center for Watershed Protection. Better Site Design: A Handbook for Changing Development Rules in Your Community. August 1998. Online: <http://www.cwp.org/>.

Local Government Commission. The Ahwahnee Water Principles: A Blueprint for Regional Sustainability. July 2006. Online: <http://water.lgc.org/guidebook>.

Prince George's County, Maryland, Department of Environmental Protection. Low-Impact Development Design Strategies. January 2000.

Prince George's County, Maryland, Department of Environmental Protection. Low-Impact Development Hydrologic Analysis. January 2000.

United States Environmental Protection Agency. Using Smart Growth Techniques as Stormwater Best Management Practices. EPA 231-B-05-002. December 2005.

United States Environmental Protection Agency. Parking Spaces/Community Places. EPA 231-K-06-001. January 2006.

United States Environmental Protection Agency. Protecting Water Resources with Higher Density Development. EPA 231-R-06-001. January 2006.

United States Environmental Protection Agency. Growing Toward More Efficient Water Use: Linking Development, Infrastructure, and Drinking Water Policies. EPA 230-R-06-001. January 2006.

Further Online References:

Ca. Office of Environmental Health Hazard Assessment: <http://www.oehha.ca.gov/ecotox.html>

United States Environmental Protection Agency: <http://www.epa.gov/smartgrowth/>

Attachment B

STATE WATER RESOURCES CONTROL BOARD

RESOLUTION NO. 68-16

STATEMENT OF POLICY WITH RESPECT TO
MAINTAINING HIGH QUALITY OF WATERS IN CALIFORNIA

WHEREAS the California Legislature has declared that it is the policy of the State that the granting of permits and licenses for unappropriated water and the disposal of wastes into the waters of the State shall be so regulated as to achieve highest water quality consistent with maximum benefit to the people of the State and shall be controlled so as to promote the peace, health, safety and welfare of the people of the State; and

WHEREAS water quality control policies have been and are being adopted for waters of the State; and

WHEREAS the quality of some waters of the State is higher than that established by the adopted policies and it is the intent and purpose of this Board that such higher quality shall be maintained to the maximum extent possible consistent with the declaration of the Legislature;

NOW, THEREFORE, BE IT RESOLVED:

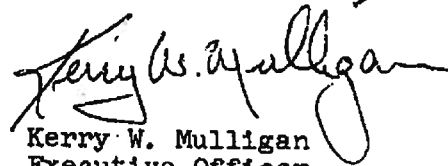
1. Whenever the existing quality of water is better than the quality established in policies as of the date on which such policies become effective, such existing high quality will be maintained until it has been demonstrated to the State that any change will be consistent with maximum benefit to the people of the State, will not unreasonably affect present and anticipated beneficial use of such water and will not result in water quality less than that prescribed in the policies.
2. Any activity which produces or may produce a waste or increased volume or concentration of waste and which discharges or proposes to discharge to existing high quality waters will be required to meet waste discharge requirements which will result in the best practicable treatment or control of the discharge necessary to assure that (a) a pollution or nuisance will not occur and (b) the highest water quality consistent with maximum benefit to the people of the State will be maintained.
3. In implementing this policy, the Secretary of the Interior will be kept advised and will be provided with such information as he will need to discharge his responsibilities under the Federal Water Pollution Control Act.

BE IT FURTHER RESOLVED that a copy of this resolution be forwarded to the Secretary of the Interior as part of California's water quality control policy submission.

CERTIFICATION

The undersigned, Executive Officer of the State Water Resources Control Board, does hereby certify that the foregoing is a full, true, and correct copy of a resolution duly and regularly adopted at a meeting of the State Water Resources Control Board held on October 24, 1968.

Dated: October 28, 1968

A handwritten signature in cursive script, appearing to read "Kerry W. Mulligan".

Kerry W. Mulligan
Executive Officer
State Water Resources
Control Board

Maywan Krach

From: William Threlfall [wetalias-waterfrontaction@yahoo.com]
Sent: Saturday, September 27, 2008 3:58 PM
To: Placer County Environmental Coordination Services
Cc: Steve Buelna
Subject: Comments on EIR/EIS Scope for Homewood Mountain Resort

As provided in the NOP for the Homewood Mountain Resort Master Plan, I am submitting the following comments concerning the EIR/EIS scope and content.

I am a homeowner in the Homewood area, with my residence located at 24 Moana Circle, between Homewood andTahoma (APN 098-191-020).

I encourage the inclusion of the following content in the EIR/EIS:

Socio-economic Impact of the project.

Please address the following questions, considering the project's intended residential and resort uses, as well as its proposed mix of retail and service functions:

1. To what extent will the project be well-integrated with the existing Homewood community and residents? Can we expect the project to merge successfully with the existing community, or will it stand apart in terms of style, exclusivity, affordability, and social norms? Will it unite or will it divide the community?
2. To what extent will the project's retail, services, and restaurants meet the needs of the entire Homewood community? Will the retail functions provide mainly boutique offerings intended for tourists and upscale vacationers, or will there be a mix of retail functions included those that serve the existing Homewood community as well as resort patrons? Will restaurants and food services be exclusively upscale or will there be a mix of types and price points?
3. To what extent will the proposed project impact unfilled retail, service, or recreational needs of the Homewood community? (e.g. gas station, emergency medical, hardware, family restaurant, take-out food, pharmacy, laundromat, bike path, public gathering space, mini-parks, tot-lot)

Hydrology Impact of the project: Riparian Water Rights

If the project includes any littoral parcels which have riparian water rights, please address the following questions:

1. Will those water rights be used exclusively to provide water to the littoral parcel itself, or does the project propose to divert water from littoral parcels to other other non-riparian parcels that do not have such rights?
2. If diversions to non-riparian parcels are planned, what would be their impact on the level of Lake Tahoe? Are such diversions in the public interest?
3. Will the project conform to the precedent that riparian rights afford no basis of right to use water upon non-riparian land. (Rancho Santa Margarita v. Vail, 11 Cal. 2d 501, 81 P. 2d 533)

Thank you for including the above issues and questions in the EIR/EIS scope.

William Threlfall
24 Moana Circle
P.O. Box 24
Homewood, CA 96141

9/29/2008



David Landry

From: Robert La Mar [rlamar@pobox.com]
Sent: Monday, September 29, 2008 11:38 AM
To: sbuelna@placer.ca.gov; David Landry
Subject: Homewood Mountain Resort EIR Input
Importance: High

My contact information is as follows:

Robert La Mar
5565 Lagoon Road
Homewood, CA 94019
Mail address:
P.O. Box 831
Half Moon Bay, CA 94019

My concerns to be addressed in the Homewood Mountain Resort EIR are as follow:

1. Tree Removal.
 - a. Healthy trees should not be removed.
 - b. The healthy trees that buffer the proposed road leading to the condominiums in the south base area and the existing homes should not be removed under any circumstances.
2. Noise
 - a. Language regarding unacceptable noise levels with specific decibel levels should be included, particularly as it relates to the south base residential area.
3. Light pollution
 - a. All lighting should be "down lighting" to avoid light pollution in at least the south base residential area.

Thank you.

Robert La Mar



Mr David Landry
Project Manager
Tahoe Regional Planning Agency
PO Box 5310
128 Market Street
Stateline
Nevada
89448

Mr Michael F Garber
PO Box 952
5579 Lagoon Road
Homewood
California
96141

29 September 2008

RE: Proposed Development at the Homewood Mountain Resort.

Dear Mr Landry,

The Developers behind the proposed new developments at the Homewood Mountain Resort, Homewood, California, have stated their intention to improve the local community and to do so in an environmentally inclined manner.

Environmental design is widely understood by the general public to be the erection of wind turbines, the installation of photovoltaic solar panels and the like. It appears that this shinny-wrapper solution is the path the Developers seek to use. However, environmental design, thinking and responses envelope much more – the very term being to do with the environment. Therefore, environmental, green, sustainable (or whatever else it is referred to as,) design demands consideration of the environment at hand.

I have gained this understanding during my Architecture Degree at the University of Nottingham, a centre for environmental excellence in education and research and also through my student membership of the Royal Institute of British Architects. The pre-conceived "tree-hugger" ideas of environmental thinking are but part of the picture. The environment includes the current residents, encompassing natural resources, air, noise and water quality. The importance of natural light and ventilation are of great importance and are key elements of design to consider before accessories such as photovoltaics are clamped on to the buildings.

It is perhaps in these more basic environmental qualities that thought appears not to have been directed to a satisfactory extent. The local population has been thought of in terms of employment and local economy, which is an undeniable need that some form of development will help. Bringing of local facilities such as a hardware store and grocery store to the community seek to address environmental concerns, yet it is undeniable that residents and guests will need to travel further afield.

The resultant effects of this increased population are perhaps most felt when it comes to transportation and local services. It is important that these are resolved to a satisfactory standard that does not penalise, disadvantage or harm the existing local residents. These concerns, if resolved successfully can meet the environmental factors and sustainability of the proposed development that needs to be addressed.

I shall now seek to address concerns about environmental and sustainable matters that the proposed development raises.

Continues...

The Localised Effect on My Residence (5579 Lagoon Road).

A proposed vehicle depot, referred to by various names, apparently intended for rubber wheeled vehicles is to be sited 10 feet from the property line of my residence.

The depot raises various environmental concerns portending the use of flammable and harmful chemicals and associated fumes produced thereof. The sitting near an existing residential neighbourhood is most unsavoury, affecting residents strongly who have breathing difficulty though medical conditions such as Asthma. Both I and my mother have Asthma and it would appear hereditary, therefore affecting future generations.

The depot also raises fire-safety concerns, both given the nature of its flammable contents and also the precarious access for fire engines and associated apparatus. Although there is a fire department based locally in Homewood, they must also protect much of the West Shore. The environment in the Lake Tahoe Basin is unforgiving for accidental fires and higher risk buildings should therefore not be placed where they are an immediate threat to residential buildings and therefore risk lives and the expedited spread of fire.

Given the nature of the site, the alignment in relation to North and the sun path from East to West, the back of my residence relies upon afternoon and evening sunlight for heat gains by solar radiation. The back yard is also the most open part of the property and a Best Management Practice would be defeated if inadequate light reached the backyard because of over shading. The proposed vehicle shed will severely overshadow the back yard during the late afternoon and evening which is when its solar gain takes place. The overshadowing also seeks to threaten the environmental performance of the dwelling which relies upon these afternoon and evening solar gains.

The quality of air pollution, fire-safety and solar gains notwithstanding, the vehicle shed will also garner unreasonable noise and light pollution, factors also affecting my residence from the proposed residential accommodation on the slope behind. The noise pollution from the engines of vehicles and associated warning sounders activated when reversing are incompatible with a residential neighbourhood.

It appears that this building has been poorly sited, even in relation to the proposed residential units which will also be affected by the proposed vehicle shed. A sustainable use of this land could help increase the environmental credibility of the Developer's scheme. Fostering a relationship with the existing neighbourhood by using this land to create a green space for recreation, exercise and relaxation for the combined community in Homewood would seek to address social and environmental aspects the scheme needs to consider.

The Effect on the Community of Homewood as a Whole.

The importance of local infrastructure is vital if the proposed development will be successful. The development needs to address the transport problems which Homewood, and indeed the West Shore, already faces, particularly in the height of summer. It would be highly irresponsible for the scheme to add increased congestion without substantially reducing existing congestion. The proposed development would seek to use public transport for its guests and residents to mitigate transport problems. However, an existing transport network is in place. It would be senseless to duplicate public transport, further adding to congestion.

Continues...

For a truly sustainable and environmental solution, the developer should look to address the existing transport network. The existing network is disjointed, often unreliable and whilst serving the North Shore into the night, cuts off the West Shore and indeed Truckee before many people would finish work. In this way, the public transport system ironically contributes to congestion. This lack of user-friendliness to residents and guests of the West Shore cuts off evening use, while the unreliability restricts daytime use. A timetable which can commonly fluctuate by ten minutes either side of the supposed departure time at stops is distressing to say the least.

A truly sustainable solution for the Developer would be to address the existing buses by subsidising Tahoe Area Regional Transits' network encouraging the buses to run reliably and to run in the evening so as to mitigate congestion. In addition to subsidise the upgrade of existing buses to be more appealing and environmentally friendly. It may also be necessary to increase capacity if the network can be made desirable to use for guests, the local population and workforce. For the network to work, it must address usability and in particular its currently obscure and difficult connections.

Another potentially overlooked transport infrastructure are the bicycle paths which should be used and upgraded for the safety of cyclists. The Developer could potentially help fund a cycle loan system similar to the successful system in place in Paris, France, where cycles are loaned and returned to a network of "service points". It is understood that users pick a bike from the automated service point ride to their desired destination and return the bicycle to the service point located there. More information can be found on the website of the scheme: "http://www.en.velib.paris.fr/comment_ca_marche/utiliser_velib". This type of bicycle loan system could help inspire "green transportation". However, encouraging people to use a bicycle as opposed to taking a car would reduce congestion.

It is apparent that a variety of solutions can be undertaken to minimise the impact that the proposed development would create on the local community. This is highly important for the continued sustainable growth of Homewood and the West Shore.

It is also important that the scheme not forget its original green intentions and use the natural resources available wisely. Photovoltaic roofing tiles could greatly take advantage of the huge solar gains available, particularly on the mountain. It is important to also consider harvesting rainwater and run-off for use in flushing toilets, therefore minimising usage of water which has been made suitable for drinking and cooking purposes. The use of biomass boilers could also lend to the developments environmental credits.

What is apparent is that the development must address the sustainability and environment of the community if it is to be successful. If it does not minimise its impact on the immediate, local environment of Homewood, its other environmental claims will be meaningless and hollow.

I trust that this letter is of use for your planning process.

Yours Sincerely,

Michael F Garber



September 30, 2008

David Landry, Project Mgr
Tahoe Regional Planning Agency
P.O. Box 5310
128 Market Street
Stateline, NV. 89448

Maywan Krach, Comm. Dev.
Steve Buelna, Planner
County of Placer Community Dev. Resource Agency
3091 County Center Drive #190
Auburn, CA. 95603

Re: Homewood Mountain Resort Master Plan Project

I am writing regarding the proposed Homewood Mountain Resort Master Plan Project for the approval of a mixed-use development at Homewood Mountain Resort. I have lived next to Homewood Mountain Resort for the past 20 years on Lagoon Road. We have enjoyed the serenity of the West Shore, in addition to the family-centric experience of Homewood Resort itself.

We understand the economic need for the resort to upgrade and expand its commercial capacity, as well as the need to better monetize their land assets through the building of residential property. In fact, I met with the Project Manager, Rick Brown, several months ago, and was told that the group was interested in working with the current residents close to the resort to make a win-win for everyone. At the time, he made representations that the vehicle garages would be set away from the houses on Lagoon so as not to infringe on the "old Tahoe" experience we all enjoy.

We now come to discover through our neighbors who attended the most recent meeting, that indeed this is not the case. They are now planning to re-route the existing road that currently goes up the mountain, to a location much closer to our houses. In addition, the garage for the resort tram vehicles is practically on top of our houses on Lagoon. It was also represented that the condominium buildings would be located such that their height wouldn't rise above the height of the current trees that currently grow along the side of the resort property. We now learn that the Project is planning to file for a height variance that will enable them to build taller buildings.

These apparent changes to the plan originally presented to me are alarming, with significant concerns including:

- Continuous vehicle noise from engines, back-up signals, road noise, etc. will damage the serenity of our neighborhood; continuous vehicle travel on the road that is planned to be next door will create significant pollution for us as well as the numerous animals and birds that come down the mountain.
- The vehicle garage located on top of many of our neighbors' houses, and very near to ours, will potentially create potential direct environmental concerns like ground toxins, as well as indirect ones, such as attracting vandals and thieves into the area. We have enjoyed decades of a relatively secure neighborhood that will be put at risk with these facilities put so temptingly close.

- The view of the mountain from my and my neighbors' homes will be destroyed with tall, inappropriate buildings intervening. This is a far cry from the "old Tahoe" as it was represented to us.
- The traffic in and out of the new development will completely clog the Lagoon, Meadow, Sacramento loop that comes from Hwy 89. This will not only completely change the character of our neighborhood, it will create safety concerns for the myriad of children who play along the side of the road, as well as for the numerous walkers and bicyclists on the road. In addition, employees that come to work at the facility will likely use Lagoon for their overflow parking.

We wish to work with the HMR Project team, Placer County Community Development and the TRPA to plan and site these facilities where they don't have such an impact on the surrounding environs and residents, as they were first represented. Surely there is a way to be both commercially and environmentally responsible.

Please take advantage of all of our expertise in making this a showcase for TRPA, Placer County, the surrounding residents and environment, the HMR owners, and most important, to preserve the specialness that is Homewood.

I can be reached at echaney@marketcatalystgroup.com or via my mobile phone at 415-359-5091.

Thank you for your consideration and your expertise in making this right for all.

Sincerely,



Elizabeth Chaney Eisenhardt
5685 Lagoon Rd.
Homewood

cc: Margaret Head
Michael Garber
Placer County Board of Supervisors
Placer County Executive
TRPA Board Members



Eisenhardt
5685 Lagoon Road
Homewood, CA 96141

Date: 9/30/08

To: Tahoe Regional Planning Agency
PO Box 5310
128 Market Street
Stateline, NV 89448

County of Placer Community Dev. Resource Agency
Environmental Coordination Services
3091 County Center Drive, Suite 190
Auburn, CA 95603

Attention: David Landry, Project Mgr.

Attention: Maywan Krach, Community Dev. Tech.

From: Paul Eisenhardt

Subj: Homewood Mountain Resort Masterplan

I am writing to express my concerns regarding the recently promulgated changes to the Homewood Mountain Resort Masterplan and the Developers intention to obtain significant and numerous variances from established policies and regulations.

As an owner of the indicated property for the past twenty (20) years, I am very appreciative of the development potential for Homewood Mountain Resort. As originally presented in working sessions with the impacted neighborhood community, the plans were significantly different than those now presented. Examples include the elimination of the scaled back density commitment for the residential units to be placed in the South Lot area of Homewood Resort. I am also surprised at the abandoning of the Developer's commitment that the buildings would not exceed the allowed height limitation of 50' and would be placed to the North side of the existing road up the mountain. Further review now indicates that the developer "representation" that the vehicle garage for snow equipment would be moved up the mountain so as to remove a current noise, pollution, and commotion issue was only a partial disclosure.

The current proposal now shoves a rubber tired vehicle garage within 10' of my neighbor's property, subjects all of us to excessive noise and diesel fueling operations, and creates additional commotion for a residential neighborhood. The noise will be exacerbated by the bells and signals that are emitted whenever these rubber tired vehicles are backed up – something it appears they will routinely need to do as no turnaround facility is provided.

The current proposal also moves the existing vehicle road to the extreme southern edge of the property and places additional condos between the existing road and the relocated road. The relocation of the road impacts existing, undisturbed forest and wetlands and the additional units are not only a numeric increase but now cram condos immediately next to the residential, low density (read as quiet) neighborhood.

None of these changes or modifications are consistent with the representations of Developer management or the public presentations that now appear to have been designed to "lull" the current residential property owners into complacency as we were "sold" the developer representations about preserving our residential neighborhood and providing a compatible development.

Alternatives exist for the developer to locate the proposed vehicle depot garage and fueling center on available, graveled areas that currently, as proposed by the developer, contain no improvements. This graveled area is a minimum of 300 feet from the nearest residential property. The graveled area is also not native land, wetlands, or existing trees. Similarly, relocation of the roadway is another contradiction of the developer. The obvious objective is relocating the roadway is to increase the density of development in an already dense project. More units of condos are proposed than the entire Lagoon/Sacramento/Meadow area ! Since the proposed units are "fractional share" ownerships, many of the occupants (based upon documented experiences at similar developments) will be renters. Regrettably, such usage generally results in excessive noise from partying and related short term activities. I am not appreciative of suddenly finding 90 residential units located within a baseball toss of my residential property. Additional density, noise, commotion etc is unacceptable and incompatible with current usage and should not go forward. Traffic density, congestion, and noise are additional issues as we are now to believe that the proposed transportation center of sleighs and buses will eliminate car usage.

I urge you to object to the current Master Plan as recently modified by the developer. Please do not allow this proposed development to go forward as now proposed. Please force the developer to honor the commitments and representations made in earlier public presentations.

I would request a reply (email is fine at paul@eisenhardtgroup.com) as to your intended "next steps". You may also contact me at my office: 601 Montgomery Street, Suite 830; San Francisco, CA 94111; Telephone 415-776-9555.

Thank you for your consideration and hopefully the uniform enforcement of regulations, the elimination of the excessive and abusive elements of the developer's current Master Plan, the need to hold this proposed development accountable, and working with your long time residents.

Paul Eisenhardt

Cc: Margaret Head
Michael Garber
Placer County Board of Supervisors
Placer County Executive
TRPA Board Members



David Landry

From: michael J garber [garbsandgarbs@msn.com]
Sent: Tuesday, September 30, 2008 5:37 PM
To: David Landry; Maywan Krach Placer Co Comm Dev Tech; Steve Buelna Placer Co Planner
Subject: Scoping for Homewood Mountain Resort with Enviromental Concerns and transportation proposals from Margaret Head Homewood CA
Attachments: Homewood Mt Resort Rubber Wheeled Vehicle Shed Placer Co 30 Sept 2008.doc

Dear Gentlepeople,

Please the following comments regarding scoping for Homewood Mountain Resort.

Thank you,

Margaret Head

30 September 2008

Mr. David Landry, TRPA
Mr. Steven Buelma, Placer County
Mayan Kraach, Placer County

Re: Environmental Scoping for HOMEWOOD MOUNTAIN RESORT:
Location of the new Rubber Wheeled Building: Fire, Air, Noise, Light, Transportation
Issues with a new proposal for transportation.

My name is Margaret Head; I have owned property in Homewood for 23 years, PAS 51.

I wish to address the **new** location of the fuel depot and maintenance shed identified as: **Rubber Wheeled Vehicle** in the South Base which Homewood Mountain Resort has submitted to the TRPA.

This depot is **sited** behind a tract of **residential single family homes**, a commercial facility that does not support the **ethos of environmental stewardship that the company advertises on their web site**.

Moving this depot from its current site near a main artery not only increases problems with fire, air quality, noise, light levels experienced by the residents of Lagoon Road. In addition this new location of the Rubber Wheeled Vehicle building will block the view of the mountain that I and several neighbors across Lagoon Road enjoy.

This depot uses **flammable** as well as hazardous diesel materials near residential dwellings, not only near Lagoon Road, houses which have existed for the last thirty years or more, but in close proximity to the condominiums which Homewood Mountain Resort proposes to build on the steep slopes behind Lagoon Road.

Regarding Fire: The Rubber Wheeled Vehicle building increases the likelihood of fire in our neighborhood because this site is not near a main artery for fire access and control. **This refueling depot is 10 feet from my property line as well as 10 feet from the property line of two other neighbors. The location of this Rubber Wheeled Building in the plans sent to the TRPA will increase the dollar amount for fire insurance which I must carry on my home. Will I be subsidized for this?**

Regarding fire, Homewood Mountain Resort needs to develop plans that the proposed increased occupancy level, a doubling of the population of Homewood, to subsidize a new fire department with hook and ladder designed to reach the extended heights of the new condos. This subsidy or fees should not come from the current property owners taxes but should be part of the Homewood Mountain impact statement. The corporation at Northstar has provided equipment for their new commercial development.

Regarding Air quality: Diminishes air quality with noxious fumes. My son and I enjoy the open mountain air, with this new location of the Rubber Wheeled Vehicle shed, the levels of chemicals and fumes will increase the asthmatic condition my son and I suffer from.

Regarding Noise levels: Constant noise of transport vehicles: trams and shuttles will shatter the serenity not only with the engine sound, but with the **constant scream** of the alarm bell as they reverse. In addition the proposed new road to the Rubber Wheeled Vehicle building will constitute a new parking lot for the extensive numbers of vehicles needed for transport. Currently there are 10 vehicles, rubber wheeled, parked outside the current building, which is sited near the main artery Tahoe Ski Bowl Road. Thus the neighbors at the west side of Lagoon will be sandwiched between two roads, with vans parked along the outskirts of the Rubber Wheeled shed. Is this the serenity that Homewood Mountain Resort advertises in their website?

Regarding Light quality: The proposed Rubber Wheeled Building will block the ambient sunlight that warms my house in the afternoon and evening as its height and breath shades my yard or garden. My house's **energy consumption will increase** which is not in keeping with **Best Management Practice**. **In addition this new building as well condos built on the steep hill will block the starry nights** which we enjoy at present.

This transportation depot, Rubber Wheeled building should move closer to Hwy 89 for access to the fire station or close to a new fire station. With a new location nearer the main artery close to Hwy 89 it will better serve the population which Homewood Mountain Resort seeks to serve.

In addition Homewood Mountain Resort should consider providing **not** alternate transportation of the intercept vans, which will in turn clog up the roads as people go the the proposed parking lots in Tahoma, but **Homewood Mountain Resort should propose to subsidize new buses for the current public transport system, TART**, as it exists rather than adding new vehicles, clogging up the overcrowded roads.

Siting the Rubber Wheeled vehicle fuel depot on this plot destroys the peace and tranquility of our neighborhood which Homewood Mountain Resorts says they are trying to engender with recollection of the OLD HOMEWOOD. Is this stewardship?

Thank you for your interest.

Sincerely,
Margaret Head
5579 Lagoon Road PO 952
Homewood, CA 96141

RECEIVED

31 September 2008

SEP 02 2008

Attn: David Landry, TRPA, Mr. Steven Buelma, and Mayan Kraach, Placer County

Re: Environmental Scoping for HOMEWOOD MOUNTAIN RESORT:

Location of the new Rubber Wheeled Building: Fire, Air, Noise, Light, and Transportation Issues with a new proposal for transportation.

LACOE REGIONAL
PLANNING AGENCY

My name is Margaret Head; I have owned property in Homewood for 23 years, PAS 51. I wish to address the **new** location of the fuel depot and maintenance shed identified as: **Rubber Wheeled Vehicle** in the South Base which Homewood Mountain Resort has submitted to the TRPA.

The HMR in meetings with local residents have made many assertions regarding the development: including sighting the residences on the present paved parking areas, not on the steep hillsides, and leaving the maintenance building where it is at near a main artery. The plan they have submitted to TRPA casts doubts on the assertions they have made publicly. They have made these assertions while the plan submitted to the TRPA has been existence since 4/10/08.

This depot is **sited** behind a tract of **residential single family homes**, a commercial facility that does not support the **ethos of environmental stewardship that the company advertises on their web site.**

Moving this depot from its current site near a main artery not only increases problems with fire, air quality, noise, light levels experienced by the residents of Lagoon Road. In addition this new location of the Rubber Wheeled Vehicle building will block the view of the mountain that I and several neighbors across Lagoon Road enjoy.

This depot uses **flammable** as well as hazardous materials near residential dwellings, not only near Lagoon Road, houses which have existed for the last thirty years or more, but in close proximity to the condominiums which Homewood Mountain Resort proposes to build on the steep slopes behind Lagoon Road.

Regarding Fire: The Rubber Wheeled Vehicle building increases the likelihood of fire in our neighborhood because this site is not near a main artery for fire access and control. **This refueling depot is 10 feet from my property line as well as 10 feet from the property line of two other neighbors. The location of this Rubber Wheeled Building in the plans sent to the TRPA will increase the dollar amount for fire insurance which I must carry on my home. Will I be subsidized for this insurance?**

Regarding fire equipment, Homewood Mountain Resort needs to develop plans that the proposed increased occupancy level, a doubling of the population of Homewood, to subsidize a new fire department with hook and ladder designed to reach the extended heights of the new condos. This subsidy or fees should not come from the current property owners taxes but should be part of the Homewood Mountain impact statement. The corporation at Northstar has provided equipment for their new commercial development.

Regarding Air quality: Diminishes air quality with noxious fumes. My son and I enjoy the open mountain air, with this new location of the Rubber Wheeled Vehicle shed, the levels of chemicals and fumes will increase the asthmatic condition my son and I suffer from.

Regarding Noise levels: Constant noise of transport vehicles: trams and shuttles will shatter the serenity not only with the engine sound, but with the **constant scream** of the alarm bell as they reverse. In addition the proposed new road to the Rubber Wheeled Vehicle building will constitute a new parking lot for the extensive numbers of vehicles needed for transport. Currently there are 10 vehicles, rubber wheeled, parked outside the current building, which is sited near the main artery Tahoe Ski Bowl Road. Thus the neighbors at the west side of Lagoon will be sandwiched between two roads, with vans parked along the outskirts of the Rubber Wheeled shed. **Will the operators of HMR be restricted on repairing and working on their vehicles between the hours of 8AM-5PM weekdays without after hours as this is a residential neighborhood? Does this noise level of these transport vehicles next to a residential neighborhood reflect the serenity that Homewood Mountain Resort advertises in their website?**

Regarding Light quality: The proposed Rubber Wheeled Building will block the ambient sunlight that warms my house in the afternoon and evening as its height and breath shades my yard or garden. My house's **energy consumption will increase** which is not in keeping with **Best Management Practice**. **In addition this new building as well condos built on the steep hill will block the starry nights** which we enjoy at present.

This transportation depot, Rubber Wheeled building should move closer to Hwy 89 for access to the fire station or close to a new fire station. With a new location nearer the main artery close to Hwy 89 it will better serve the population which Homewood Mountain Resort seeks to serve.

In addition Homewood Mountain Resort should consider providing **not** alternate transportation of the intercept vans, which will in turn clog up the roads as people go the the proposed parking lots in Tahoma, but **Homewood Mountain Resort should propose to subsidize new buses for the current public transport system, TART**, as it exists rather than adding new vehicles, clogging up the overcrowded roads.

Siting the Rubber Wheeled vehicle fuel depot on this plot destroys the peace and tranquility of our neighborhood which Homewood Mountain Resorts says they are trying to engender with recollection of the OLD HOMEWOOD. Is this stewardship?

Thank you for your interest.

Sincerely,

Margaret Head

5579 Lagoon Road PO 952 96141

HOMEWOOD, CA 96141

44

30 September 2008

Mr. David Landry, TRPA
Mr. Steven Buelma, Placer County
Mayan Kraach, Placer County

Re: Environmental Scoping for HOMEWOOD MOUNTAIN RESORT:
Location of the new Rubber Wheeled Building: and height variances for condos

My name is Robert Mullarkey; I have owned property in Homewood for 20 years,

I wish to address the **new** location of the fuel depot and maintenance shed identified as: **Rubber Wheeled Vehicle** in the South Base which Homewood Mountain Resort has submitted to the TRPA.

This depot is **sited** behind a tract of **residential single family homes**, a commercial facility that does not support the **ethos of environmental stewardship that the company advertises on their web site.**

Moving this depot from its current site near a main artery not only increases problems with fire, air quality, noise, light levels experienced by the residents of Lagoon Road. In addition this new location of the Rubber Wheeled Vehicle building will block the view of the mountain that I and several neighbors across Lagoon Road enjoy.

This depot uses **flammable** as well as hazardous diesel materials near residential dwellings, not only near Lagoon Road, houses which have existed for the last thirty years or more, but in close proximity to the condominiums which Homewood Mountain Resort proposes to build on the steep slopes behind Lagoon Road.

Regarding Fire: The Rubber Wheeled Vehicle building increases the likelihood of fire in our neighborhood because this site is not near a main artery for fire access and control. **This refueling depot is across the street from my property line as well as 10 feet from the property line of two other neighbors. The location of this Rubber Wheeled Building in the plans sent to the TRPA will increase the dollar amount for fire insurance which I must carry on my home.**

Regarding fire, Homewood Mountain Resort needs to develop plans that the proposed increased occupancy level, a doubling of the population of Homewood, to subsidize a new fire department with hook and ladder designed to reach the extended heights of the new condos. This subsidy or fees should not come from the current property owners taxes but should be part of the Homewood Mountain impact statement. The corporation at Northstar has provided equipment for their new commercial development.

Regarding Condo Height Variances: The height limit for buildings is 40 feet at present and I was assured that the new cosdos would not obstruct our view of the

mountain by Richard Brown, mgr of TMR by exceeding these limits. I see on the proposed plans they have asked for a variance to increase this height limit by 20 plus feet. We would be looking at the side of a condo rather than the mountain and this would have a dramatic effect on the value of our property. The reason we purchased this home was for the view. If the condos were required to comply with the present 40 foot height limit I would not have a problem with them.

In addition Homewood Mountain Resort should consider providing not alternate transportation of the intercept vans, which will in turn clog up the roads as people go to the proposed parking lots in Tahoma, but Homewood Mountain Resort should propose to subsidize new buses for the current public transport system, TART, as it exists rather than adding new vehicles, clogging up the overcrowded roads.

Thank you for your interest.

Sincerely,
Robert Mullarkey
5680 Lagoon Road
Homewood, CA 96141

45

David Landry

From: John Singlaub
Sent: Wednesday, October 01, 2008 10:48 AM
To: David Landry
Subject: FW: tau

John Singlaub
Executive Director
Tahoe Regional Planning Agency
P.O. Box 5310
Stateline, NV 89449
(775) 589-5253
(775) 588-4527 fax
jsinglaub@trpa.org

-----Original Message-----

From: Jackie Fenton [mailto:jjfenton@sbcglobal.net]
Sent: Monday, September 29, 2008 2:06 PM
To: John Singlaub
Subject: tau

Dear Mr. Singlaub: I have great concerns what is happening to Lake Tahoe from the developers who are trying to build large projects around the Lake. I own a house at 5790 Mc Kinney Dr, a few blocks from Homewood Ski Area. I am now on a zero growth lot. I cannot add one inch to my house which was built in 1964. I respect the rules that were made to take care of the lake and surrounding areas. I expect the TPRA to be the watchdog and prevent these developers from overbuilding. Homewood cannot stand the car or increased boat traffic in

the area. On weekends the boat trailers are parked all over the highway on #89 and on our residential streets. Please do not let them use the taus to increase the room density of their projects.

thank you, Jackie and David Fenton



Rick and Ali Van Zee 747 Mandana Blvd Oakland, CA 94610

October 1, 2008

Mr. David Landry, TRPA
Ms. Maywan Krach, Placer County Planning
Re: Homewood Mountain Resort EIR - comments

Dear Mr. Landry, Dear Ms. Krach:

I am writing to you today as a follow up to my comments to the issues of the EIR for the above project made both at the APC meeting of the TRPA as well as at the Placer County Planning Staff meeting held at Granlibakken Resort on September 23, 2008.

Our family (the children and grandchildren of William Van Zee) has owned and enjoyed our 1/2-acre property at the corner of South and Sacramento Streets in Homewood since 1903 - in other words, for 105 years! We count ourselves among the oldest families in Homewood and feel fortunate we have this remarkable heritage representing the hard work and love for the land passed on by our grandfather.

Currently, our property is bordered by the dirt access road between the two ski hills to the back of us (as well as the wild mountain landscape), our neighbor, Ray Perryman to the south, Sacramento St. to the east, and the unpaved, dead-end of South St. to our north. This affords us a great deal of privacy, as Sacramento St. is really only used by residents of the area and as such, is a safe place to walk, ride bikes, play with children, etc. With the building of the Boat Museum, the quiet and safety of Sacramento St. was shattered with numerous, large trucks and trailers going back and forth at all hours of the day and night (one even crashed through at 3am earlier this year!) as construction was at its height.

We have enjoyed the benefits of having the family-owned ski hill in our back yard through the years and were sad to see it sold as the era of 'mom-and-pop ski resorts' is going the way of the dinosaur unfortunately. We have known that change and development is inevitable and are not against either. That said, we have serious issues with the EIR for Art Chapman's vision of the new Homewood Mountain Resort.

1) We take enormous issue with the declaration that the impact on the community is a 'less than significant' problem! For all of us who reside in this 1/2-acre parcel development between the north ski hill and the south ski hill (Tahoe Ski Bowl Way), we will be FOREVER impacted by this enormous, out-of-character project. Our quiet way of life, our ability to walk the streets, have children play openly, enjoy the tremendous privilege of observing our unique wildlife, our not having to lock our doors will suffer forever. The damage to our neighborhood will occur in the following ways:

road a) Increased paving. Currently, the plans include the paving of the dirt access
between Tahoe Ski Bowl Way and the proposed 11-home development adjacent
to the main resort. It also shows the paving and continuation of South St. to join
with the new Tahoe Ski Bowl Way. Studies since the 1920's have proven that
the increase in pavement as cities enlarge and engulf farm lands and forest lands is
the single largest contributing factor to global warming, with CO2 emissions coming
in second. Being then surrounded on 3.sides by paved roads will alter the ambient

letter to David Landry/Maywan Krach
page -2-

temperature of our immediate environs which will contribute to continued
drought.

b) This paving will lead to increased traffic with our property (and those of the
other families on the other three corners) being at 'ground-zero' for the increase in
exhaust,
road noise, headlights at all times of the night and reduced safety on the streets
and
in our neighborhood. This becomes an even more important issue if the
proposed
parking structure and employee housing site is to be changed to Mr. Chapman's
second choice site closer to the south ski hill. This undesired increase in traffic
on our
now quiet roads and the addition of new roads will not only cause all of the
above,
but will greatly reduce the value of all our homes. This is untenable to us.

Mr. Chapman states his shuttle service will mitigate traffic as visitors will come to
HMR and stay put, taking his shuttles back and forth between the north and
south
ski hills....(through our neighborhood!) We, however, disagree with this claim.
People who come to HMR will want to visit other areas of the lake, other ski
resorts and this will directly lead to increased traffic on Hwy 89 and on our
neighborhood streets.

c) Noise pollution. Construction of all the elements of this project will cause an
over-

whelming amount of on-going noise for several years which not only disturbs human, but animal residents of the area as well. Once construction is complete, there will still be an increase in noise from the daily activities of the resort operation and the increased influx of people to the area. Again, another sure-fire way to reduce the value of our property. (We have no plans to sell, nor do we wished to be "forced out" of our homes but property values remain an important aspect of property ownership!)

d) Light pollution. When we stand out anywhere on our property at night, we have an unbelievable view of the stars, planets and other constellations that make up our universe....except when we look east across the lake toward Reno and Carson City. Unbridled development of the Carson Valley and the areas to the north and west of Reno have destroyed the night sky with so much light pollution, it looks like dawn no matter what time of night it is. HMR, in its current form, will dramatically change our night skyline FOREVER. Again, the increased traffic will also add to this serious problem.

e) Wetland destruction. Currently, HMR proposes to build a three-story parking garage with employee housing at the corner of Sacramento St. and Fawn. While the site has been covered with many layers of gravel over several decades by former owners of Homewood Ski Resort (some without permit) in an attempt to provide additional parking, this area is actually a vital non-riparian wetland that historically acted as a filtration system for run-off as well as an important wetland for wildlife. Now, however, water has no place to go other than to back up across from this gravelled area on Sacramento St. and onto the properties facing this travesty. One homeowner routinely has to set up planking, often higher than two feet, just to reach the stairs to her deck in the spring. This back-up of run-off water is also a breeding ground for millions of mosquitoes - some now vectors for a number of

HMR - issues with EIR
Page -3-

diseases, including West Nile virus. This wetland MUST be restored

f) Wildlife. While only two Special Species Status animals have been found in the development zone, we take issue with the discounting of the importance to all of us who live here of ALL our resident animals. Our neighborhood has long lived in harmony with bears, deer, raccoons, porcupines, several varieties of squirrels and chipmunks, coyotes and the occasional mountain lion. Because most of our neighbors have lived here for many decades, and have respect for wildlife, we have largely avoided the problems other areas face with a higher density of vacation rentals. The significant increase to Homewood's population, both resident and transient will lead to a huge increase in animal-human conflict. In almost all cases, it is the animal who pays the highest price for human stupidity, carelessness and greed. We find this to be a heartbreaking and untenable casualty of this proposed project.

2) The Mid-Mountain Resort. The size of this part of HMR's project is unbelievable and we see a number of problems with this, not the least of which is what it will take to build it, including demolition of wildland habitat. With its location on top of a prominent ridge, this lodge structure will be visible from 2/3 of the entire lake and set a dangerous precedent for other developers to build on other mountain/ridge tops around the lake. Instead of seeing mountain tops and treetops, soon all we'll see are rooftops! Is this what we want for the fragile beauty of Lake Tahoe? We also have issues with the roads Mr. Chapman wants to build all over the mountain - he claims to service the ski runs and the resort. These will not only degrade the wild and scenic character of Homewood/Ellis Mountain, but cause unbelievable run-off and pollution which will directly affect the clarity of Lake Tahoe. Also, the plan to build diesel vehicle maintenance/storage adjacent to the mid-mountain resort will cause innumerable problems with noise and toxic pollution.

3) 11 Private Homes. The current plan calls for the construction of 11 single family homes on 1A slope directly behind the homes closest to the north ski hill. First, we do not understand how HMR can possibly get an exception to build on such a steep slope. Second, the density is totally out of character with the 1/2-acre parcels it would directly adjoin. We have already raised the issue of traffic, pavement and noise - this would dramatically add to all of our previously stated objections.

4) Size and Scope of Entire Project. It is our strong belief that the overall size and scope of this project, including the dramatic 108 foot height of the main lodge (when accounting for the various levels being built up the slope) will completely dwarf this small, historic community! Homewood is not Incline Village, Northstar, Squaw Valley, Heavenly Valley or Ghirardelli Square! These areas have been degraded by over-reaching development for decades. Homewood is small - tiny even, with a population of 245 +/- . The amount of habitat destruction necessary to create this mega-project is

totally out of character with the historic value and nature of our area. We feel the entire footprint of this project does not fit the neighborhood it wants to squeeze into.

5) Loss of Independent Small Business. While we do miss the hardware store we used to have in Homewood, what Mr. Chapman proposes are stores and restaurants either

HMR - issues re the EIR

Page - 4 -

owned completely by him or those which will have to pay significant rents and profit percentages to him. These are revenues which will not be shared with the community or

the county. Between this development and what Topol is being allowed to do, there will be no place for independent, competitive small business in our community. This does not serve Homewood or its surrounding neighbors - it only serves Mr. Topol and Mr. Chapman.

Many others are writing to you with much more eloquent and scientific objections to the draft EIR of this project. However, the issues I have raised on behalf of our family and neighbors are ones that immediately affect us and are of great importance to us. All this being said, we are not opposed to some kind of development that would be in keeping with the character and history of Homewood (one of the last, if not THE last, historic neighborhoods left on the lake). We urge you to consider an alternative plan. We believe such a plan has been submitted to you already. We would like to see a plan that would offer a mixed-use development on the EXISTING paved footprint of the current Homewood Ski Resort. We would like to see an alternative that does not call for increased paving, habitat destruction or such increased traffic, noise, light and toxic pollution. We would like to see development that actually INCLUDES the residents of Homewood and does not dictate to us.

We respectfully ask that you take our comments seriously and not approve the current draft EIR.

Sincerely,

Ali Van Zee
5315 Sacramento Street
Homewood, CA 96141
sougasmom@aol.com

(mailing address as listed on letterhead)



Tahoe Regional Planning Agency
Governing Board Members and TRPA Staff
Sent via email to Project Contact: David Landry (dlandry@trpa.org)

October 1, 2008

County of Placer, Community Development Resource Agency
Environmental Coordination Services
Sent via email to Project Contact: Maywan Krach (cdraecs@placer.ca.gov)

Subject: Notice of Preparation of Draft Environmental Impact Statement (EIS) for the Homewood Mountain Resort CEP Program Project.

Dear Governing Board Members and TRPA staff,

We would like to thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Homewood Mountain Resort (HMR) CEP Project (hereafter "Project"). As we have stated in the past, we are concerned with the extent of proposed development under the CEP program, and believe that the CEP program should at most, include one or two small 'demonstration' projects aimed at testing new and unique development concepts for their ability to help achieve thresholds. However, TRPA has approved the reservation of extensive allocations and commodities for several very large redevelopment projects that are being reviewed under the existing Regional Plan (well recognized as inadequate and out of date) while the update remains overdue. We reiterate our concerns with the CEP program as it has proceeded and believe that TRPA should first focus on updating its Regional Plan to reflect existing conditions and science, rather than permit the redevelopment of most urban areas in the Basin under a flawed set of regulations.

With respect to the HMR project, we appreciate the owner's interest in making environmental improvements to the project area, and are impressed with load reductions resulting from existing and previous improvements on the mountain (such as legacy road restoration). We previously discussed the project with the owner and learned of several promising environmental improvements being considered for the project area, and agree, along with many residents, that there is a need for some type of redevelopment at HMR. However, based on our review of the NOP documentation, we have many concerns with the proposal, including the large scale of the Project relative to its location and the impacts it will create, both within Homewood, in surrounding communities, and Basin-wide.

We provide the following comments and questions to guide the information and analyses conducted in the EIS. We also hereby incorporate comments submitted by the League to Save Lake Tahoe, Judy Tornese and Lori Cress.

Please feel free to contact Jennifer Quashnick at (530) 577-4233 or jqtahoe@sbcglobal.net or Michael Donahoe at (775) 588-5466 or donahoe@charter.net if you have any questions.

Sincerely,

Michael Donahoe
Conservation Co-Chair, SLT
Tahoe Area Sierra Club

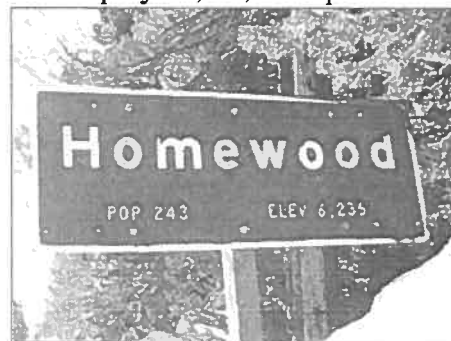
Ron Grassi, Esq. (Retired)
Conservation Co-Chair, NLT
Tahoe Area Sierra Club

Jennifer Quashnick
Environmental Consultant,
Tahoe Area Sierra Club

First, we note that our comments generally focus on the proposed developments at north and south base, the area in between and at the mid-mountain lodge. As expressed in our cover letter, we recognize the beneficial work HMR has been doing throughout the rest of the resort (i.e. "on the mountain") to restore legacy roads, reduce overall sediment loading from the mountain, reduce forest fuels and improve forest health. Therefore, our concerns regarding environmental and community impacts are focused on the bases (and mid-mountain) areas and how they will be developed.

I. Density:

Density increases proposed by this project are one of the biggest factors that will affect the environment (both aesthetically and due to the adverse impact on traffic and other thresholds) and the community of Homewood (by adding thousands of residents and guests to a very small community – a possible 400%-500% increase in population). The project proposes to add substantial new development, including almost 320 new units, possibly 1,000-1,200 or more new overnight guests¹, new employees, 28,000 square feet of commercial area, a new mid-mountain lodge of approximately 15,000 sq. ft. in size, a health spa, swimming pool, and 11 new single family homes. This proposal is substantial in itself, but moreso in a community with just 243 year round residents (picture on right taken in 2008).



The Sierra Club generally supports the concept of smart growth for dense, populated urban areas (where appropriate), which assigns higher density mixed use concepts to urban areas to reduce environmental impacts from growth, but with recognition that this is not appropriate everywhere, nor is there a "one-size-fits-all" design. With regards to Homewood, we agree that there is a need for some type of redevelopment at the project site, however, we do not feel that the increased density proposed for this very small community is appropriate, nor 'smart,' for the area.

In terms of density², the EIS must therefore analyze alternatives based on:

- 1) No Project (which includes required BMP upgrades);
- 2) Project allowed by existing Regional Plan with no amendments;
- 3) Project based on a much smaller scale. We recommend variations be analyzed which would represent 25%, 50% and 75% of the (overnight) population density of the existing proposal.
- 4) Alternative based on a Community Plan [CP] (where the CP is developed first in a separate, distinct public process – see discussion below).

The EIS must also assess the ability of utility companies to support the substantial population growth associated with the project. Examples include power supply, sewage treatment, natural gas supply, and water supply (discussed in detail in this letter). Ability

¹ We feel HMR should be required to provide the estimated number of people the project will bring to Homewood prior to scoping. Because this has not been required, we have estimated this based on unit and bedroom information provided.

² We also recommend different alternatives in other sections of this letter based on other parameters.

to support this increased population should not be based on assumed or hopeful future infrastructure improvements or expansions.

II. Community Character and Need for Community Plan:

Community Scale and Character:

PAS 157 includes Special Policy 1: *"A coordinated Homewood Community Plan should include this Plan Area as well as Plan Area 159."* PAS 159 includes the following Planning Statement: *"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."* PAS 159 also includes special policy 5: *"Tourism and recreation compatible with the west shore scale of development should be encouraged in this Plan Area."*

The requirements here are very clear – any development in Homewood must be consistent with the scale and character of the community. In fact, TRPA and the owner recognize this. The NOP states that one of the guiding principles or objectives for the Master Plan (which is basically the proposed project) is that the density is "[consistent] with the scale and character of Homewood, CA." (p 5)³.

However, there has been much debate regarding the intent of requirements to maintain the scale and character of a given area. TASC feels that without a community plan to determine what the scale and character of the Homewood community is, we must rely on fact: the "scale" of Homewood is a very small community of 243 people and the "character" of Homewood is a small, mountain rural town of 243 people with limited commercial facilities.

TRPA has not performed any public process per the Code to adopt a CP which otherwise defines the scale and character of Homewood. The Homewood Mountain Resort (HMR) owners holding numerous meetings with people in west and north shore communities is appreciated, but does not substitute for a Community Plan process. TRPA simply can not make the findings that this project is consistent with the scale and character of the Homewood community in the absence of an existing Community Plan.

In fact, TRPA says as much in the August 2008 Governing Board (GB) packet. The GB discussed the issue of "community character and scale" during this meeting. Although the discussion was raised based on impacts from residential development, the core issue is still the same: how to assess if proposed development is consistent with a community's character and scale. TRPA's conclusion as stated in the 'white paper' in the packet in essence agrees with our opinion that the community should develop their community plan first: *"...Given the number and variation of programs and policies out there, it is evident that there is no "silver bullet" solution. Each community must define community character, identify its specific issues, the context and area to which such regulations would apply, and resources availability to manage such programs."* (p 229, 8/08 GB Packet).

³ Unless otherwise noted, page numbers refer to the September 2008 NOP.

Further, the packet explains: *“changes to the current policies and procedures that would increase the regulatory control of community character will require a comprehensive review of current Basin conditions and regulations from other jurisdictions, significant analysis of policy/economic/social consequences, robust public involvement and debate. Such an important policy and regulatory changes are, in staff’s view, most appropriately addressed as part of the Regional Plan Update. In addition, any proposed policy change can be analyzed and reviewed in the larger context of other related issues and policy shifts.”* We agree. This is yet another problem with the proposed project, as well as the overall CEP program. **If this project is approved as proposed, without benefit of a Community Plan being completed first, Homewood’s ‘character and scale’ will forever be changed.** The new Regional Plan (RP) EIS, after examining the existing condition of Homewood, would likely show that a project which increases the population of a community by 400-500% and brings in this extent of development to a small rural area is not consistent with that area’s character and scale. But it will be too late, as TRPA can not require the project to be un-built.

Community Plan (CP) Should be Completed First:

No Baseline Information:

TRPA has never gone through the required review process to determine “community desires” or the level of development appropriate for this community because TRPA has not developed a CP for Homewood, nor does TRPA intend to develop a CP for this area prior to allowing this major overhaul of the existing community population. Instead, the developer for the Project is preparing his own Master Plan, but this plan is nothing more than a dressed up version of the Project itself. Reliance on a developer-initiated Master Plan as the overarching planning document violates Plan Area Statement (PAS) 157, which states that any significant commercial development in this area be permitted only pursuant to an adopted Community Plan that incorporates and considers the adjoining commercial areas covered by PAS 159. The proposed Project also violates PAS 157 by exceed the maximum densities allowed as well as the prohibition against new commercial facilities up the mountain.

TRPA Code § 14.6, the development of a Community Plan includes an initial assessment, which *“shall include a survey of existing conditions, an initial needs and opportunities study, a survey of applicable standards and constraints, and a determination of community goals and objectives.”* From this information the preliminary plan shall be developed, which is to identify *“themes”* for the community plan, which may range from *“major retail and services”* to *“local and minor recreation serving retail and services”* or *“minor tourist accommodation.”* Community Plan preparation shall include the *“establishment of baseline information about the location, amount, and condition of all threshold-related elements applicable to the community plan.”* See Section 14.6.C(2). TRPA is required to refine the inventory and needs assessment for the community, which includes determining *“the amount, type, and condition of the inventory of commercial floor area, housing, public service facilities (including transportation facilities) and recreational facilities, commercial, housing, public services, and recreational facilities needed to meet the community goals, with priorities for each and a description of*

environmental improvement projects needed in the area to meet environmental thresholds.” See Section 14.6.C(3).

TRPA’s intent to consider nonetheless whether the Homewood Project meets criteria requiring consistency or enhancement of community character is thus disconnected from any baseline findings regarding the nature of the Homewood local community.

As discussed above, TRPA has no basis to make findings that the proposed project is consistent with or will enhance community character since there has never been an approved CP for the area. Instead, the project is simply a developer initiated project that will radically alter the character of the existing Homewood community from local low density residential and commercial establishments to a high density, tourist destination location akin to recent developments in Squaw Valley or Northstar. According to the staff report, CEP projects are supposed to occur within “urban core areas.” However, TRPA has *never* before characterized Homewood as an “urban core” in the Basin. Many Homewood residents have clearly expressed disagreement that their community is an “urban core” area appropriate for high density development.

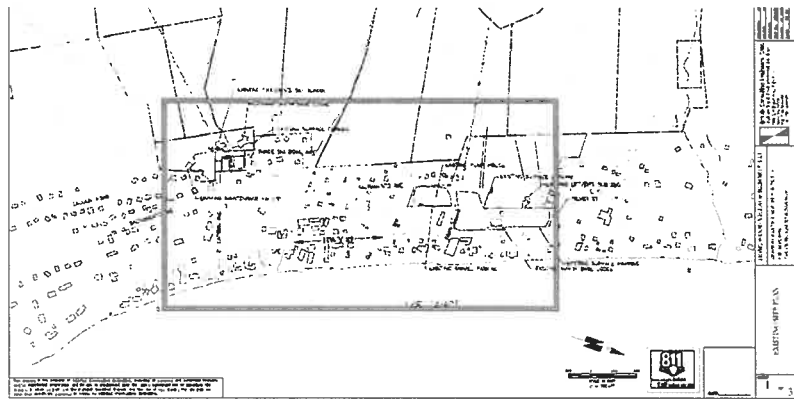
In summary, this project will overwhelm the existing community through increasing Homewood’s population by 400-500%. The ‘new’ population will essentially dominate in any and all future planning processes for Homewood, thereby taking away the ability of the existing Community to decide the future of their Community. This is both legally and ethically questionable.

- We urge TRPA to follow its own advice (per the staff summary presented for the August 2008 meeting [discussed above] in that a Community should define its own character and scale) and first initiate the development of a Community Plan for and by the Community of Homewood as a separate process that is completed and adopted *prior to* further development of the alternatives for this EIS process.
- If TRPA refuses to do so, we then ask the owner of HMR to follow the stated principles in the NOP by requesting this be done prior to further development of the alternatives for this EIS process. Page 5 of the NOP states:
“The overall density of the proposed HMR Master Plan is guided by three principles or objectives that developed as a result of extensive input from the West Shore communities. These principles include:...Consistency with the scale and character of Homewood, CA.”

Finally, we note on page 14 of the Initial Study, the “Discussion – Items IX-1,6,8:”, states that *“The proposed project is the revitalization of an existing ski resort. There is a residential component of this project, but the ski resort area itself is not expanding in an area such that it would divide an established community or its physical arrangement. There will be improvements made to update the components of the resort, similar to what many surrounding resorts have been doing in recent years.”*

- We disagree with this statement. The EIS must explain how increasing the population of an established community by ~400-500%, thereby overwhelming

that established community population, through the construction of massive scale development in a central portion of that community will “not divide an established community or its physical arrangement.” Physically, the geography of the Homewood area clearly forms a community that is relatively ‘linear’ – this proposal is located roughly in the middle of that community, clearly dividing the north from the south end of Homewood (see figure below⁴).



In general, the boxed area above represents the project area; of note is the central location of HMR within the Homewood community. This figure illustrates to apparent ‘division’ of the northern and southern ends of Homewood by the project area.

Further, the reference to a ‘*residential component*’ seemingly implies that the residential part of this project is a relatively minor component (compared to the ski resort ‘upgrade’).

- We feel this statement is misleading. The project proposes to add almost 320 new units, of which 245 appear to be ‘residential’⁵. In fact, the project would require an amendment to PAS 157 because it does not currently allow residential timeshares. Clearly, the residential component of this project is in fact one of the key additions from this project, not merely a small ‘side component’ as this wording might suggest.
- Additionally, the wording in this statement would suggest that this is a simple “ski resort upgrade” – this is also misleading. This is a massive overhaul of the two existing ski resort bases, land in between those bases, as well as the mid-mountain areas. This is far more than a simple ‘upgrade’ or improvement to a ski resort. And finally, the owners refer to this project as ‘*similar to what many surrounding resorts have been doing in recent years.*’ Based on the proposed project, this statement appears true, which only reiterates our concerns – this level of development may be appropriate at other larger ski resorts in more developed areas (e.g. Northstar, Squaw Valley, etc.), but it is not appropriate for Homewood, as Homewood is clearly not “similar to other surrounding ski resorts.” Although Homewood’s distinct and unique character is obvious, this only reiterates the need

⁴ Figure uses map of proposed site plan provided by HMR at:

http://www.trpa.org/documents/CEP/Homewood/HMR_MP_Maps_and_Alternative_Maps.pdf

⁵ Of the 320 new units, “up to 75” are for the hotel.

for a Community Plan process *first* to capture that distinct and unique character in a CP.

Proposed Findings Regarding Community Objectives and Desires in the Absence of the Community Plan Process Violates TRPA's Goals and Policies⁶

TRPA's Goals and Policies envision that increased development should occur through the adoption of Community Plans, and substantially restrict TRPA's right to increase development allocations in the absence of such Plans. TRPA's Goals and Policies demonstrate that development allocations should flow from the adoption of Community or Master Plans to ensure that such allocations are consistent with the larger picture community plan. For example, TRPA Goal and Policy, Land Use Element, Goal No. 2 requires TRPA to "*Direct the amount and location of new land uses in conformance with the environmental threshold carrying Capacities and the other goals of the Tahoe regional Planning Compact.*" This section states that, "*evidence included in the environmental impact statement prepared for this Plan, and public testimony, the Tahoe Region is experiencing resource use problems and deficient environmental controls.*" To ensure attainment of this goal, Policy No. 2 states:

"All plan area statements, community plans, or other specific Plans adopted by the agency shall specify the total additional Development which may be permitted within the region, not to Exceed the limitations set forth in a, b, c, d, and e, below."

This section allows additional commercial development as follows:

"The amount of additional commercial development is based on the estimated needs of the region. Commercial development may be permitted *as specified in plan area statements, community plans, or other specific plans.* The total additional gross commercial floor area permitted shall not exceed 800,000 sq. ft., excluding minor expansion, for the first 20 years of this plan. (emphasis added.)"

See Goals & Policies, p. II-6. Similarly, TAUs are limited to additional units "as specified within a community plan and as provided for in Goal #3, of the Development and Implementation Priorities Subelement." In addition, the TRPA Goals and Policies (p. II-6.) suggest that additional commercial development must occur within the parameters of approved community plans:

"Community plans shall guide development in specified areas for at least the first ten years of the plan and shall be kept current by periodic review. The TRPA shall actively encourage prompt development of community plans for all designated areas, with a goal of completing the community plans by December 1, 1989. The areas designated shall be those where commercial use is concentrated or should be concentrated. They shall be areas served, or easily served, by transit systems, which have adequate highway access, which have, or can have, housing in the vicinity available for employees working in the area, and which otherwise qualify as areas suitable for continued or increased levels of commercial activity. Some areas, because of their existing and proposed development patterns, may incorporate more than commercial use classifications."

⁶ Here we reiterate concerns raised in our 11/23/07 Letter to TRPA.

The goals and policies also conclude that additional commercial allocations should be made according to the “best” Community Plans that have been approved:

“As soon as TRPA has reviewed a sufficient number of proposed community plans, to adequately assess the cumulative impacts of development and proposed mitigation, TRPA shall distribute the remainder of the 25 percent of the additional commercial floor area. This distribution shall reward those [CPs] which best demonstrate the ability to achieve and maintain environmental thresholds, and have a clearly demonstrated need for the additional allocation.”

See p. II-9. In addition, the Goals state:

“The amount of additional commercial floor area allowed outside community plans shall be no more than 40,000 square feet for the first ten years of the Regional Plan and shall be allocated to individual projects by TRPA. TRPA may, by ordinance, allow reassignment of this commercial floor area to community plan areas in conjunction with adoption or amendment of community plans. The amount of commercial development outside [CPs] shall be checked at two-year intervals to determine if the rate at which projects are being approved exceeds the projected 4,000 square feet a year rate by more than 25 percent.”

See p. VII-7. The Project proposes a higher level of development outside an approved Community Plan, contrary to the TRPA Goals and Policies. TRPA appears to justify this through inclusion of the proposed project in the CEP program, which requires a net environmental gain above and beyond that required by the Regional Plan. Multiple problems exist with this concept, including but not limited to the concern that inclusion in the CEP program should not negate the requirement for a Community Plan to be adopted before a CEP project is allowed to forever change an existing community.

III. Water Supply:

We are extremely concerned with regards to the increased demand for water that will be generated by this project, taken alone and in combination with other anticipated major redevelopment projects (including other CEP projects).

The Initial Study (IS) states (p 18 of 21): “Environmental Issue 5: *[Will the project] have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*” The IS lists this as a “Potentially significant impact” and discusses the ‘mitigation’ as:

“The EIR will discuss the source of water, the quantity of water available and the potential water sources to be utilized for all aspects of the project, including snowmaking. The EIR will address the Tahoe City PUD and Madden Creek Water Company’s ability to serve this project for potable water service.”

There are several reasons we are concerned with the ability to meet additional demands for water in the Basin (and specifically in Homewood):

A. Truckee River Operating Agreement (TROA)

The TROA, although not fully finalized and ready for implementation, will limit the amount of water available to the CA and NV sides of Lake Tahoe. The Agreement, as it now stands, will allocate 23,000 acre-feet/year to CA and 11,000 acre-feet/year to NV. Below is an excerpt from Section 204(b) of the Truckee-Carson-Pyramid Lake Water Rights Settlement Act, referenced in the proposed TROA Agreement; (<http://www.focuswest.org/law/pl101-618II.cfm>):

(b) Lake Tahoe-

(1) Total annual gross diversions for use within the Lake Tahoe basin from all natural sources, including groundwater, and under all water rights in the basin shall not exceed 34,000 acre-feet per year. From this total, 23,000 acre-feet per year are allocated to the State of California for use within the Lake Tahoe basin and 11,000 acre-feet per year are allocated to the State of Nevada for use within the Lake Tahoe basin. Water allocated pursuant to this paragraph may, after use, be exported from the Lake Tahoe basin or reused.

(2) Total annual gross diversions for use allocated pursuant to paragraph (1) of this subsection shall be determined in accordance with the following conditions:

(A) Water diverted and used to make snow within the Lake Tahoe basin shall be charged to the allocation of each State as follows:

(i) the first 600 acre-feet used in California each year and the first 350 acre-feet used each year in Nevada shall not be charged to the gross diversion allocation of either State;

(ii) where water from the Lake Tahoe basin is diverted and used to make snow in excess of the amounts specified in clause (i) of this subparagraph, the percentage of such diversions chargeable to the gross diversion allocations of each State shall be specified in the Operating Agreement; and

(iii) the provisions of paragraph 204(b)(1) notwithstanding, criteria for charging incidental runoff, if any, into the Carson River basin or the Truckee River basin, including the amount and basin to be charged, from use of water in excess of the amount specified in clause (i) of this subparagraph, shall be specified in the Operating Agreement. The amounts of such water, if any, shall be included in each State's report prepared pursuant to paragraph 204(d)(1) of this title.

California TROA Appropriations:

According to data from the California State Water Board's website⁷, existing water appropriations from Lake Tahoe total 37,237 acre-feet/year (see the table below, taken from a search done on the website for all appropriations from Lake Tahoe as the Water Source⁸). Including the 'pending' applications, that total increases to 46,920 acre-feet/year.

⁷ <http://ciwqs.waterboards.ca.gov/ewrims/ewrims/EWMenuPublic.jsp> (Select "Water Right Search"; then: Water Right Type: "Appropriative" and Source (River Name or Source Name): "Lake Tahoe")

⁸ Several columns irrelevant to expressing the total numerical appropriations were removed for formatting reasons (e.g. permit and application numbers, etc.)

eWRIMS Application Search Results

Displaying Water Rights where Water Right Type = Appropriative; Source = lake tahoe.

<u>Status</u>	<u>Holder Name</u>	<u>Date</u>	<u>Face Amt</u>	<u>County</u>	<u>Source</u>
Licensed	FULTON WATER COMPANY, INC	8/6/1934	0.9	P	LAKE TAHOE
Licensed	DANIEL R PUTMAN	8/31/1935	0.3	ED	LAKE TAHOE
Licensed	MARGARET M TREMBLEY	9/4/1935	0.2	ED	LAKE TAHOE
Permitted	LAKE FOREST WATER COMPANY	7/21/1952	28	P	LAKE TAHOE
Permitted	NORTH TAHOE PUBLIC UTILITY DISTRICT	6/18/1956	600	P	LAKE TAHOE
Permitted	NORTH TAHOE PUBLIC UTILITY DISTRICT	6/22/1956	1,900.00	P	LAKE TAHOE
Permitted	NORTH TAHOE PUBLIC UTILITY DISTRICT	8/13/1956	1,900.00	P	LAKE TAHOE
Permitted	FULTON WATER COMPANY, INC	8/4/1958	280	P	LAKE TAHOE
Permitted	TAHOE CITY PUBLIC UTILITY DISTRICT	8/25/1958	135	P	LAKE TAHOE
Permitted	NORTH TAHOE PUBLIC UTILITY DISTRICT	11/17/1958	49.7	P	DOLLAR CREEK, LAKE TAHOE
Permitted	TAHOE CITY PUBLIC UTILITY DISTRICT	11/27/1959	188	P	LAKE TAHOE
Permitted	TAHOE CITY PUBLIC UTILITY DISTRICT	6/29/1960	74	P	LAKE TAHOE
Permitted	FULTON WATER COMPANY, INC	6/29/1960	314	P	LAKE TAHOE
Permitted	AGATE BAY WATER COMPANY	10/14/1960	160	P	LAKE TAHOE
Permitted	TAHOE CITY PUBLIC UTILITY DISTRICT	11/16/1960	444	P	LAKE TAHOE
Permitted	LARRY ACOSTA	5/18/1961	19.2	P	LAKE TAHOE
Permitted	TAHOE CITY PUBLIC UTILITY DISTRICT	7/18/1963	253.4	P	LAKE TAHOE
Permitted	TAHOE CITY PUBLIC UTILITY DISTRICT	9/18/1963	75	P	LAKE TAHOE
Permitted	LAKE FOREST WATER COMPANY	3/27/1964	270	P	LAKE TAHOE
Permitted	LAKESIDE PARK ASSOCIATION	11/18/1966	1,070.00	ED	LAKE TAHOE
Permitted	LTCMU	11/30/1966	1,729.00	P	LAKE TAHOE
Licensed	LTCMU	1/30/1969	1.7	P	LAKE TAHOE
Pending	LTCMU	5/13/1969	940	ED	LAKE TAHOE
Pending	SOUTH TAHOE PUBLIC UTILITY DISTRICT	11/7/1969	19,000.00	ED	LAKE TAHOE
Pending	NORTH TAHOE PUBLIC UTILITY DISTRICT	3/31/1970	208	P	LAKE TAHOE
Pending	TAHOE CITY PUBLIC UTILITY DISTRICT	4/6/1970	5,774.50	P	LAKE TAHOE
Pending	SOUTH TAHOE PUBLIC UTILITY DISTRICT	5/7/1970	5,968.00	ED	LAKE TAHOE
Pending	NORTH TAHOE PUBLIC UTILITY DISTRICT	3/16/1971	416	P	LAKE TAHOE
Pending	NORTH TAHOE PUBLIC UTILITY DISTRICT	12/12/1972	3,350.00	P	LAKE TAHOE
Permitted	TAHOE PARK WATER COMPANY, INC	6/9/1982	31.9	P	LAKE TAHOE
Permitted	TAHOE PARK WATER COMPANY, INC	6/9/1982	159	P	LAKE TAHOE, UNSP
Pending	QUAIL LAKE WATER COMPANY	3/6/1984	288	P	ELLIS CREEK, LAKE TAHOE, QUAIL LAKE
Pending	CALIF DEPT OF PARKS & RECREATION	6/15/1984	350	ED, P	BURTON CREEK, LAKE TAHOE, UNSP
Pending	HEAVENLY VALLEY A NEVADA LTD PARTNERSHIP	2/26/1993	350	ED	LAKE TAHOE
Pending	HEAVENLY VALLEY A NEVADA LTD PARTNERSHIP	2/26/1993	592	ED	LAKE TAHOE

Total "Face Amount" (acre feet/year): 46,920

Pending (within total): 9,683

Total permitted & licensed: 37,237

This clearly raises questions about the availability of water from Lake Tahoe to supply increased demand. The 23,000 acre-feet/year is the TOTAL allocation of water for the CA side of the Basin (includes existing appropriations).⁹ As the table

⁹ Pers. Comm. 9/26/08. Ms. Kathy Mrowka, CA State Water Board, Division of Water Rights, Permitting.

above shows, existing appropriations well exceed this amount. What is not known or available is how much of the 'face amount' appropriated runs back into Lake Tahoe (in other words, what is the total allocated and not returned to the Lake's supply when consideration is given to appropriations based on 'by depletion' or diversion, which is discussed in Section 204(b)(2) as it pertains to snow-making in the Basin). For example (numbers are purely hypothetical), using a possible depletion percentage of 30%, a snow-making operation may be permitted 1,000 acre-feet/year, however 330 acre-feet/year (or 30%) of that will add water back to the Lake when the snow melts. Thus, the net appropriated amount for that snow-making operation would be 670 acre-feet/year.

For the Lake Tahoe allocations, this information is not yet available, but it certainly looks unlikely that there will be 'room' to take more water from Lake Tahoe to support more development; in fact, we question whether any new appropriations will be available above those already permitted and licensed (in other words, will already pending applications be turned down?).

- First, it appears that the California State Water Board will have to analyze all appropriations and examine the total amount appropriated (taking into account permits based on "depletion"), to assess where appropriations are at in terms of the 23,000 acre-feet/year limit. Only after this is done can HMR (and Tahoe City PUD and all other utility companies) assess whether there is water to support increased demand.
- The EIS must provide ample evidence that water to serve the additional population brought to Homewood by the project is available. A "Will Serve" letter from the PUDs is not enough, as the PUDs have documented their concerns with future water supplies (see below), and therefore must prove how they will supply water to this new development as well.
- The EIS must also analyze this based on a decreased water supply of 25% (a number we have heard during climate change discussions in terms of reduced precipitation).

In fact, water supply is once again a concern as recently as this week because Lake Tahoe is almost at its natural rim, which would affect whether water can be released down the Truckee River. This situation is summarized in a 9/30 Tahoe Daily Tribune article¹⁰, which begins:

Heading into fall, Lake Tahoe and other area lakes and reservoirs are dipping, and might leave the Truckee River a comparative trickle before snow recharges the water supply again.

Two slow winters in a row - feeding 31 percent and 32 percent of normal runoff into Tahoe - mean that the lake could drop below its natural rim unless precipitation shows up this fall. This means the top of the Truckee River could go dry, and other water stores will have to be leaned on more heavily to supply the Reno-Sparks area.

"At this point it looks like we will get very close to Tahoe's natural rim," said Chad Blanchard, chief hydrologist for the U.S. District Court Water Masters Office.

¹⁰ <http://www.tahodailytribune.com/article/20080926/NEWS>

As of last week, the lake was at 6223.80, within 8 inches of the natural rim and down to just 15 percent of the dam's total storage capacity, he said.

"As the lake drops, the amount going over the dam drops, and the amount going down river drops, so we have to supplement that with others..."

How 'smart' is more growth when water supply for existing development is already questionable?

Tahoe City PUD water supply:

We have raised the question of water supply before. As the NOP notes, one of those suppliers is Tahoe City PUD. In a memo from Jane Schmidt, NRCS (dated 11/26/07 and addressed to "Fire Defensible Space / BMP Retrofit Partners" regarding "Information on water usage at Lake Tahoe obtained from Utilities"¹¹), Ms. Schmidt summarizes the information received by the queried utility companies. With regards to Tahoe City PUD, the memo states:

Tahoe City PUD: There is not an unlimited water supply, even if the utility district is in compliance with safe drinking water standards. Currently, the utility makes over 90% use of groundwater wells; unless water usage patterns decline, there may be a need to develop new sources. Returning to the Lake for additional water may need to be considered."

This memo suggests that Tahoe City PUD does not have 'extra' water to supply projects with. In fact, the PUD instead suggests the need for additional sources, including taking more water from Lake Tahoe (which appears unlikely given the TROA limits and existing appropriations). This memo was based on demand associated with **existing** water use, thus additional demand from large projects, such as the proposed project, will just add more demand to an already taxed water supply.

Nevada TROA Appropriations:

Nevada's 11,000 acre-feet/year allocation is already fully appropriated:

"Any new developments requiring water in Nevada will have to be supplied from existing appropriated rights. Nevada's 11,000 acre-feet allocation has been fully appropriated (however it is not currently being fully pumped or utilized). The only new appropriations being issued in Nevada are for di minimus domestic uses (less than 1 acre-foot of water), and then only for those homes that have long been using the water - basically grandfathering in those rights. In the future there may be the possibility of issuing some additional rights for snowmaking but only pursuant to what TROA allows."

(Alan Biaggi, NDEP, in email dated 9/12/08)

Thus, this suggests that on the NV side, there is no flexibility for allowing more water to be taken from the Lake to support new development. Because Lake Tahoe is one water body, that the Nevada side lacks any additional room for more water appropriations is relevant to all projects in the Basin, regardless of which side of the state line they fall on (and relevant to the cumulative impacts assessment)..

In summary, the DEIS must address the following questions with regards to water supply:

¹¹ See Attachment 1

- What will the water demand be from this project compared to existing conditions (the EIS must include both)?
- What will the cumulative water demand be from this project and other projects, such as those discussed in the "Cumulative Impacts Assessment" section of this letter? How does this compare to the amount available per TROA (discussed above), where it appears that taking more water from Lake Tahoe is not an option?

B. Other Infrastructure Concerns: Aging utilities:

Additionally, the Tahoe City PUD's infrastructure is aging. As discussed in a recent article in the Sierra Sun (9/22/08):

"Tahoe City Public Utility District officials say they are hoping a federal effort can be launched to find the millions of dollars needed to upgrade the Tahoe Basin's aging water system...The Tahoe City utility's own analysis of its system concluded that "extensive infrastructure work" is needed to meet a state fire code updated in January this year. Director of Utilities Tony Laliotis said more than \$26 million in projects has been identified to improve the Tahoe City system, although not all of that money would go toward improving water flows for firefighting. "I wasn't shocked," Laliotis said of the estimate. "These are 40- to 60-year-old water systems."

The Tahoe City utility delivers water to 3,800 customers. Much of its system was acquired from private water companies set up to serve specific subdivisions, and the district remains interlaced with more than a dozen water systems still in private hands.

Although the district water lines have in many cases been upgraded to provide adequate fire flows — established by the state to be 1,500 gallons per minute for two hours — the private companies don't face the same stringent requirements.

Alan Harry, administrator of planning and public works for the utility, called the system a "patchwork quilt." He noted that last year's Washoe Fire started within the boundaries of private water company but moved into the district's territories. There, Laliotis said, crews had better access to fire hydrants.

At the time of the fire on Washoe Way, North Tahoe Fire Chief Duane Whitelaw said the private water system had neither the amount of water nor the water pressure to allow crews to effectively fight the blaze. Tahoe Park Water Company operator Rick Dewante agreed; the private company's 40,000 storage tank was about the tenth of the size needed to for fire suppression, he said.

"We need to have the flow to fight (that kind of fire)," Harry said. "But (TCPUD's) capabilities are pretty darn good compared to private water companies that have no storage..."

The EIS must evaluate how the water system infrastructure serving Homewood, which as explained above, is already 40-60 years old, and where continuing to adequately serve 3,800 customers is going to require substantial and costly improvements, is going to adequately support an additional ~1,000-1,200 or more customers (a potential increase in TC PUD's customer base of 25-35%)?

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Page 13 of 48

- The TC PUD does not have the funds to upgrade the existing system. Who will pay for the upgrade? What will be the result of adding thousands of additional people to the area be on this aging system in the meantime?
- Will public tax dollars be used to upgrade a system so it can support private development?
- The IS states that the DEIS will discuss the water districts' ability to support the project. We caution against any alternative that relies on the TC PUD considering drawing water from Lake Tahoe to meet water demand. We also caution against relying on a PUD to supply water at its maximum capacity, leaving no room for emergency water needs.
- The EIS should include the same information regarding the Madden Water Supply Company (e.g. age of infrastructure, number of customers the system can serve, water pressure, etc.). The EIS should also include the ability of the Company to supply additional customers.

C. Groundwater supply:

The IS states: *"The project as proposed will increase the amount of impervious surfaces on the property which is currently undeveloped and this may interfere with groundwater recharge. Additionally, the resort maintains several wells which are used for snowmaking and other water supply purposes. The EIR for the project will discuss these issues and the potential for altering of the direction or rate of flow of groundwater, and the project's potential for depleting groundwater supplies."* (p 13 of 21). As discussed above, the ability to draw more water from Lake Tahoe appears unlikely (per TROA). Tahoe City PUD is already using over 90% of the groundwater in the area. Yet as documented in the IS, the proposed project has the ability to further deplete groundwater levels. We question what "mitigation" is available given the lack of additional water available in the area and concerns about supporting existing customers.

- The EIS must discuss the status of the groundwater use in this area. This discussion must also include the status of groundwater as it relates to adjacent areas directly or indirectly affected by any impacts to groundwater in Homewood.
- The EIS must address the status of utility companies' use of groundwater in supplying existing customer use.

IV. Climate Change and impacts on water supply:

Assessing the project's impacts on water demand relative to the *existing* water supply is no longer sufficient in itself due to the impacts of climate change, which are expected to reduce water supply as well as affect when precipitation falls, which will impact water storage systems (including reservoirs, e.g. Lake Tahoe's top 6 feet). The impacts of the proposed Project on *demand* for water are two-fold:

- (1) the increased demand for water associated with the increased population created by the project (e.g. residents and visitors); and
- (2) the expected need to increase snow-making efforts as climate change affects precipitation amounts and types (e.g. more rain, less snow).

As discussed above, the Tahoe City PUD is already using most of its ground-water capacity and has stated that it may need to find additional water sources if demand

increases. However, if the amount of water in Lake Tahoe *decreases*, there will be less water available than exists today. We can no longer afford to ignore this “inconvenient truth.” We simply can not increase demand for water in the Lake Tahoe Basin.

In fact, the “Tahoe State of the Lake Report 2008” from the Tahoe Environmental Research Center (TERC) summarizes their findings with regards to impacts on water supply, temperature and precipitation caused by global warming:

Meteorology

The Lake Tahoe ecosystem is largely driven by meteorology. In the short term, meteorological conditions are expressed as daily variations in weather. In the long term, they are expressed as normal cyclical variations such as wet and dry cycles, and long-term trends related to global climate change.

Historical record:

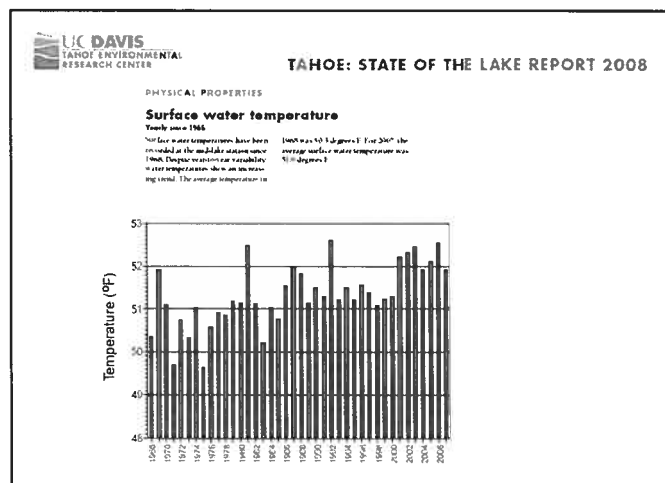
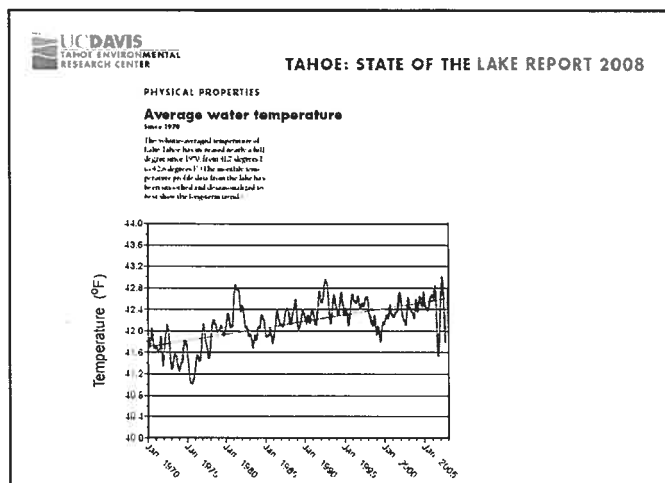
- The nightly minimum temperatures recorded at Tahoe City have increased by more than 4 degrees F. since 1910. (Fig. 7.1)
- Days when air temperatures averaged below freezing have decreased by 30 days per year since 1910. (Fig. 7.2)
- Since 1910, the percent of precipitation that fell as snow decreased from 52 percent to 34 percent. (Fig. 7.7)
- Peak snow melt averages 2 ½ weeks earlier than in the early 1960s. (Fig. 7.8)

Previous year:

- 2007 was the 14th driest year on record. Precipitation at Tahoe City was 19.7 inches, two-thirds of the annual average of 31.6 inches. (Fig. 7.5)
- Every month in 2007, except February and September, was drier than the 97-year average. (Fig. 7.6)
- Snow represented 37.6 percent of total precipitation at lake level. (Fig. 7.7)

Basically, the findings show that nighttime and daytime temperatures are increasing, that more precipitation is falling as rain than snow and that snow melt averages are occurring earlier in the year. All of these findings suggest that ski resorts will need to make more snow (assuming temperatures allow) if they are to support skiing at the same level of use as today. Clearly snow-making can only be done during those periods when temperatures are below freezing (although TERC’s data show there will be fewer opportunities for snow-making in the future, thus long-term investment in the ski industry is questionable). It is reasonably foreseeable that Homewood Mountain Resort would expect to increase snow-making in the future, thus increasing the demand for water. While we understand and appreciate that the owner is looking at ways to re-use runoff for snow-making back up on the mountain, we can not assume success until the concept is proven to be successful.

Additionally, the data show that we have less annual precipitation, a trend which may fluctuate up and down over time, but overall may continue in the long run, thus



decreasing the Basin's overall water supply. It simply makes no sense to approve projects which will significantly increase the demand for water when data tell us that we may soon have less water.

The report also discusses the lake's surface level and how it has changed in recent years – another factor which affects the amount of water taken from Lake Tahoe.

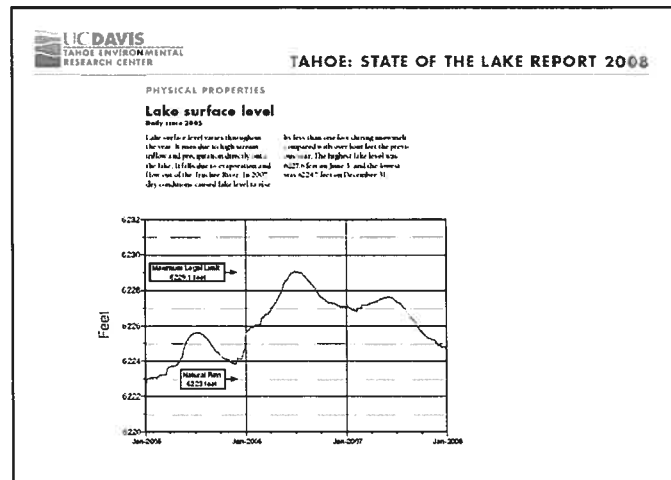
Lake surface level

Daily since 2005

Physical Properties

Lake surface level varies throughout the year. It rises due to high stream inflow and precipitation directly onto the lake. It falls due to evaporation and flow out of the Truckee River. In 2007, dry conditions caused lake level to rise by less than one foot during snowmelt, compared with over four feet the previous year. The highest lake level was 6227.6 feet on June 3, and the lowest was 6224.7 feet on December 31.

http://terc.ucdavis.edu/stateofthelake/StateOfTheLake2008_Chapter8.pdf



Of note here is the obviously downward trend we are currently experiencing. Further, as explained in the above text, dry winters can result in minimal lake levels. Yet water demand from increased populations in the Basin will not linearly follow precipitation levels. Therefore, the demand for water may remain fairly consistent while the supply of water can drop significantly. Based on TROA (legally) and environmental factors (environmentally), we can not plan to simply draw more water from Lake Tahoe during those drier years.

The EIS must:

- Fully analyze climate change and associated impacts on water supply, delivery and all related matters.
- Analyze how water demand will be met for the project in light of less water in the future (we recommend a 25% reduction be used in this assessment, per possible scenarios discussed in past discussions during climate change presentations).
- Analyze the impacts of established climate change trends on snow supply.
- Analyze the impacts of climate change on snow making needs, and how this will affect water demand (assuming, until otherwise proven successful, that water for snow-making is based on existing technology).

V. Economic Impacts and Climate Change (including impacts on ongoing mitigation):

While a project owner's ongoing costs and profits are perhaps not usually comprehensively discussed with regards to the environmental analysis, for this project, the situation is unique. As a hydrologist recently stated after reviewing 10 years worth of

water quality data, "I don't recommend anyone invest in the ski industry." Basically, the impacts of climate change are going to disappoint skiers and snowboarders. As the TERC report shows, now just 34% of annual precipitation in the Basin falls as snow; whereas in the early 1900's, that number was 52%. Recent data indicate more rain on snow events, and trends, which are expected to undoubtedly continue, will mean only more rain and less snow. Additionally, as night time temperatures are below freezing less often, opportunities for making snow will be fewer. And finally, as we've recently experienced, winters will be shorter, thus ski seasons will be shorter.

In fact, as the 11/25/05 article below¹² summarizes, "Sierra ski resorts may be first to feel economic heat of global warming" (so titled). The article begins:

"A report predicting global warming's effects on California's economy could have dire implications for Tahoe's ski industry.

Under a business-as-usual scenario, snowpack could decline by 90 percent by the end of the century, said Michael Hanemann, a professor of economics at UC Berkeley.

Even under the best scenario, where greenhouse gas emissions stop today, Sierra snowpack could still shrink 36 percent over the next 50 years, according to Autumn Bernstein with the conservation group Sierra Nevada Alliance.

Hanemann is one of several scientists who helped produce the report, which will come out Dec. 5 as a step to comply with Gov. Schwarzenegger's executive order this summer to reduce greenhouse gas emissions and create a Climate Action Team.

Melting glaciers

It's been reported that glaciers at several European ski resorts are already melting. If the Climate Action Team's predictions are true, America's ski resorts, the scientists suggest, may soon become the poster child for global warming's impacts on the economy.

A smaller snowpack and earlier spring melt would shorten the ski season three to six weeks by 2050, Hanemann wrote, noting a similar report released in 2004. By the end of the century, another four to nine weeks would be chopped off.

And, under a worst-case scenario, "skiing with natural snow in the Sierra would vanish except possibly at the very highest elevations," according to last year's report.

More information on the report is available at www.climatechange.ca.gov/...."

In sum, we can expect that in the future, there will be fewer skiers and boarders spending money to ski/board (and to stay overnight) in the Basin. Thus, those mitigations and ongoing operations which are necessary to mitigate the impacts of this development make the economic discussion vital because once the project is constructed, it can not be un-built. However, if money runs out for the Resort, the Resort may not be able to fund the ongoing mitigations needed to mitigate impacts of the development.

¹² <http://www.tahodailytribune.com/article/20051125/NEWS/111250040>

It is reasonably foreseeable that in the future, ski resort profits will decrease as snow fall and ski seasons decrease. The EIS should therefore analyze:

- A list of all mitigation measures which will require ongoing funding from the owner;
- A list of all mitigation measures which will require ongoing use by a certain number of people to be economical;
- A smaller scale project which, because less is built, requires less mitigation to mitigate impacts. Within this smaller scale alternative, the EIS should also list the mitigation measures that will require ongoing funding by the owner.

VI. Transportation:

One of our greatest concerns with the proposed project is the transportation related impacts of bringing an additional 1,000-1,200 or more people to the Homewood area. When we first spoke with the owner regarding the project, we were told that two of the ways the project would reduce traffic impacts would be:

- (1) to reduce the traffic from day skiers coming from out of the Basin based on the assumption they would stay overnight at the resort instead; and
- (2) to reduce peak traffic, based on the assumption that skiers would instead come to and/or leave HMR during non-peak times and stay longer (e.g. more overnight stays during the week and less skier traffic on weekends).

So we could better understand the demand that would dictate both of the above assumptions, we asked the owner to provide demographic data that would show the demand for these accommodations. Specifically, in a letter dated 1/23/08, we asked:

“Demographic Data:

We would like to see the existing usage data e.g.:

- Annual, weekly, daily/weekend day and Holiday average users
- Where users are from (more specific than in vs. out of Basin, i.e. “Bay Area, So. Cal, Sac Valley, San Joaquin Valley, No. Sac Valley” and “Kings Beach, Tahoe Vista, Tahoe City, Homewood, So. Shore, etc.”)
- Number/% of day users versus overnight stays (for each location and time of year/average day of week, etc.);
- Number/% of non-local DAY users
 - o Of this Group, what days of week/Holidays do they come (perhaps show as % M-F, % Sat, % Sun, % Sun-Sun, % 3-day weekends, etc.);
- Number/% of non-local Overnight users
 - o Of this group, #/% who own 2nd homes in the Basin
 - o Of this group, #/% who stay in hotels vs. rent vacation homes
 - o Of this group, length of stay and when (e.g. do most non-local overnight users come up just for the weekend? What % come during the week? Etc.).
 - o Of this group, which west shore area they stay at (e.g. Homewood, Tahoma, Sunnyside, Tahoe City, or N. or Tahoe City, Truckee, etc.).

What other demographic data are available? For example, what are the ages, incomes and job status of non-local users? This will affect their expenditures (age & income) and days/times when they could stay overnight (job status working M-F vs. retired), etc.

Surveys:

- Have there been surveys to assess demand/desire for overnight accommodations at Homewood by existing non-local users? (The project indicates there will not be additional non-local users but

rather a shift of *existing* non-local users from peak weekend travel times to a more spread out/off peak time, so we are looking for all information available to help us better understand this demand and therefore how the proposal accommodates it)."

Peak Traffic:

Basically, it surprised us that there would be such a demand for non-weekend accommodations from skiers and boarders; many people who come to the Basin from outside areas to ski/board have full time jobs and/or are students, and thus work Monday-Friday. This is obvious to anyone who experiences the traffic impacts on a Friday night and Sunday afternoon during the winter months. Additionally, HMR already documented this trend in their 2/14/08 response: "[The] majority of skier visits occur on weekends and on the following holiday periods: Christmas-New Year, Martin Luther King weekend, President's Day weekend, Ski/Skate scholastic break in February which is typically the same week as President's Day weekend, and Spring Break (March and early April dependent on school district)."

Therefore, for the project to result in a significantly sized group of users such that peak traffic would be significantly alleviated by the project (and to do so given the additional population it brings to Homewood), there would have to be a substantial number of skiers/boarders that are interested and able to come to Homewood during non-weekend and non-Holiday periods and stay overnight at the resort. Additionally, earlier discusses indicated an interest in targeting existing customers of the resort. HMR stated that the "Primary target markets (non-local) are the San Francisco Bay Area, the metro Sacramento area, and Reno." Therefore, we asked how many non-local customers have 2nd homes in the Basin, since clearly this group already has local accommodations.

We appreciate that HMR was quickly responsive to our requests and provided as much information as they could, however, the data that we needed to best understand this assumed demand for off-peak accommodations was not available. Now, in recent presentations and documentation from HMR, there has been but one mention of this concept of shifting users to 'off peak' times – but not from the NOP or Initial Study. Rather, found in the responses to TRPA included in the 9/10/08 Staff Summary for APC is a brief statement: "HMR expects that by giving guests the option of staying on site the average stay will be 3-5 days with skiers perhaps going off-site (hopefully by transit, shuttles or waterborne transit) for one of those days" (p 41). This is a nice idea but remains unsupported by any evidence. Further, other Basin locations providing overnight accommodations still experience peak usage on the weekends (e.g. Heavenly Valley Resort & Stateline area, which provides ample overnight accommodations).

Thus, what we see proposed is a project that will bring an additional ~1,000 to 1,200 or more people to Homewood with the likelihood that most of that increase will add to peak time densities, both in Homewood and on the roadways in and out of Homewood.

For consideration, we separate impacts to traffic into two categories:

- (1) Additional traffic/VMT from HMR customers coming to and from the Basin; and
- (2) Vehicle impacts from HMR guests during their stay.

(1) Examining traffic coming to and from Homewood:

We appreciate HMR's discussion and commitment to an alternative transportation plan [ATP] (NOP p 8-9). It is clear that HMR wants to support a better transit system, and has put far more thought into transportation than other large projects that are at this scoping stage, and we applaud those efforts. However, the existing ATP is generally aimed at reducing vehicle use among guests once they have arrived at HMR, and thus, does not mitigate the impacts from guests driving to and from HMR from outside of the Basin (driving is the only means to get to Homewood). Therefore, we first examine what those impacts may look like:

If we use the rough average of 'skiers per car' counted during the 05/06 winter season (provided by HMR last winter) – approximately 2.4 / vehicle - to assess the number of vehicles associated with 1,200 people, this translates to 500 additional vehicles in the Basin (because those staying at HMR might invite guests of their own, this number may underestimate the number of vehicles). For our purposes here, that means 500 more vehicles are driving to and from Homewood from out of the Basin (after all, we assume those who live in the Basin will not stay overnight at Homewood). Most will come via Truckee and State Route (SR) 89. Below, we examine possible increased VMT specifically in the Basin as a result of the project:

If we assume 100% come through Tahoe City via SR 89:

Homewood to Tahoe City is 7 miles and we estimate Tahoe City to the edge of the Tahoe Basin Watershed is around 3 miles, totaling 10 miles one way.

Therefore, each of the 500 vehicles will add 20 VMT (round trip) simply coming to and from HMR. This would translate to a total of 1,000 VMT added to the Basin per visit by those 1,200 overnight guests. That is 1,000 miles of resuspended particulate that can enter Lake Tahoe, of tailpipe emissions that can create unhealthy air for us to breathe and damage our already stressed pine forests, and noise that disrupts our enjoyment and wildlife (we note that TRPA's threshold evaluations show vehicle noise is a primary factor contributing to non-attainment of noise threshold standards).

However, some visitors may come via SR 89 S through Emerald Bay. Those visitors will add perhaps 60 VMT / trip. Visitors coming over Highway 267 may add 40 VMT/ trip.

These estimates do not consider the additional VMT caused outside of the Basin. Although TRPA is not legally responsible for evaluating this, Placer County should not allow more VMT on already crowded roads and highways (especially during peak use) for air quality, water quality and climate change reasons.

Further, these estimates are based on one "round" of new guests, when actually, guests will be coming and going all year round, multiplying the impacts from that 1,000 VMT by orders of magnitude.

(2) Examining Traffic once visitors are at Homewood:

As mentioned, we recognize the extensive thought and effort HMR has put towards developing the ATP to serve guests once they are at HMR. The NOP lists out numerous transportation related services, including bike trails/extensions, employee shuttle buses, employee public bus fairs, scheduled shuttle service, north-south base shuttles, electric/hybrid car rental, bicycle shares, Dial-a-Ride, and so on. This list is impressive. However, the question is whether these services can completely ‘neutralize’ the impacts of the additional guests on traffic, or rather, since CEP projects must show net gain, whether these services can actually *reduce* traffic/VMT from existing levels.

- The EIS must analyze the specifics of these services, including hours of use, number of trips, ridership, etc.
- The EIS should analyze various levels of ridership/use of these services, including an assessment based on low ridership and then varying degrees of ridership, up to that expected from the project.
- Expected ridership must be based on sound quantitative/survey data, which must be included in the EIS.¹³
- The EIS should use data from other Basin areas wherever available to assess expected use and trends. Where data are not available locally, the source of data used, including all associated assumptions and other inputs (and uncertainties), must be included in the EIS.
- The EIS should explain the funding source for various services to show what services (or portion thereof) will be funded by HMR versus other public or private entities and thus operate regardless of funding from HMR. This will allow for the determination of which mitigation measures rely on ongoing funding from HMR (to address questions posed under the Climate Change section). This will also inform the public of which services are covered by tax dollars.
- The transportation analysis should also include a survey, performed by survey experts with a sufficient number of participants to be statistically valid, assessing how many guests at other similar facilities in the Basin drive to locations during their stay (i.e. many visitors take a scenic drive around the lake). We appreciate HMR’s desire to connect to other Regional services, including (hoped for) future waterborne transit to other Basin areas, but until such services are established, we must assume that visitors will drive to some locations (especially driving a circle around the Lake) regardless of services offered in the Homewood/west shore vicinity.

¹³ Responses to TRPA included in the 9/10 APC staff summary reference VMT estimates per “Table A”, which we could not locate in the staff summary (or NOP).

The NOP does not estimate changes in VMT; however, HMR recently prepared a flyer titled "Homewood Master Plan" which includes a list of "Pros(+) and Cons(-)". The flyer includes an estimated reduction of "500 vehicle trips/day."

- What is this estimated reduction based on?
- What inputs and assumptions were used to estimate this reduction?
- What time period will this estimated reduction occur (peak vs. off-peak)?

In sum, the EIS must clearly provide all of the evidence necessary for the public to perform the same technical analysis and receive the same results as those in the EIS.

Parking:

The NOP states that the proposed project will include 810 parking spaces at the north base. This includes (approximately) 300 day use in the 3-level parking garage, 60 limited surface spaces for retail and skier drop-off, and 450 underground spaces below the hotel and skier services. At the south base, there will be approx. 177 parking spaces. This is a total of 987 parking spaces. (p 4-5 NOP).

Total Parking:

First, the total proposed parking exceeds typical parking (even peak period parking, which in 05/06 ranged between ~500-700 vehicles although on a few days, exceeded this amount¹⁴), thus reiterating our concerns expressed in the transportation section that this project will add more vehicles to the transportation network in the Homewood area and along ingress/egress routes for the Basin.

North Base – Winter Use:

Next, more specifically, regarding the north base: during peak periods, there would be approx. 224 overnight units in use, including the workforce housing and 11 new residences. For the 75 hotel rooms, we may conservatively estimate one vehicle per room (75 vehicles) [although there will likely be more for some rooms], for the 30 penthouse condos, we estimate 2 vehicles/unit (60 vehicles) and for the 40 2-bedroom hotel condo/hotel units, we assume two vehicles/room (80 vehicles). For the 11 residential lots, 16 residential condos, 12 workforce housing and 40 fractional condos, we may assume 2 vehicles per unit (totaling 162 vehicles). This totals 378 vehicles. Assuming those owning units or staying at the hotel invite their own guests, this total could be higher (i.e. 500 to 560 vehicles assuming approx. 30% and 50% guests, resp.).

The NOP states 300 day use parking spaces will be provided in the 3-story garage (p 5), and HMR states 400 spaces will be available for total day use in the 9/10 Staff Summary (p 38). What is unclear is how the 450 parking spaces under the hotel unit are assigned. Are these reserved only for overnight guests? If this is the case, that leaves perhaps 25

¹⁴ In their 2/14/08 letter, HMR explained that "parking lots are not striped. The ski operation traditionally has had parking attendants strategically line-up vehicles in the lots, maximizing space and efficiency. Refer to the parking count document previously provided. (05/06 parking counts)." For this reason, we refer to a range of vehicle counts rather than number of parking spaces.

spaces under the hotel unit for day skiers, or there may be no spaces left if overnight users have guests. So where will the other ~100 day user parking spaces be located?

- The EIS must clarify these parking issues and ensure no parking on residential streets will occur.

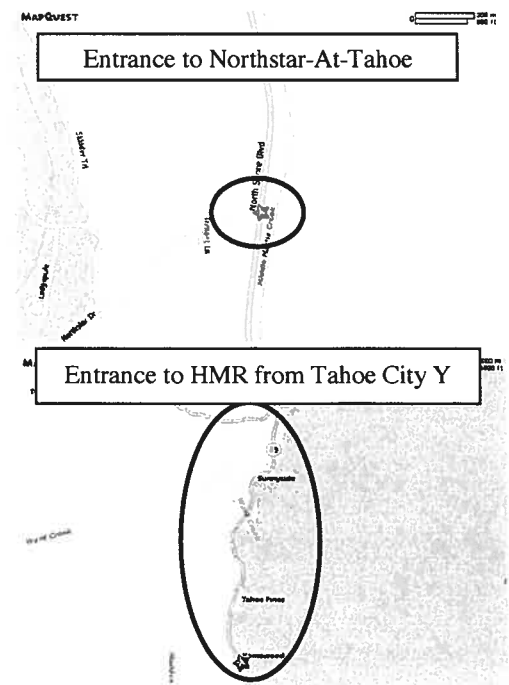
According to the 05/06 parking counts provided by HMR, there may be over 800 vehicles on peak days. Therefore, there will be over 400 fewer parking spaces than peak period demand. HMR has stated that their transportation planning will reduce vehicle use by day users through a variety of means, including providing transit services, dial-a-ride, shuttles, etc., and placing a sign at the Tahoe City Y to advise people that HMR is “full”. HMR is relying heavily on these mitigations to substantially reduce day skier impacts, therefore we are very concerned with the ability of these other ‘mitigations’ to reduce day skier vehicle use by over 400 vehicles.

- The EIS must perform an in depth analysis (ours presented here is merely an estimate for conceptual purposes) to assess parking space demand versus peak potential vehicle population associated with HMR’s guests.
- The EIS must also provide quantitative analyses showing the mitigation measures that will reduce vehicle use by day users so that parking capacity is not exceeded. Inputs and assumptions to this analysis must be included in the EIS.
- We ask that the EIS explain how any signage will work. For example, if an electric sign will be placed by the Tahoe City Y to inform skiers/boarders that HMR is “full”, this will only capture those skiers coming through Tahoe City. There are 7 miles of communities between the Tahoe City Y and Homewood. How will those people be informed not to continue driving to HMR? We understand some public education will be involved, but will ~2,000 or more day users get the car packed up then make one last call to check?

- HMR refers to the sign used for Northstar at Tahoe as a successful example (below) but the situations are not comparable, because all skiers driving to Northstar come through the main entrance off of highway 267 (*above right*), therefore there is no group of skiers that would miss the sign as they travel to the resort (unlike those living between Tahoe City and Homewood [*below right*]).

“Response: SIGN AT TAHOE CITY “Y”:

JMA Ventures commits to providing real-time signage near the Tahoe City “Y” on busy ski days to provide skiers with information regarding the availability of parking (and supporting shuttle services) at intercept parking areas. This sign will be either staffed or operated electronically to change messages as needed to provide timely information to arriving day skiers. A good example of the benefits of this strategy is the trailer-mounted sign used by Northstar-At-Tahoe to divert day skiers approaching Northstar in



periods when there is no remaining day skier parking available at the resort.” (p43-44, APC Staff Summary)

- As touched on above, there is clearly ‘lag time’ between when someone leaves their home (assuming there is educate advising day skiers to call ahead for status) or passes the sign at the Tahoe City Y and when they get to HMR. During that lag time, the parking lot may fill up. However, those users may still end up driving several miles and entering Homewood, thus creating traffic impacts. Impacts would also be caused by vehicles having to turn around and go back home. How will this lag time situation be addressed so unnecessary vehicle impacts do not occur?

Regarding the 60 retail/skier drop-off spaces, the EIS must show demand associated with the new retail/commercial operations at the Base as well as that generated by the mid-mountain lodge (for all seasons).

- Will timelines be staggered to avoid conflicts between skier drop-offs and retail shoppers?
- How will these spaces be utilized in the summer months?
- What is the demand for this type of parking?

North Base – Summer Use:

HMR has discussed the use of the parking lot in the summer by vehicles with boat trailers using the boat launch across the street.

- How many truck/trailers currently park at HMR during the summer months?
- How many truck/trailers would be allowed to park at HMR if the proposed project is constructed? Will this occur only in the 300 space parking garage?
- Will this increase capacity for boat launches (and thus, boats on the Lake)?
- Due to the emissions (air, water and noise) caused by motorboats, any increase in motorboat use caused by this project must be considered in the environmental analysis. Traffic impacts from additional vehicles associated with the boat parking must also be considered.

South Base:

For the 177 spaces on south base, this is intended to serve 99-120¹⁵ residences. Assuming that, as is typical, each residence contains two people and usually, each person has their own vehicle, this would suggest a need for perhaps 240 parking spaces. Additionally, people have visitors. Conservatively, say during a peak period (e.g. weekends), half the residents have a visitor, there is now demand for roughly 360 parking spots. Clearly, we are concerned that there will not be enough parking to support the demand generated by this project and thus, people will park in places they should not. We suggest a smaller scale project such that there is the environmental capacity to supply adequate parking.

¹⁵ The 9/10 APC staff summary states that South Base will include 120 residences, while the NOP states 99. To err on the side of environmental caution, we use 120 for our estimates.

Roadway network:

It is a fact that no new neighborhood roads or highways are allowed in the Lake Tahoe Basin. On West Shore, there is one 2-lane highway running from South Lake Tahoe to Tahoe City: highway 89. During peak periods (winter weekends and Holidays, summer weekends, and often midweek during July and August), SR 89 experiences significant congestion. Vehicles may be stopped for miles on S SR 89, trying to exit the Basin through the Tahoe City Y on a Sunday afternoon. There are no “back roads” that can be used as alternative routes. In addition to the environmental implications (e.g. idling vehicles emit more pollution), this raises serious problems for emergency vehicles that need to get to these west shore communities quickly. There is often no shoulder for an ambulance or fire truck to use. When cars are lined up for 2 miles with nowhere to go, those emergency vehicles are stuck trying to meander through oncoming traffic, which no doubt seriously delays the time it takes for them to reach their destination. The time lost may be enough for someone to die or become seriously ill while waiting for medical attention, or for a fire to get out of control. Adding more traffic to this area, especially during peak periods, is simply irresponsible and should be prohibited. It is not good enough to hope that mitigation will work, even with the best intentions, because there has yet to be a project in the Basin which proves there is mitigation that truly mitigates 100% of the impacts to the transportation network (and as mentioned, this project does not address the vehicle impacts of guests coming to and from HMR, where the greatest impact to this peak congestion is expected). Trying to find new mitigations that could meet this objective should not be done in an area that is already so congested with no room for error.

VII. Emergency evacuations:Wildfire:

The transportation discussion segues into our next concern: emergency evacuations. If a fire were to break out along West Shore, which recent Basin fires have proven is clearly a real threat, people only have the 2-lane SR 89 as an evacuation route. If visitor traffic alone stops traffic miles south of Tahoe City, what will happen when full communities must evacuate? Under existing conditions, the situation is already dangerous. The project could add hundreds of new vehicles to that already clogged roadway, and put ~1,000 or more people into a dangerous situation. We should be first assessing how we will protect existing communities in the event of a fire before we consider adding more people to the area.

- The EIS must include the plans for how existing communities would be evacuated in the event a wildfire breaks out.
- The EIS must then assess how this will occur with 1,000 to 2,000 more people.
- We understand HMR is considering waterborne transit options for evacuation in the event of a wildfire. The EIS must include a description of this plan and evidence supporting its application for this purpose (and the ability to provide ongoing funding regardless of HMR profit or loss). Additionally, other considerations must be included. For example, can waterborne transit provide a viable option when wind makes the Lake largely impassive by boats due to wave generation? This is especially important since the days a wildfire is more likely to

grow uncontrollably (and most threaten communities) are days where weather conditions create severe fire weather – which generally includes windy conditions. If waterborne transit can not operate on even the most extreme weather day, it should not be considered a viable option for evacuations from wildfire.

- Also, the EIS should assess evacuation methods for winter use as well (more discussion of winter dangers is below).

Avalanches, Landslides, etc.:

Additionally, concerns occurring primarily in the winter (and perhaps spring) include landslides, rock falls and avalanches. The Initial Study states:

“According to the Geologic Hazards and Preliminary Geotechnical Evaluation by Kleinfelder, dated November 1, 2007, this site is located in a region traditionally characterized by moderate seismic activity. A major seismic event on faults in the vicinity may cause moderate shaking at the site. The site is located within Seismic Zone 3 of the California Building Code. If structures are constructed according to the current edition of the California Building Code, the likelihood of severe damage due to ground shaking should be minimal. Apparent avalanche run-out chutes were observed on the west side of Lake Louise in the Kleinfelder Report.

These features are not located on the subject site, but a potential exists for avalanches to occur in the subject site. Multiple areas of rock outcrop, steep slopes and soil creep were observed on the subject site. A potential for seismically-induced rock fall exists. An abandoned mine (Noonchester) and two mine shafts are located just off-site to the south of Quail Lake.

The EIR for this project will include an analysis of the impacts associated with exposure of people or property to geologic and geomorphological hazards, as well as geological units/soils that are unstable and provide mitigation measures to address any impacts of the proposed project.” (p “10 of 21”).

The evidence is clear – there is “the potential...for avalanches to occur on the subject site” and “potential for seismically-induced rock fall exists.” The IS states that the EIS will discuss mitigation measures for this, but we have never heard of a method that can provide 100% assurance that avalanches or rock falls will not occur. In areas where currently, methods such as using dynamite for avalanche control are used, there are still occasionally unplanned avalanches. Rock falls can also not be 100% mitigated. Just consider how many times a rock has fallen onto Highway 50 over Echo Summit. It is of great concern that ~1,000 more people could be put in a dangerous situation. Further, that hundreds of these people may have their full time residences at South Base (and the 11 residence sites in between and 12 workforce housing units), and therefore be subject to these dangers full time.

- The EIS must discuss this danger and provide the technical details behind the findings of the report mentioned in the IS. The EIS must include risk assessment for these dangers, including existing conditions and any existing overnight uses currently in areas where these threats may occur and a comparative risk assessment for the proposed project and alternatives.
- The EIS must discuss proposed ‘mitigation’ in detail, including the established level of effectiveness (for example, evidence indicates that in “10” areas where the proposed mitigation method has been consistently used, avalanches have occurred “#”times).

- The EIS must clearly show where dangers exist, and at what level of risk, for all areas of the project site. For example, the avalanche danger to the residences at south base may be different than the danger posed to guests at north base.
- We recommend an alternative be considered which minimizes, if not outright eliminates, placing overnight accommodations in areas where threat from avalanches, land slides, and rock falls exist.

VIII. Environmental Thresholds, TMDL, Stormwater Treatment, and other environmental concerns:

The EIS must evaluate the impacts of the project on all thresholds (some discussed specifically in this section), as well as other environmental concerns included below. As a CEP project, the project should provide substantial net gains for all environmental thresholds and concerns.

- The EIS must document benefits required by the existing Regional Plan and benefits received in addition to those 'baseline levels' which justify this project's approval for the CEP program. This should be presented in an easy to read, clear format, such as a table.

Article I (b) of the Compact states: "(b) ... to establish environmental threshold carrying capacities and to adopt and enforce a regional plan and implementing ordinances which will achieve and maintain such capacities while providing opportunities for orderly growth and development consistent with such capacities."

The EIS must analyze the impacts of the project on all thresholds. Further, because this is a CEP project, the EIS must show how the proposed project provides benefits substantially above those required by the existing Regional Plan.

Air Quality:

Many of the air quality concerns relate to transportation impacts. More VMT means more tailpipe emissions and more resuspended road dust. These pollutants affect human health, forest health, water quality and visibility. In some cases, more congestion also increases emissions due to increased emission rates from idling cars (e.g. carbon monoxide).

- The EIS must assess the impacts of the projects on all alternatives on all federal, state and TRPA air quality standards. Emphasis must be given to carbon monoxide (Basin is currently classified as "maintenance" for conformity purposes on the CA side), ozone (ozone measurements in the Basin have recently violated standards protective of human and forest health), and particulate matter (the Basin is also in non-attainment for Particulate Matter). In all cases, there can be no net increase in these pollutants and rather, the project should produce a *net decrease* in all emissions.
- Where measurements of pollutants of concern do not exist for Homewood (and the Tahoe City Y, where traffic impacts are most likely), measurements of pollutants must be taken per established protocols for all seasons (as some pollutants and their impacts vary by season) to establish an inventory for existing

conditions. Only then can the impacts of the proposed project and alternatives on air quality be assessed.

- Emissions from all transportation impacts must be assessed (including VMT [Basin-wide], congestion at affected intersections and roadways, etc.).
- Impacts to Air Quality from all non-transportation sources:
 - Stationary sources (heating-related emissions, boiler emissions, other stationary sources);
 - Fugitive dust during construction (include existing fugitive dust from project area);
 - Resuspended dust from the project area (e.g. parking lots and garages);
 - Emissions from residential (and commercial, as applicable) outdoor barbeques, smokers, etc., and indoor devices which emit pollution such as restaurant grills. This should include emissions from the proposed kitchen at the mid-mountain lodge in addition to all such sources at the North and South Base.
 - Any proposed prescribed burning for fuels reduction. We encourage restorative ecological burning when air conditions are ripe for burning (and the use of non-burning methods to remove biomass).

Water Quality/Lake Clarity:

VMT and water quality:

Specific to water quality, the project proposes to reduce overall coverage, but at the same time, to add potentially over 1,000 more people to this area. Humans can not visit this area without causing impacts. As discussed in the transportation section of this letter, even if the project could reduce vehicle use in the vicinity of the project, it would still be expected to increase VMT associated with people coming to and from the area. This will mean more runoff from all impacted roadways, more resuspension of road dust that will float its way into the Lake (or add to the runoff into the Lake), etc. As HMR acknowledges on page 3: *"The project area is typically accessed via Interstate 80 to West Lake Boulevard ([State Route] 89)."* Currently there is no other way to get to HMR than to drive (even if waterborne transit can bring people from other parts of the Basin, non-local guests will still have to drive into the Basin). While many of the vehicle impacts we are concerned about relate to the time people will drive (e.g. peak vs. non-peak), resuspended dust from VMT creates an impact regardless of the time of day. In the case of water quality, (and for the moment, disregarding whether guest travel while in the Basin will add VMT), we have significant concerns that the increased VMT associated with the cumulative, year round impacts of the 1,000+ additional guests coming to and from the Resort (each weekend/week/etc.) will have water quality impacts (VMT is discussed further in the transportation section). Adding additional stormwater treatment (and capturing more sand and salt application before it can become airborne) along SR 89 in Homewood may help reduce impacts in the Homewood area, but it does not mitigate the rest of the roadways being traveled by arriving and departing guests.

- The EIS must analyze the impact of VMT on water quality from arriving and departing guests on all roadways in the Basin.

- The EIS must also analyze VMT on roadways outside of the Basin, since VMT is not only an issue of concern in Lake Tahoe, although the impacts of concern outside of the Basin may be different.

Water Quality BMPs:

We appreciate the work HMR has done to date to benefit water quality (e.g. removing legacy roads) and are impressed with the resultant load reductions which have been quantified in recent presentations by HMR's consultant (e.g. Mike Hogan). We also understand work is ongoing and further load reductions are expected from restoration on the mountain. We support this work and look forward to learning more about the restoration projects as they move forward and hope that other projects containing substantial private forest lands will work to achieve similar reductions as HMR has already been doing.

We understand the new owners implemented BMPs previously required, but not done, by the previous owners. However, what would be helpful to understand is the difference between required BMPs in total and water quality benefits proposed by the project. We expect the EIS will address this as it examines the "No Action" alternative (required BMPs only) and compares it to other alternatives. The benefits in addition to those provided by "No Action" must be very clearly defined in the EIS.

Page 8 of the NOP explains:

"Up to 500,000 square feet of existing coverage is planned to receive BMP retrofits and water quality improvements. State grant monies in the amount of \$650,000 have been awarded to Homewood to study potential mitigation measures for reducing sediment runoff in the Homewood watersheds. The monies will be used to continue the on-mountain restoration and revegetation projects. Approximately 50,000 square feet of restoration and revegetation work is planned for the summer of 2008."

It appears this work will occur regardless of the approval of the proposed CEP project? What areas are slated to be included in the 50,000 sq. feet of restoration performed with this grant funding? Are the areas being restored going to be redeveloped if this project is approved, or will funding be used in areas of the project unaffected by the new development?

- Recognizing this work may already be completed by now, we would ask the EIS to explain the project, methods, assumptions, inputs and any equations associated with the outcome of the project, and any further studies. If successful, will methods be applied to other parts of the project area in the future (and for all alternatives)?

Total Maximum Daily Load (TMDL) limits & Stormwater Treatment:

The TMDL has yet to be finalized, however, information and data are already available to assess the necessary load reductions needed to achieve our water quality goals. For example, the TMDL has found that approx. 72% of the sediment entering Lake Tahoe is from (developed) urban areas. (This also includes resuspended particulate which has become airborne but landed back on the surface to contribute to runoff, thus reiterating the importance of VMT to water clarity). **There is a need to significantly reduce impervious coverage.** We must, at the same time, examine ways to effectively treat runoff. Unfortunately, sediment basins installed throughout the Basin have proven less

effective at capturing the most important sediment size class – particles 20 microns and less in size (termed “fine sediments” in many water quality discussions). Thus, there remains the need to develop better treatment facilities that can capture the fine sediment before it enters Lake Tahoe (in addition to other preventative measures, such as removing land coverage and not approving development which increases runoff in the first place - we can not “engineer” Lake Tahoe out of non-attainment of the clarity standard).

- The EIS must include an inventory of existing runoff from the project site.
- The EIS must evaluate the projected runoff from the site for each alternative (prior to implementation of any mitigation measures).
- The EIS must evaluate the load reductions which can be mitigated based on existing technology. We can not simply assume that future (unproven) technology will be effective.
- We also look forward to the EIS providing more information regarding the newer proven technology available that may be utilized at HMR. We understand HMR may also test new technology, but impact analysis should only be performed on technology already proven effective.
- Stormwater treatment should be designed to accommodate a 100 year storm. Flooding will occur more often due to climate change, and therefore stormwater treatment facilities must be able to handle more than the 20 year storm requirement currently in place if we are to ensure effectiveness as climate change continues to affect the Basin.

Finally, the project impacts must be compared to the TMDL findings and requirements. **Basically, how will this project help meet TMDL reductions?**

Land Coverage:

HMR proposed to reduce overall coverage, but the NOP does not disclose how much coverage will be reduced. Further, TRPA asked HMR to disclose this specifically and yet on page 34 of the APC staff summary, HMR’s response still fails to provide this information:

Coverage reduction:

TRPA requires substantial land coverage reduction for this overall project. The increase in density and height must result in an overall reduction in land coverage. Please specify the percentage of land coverage reduction proposed for this overall project.

Response: COVERAGE:

Homewood Mountain has TRPA verified existing land coverage of over 1,780,000 s.f. Over 400,000 s.f. of this coverage is hard coverage associated with parking and ski facilities, lodges, etc., while the balance represents roads and trails on the mountain. In 2006 and 2007, HMR restored approximately 100,000 s.f. of roads and trails on the mountain and plans to continue to restore unnecessary roads and trails. A significant percentage of this restored coverage is planned to be permanently retired. The balance will be banked for possible use on the resort, or transfer to desirable uses as permitted by the TRPA Code of Ordinances.

HMR anticipates that at least a portion of the proposed additional height for the master plan development will be earned by retirement of some of the above land coverage.

We appreciate the work HMR has already done to restore legacy roads on the mountain. However, this is a CEP project and is therefore held to a higher standard than other projects. Merely stating that: *“A significant percentage of this restored coverage is planned to be permanently retired. The balance will be banked for possible use on the resort, or transfer to desirable uses as permitted by the TRPA Code of Ordinances”* fails to provide important information for the public to evaluate the project. In this case, TRPA specifically asked for a percentage of reduction that the project will achieve. We agree with TRPA – it is not premature to ask for this information. All CEP projects should have a coverage reduction goal at this point in the process as that is a key component of the ‘net environmental gain’ all CEP projects are supposed to achieve.

- We are concerned that absent quantifiable coverage reduction in the NOP, the public can not provide informed comment for the scoping period. How can the public assess project impacts, especially for a CEP project, if key information is not yet available for the public?
- We suggest the EIS include alternatives based on a 25 and 50% reduction of total existing coverage. Where grandfathered coverage may exceed coverage based on Bailey classes, we suggest the EIS also examine an alternative that would meet Bailey class limits.

The project also states that: *“No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of way, except as authorized by project approvals.”* (p 10 of 21, IS). However, we are concerned that HMR proposes to meet this promise by challenging the land capability so sensitive areas are changed to higher capability. In the APC staff summary, HMR states: *“There is an unresolved issue regarding the land capability of the base areas. TRPA has assigned preliminary land capability to these areas, but a land capability challenge is proposed to determine final land capability classifications of the lower mountain.”* HMR explains their hired soil scientist completed soil sampling which indicated that “most of the lower mountain area” is high capability and thus, HMR would apply for a challenge “this spring.” HMR has since applied for a challenge but states on page 10 (NOP) that soil borings taken from the existing gravel lot may indicate that area qualifies as an SEZ (results are still unavailable).

The documents fail to adequately explain this situation. For example, how do the soil borings mentioned in the NOP relate to the soil scientist’s findings prior to last spring that some areas classified as low capability should be changed to higher capability (explained in the staff summary)? Were the earlier references focused on this gravel parking lot, or are these discussions focused on two different areas? Is this relevant to the water quality facilities being discussed in the above statement in the IS? The public has not been provided with adequate information to understand the situation, but rather, has been presented with confusing, disconnected information spread out over 3 different documents. How is the public supposed to provide informed comments on the scoping without adequate information to understand the situation?

Further, with regards to the response in the staff summary, we find the use of the word “preliminary” before ‘land capability’ as questionable. No where that we have seen has TRPA indicated it assigned ‘preliminary’ capability to this project (or any suggestion that

all TRPA land capability assessments are merely 'preliminary'); rather, TRPA uses the available evidence to assign a capability. This process is not an 'interim' process TRPA does until a developer comes and challenges the findings. Additionally:

- The EIS must include all history associated with any land capability classifications and changes, and the evidence supporting all classifications. For example, TRPA assigned areas as low capability for a reason (meaning they had to have some data regarding the capability). If the previous data are invalid or inadequate, this must be explained in the EIS (and supported with scientific evidence).

Finally, we would recommend deletion of the last part of the sentence that says "*except as authorized by project approvals.*"

- Why make this statement at all? Clearly we assume HMR would not proposed construction of facilities in sensitive areas without approval to do so. However, we recommend an alternative which does not proposed construction in flood plains.

The IS states on page "14 of 21" that the project will add impervious coverage in areas classified as flood plains per the proposed site maps.

- The EIS must analyze an alternative with no development in classified flood plains.

Deicing materials in parking garage:

Also, there will be more parking spaces. This will require more deicing in the winter months. Even if snow doesn't fall directly on lower levels of the parking garage, it may melt during the day and freeze at night. With HMR sand and salt the parking garage(s)? Or will there be built in heating under the pavement? If more deicing agents will be used, the impacts to water quality must be analyzed (as well as to vegetation).

Noise:

Community Noise:

The project will bring ~1,000 or more additional people into this small community. This will no doubt increase noise in the area (through vehicle noise, talking, radios, etc.).

- The EIS must include existing noise levels, determined through scientifically valid sampling techniques and methods, and including year round monitoring during average and peak use. If data are not already available, an expert must be hired to obtain this information.
- How do existing noise levels compare to the noise threshold standards?
- The EIS must evaluate the increased noise (short and long term) associated with the project for each alternative, and compare this to the noise standards.
 - If this area already exceeds TRPA's CNEL standard(s), the EIS must show how the project will help bring noise standards into attainment for this area. No additional noise impacts can be allowed.
 - If the area currently meets the CNEL standard(s), the EIS must show how the project's impacts will be mitigated so the standard is attained in the long run.

Noise from Amphitheater:

The NOP explains that “A new outdoor amphitheater is proposed for hosting outdoor concert events...” (p 8). Currently, the only other regular outdoor concert venue in the Basin exists in the Harvey’s Casino parking lot during the summer months. There have been many problems with noise from these concerts over the years. Nearby residents are subjected to the noise from these concerts. Even those farther away hear the “bass” from music. Perhaps fewer complain because Stateline is a more tourist-oriented area, and the casino area is not where one goes to have a tranquil, quiet experience in the Basin.

However, those living and visiting Homewood do expect a more tranquil and quiet experience. Thus, what happens at Harvey’s is not appropriate for the Homewood community. But even moreso, the topography and layout of the Homewood community is likely to exacerbate the noise impacts of outdoor concerts. Sound may in essence ‘echo or bounce’ off of the mountain. Additionally, residences are located right next to North Base (on both sides), whereas there is at least some distance between the concert venue at Harvey’s and nearby residences. **The noise impacts from this outdoor amphitheater on the Homewood community could be substantial.**

Noise Impacts on Wildlife:

Noise impacts to wildlife in the area may also be substantial. Further, just south of the North Base is the “Homewood Wildlife Inc.” – a local wildlife shelter that has existed there for years¹⁶. This shelter houses many wildlife which could be disturbed by the noise from an outdoor concert.

- The EIS must analyze the noise caused by the outdoor amphitheater and examine noise impacts throughout the Homewood community.
- The EIS must examine the most recent science regarding noise impacts to humans and wildlife. This assessment must look at both chronic exposures, periodic exposures and acute exposures.
- The EIS must assess impacts on wildlife, accounting for wildlife life cycles and how noise may affect wildlife different during different times of the year.
- We also hope HMR will discuss noise impacts on the local wildlife shelter to make sure those wildlife, many of which are ill and recovering (and thus may be more affected by noise than healthy wildlife), are protected.

Other Threshold and Environmental Issues of Concern:

The EIS must provide an existing inventory for the following (and the existing attainment status per TRPA’s threshold standards) as well as an analysis of impacts to thresholds for each alternative:

- **Wildlife** within and affected by the project area (e.g. adjacent wildlife habitat that would be affected by activities and/or structures in the project area);
 - Affected wildlife include all special status species (any species with any designation from the USFS, TRPA, CA Fish & Game or other applicable entity);

¹⁶ See the shelter’s website at: <http://www.wildlifeshelter.org/>

- EIS should also analyze impacts to all wildlife, regardless of designation. Analysis and inventory should include any wildlife using the area for migratory or other 'temporary' purposes.
- Impacts to **fisheries** from the project, both in Lake Tahoe and any impacts to riparian areas within, above and adjacent to the project area; Impacts may also occur through increased demand for water associated with limited water supplies.
- Impacts to **scenic quality**. The EIS must analyze impacts to views from Lake Tahoe (near the Homewood shoreline, mid-Lake and across the Lake, at a minimum), from the beach in Homewood, from SR 89 (both directions), from all hiking trails with views of HMR (not just exclusive to trails in Homewood), etc. Scenic impacts must provide a net benefit above and beyond that required by the existing Regional Plan. Visual simulations must be done for all of these aspects for each alternative.
 - We are also interested in an explanation for how adding 3-4 story buildings to an area with minimal existing height and relatively few buildings (and a relatively large view of the mountain) can provide a scenic improvement.
- Impacts to **vegetation**. HMR has provided TASC with information regarding fuels reduction projects in the past, although we anticipate more information will now be available. The EIS must explain the prescription for thinning throughout the mountain (for each different 'ecological unit' – in other words, where the prescription varies) and the support for such prescriptions. Will removed biomass be sold commercially? Burned? Hauled away? We also encourage the use of burn days for restorative ecological burning on the mountain and the removal of biomass through non-burning means wherever possible.
 - This analysis must also address other vegetation thresholds (in addition to those related to trees) and all other applicable vegetation standards.
 - The EIS should also discuss invasive weeds and the impacts of all alternatives on providing opportunities for establishment and/or removal and prevention of invasive weeds.
- Impacts to **recreation** must be documented. How will the project affect recreation thresholds? What recreational activities and opportunities will be replaced by the proposed development (e.g. are there existing trails or other activities that will no longer exist once this is built)?
 - Per the 9/10 APC staff summary, TRPA previously asked HMR to disclose where the required 5 miles of hiking trails would be located. HMR responds by explaining that this can not yet be determined, and also states the "exact amount" of hiking trails can not be determined yet. It appears TRPA requires 5 miles, so it is unclear why HMR would respond that the amount is unknown. Where did the '5 mile' requirement come from? If this is a TRPA requirement, HMR must meet it.
- Additionally, the NOP explains "*Buildings have been arranged on the site to create several distinct neighborhoods within the development focused around key recreational uses such as gondola staging, ice pond, lodge hotel, shops and restaurant venues.*" (p 33). We do not believe that lodging and shopping are

considered “recreational uses” per TRPA’s Code. Specifically, TRPA’s Code (chapter 2) defines recreation as:

Recreation (Developed): Involves outdoor activities which are enhanced by the use of man-made facilities, including, but not limited to, campgrounds, marinas, and ski areas.

Recreation (Dispersed): Involves such activities as hiking, jogging, primitive camping, nature study, fishing, cross country skiing, rafting/ kayaking, and swimming. Does not usually involve the use of developed facilities.

Recreation (Urban): Involves indoor and outdoor activities primarily designed for use by the residents of the Region, including, but not limited to, athletic fields and neighborhood parks.

The EIS must distinguish between retail uses and recreational uses as defined by TRPA’s thresholds and Regional Plan.

- The EIS must also assess project’s lighting impacts on “night sky”. This is an issue the public repeatedly expressed concern with during the P7 public workshops, and one we hope the new Regional Plan will address.
- Because the project proposes to accommodate parking for boats launched on Lake Tahoe, the EIS should analyze the potential for the introduction of invasive species to Lake Tahoe. We do not encourage increased boat launching due to the environmental impacts of motorized boat use; however, either way, might there be opportunities to host a boat washing station at the parking lot? Perhaps boat washing and inspections could be a combined program that all users must utilize before being allowed to launch across the street.

IX. Open Space:

In the 9/10 Staff Summary for APC, the applicant responds to TRPA’s questions about open space by explaining:

“Response: PUBLIC & PRIVATE OPEN SPACE:

Both base areas include open space areas for both public and private use. The base area master plan graphic is being updated to more clearly identify these areas. The North Base includes a public ice skating pond to the east of the main lodge/hotel building. The ice pond is surrounded by public plaza area that will include fire pits, bench seating and other such pedestrian oriented amenities. Please refer back to the first response relating to architectural height, scale, and massing for further delineation of the open space concept. The South Base will include private open space as an amenity to the residential development. This would include a swimming pool for residents and trail access to the base slope.” (p 44).

It appears that HMR plans to call the center area in ‘the village’ structure at North Base “open space,” including in that definition the ice rink, fire pits, benches, etc., much like the pedestrian area one sees in downtown Aspen (on the right), where cobblestone covers the ground, outlined by occasional grass areas, lamps-posts and



Pedestrian Shopping area in Aspen, CO

benches. At South Base, the “open space” would include a swimming pool.

It appears that the definition of “Open Space” is being used incorrectly.

Generally, the term “open space” has been applied to park-like areas which in the Tahoe Basin, generally means open undeveloped forested areas where there are no buildings and no land coverage. In fact, TRPA (Chapter 18) defines open space as: *“Land with no land coverage and maintained in a natural condition or landscaped condition consistent with Best Management Practices, such as, deed restricted properties and designated open space areas.”*

- Clearly this definition does not include a ‘pedestrian village’ amidst tall buildings, shops and timeshare/condo units, nor a cobble-stoned covered area with benches and lamp posts (note the first part of TRPA’s definition states “no land coverage.”).
- HMR can not refer to this pedestrian village area (or ice rinks or swimming pools) as “open space.” We encourage HMR to inventory existing “open space” within the project area per TRPA’s chapter 18 definition. Then, HMR should include a net improvement in the amount of open space in the alternatives analyzed in the EIS.

X. Questions regarding proposed Mid Mountain Lodge:

The APC staff summary explains the Mid-Mountain Lodge as semi-public:

“Mid Mountain Commercial/Recreation: The proposal seeks to replace the temporary facilities at the Mid-mountain with a new 14,000 square foot Lodge. This lodge will house the upper station of the gondola, food service for both winter and summer uses, a private club area for exclusive use of owners of the condominiums, condo-hotel units, interval ownership units, and their guests. Adjacent to the Mid-mountain Lodge will be the swimming pool intended for west shore residents’ summer use. The pool is proposed as a recreational amenity for west shore residents, while the private club is proposed as an accessory use to the residential/tourist use and thus not open to the public. The summer indoor dining area, which will serve wedding/reception uses, and 50 percent of the kitchen area, are anticipated to be commercial floor area with the CFA coming from a portion of the commodities reserved through Community Enhancement Program.” (p 43)

Responses from HMR included later in the 9/10APC staff summary (p 41) explain:

Response: MID MOUNTAIN LODGE

Mid Mountain Lodge will be open to the public without restriction. It is designed primarily as a skier/winter facility, but will be available during the spring, summer, and fall for public use and private events such as weddings. The lodge is planned to have an adjacent swimming pool open only during the summer months. The swimming pool would be open for use by Homewood and other area West Shore residents upon proof of address. The pool is designed as an amenity for locals and would be accessible by gondola from the north base.

Finally, the NOP describes it differently yet again on page 7:

Mid-Mountain: The mid-mountain will include: a new approximately 15,000 square foot day-use lodge with a gondola terminal; a new learn to ski lift; a food & beverage facility with outdoor dining; small sundry outlet; and an outdoor swimming facility for use during the summer months. The new midmountain lodge replaces the white tent structure and the existing concrete foundation located near the mid-mountain. As part of the new development, the existing composting

toilet/restroom will be removed and replaced with connection to public sewer system as required by Placer County Health and Human Services Department. The snow based vehicle shop/maintenance facility (coverage relocated from the south base area) will be relocated to the mid-mountain. Two water storage tanks will also be located at mid-mountain above the vehicle shop/maintenance facility.”

This raises several questions:

- How can the public be expected to provide informed comments for the scoping notice when facts (e.g. size, use, public status, etc.) throughout the notice are inconsistent?
- The mid-mountain lodge, whether it’s 14,000 or 15,000 sq. feet, private or public, will add substantial coverage to this area on the mountain. What is the existing coverage (hard and soft) for this area? We understand this will be constructed where currently, a cement foundation exists. What size is this foundation? What coverage was permitted for this area in the past? Is there coverage here that has not been permitted? How does this compare to the proposed coverage of this lodge?
- Additionally, the proposal discusses transferring the vehicle shop/maintenance facility to the mid-mountain lodge. Won’t this require that vehicles now drive up to the mid-mountain lodge for maintenance? What are the environmental implications of this, as well as adding coverage to this area when compared to its existing location at So. Base? What are the land capabilities from the “transferred from” to “transferred to [mid-mountain]” areas? Will the new south base housing units be constructed where the existing maintenance area exists? Finally, where is the next environmental benefit here?
- We suggest an EIS alternative be included which minimizes the mid-mountain lodge so it is based on existing legal coverage. Also, we hope the lodge would be fully open to the public.

XI. Development Allocations/Demand for Project:

The NOP states that 50 TABU’s and 12 MRBUs are requested for the project (from the CEP allocation pool). However, the 9/10 APC staff summary includes a more detailed discussion of where allocations are coming from (p 36):

“HMR proposes to transfer approximately 139 TAUs from a site in the North Stateline Community Plan that has been verified as primarily class 3. The class 3 portion of the site, the location of the Tahoe Inn and adjacent parcel on which 45 units are banked, is proposed to be restored to its natural condition. Verification of the existing units of use (TAUs and ERUs) and coverage is pending with Placer County. TRPA has been asked to confirm the land capability overlay map adopted with the CP or if necessary verify land capability. HMR is pursuing a possible partnership with the Workforce Housing Association of Truckee-Tahoe (WHATT) to evaluate the class 4 portion of the site for a possible affordable housing project.

While we are aware that the CP policies encourage transfer into this area, we believe that the subject site is primarily too sensitive to redevelop, and that the greatest overall environmental and economic benefit to the community and Tahoe Basin will be achieved by the proposed transfer and use of these rights at HMR. Additionally, recent approval of redevelopment of the CalNeva Lodge,

and proposed expansion/redevelopment of the hotel portion of the Biltmore will likely bring the Stateline area density to a point where traffic and other issues would reduce the economic viability, if not the ability to meet required environmental standards for redevelopment of the 139 units at the Tahoe Inn."

- HMR states that they feel *"the greatest overall environmental and economic benefit to the community and Tahoe Basin will be achieved by the proposed transfer and use of these rights at HMR."*
 - First, which "community" is being referred to here? (e.g. Homewood or North Stateline?)
 - Second, evidence regarding the environmental and economic impacts of using these rights at each location, and possible alternative locations (i.e. are there opportunities to use these rights elsewhere within the NSCP?), must be included in the EIS.
 - This must include the impacts of using these units within the boundaries of the North Stateline Community Plan and the impacts of using these in the proposed project. The two locations are different in numerous ways, including topographical, social, transit-related, environmental, proximity to lake, economic, demographics, etc. The EIS must analyze all of these parameters associated with the use of these units at each location before any conclusions can be drawn regarding the benefits (or consequences) of any proposed transfers.
 - This assessment should also address the ability of each area to evacuate in the event of a wildfire or other emergency.
 - Are there units within the same or adjacent watershed to Homewood that could be utilized instead? If so, please include in an alternative analyzed in the EIS. If not, we question whether it is beneficial to transfer in development allocations to an area that is already 'maxed out.'
- Further, there is the issue of the size and use of the units. Will the units transferred to HMR be of the same size and nature as where the units are coming from? We do not believe it is an 'equal' transfer to 'exchange' (for example) a small, 300' hotel room and use it to construct a massive, 4 bedroom house or condo. We understand TRPA is discussing a way to address this issue in the new Regional Plan; we recommend the new accepted concepts be required for CEP projects (a justifiable proposition since these are, after all, 'special projects' which are supposed to provide net environmental gain in exchange for private benefits [commodities]). [This may mean more discussions with the TRPA GB are first needed to agree on revised transfer concepts that should be applied to CEP projects to prevent this 'morphing' of units. This would not in itself need to create undue delay if the project is placed on hold while a Community Plan is first developed, as proposed in our letter.]
- Decisions regarding the transfer of use can not be made based on the assumption that a proposed project (e.g. Boulder Bay) will be approved at some future date. The EIS must assess the impacts based on existing conditions, which does not include this project. The cumulative impact assessment must then consider potential impacts from possible future projects.

Finally, there is concern with the cumulative impacts associated with transferring development from one end of the lake to almost the other end of the lake. There are site-specific issues associated with development in each location. We do not believe such transfers can simply be called 1:1, nor can transfers be assessed on an individual basis when cumulative impacts exist.

- The EIS must assess the cumulative impacts of all proposed transfers to the HMR project, in addition to all proposed transfers from other current, proposed and anticipated future projects in the entire Basin.
- There appears to be no appellate case, nor code or ordinance amendment permitting transfers which “morph” TAUs such that a 300 sq. foot motel unit is transferred and used as a 3,500 sq. foot home (or 1,000, 2,000, etc. sq. foot condo). TAUs should trade on an equal square footage basis, such as 300 sq. foot for 300 sq. foot and 1 bedroom equals 1 bedroom. TRPA must show, through adequate science and technical review (not discussion and speculation) how chapter 6 findings are met by any transfer which changes the size, use and capacity of a TAU. We refer back to our previous suggestion for the TRPA to apply updated concepts to CEP projects for transfers of use such as TAUs.

Demand for Project:

We also question whether the existing market trends support the need for this additional housing for guests and whether there is adequate demand to support the small “mom-and-pop” type retail shops envisioned by the project (and typical “Smart Growth” concepts).

Currently, there are many homes, condos, timeshares, etc., for sale in the Lake Tahoe Basin. The economy remains on a downward trend. Many people are losing their first home, let alone a 2nd home. We have heard that timeshares for the future “Convention Center Project area” are not selling as expected. We question whether there is sufficient demand for an additional 320 units in Homewood.

- The EIS must include information regarding existing market trends, demand for housing and timeshare/condo units, etc.
- The EIS should also include an assessment of existing for-sale units within the vicinity of HMR, and a look at for-sale trends going back 5 years. If the market has been flooded with existing units for some time (e.g. 6 months, 1 year and longer), then does it make sense to develop more units for sale while existing units remain on the market?

Additionally, the concept of “Smart Growth,” and design as proposed in this project, typically creates a vision of the small ‘mom and pop’ stores unique to an area, where residents and guests can walk to the shops from their accommodations. In fact, the public has repeatedly expressed an interest in retaining small locally-owned businesses in TRPA’s Place-Based Planning Workshops, and it appears that HMR has envisioned small retail shops to reside at HMR. However, we question whether:

- (1) small business owners will be able to afford the cost of renting space in the absence of any kind of ‘rent cap’ (much like affordable housing, but for retail/small business rent); and

- (2) there is sufficient customer base to support such businesses.
- a. Can a proportion of ~1,200 guests (probably far less during off peak periods and in shoulder seasons), and a town of 243 full-time residents, provide enough business to support a small locally-owned ice cream shop?
 - b. Why did the previous hardware store in Homewood close? Was it because the owners did not make enough money to afford it? Will there now be enough business to support a new hardware store, especially when this type of shop will not be frequented by guests at HMR, but rather, will rely primarily on locals coming from outside of the project? We understand locals expressed a desire for a local hardware store, and appreciate HMR's interest in meeting the local's interests, however, the local population base may not be enough to support such a business at HMR.
 - c. What is the cumulative full time population of adjacent communities (at least those far enough away from Tahoe City that they would be more likely to go to HMR for the retail shops vs. Tahoe City – perhaps draw a line 3.5 miles from Homewood to the North and 'count' communities south of that line as HMR customers and north of that line as Tahoe City customers)?

We are concerned that in the absence of adequate market demand, HMR may be another large redevelopment project that exceeds demand. For example, the redevelopment at Stateline (in SLT) suffers from numerous unoccupied retail shops, since business owners did not make enough profit to afford the high rent. And yet the pedestrian traffic at Stateline far exceeds that which would be accommodated at HMR, even if the proposed project were constructed. This should serve as a warning to duplicating the redevelopment that occurred at Stateline (let alone with fewer customers). However, high rent is not the only problem. Small, locally-owned businesses are closing up all around the Basin, including in areas with (typically) more affordable rent. Without adequate full time population to support businesses, many can simply not afford to stay in the Basin. We are concerned that the project is relying heavily on the tourist population to support local businesses, and this may result in future unoccupied developments (creating economic, social and environmental impacts).

XII. Employee housing:

The project proposes 12 workforce housing units, suggesting this can accommodate up to 48 employees.

- The EIS must analyze the number, type and pay range of existing jobs on the property and the same for jobs resulting from the proposed project. Additionally, what is the expected 'cost' (e.g. monthly rent, purchase price, etc.) for workforce housing and how does this compare to the jobs that will result at the project? Will employees of the new "village" be able to afford the 12 'workforce housing' units?
- What is the discrepancy between the on-site workforce housing [estimated to house up to 48 employees] (assuming employees can afford it) and the total number of employees? Where will the 'additional' employees live? Is there enough affordable housing?

According to HMR's response listed in the APC staff summary (p 36), HMR is proposing to evaluate a parcel within the North Stateline Community Plan for affordable housing – almost halfway around the Lake from Homewood. While we appreciate HMR working with the “Workforce Housing Association of Truckee-Tahoe (WHATT)” to identify affordable housing for employees, we do not feel it is appropriate, nor environmentally sound, to locate employees so far away from the actual project area.

Although shuttles may help transport employees to and from HMR without their individual vehicles, there will be occurrences where employees will drive themselves to work. Perhaps they will park on a back street far enough away from HMR's proposed “enforcement” of neighborhood streets. Or, perhaps they drive to a parking lot in Tahoe City and then take a shuttle. Regardless, this will add VMT to the Tahoe Basin. It does not matter that the impacts will occur off the project site – they will occur as a result of the proposed project.

- What evidence exists that employees will be willing to live so far away from where they work? (Also taking into account the pay and type of jobs the project will create).

If HMR establishes affordable housing for its employees in another state and county, this will in essence burden the other state and county with the additional costs of supporting those employees – and mitigation for the environmental impacts they cause (e.g. VMT). How does Washoe County/NV feel about this proposal?

- In sum, the EIS must analyze alternatives for locating affordable housing for employees in the project's immediate vicinity (Homewood). Another alternative should assess opportunities perhaps within 10 miles of the project area (both ways).
- As discussed throughout this letter, the EIS must analyze a smaller scale project alternative. This alternative should assess affordable housing opportunities in the vicinity of Homewood. The project's size should not require more employees than housing is available for near the project site.

XIII. Cumulative Impact Analysis:

The cumulative impacts assessment must include the entire Lake Tahoe Basin, since every project in the Basin which draws visitors (or residents) to the Region will have an impact Basin-wide, not only because it is one watershed draining into one Lake, but also because those people will, at some point, drive to other areas of the Basin, thus creating vehicle related impacts somewhere else. The list of projects which must be assessed in this analysis include, but are not limited to:

- The 8 other CEP projects, such as:
 - 5 projects in Kings Beach and Tahoe Vista;
 - Boulder Bay project at No. Stateline (Crystal Bay);
 - 2 projects at SLT “Y”
- Sierra Colina Subdivision (near Kingsbury Grade area)
- Sandy Beach (Tahoe Vista)
- Beach Club (Kahle Drive, near Kingsbury Grade area)
- Redevelopment at So. Stateline (e.g. Convention Center, assuming it is built someday)

- Gondala Vista Timeshare Project
- And all other projects being contemplated by TRPA at this time.
- Projects outside of the Basin which will draw visitors to the Basin.¹⁷

The cumulative impacts assessment must evaluate impacts to all TRPA environmental thresholds. However, being a CEP project, the analysis must also include those environmental parameters recognized as important but not included in the existing (outdated) Regional Plan (but expected to be addressed in the new Regional Plan, which we feel should be updated *prior to* approval of these large CEP projects), including:

- Fine sediment (sediment less than 20 microns) and phosphorous loading to Lake Tahoe (impacted by the development and associated VMT),
- Atmospheric deposition of particulates and phosphorous (largely correlated with VMT).
- **Any and all** additional vehicle trips and VMT.
- Impacts on night sky from lighting.
- Impacts of placing more people in areas at risk for wildfire.¹⁸

The cumulative impact analysis must also include:

Air & Water Quality:

- The additional boats brought to the Basin and launched into Lake Tahoe due to this project and the cumulative effect of all other projects that will increase watercraft boat usage on Lake Tahoe.
- Emissions from the use of those watercraft (not just the truck pulling them);

Natural Resource Protection from Recreational Impacts:

- Recreation-based impacts from additional people (e.g. increase use of hiking and biking trails, off-highway vehicle trails [especially given proximity to McKinney-Rubicon OHV Area], etc.).
 - For example, the additional people staying in Homewood at this project may go hiking in Desolation Wilderness during their stay. The USFS 1988 Forest Plan states: "Desolation Wilderness is one of the most heavily visited areas in the wilderness system...In [1979] a quota on overnight visitors was initiated to prevent overuse. Day use continues to increase, which may be affecting the quality of the wilderness. Demand for entry into Desolation Wilderness will continue to increase and probably would not be reduced by offering other destinations." Adding people to the day use at Desolation Wilderness will create additional impacts to that area. Taken with the thousands of additional people that would be brought into the Basin by the cumulative group of all proposed and expected projects, the impacts to Desolation Wilderness could be extremely substantial.
 - What would be the impacts on the Granite Chief Wilderness?

¹⁷ For example, the new development at Northstar at Tahoe will bring people, and their vehicles, to Lake Tahoe. According to the Tahoe Daily Tribune, 9/26/08: "'The Ritz will definitely bring new guests to Tahoe, and I think you will definitely see our guests use this as a base of operations to explore all Tahoe and Truckee,'" said Steven Holt, spokesman for the Ritz-Carlton Highlands."

¹⁸ We encourage HMR and TRPA to review the "Dangerous Developments" Report published by the Sierra Nevada Alliance in 2007.

- o What about other trails, including the Pacific Crest Trail, Tahoe Rim Trail, and other popular trails such as the Meeks Bay Trail?

Alternatives to be considered include those mentioned throughout this comment letter. Additionally, the NOP implies that Potential alternatives include “Modified Mix of Uses: A mixed-use Master Plan with an alternative mix of uses or numbers of residential units, commercial or ski resort uses.” (p 10). However, according to information provided at the first NOP scoping on 9/10/08, “Alternative 3” represents the only proposed “Modified Mix of Uses.” This alternative merely reduces housing units by 29, or 14%, of which 4 of those units ‘removed’ are workforce housing. Additionally, this decreases hotel rooms but increases Residential Condos. We question how much of a benefit there is from mixing around these uses without much reduction in overall size. Further, there is no mention of what the building footprint under Alt. 3 would be. The community has clearly requested an alternative that represents a much smaller project.

- The EIS should include a smaller scale project, rather than a minor reduction based on a revised mix of uses.

XIV. Height:

The proposed project will require Code amendments and Plan Area Statement amendments for additional height. The NOP states the EIS will analyze alternatives based on “No Action” and “No Code or PAS amendment.” Additionally:

- The EIS must clearly identify the maximum height for all buildings in all alternatives, and identify how the maximum height compares to existing allowable height.
- The EIS should consider alternatives with options that are between the allowable height and the proposed height.

However, we believe this is another aspect that should first be identified and adopted through a Community Plan process.

XV. Community Enhancement Program (CEP) Project:

This is a CEP project, which must result in net gain threshold improvements (above those required by the existing Code).

- The EIS must specifically identify the existing requirements and the additional benefits provided by the project for all thresholds. This information must be provided in a clear format the public can easily understand. For example, first include (via a tabular format) what is required for projects under the existing Regional Plan and what will be required for this CEP project. Next, provide this comparison based on the existing thresholds (and other parameters of concern that are expected to be included in the new Regional Plan, as discussed in the next bullet [e.g. sediment reduction from air and water sources]).
- Improvements do not have to be bound by the existing thresholds categories – and should not. Recent science indicates that existing thresholds do not encompass

the full suite of environmental parameters we must consider. One example includes the need to reduce greenhouse gases, as discussed previously. Another example includes the need to reduce atmospheric particulate matter and phosphorous loading to Lake Tahoe. Additionally, the TMDL may not be finalized yet, but the information gathered for the TMDL is valid, and tells us that ~72% of the sediment going into Lake Tahoe comes from urban areas. However, we have also learned that the existing settling ponds and other techniques we've installed to reduce particles aren't sufficient. Many ponds may reduce the larger particles entering the Lake, but fail to reduce the fine sediments that are most responsible for the loss of clarity.

- The EIS must examine all current parameters of concern, many of which have already been identified in Pathway 2007 documents. The proposed project should achieve net reductions for all parameters of concern, not just those based on existing thresholds. TRPA should not approve any project that will not help achieve environmental objectives identified for inclusion in the new Regional Plan simply because the update is overdue.
- The CEP program was also intended to 'test' new development concepts for their ability to help achieve thresholds. The EIS must identify what "new" concepts are being proposed (including the evidence supporting the anticipated benefits of these new concepts) and how the project will help attain all of TRPA's thresholds (for all alternatives analyzed). The EIS should also include actions TRPA and the developer will take if 'new' concepts are not successful to prevent impacts from the project.
- The EIS must identify the project's contributions to EIP projects.

XVI. Leadership in Energy and Environmental Design (LEED):

We appreciate HMR's efforts to achieve LEED certification and apply the same concepts to the South Base, although it is not eligible for LEED certification. It is clear that building more responsibly is important to HMR's owners, and we hope HMR will endorse this approach for *all* alternatives – even those based on a smaller scale project.

XVII. Inconsistent Information in Scoping Documents:

Information is inconsistent throughout the documentation provided for this project. We are concerned that the public is unable to adequately assess this project and provide scoping input when information provided in the NOP and associated documentation (e.g. staff summary from TRPA) provides conflicting information. Examples include:

- In the APC staff summary, TRPA staff explain the mid-mountain lodge will be 14,000 sq. feet, while the NOP states 15,000 sq. feet.
- The APC staff summary and NOP are inconsistent in their descriptions of whether the mid-mountain lodge is public or semi-public. As a result, the public remains unsure of the plans for access to this Lodge. Descriptions are also inconsistent regarding the uses and facilities at the Lodge.
- The NOP states that the South Base residences will number "up to 99" while the APC staff summary states "120 residential condominiums" (p 37).

XVIII. Options for further scoping comments must remain open:

Recently, during the 9/10 public hearing for the DEIS for the Sierra Colina Project, TRPA's Executive Director responded to comments made by APC members suggesting analysis of 'additional' alternatives by explaining that because scoping had already occurred, feedback regarding new (or in one case, rejected) alternatives that should be analyzed would not be considered. In other words, it was "too late" to make those comments. Thus, we have made every effort to comment on the information provided for this scoping document and identify items the EIS must analyze.

However, as discussed above, inconsistent information exists within the scoping and associated (e.g. APC staff summary for scoping) documents. As a result, the public can not provide informed comment on many aspects of the proposed project (for example, the number of units proposed at South Base, the use of the Mid-Mountain Lodge, etc.). Additionally, as identified throughout this letter, information – including details TRPA has previously requested from HMR – has not been included (e.g. total coverage reductions [a key component of CEP projects], amount and location of hiking trails, etc.). Further, the NOP references a potential alternative that will be developed based on the results of soil borings from the gravel parking lot. This 'new' alternative may result in a different configuration of the project's buildings, village 'center', parking, etc., and yet the public will not have the opportunity to provide scoping comments on the details of such an alternative (clearly the results of the tests will not be available until well after the 10/2 due date for comments). Finally, the NOP includes many references to "up to" some number of units. This makes it impossible for the public to understand how many units will be included in the project (for all types of uses).

- As a result of these failures, TRPA must allow for additional scoping comments on information made available in the future (and if so, TRPA must prepare a notice for the public and identify the deadlines for an official comment period on the new information; simply posting it to the website without any notice is insufficient public process) or, TRPA must obtain that information from HMR first and re-initiate scoping. It is unfair, and legally questionable, to have public scoping occur when important information is lacking (including a potential additional alternative that will have a revised configuration), and inconsistencies have not yet been resolved.

ATTACHMENT 1**MEMORANDUM**

November 26, 2007

TO: Fire Defensible Space / BMP Retrofit Partners

RE: Information on water usage at Lake Tahoe obtained from Utilities

FROM: Jane Schmidt, NRCS

The following information was provided by representatives of 4 utilities providing water service in the Lake Tahoe Basin (Incline Village GID – Madonna Dunbar, South Tahoe PUD – Shelly Barnes, North Tahoe PUD – Lee Schegg, and Tahoe City PUD – Bob Lourey). Recommendations for using vegetation for ground cover should take into consideration the current situation of the municipalities and companies delivering water for residential use.

1. Approximate number of customers provided water service?

Incline Village GID: 4,200
South Tahoe PUD: 14,000
North Tahoe PUD: 3,468
Tahoe City PUD: 3,800

2. What are the trends in water usage in residential areas, and what is the explanation for these trends?

Incline Village GID: See a 50% - 60% increase in water usage in the summer, all attributed to irrigated turf.

South Tahoe PUD: Water usage triples during summer months, due to irrigated turf.

North Tahoe PUD: Experiencing an increase in water usage about 3 times the amount used 20 years ago. Believe increase is tied to a continuous increase in landscaping (not only irrigated turf) by property owners, as home values have steadily increased over the years.

Tahoe City PUD: Have seen an increase in water usage, and attribute this to more landscaping installed over time. Perceive an increase in irrigated turf, but also see trends such as heavy watering of native manzanita in some neighborhoods.

3. What are your approaches to addressing water conservation issues?

Incline Village GID: Lawn size is regulated according to lot size. Water audits are offered and conducted by the GID to educate residents on their opportunities to reduce water usage.

South Tahoe PUD: Watering is permitted on certain days, only. 2007 was the first year of the "Turf Buy Back" program (see attached information from their website). This program targets the replacement of residential irrigated turf with other plant species that require less water to maintain. Mulch materials are also prescribed. Generally, a minimum of 400 square feet of lawn must be converted for a property owner to participate.

North Tahoe PUD: If water is put to beneficial use, then the use is considered acceptable. However, the District must rely on storage to meet peak demand. Currently, they are challenged to keep up with demand, and may need to increase storage capacity. The County is currently considering water conservation provisions.

Tahoe City PUD: Residential water meters will be installed during 2008, and as of January, 2009, all residences will be on a rate based system. The District is hopeful that paying for water usage based on metered use will act as an incentive for water conservation.

4. *What, if any, concerns do you have with irrigated turf?*

Incline Village GID: Residential irrigated turf leads to increased fertilizer use, runoff from the fertilizer use negatively affects drinking water quality, and as the water quality declines, the current exemption to provide filtration for drinking water may be threatened. This issue is of major concern to the GID, as filtration requirements would be very expensive to implement.

South Tahoe PUD: Irrigated turf is not native, leads to over fertilization and nutrient runoff polluting water quality, it does poorly in many areas due to shade cover from trees, and therefore many lawns are poorly established.

North Tahoe PUD: Would not recommend any program that encourages more water usage by residential landowners.

Tahoe City PUD: Understand the desire for some irrigated turf by homeowners, but would like to see reasonable amounts of turf used, in combination with appropriate xeriscape landscaping to reduce water consumption.

5. *Options they favor to replace irrigated turf.*

Incline Village GID: Main approach is to reduce the size of irrigated lawns. Recommend low water usage ground cover vegetation such as Mahala mat, thymes, etc. Utilize plant lists in *Home Landscaping Guide*.

South Tahoe PUD: See attached information sheets on the Turf Buy Back program. Recommend general categories of plants, and require a 50% plant (canopy) cover at maturity for replacement of turf.

6. *Other comments.*

Incline Village GID: District also manages a pine needle recycling program. Contractors buy the pine needles, for use in CALTRANS road projects, etc. In 2007, 232 tons of needles were collected from residents in the Incline

Village, Crystal Bay, Kings Beach area. They estimate that perhaps 25% of the residents participated in this program.

South Tahoe PUD: Largest utility in the Basin. Water usage reached a record high during the Angora Fire in 2007. The utility is concerned about their ability to meet peak demands on the water system during emergencies because of the draw on wells that support fire hydrants.

North Tahoe PUD: The utility is concerned about water delivery issues to hydrants used for fire fighting. Under current water demands and current storage capacity, storage tanks must refill overnight in order to meet the typical demands on a summer day.

Tahoe City PUD: There is not an unlimited water supply, even if the utility district is in compliance with safe drinking water standards. Currently, the utility makes over 90% use of groundwater wells; unless water usage patterns decline, there may be a need to develop new sources. Returning to the Lake for additional water may need to be considered.



48

COUNTY OF PLACER
Community Development Resource Agency

John Marin, Agency Director

ENVIRONMENTAL
COORDINATION SERVICES

Gina Langford
Environmental Coordinator

October 2, 2008

Rob Brueck
Hauge Brueck Associates

**Subject: Homewood Mountain Resort Master Plan (PEIR T20080052),
Comments on Notice of Preparation**

The Notice of Preparation (NOP) review period for the subject proposal ended **October 2, 2008**. Comments regarding the NOP are attached for your review and response in the Environmental Impact Report (EIR). Any additional comments that may be received will be forwarded to you.

The 1st Administrative Draft EIR (13 copies, plus one on CD in word format) should be received by this office no later than **January 2, 2009**. Please contact the project planner to review and discuss the preliminary environmental conclusions prior to ADEIR submittal.

If you require additional time in order to prepare the EIR, please do not hesitate to contact this office and request a suspension of the processing timeframes.

Sincerely,

Maywan Krach
Community Development Technician

Attached comments:

State

1. State Clearinghouse, Scott Morgan (3 pages)
2. Department of Transportation, District 3, Willaim Davis (4 pages)
3. Native American heritage Commission, Katy Sanchez (2 pages)
4. Regional Water Quality Control Board, Lahontan Region, Alan Miller (6 pages)

Public Services

1. Tahoe City Public Utility District, Jon LeRoy (2 pages)

Local Group

1. Sierra Club, Tahoe Area (48 pages)

Private

1. Bromagem, Verna (1 page)
2. Clausen, Bill (1 page)
3. Cress, Lorie & Paul (2 pages)
4. Eisenhardt, Elizabeth Chaney (2 pages)
5. Eisenhardt, Paul (2 pages)
6. Flinn, Hal & Dolores (2 pages)
7. Garber, Michael F (3 pages)
8. Gearhart, Susan (10 pages)
9. Head, Margaret (4 pages)
10. Hutchins, Loyd (2 pages)
11. Kraus, Bill (1 page)

12. Lozeau, Michael LLP (5 pages)
13. Mullarkey, Robert (2 pages)
14. Olivieri, Stefanie (1 page)
15. Peterson, Ted (3 pages)
16. Porteous, Lee & Mary (3 pages)
17. Shackleton, Woody (1 page)
18. Simmons, Scooter (1 page)
19. Threlfall, William (1 page)
20. Tornese, Judi & Jerry Winters (6 pages)
21. Van Zee, Rick & Ali (5 pages)

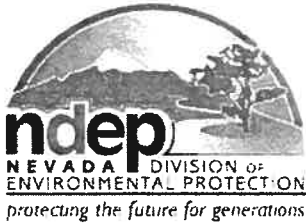
cc: ERC members

Steve Buelna, Sarah Gillmore, Richard Moorehead, Grant Miller

Applicant, JMA

project file

49



STATE OF NEVADA

Department of Conservation & Natural Resources

DIVISION OF ENVIRONMENTAL PROTECTION

Jim Gibbons, Governor

Allen Biaggi, Director

Leo M. Drozdoff, P.E., Administrator

October 2, 2008

Mr. David Landry
Project Manager
Tahoe Regional Planning Agency
128 Market Street
Stateline, NV 89448

Dear Mr. Landry,

This letter is to provide comments regarding the scope of the Environmental Impact Report/Statement (EIR/S) for the Homewood Mountain Resort Master Plan Project. In general, the conceptual plan seems to have many positive attributes. Following are some recommendations regarding the scope of and the range of alternatives to be included in the EIR/S.

First, I applaud the proponent for proposing to design the North Base Area according to the US Green Building's Leadership in Energy and Environmental Design (LEED). However, the South Base Area is proposed to be "designed using the LEED criteria as a template" only; LEED certification is not being proposed to be attained. It is unclear what "designed using the LEED criteria as a template" means exactly. It is therefore recommended that alternatives in the EIS/R range from attaining some level of LEED certification for the entire project to not attaining LEED certification at all for the entire project.

I applaud the applicant for having partnered with Placer County and CalTrans to develop a comprehensive plan to treat and control stormwater. While I support the conceptual plan to pump stormwater up the mountain to areas where it can be infiltrated, the EIR/S should include a preliminary feasibility analysis of this concept. If the preliminary assessment suggests pump and treat is infeasible, the applicant should attempt to incorporate other methods of advanced or alternative treatments for stormwater, such as underground infiltration galleries. I also encourage the use of low impact development technologies and techniques such as pervious pavements and the use of rain gardens throughout the project area.

I understand that the SEZ determination for the North Base Area is currently being challenged by the applicant. If, however, the determination stands, I recommend an alternative in which no mitigation is proposed. Such an alternative would prohibit any development on these low capability lands.

Finally, the project should attempt to minimize turf surfaces. If the applicant desires turf surfaces, artificial turf should be considered. If live turf is to be used, a fertilizer management plan should be developed as a mitigation measure.

Thank you for this opportunity to comment. Should you have any questions or need clarification, please contact me at 775.687.9450 or jkuch@ndep.nv.gov.

Sincerely,

Jason Kuchnicki

cc: Kathy Sertic, NDEP Bureau of Water Quality Planning

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 3
703 B STREET
P. O. BOX 911
MARYSVILLE, CA 95901-0911
PHONE (530) 741-5151
FAX (530) 741-5346



*Flex your power!
Be energy efficient!*

October 2, 2008

08TAH0015
Homewood Mountain Resort
Master Plan
SCH#2008092008
03PLA28, PM 1.75/3.6

Maywan Krach
Placer County – Planning
3091 County Center Drive, Ste. 190
Auburn, CA 95603

Dear Ms. Krach:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Draft Environmental Impact Report for the Homewood Mountain Resort Master Plan Project located along State Route (SR) 89 in the Homewood Community, at Lake Tahoe, California. We have reviewed the NOP and have the following concerns and comments regarding circulation, hydrology, and coordination with a Caltrans EIP project in the vicinity.

Traffic and Circulation

This proposed master plan would increase the number of vehicle trips and turning movements along the highway, and the number of pedestrians walking along and crossing the highway in the Homewood area. Although, the project would increase traffic demands along the west shore of Lake Tahoe, no significant impacts are expected outside of the Homewood area.

A traffic analysis should be prepared for this proposal to focus on the segment of SR 89 from El Capitan Avenue to Silver Street. This segment should be analyzed from driver, pedestrian, and bicyclist perspectives. The existing Silver, Fawn, and El Capitan intersections, and the proposed entrance to the north area, should be analyzed from a safety and LOS perspective, and the need for improvements should be discussed. The need for turn lanes, including a two-way-left-turn-lane for the highway, southbound right turn lanes, and right turn lanes on the approaches to the highway should be studied. Providing sidewalks along the highway, along with parallel, or eliminated, on-street

parking, would reduce congestion for drivers, and make the highway more usable for pedestrians and bicyclists.

The study should also include an analysis of the existing and projected demand for pedestrian crossings of the highway in Homewood at peak times. The locations of the crossings should be described, and any recommended improvements should be reviewed from a safety perspective on a year-round basis. Manual traffic control during the peak seasons should be considered.

The master plan includes an element that would allow for boat trailer parking in the ski area parking lots during the summer. This proposal would reduce the demand for parking along the highway during the busy summer season, and is supported by Caltrans.

It is our understanding that on-demand shuttle service and other transit enhancements are proposed. Please ensure that vehicle trip reductions estimates are based on reasonable assumptions supported by other studies.

Hydrology and Water Quality

The proposed project site is located west and up gradient of State Route 89 in Placer County (Pla-89, PM 2.1/2.3). As stated in the NOP, the further development of this site will increase impervious surface area through the construction of roads, driveways, homes, garages, etc. with a corresponding increase in surface water (storm water) runoff. This project will decrease surface water detention, retention and infiltration. Any cumulative impacts to Caltrans drainage facilities, bridges, or other State facilities arising from effects of development on surface water runoff discharge from the peak (100-year) storm event should be minimized through project drainage mitigation measures. All grading and/or drainage improvements must perpetuate maintain or improve existing drainage pathways and may not result in adverse hydrologic or hydraulic conditions within the State's highway R/W or to Caltrans drainage facilities. Means of accomplishing this, if necessary, shall be identified and backup calculations supporting this conclusion provided to Caltrans District 3 Hydraulics Branch. Please identify proposed runoff pattern and outfall.

Mitigation Measure VIII.2 of the NOP states the proponents will, "Prepare and submit, with the Improvement Plans, a drainage report in conformance with the requirements of Section 5 of the LDM and the Placer County Storm Water Management Manual [SWMM] that are in effect at the time of submittal, to the Engineering and Surveying Department for review and approval. The report shall be prepared by a registered Civil Engineer and shall, at a minimum, include: a written text addressing existing conditions, the effects of the improvements, all appropriate calculations, a watershed map, increases in downstream

flows, proposed on- and off-site improvements and drainage easements to accommodate flows from this project. The report shall identify water quality protection features and methods to be used both during construction and for long-term post-construction water quality protection. "Best Management Practices" (BMP) measures shall be provided to reduce erosion, water quality degradation, and prevent the discharge of pollutants to stormwater to the maximum extent practicable." In all of this, there is no discussion of satisfying the State of California and Caltrans. However, all of the discharge that leaves this site will be directed to drainage facilities within the State's highway R/W. It is incumbent on the project proponents to submit these plans, reports and calculations to the State of California and to Caltrans for review and comment. The proponent should provide drainage calculations that satisfy both the Placer County SWMM and Caltrans drainage requirements.

Increases in peak runoff discharge for the 100-year return storm event to the State's highway right of way and to Caltrans' highway drainage facilities must be reduced to at or below the pre-construction levels. All runoff from the project area that will enter the State's highway right of way and Caltrans' highway drainage facilities must meet all RWQCB water quality standards. The cumulative effects on drainage due to development within the region should be considered in the overall development plan of this area.

No net increase to 100-year storm event peak discharge may be realized within the State's highway right of way and/or Caltrans drainage facilities as a result of the project. Further, the developer must maintain, or improve existing drainage patterns and/or facilities affected by the proposed project to the satisfaction of the State and Caltrans. This may be accomplished through the implementation of storm water management Best Management Practices (BMPs) (i.e., detention/retention ponds or basins, sub-surface galleries, on-site storage and/or infiltration ditches, etc.) as applicable. Once installed, the property owner must properly maintain these systems. The proponent/developer may be held liable for future damages due to impacts for which adequate mitigation was not undertaken or sustained.

Runoff from the proposed project that will enter the State's highway right of way and/or Caltrans drainage facilities must meet all Lahontan Regional Water Quality Control Board water quality standards prior to entering the State's highway right of way or Caltrans drainage facilities. Appropriate storm water quality BMPs (i.e., oil/water separators, clarifiers, infiltration systems, etc.) may be applied to ensure that runoff from the site meets these standards (i.e., is free of oils, greases, metals, sands, sediment, etc.). Once installed, the property owner must properly maintain these systems.

Maywan Krach
October 2, 2008
Page 4

No detailed drainage plans, drawings or calculations, hydrologic/hydraulic study or report, or plans showing the "pre-construction" and "post-construction" coverage quantities for buildings, streets, parking, etc. were received with the application package. In order to adequately evaluate project impacts upon the State's right of way and Caltrans drainage facilities the EIR should discuss the items above and any studies should be sent to Caltrans for review.

All work proposed and performed within the State's highway R/W must be in accordance with Caltrans' standards.

EIP Project

The EIR should discuss Caltrans' EIP project on SR 89 that is scheduled for this area. It is primarily a water quality project, but roadway improvements are proposed for this area. This project is currently scheduled to begin construction in 2011.

If you have any questions regarding these comments please feel free to contact me at (530)634-7618.

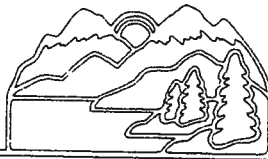
Sincerely,



William A. Davis
Senior Transportation Planner



BOARD OF DIRECTORS
KELLY ATCHLEY
ERIK HENRIKSON
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DAN WILKINS



CINDY GUSTAFSON
GENERAL MANAGER

Tahoe City Public Utility District

September 30, 2008

RECEIVED

OCT 02 2008

TAHOE REGIONAL
PLANNING AGENCY

Maywan Krach
County of Placer, Community Development Resource Agency
Environmental Coordination Services
3091 County Center Drive, Suite 190
Auburn, CA 95603

RE: Notice of Preparation – Homewood Mountain Resort Master Plan (HMR Master Plan)

Dear Maywan,

We have reviewed the subject project joint Notice of Preparation (August 28, 2008). This letter is intended to provide review comments relative to potential environmental impacts associated with the subject project and is based on a preliminary review of the information provided in the NOP.

This letter is not intended as an approval or a will-serve letter. A separate will-serve letter will be supplied when available. As this project progresses and more detailed information is provided, it is likely that additional comments will be generated. However, the following comments should suffice for this Notice of Preparation.

Comments:

Domestic Water

1. A portion of this project is located within the boundaries of the Tahoe City Public Utility District (TCPUD) for domestic water service. Primarily, the Project portion located at the end of El Capitan Ave. referred to as the "South Base Area" including the existing improved area along the southern portion of Tahoe Ski Bowl Way is within the TCPUD McKinney-Quail Water Service Area.
2. The proposed Project area labeled as "North Base Area (Mixed Use)" is not within the TCPUD's Water Service Area, nor is it served by any existing TCPUD water infrastructure. The purveyor of domestic water supply for this area is Madden Creek Water.
3. With regards to the proposed Project area labeled as "Between North and South Base Areas" consisting of a 2.5 acre Planned Development lot with of 11 single-family units. It is unclear at this time as to whether the proposed extension of Tahoe Ski Bowl Way and the proposed units are included within either the TCPUD water service area or that of Madden Creek Water.
4. The proposed Project area labeled as "Mid Mountain" is not within the TCPUD's Water Service Area, nor is it served by any existing TCPUD water infrastructure.
5. The proposed project in the "South Base Area" may add up to 99 new condominium residential water connections and one new commercial water connection. This represents a sizeable increase in water demand on the TCPUD's McKinney-Quail Water Service Area. A detailed water study engineering report, prepared by a registered civil engineer, will be required from the Developer prior to project approval. The report should, at a minimum, address project demands, system design requirements, and an assessment of the TCPUD's McKinney-Quail Water System's ability to provide adequate domestic and fire flows at appropriate pressures. The Developer will be responsible for any offsite system improvements required to provide the project with water service.

P.O. Box 5249, 221 Fairway Drive, Tahoe City, California 96145 (530)583-3796 • FAX (530)583-1475

Maywan Krach
September 30, 2008
Page 2 of 2

6. Any required onsite domestic water system relocation or upgrade should be identified and their potential environmental impacts addressed during environmental review.
7. Any required offsite improvements to the water system should be identified and their potential environmental impacts addressed during environmental review.

Domestic Sewer

1. This project as a whole is within the boundaries of the Tahoe City Public Utility District (TCPUD) for domestic sewer service. The project is located within the service area of the Sewer Assessment District A53 as well as the West Shore Export II conveyance. The proposed development represents a sizeable increase in domestic sewer inflow on the TCPUD Sewer System. A detailed domestic sewer study engineering report, prepared by a registered civil engineer, will be required from the Developer prior to project approval. The report should at a minimum address project demands, system design requirements, and an assessment of the existing sewer infrastructure's ability to provide adequate capacity for additional domestic sewerage. The Developer will be responsible for any offsite system improvements required to provide the project with sewer service.
2. Any required onsite domestic sewer system relocation or upgrade should be identified and their potential environmental impacts addressed during environmental review.
3. Any required offsite improvements to the sewer system should be identified and their potential environmental impacts addressed during environmental review.

Multi-Purpose Trail

1. The TCPUD operates a Class I multi-purpose pedestrian and bike trail along the west shore of Lake Tahoe. The NOP states that the project will integrate a TCPUD bike path into the North Base area. A detailed design prepared by a registered civil engineer and coordinated with the TCPUD for a Class I multi-purpose trail will be required from the Developer prior to project approval. The design should at a minimum address TCPUD standards for continuity of the existing Class I multi-purpose trail and provide public access easements for the operation and maintenance of the integrated trail. Additionally, any connection points or offsite improvements to the TCPUD Class I multi-purpose trail should be identified and their potential environmental impacts addressed during environmental review.

Thank you for the opportunity to provide the above comments. If you should have any questions or require additional information, please contact me at (530) 583-3796, ext. 46.

Sincerely,



Jon LeRoy
P.E.

C: David Landry/TRPA Project Manager
Cindy Gustafson/TCPUD General Manager
Alan Harry/TCPUD APPW
Matt Homolka/TCPUD District Engineer
Tony Lalotus/TCPUD Director of Utilities



David Landry

From: sougasmom@aol.com
Sent: Monday, October 06, 2008 2:05 PM
To: David Landry
Subject: Re: Comments on Draft EIR for Homewood Mountain Resort.....

Great.

If I may, I would like to add to the issue regarding wildlife, and that is, that the current dirt road access between the two existing ski hills, as well as the undeveloped portion of the mountain in between and the proposed site of the 11 homes make up a long-established wildlife corridor used by our bears and deer and other animals. The loss of any of these important animal 'thoroughfares' will contribute as well to the increase in human-animal conflict that will be an unavoidable result of building outside the existing footprint. You might like to know that there have been recent bobcat sightings in the area. We haven't had bobcats for quite a long time and are excited by their comeback!

I apologize if adding a comment at this time isn't 'kosher'. By the way, who would I contact at the County Supervisor level to address my idea of creating a Citizen's Advisory Committee? Any suggestions?

Thanks again,

Ali Van Zee

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(<http://local.mapquest.com/?ncid=emlcntnew00000001>)

TRPA Staff Summary

53

MEMORANDUM

To: David Landry
CC: EIP, P & E, Transportation, Gabby Barrett, Nicole Rinke
From: Brenda Hunt for the TRPA Planning and Evaluation Branch
Date: 10/8/08
Re: Homewood Mountain Resort EIS/EIR Scoping Comments on the Master Plan and Community Enhancement Program Project.

This memo contains official comments on the Homewood Mountain Resort (HMR) Notice of Preparation and the scoping of alternatives from the Planning and Evaluation Branch of TRPA. Additional comments may continue to arise during the continuing review of the Master Plan and associated CEP project.

Overall Community Enhancement Program NOP and scoping comments:

1. The APC staff summary has an error in the subject line. This is not an EIR/EIS on the Community Enhancement Program, but an EIR/EIS on the Homewood Master Plan and Community Enhancement Program project. Note that the NOP does not contain the same error.
Subject: Notice of Preparation (NOP) and Determination of Scope, for a joint Environmental Impact Statement (EIS)/ Environmental Impact Report (EIR) with Placer County; for the Homewood Mountain Resort Master Plan and Community Enhancement Program, 5154 West Lake Boulevard, Placer, County, California, Assessor's Parcel Numbers (APNs) 097-130-05, TRPA File Number CEPP2008-0189.
2. There should be a description of the CEP process up front in the project description that outlines the intended goals for environmental improvements associated with the CEP. This information can be obtained from the Community Enhancement Program documentation.
3. All proposed alternatives (including the proposed project) need to be consistent with Governing Board Resolution 2008-11, and Exhibit 7 Homewood Mountain Resort, and largely consistent with the CEP criteria per their pre-application, unless HMR proposes to not take advantage of the CEP incentives including the amendments to the Code for Height & Density, amendments to the Plan Area Statement, and any commodity incentives.

4. The EIS shall include a description, and comparison analysis (in a table/matrix form) of the environmental impacts of each project alternative, how these would be mitigated, and what environmental improvements are being proposed 'above and beyond' (environmental net gain) the impact mitigations to meet the CEP criteria. It is possible that the proposed benefits may have their own set of "impacts" that may require mitigations. These differences will need to be clearly outlined within the analysis.
5. The proposed alternatives need to include more detail to ensure that they capture an array of design possibilities, mixed uses, and pedestrian and transit oriented development (PTOD) principles. These details need to include, but not be limited to, specific numbers of units, land coverage calculations, commercial floor area, parking, transportation plans, deed restricted affordable housing units, etc.
6. The proposed alternatives at a minimum, should describe what if any changes would be proposed that reduce/increase the "net environmental" aspects of the project. As stated in comment #3 above, all alternatives to the proposed/preferred still need to meet the requirements of the CEP program if incentives, including amendments are requested.
7. The response to EIP considerations in the Requirements for Participation in the CEP was not adequately addressed. The project proponent needs to demonstrate commitment = proof of dollars available, where these dollars reside, and how they will be transferred to bonds to complete this portion of the project.
8. Alternative scope. In order to comprehensively analyze a suitably scaled development for the Homewood Area it would seem appropriate to include either an additional alternative or changing the mixed use alternative to one that proposes a smaller scale, true "boutique" style of resort without the emphasis on fractional ownership. The alternatives do not appear to be substantially different in terms of quantity and impact of development.
9. Project area. The project area is not clearly defined in any of the documents. One of the maps displays an "L" shaped outline of a project area, while other maps show only the two base areas of the development. Please have the applicant clearly define the project area and describe that consistently throughout all of the documents.
10. The CEP project needs to incorporate effectiveness monitoring plans to quantitatively demonstrate benefits to socio-economic and environmental values over time.

11. Master Plan. The master plan should encompass not only the project area but the entire resort limits. Clarify if this differs from the PAS boundaries. Identify the ownership of the adjacent properties on the maps.
12. Land coverage calculations. It would be useful to include in the alternatives matrix a detail of land coverage proposed for each alternative, plus a summary of the environmental benefits proposed for each.

Land Use:

13. The proposed TRPA Code and Plan Area Statement (PAS) amendments relating to density, height, and additional land uses will require further analysis and direction based on research both the applicant and TRPA are conducting in relation to the examples of similar development. Direction on these topics will be provided in the near future.
14. Some proposed uses/accessory uses associated with the South Base (i.e. private restaurant) and the Mid-Mountain Lodge (i.e. swimming pool, private lounge) require further discussion as suggested in Item 14.
15. The proposed Single Family Dwelling (SFD) Planned Unit Development near the North Base will require alternative approaches. TRPA understands that SFD's are an allowable use within the PAS. TRPA appreciates the desire to move all potential development to the base of the mountain; however, the analysis needs to determine what the potential impacts are associated with this development, including any potential growth inducing impacts. Additionally, the analysis should include alternative access to this area through the North Base rather than improve/extend Tahoe Ski Bowl Way.
16. Maintenance facility. The proposed alternative suggests that the snow vehicle maintenance facility would be moved to the mid-mountain facility. This is not an appropriate use for the sensitive land capability nor is an allowable use for the ski area/resort at mid-mountain.
17. Mid-mountain site plan. The NOP describes the existing mid-mountain facilities as being replaced by the new mid-mountain lodge but the site plans indicate that a new beginner lift will originate from the existing mid-mountain facility. Please clarify.
18. Public Service. There was no discussion of the public service requirements of the proposed or alternative developments. The need for and potential impacts of the new water tank at mid-mountain should also be analyzed as well as any necessary utility connections/lines for the proposed alternative developments.

Recreation/Cultural Resources:

19. The discussion of the estimated number of PAOTs and increased recreational opportunities should be incorporated and calculations analyzed in the context of the Master Plan. An analysis of the estimated number of existing paots and facilities should serve as the baseline information in terms of recreation capacity.
20. What, if any, historical significance is there regarding the existing buildings/uses? Has a determination been officially made regarding the buildings over 50 years in age that currently exist within the project area? Please outline in the alternatives how any potential impacts will be mitigated.

Air Quality:

21. The alternatives analysis needs discuss the potential long-term benefits that may occur from the replacement of old buildings (including offsite TAUs that will be transferred to the project) with more efficient structures as well as a possible decrease in **emissions** associated with transportation related activities.

Noise:

22. Analysis of alternatives needs to include measured and projected CNEL for the project and effected areas.

Parking, Circulation and Transportation:

23. The actual number of proposed parking spaces and percentage of planned parking will need to be analyzed within each alternative.
24. Reduced parking should be analyzed in the alternatives. The proposed 177 parking spaces for the 99 condominium units in the South Base seem excessive. This project has the potential to result in up to 1,000 extra vehicles per day traveling on the west shore. A project that is meeting TRPA's objective of PTOD should not be allocating more than 1 car per unit. Even 1.5 cars per unit would result in only 149 parking spaces.
25. Including reduced parking spaces under Transportation Strategies might actually encourage the use of shuttles.
26. Ensure that the stated goal of implementation of an intermodal transportation plan ensures that Homewood Mountain Resort will create a plan, have it analyzed in the EIS document and ensure implementation "on the ground" of this plan as a part of one or more of the proposed alternatives.

27. The project description does not provide significant enough detail as to the proposed transportation elements that would be above and beyond those required to mitigate the likely impacts of expanding current development on this site.
28. The details and the potential impacts of water taxis will need to be addressed and analyzed within the alternatives. Also, please clarify if the proposed use is a permissible use within the PAS.
29. With respect to Cumulative Impacts - The potential cumulative impacts on traffic are important and should include a broader range of projects than are mentioned in the list and should include a traffic analysis for the entire west shore and through the intersection that exits Tahoe City, CA.
30. Provide specific details and potential alternatives for connecting the bike path through the north base.

Housing:

31. Please refrain from using terms like workforce housing. TRPA does not have a definition for this term. Please replace with "employee housing" or "multi-residential housing", etc. If what is really meant is deed restricted "affordable housing", please state that as well.
32. Income restricted housing is defined as either affordable or moderate. Each alternative should clearly define the number and type of units that are being proposing for income restricted housing both on-site and off-site.
33. TRPA has concerns that the proposed Master Plan and subsequent project is not proposing sufficient employee housing on site. The amount of on-site employee housing needs to be analyzed within the alternatives.
34. The proposed off-site employee housing including type, income restrictions, location, etc. need to be detailed in each alternative for analysis.

Water Rights and Water Use Estimates

35. Since TRPA cannot approve projects that exceed the Tahoe Basin water rights allocation of 23,000 acre feet / annum (afa) on the California Side of the Basin (11,000 acre feet / annum on the Nevada side of the Basin).
 - A. The EIS must include certification that water rights proposed to be used in each alternative of the Homewood Mountain Resort Master Plan Project are available for Zone B (West Tahoe) of the California Department of Water Resources allocation of approximately 4,200 afa proposed sources.

- B. Each alternative must state clearly the estimated water use on an annual basis, for comparison with existing annual water use presumed in the No Action Alternative.
 - C. Information provided in the Beaudin Ganze Consulting Engineers, Inc., Use Projection Report only estimates facility requirements on a gallon per day (GPD) basis for the proposed project. Without any occupancy based estimates the proposed project would require 78.9 afa for development total assuming full occupancy of 365 days per year, and snow making demand of 26.5 afa based on a calculation of 30 days of snow making per season.
 - D. Water rights for the total estimate must be available from Zone B (West Tahoe) which includes Tahoe City PUD and McKinney / Quail as well as other small water companies and private users from roughly Emerald Bay to Dollar Hill.
36. Snow making use projections must address source of water for snow making, since new diversions or wells for snow making are not allowed under the *Truckee-Carson-Pyramid Lake Water Rights Settlement Act* of 1990 and as administered under the negotiated Truckee River Operating Agreement (2008) especially for application outside the Tahoe Basin. After the first 600 acre-feet used for snow making applied on the California side of the Tahoe Basin, sixteen percent of water use for snowmaking must be charged to the Lake Tahoe Basin allocation of the state where the snow is deposited, and additional capacity or diversions may not be made for depositing snow outside the Tahoe Basin with the cut-off date for diversions, wells, and snow making capacity of same is May 1, 1996 [TROA, Section 6.D.6(c)].

Wildlife

37. As a means to avoid any potential impacts to wildlife, one of the alternatives should include, potentially as a sub alternative, limiting all development to the bases with no mid-mountain lodge.

Water Quality and Restoration

38. Under the heading of "Restoration and Water Quality" please provide areas restored in acres. 50,000 square feet = 1.1 acre.
39. All alternatives should consider alternatives to grass that won't require irrigation or fertilizer applications. Perhaps some type of alternative paver or other pervious surfaces should be explored and their maintenance requirements to ensure continued water quality benefits included in the analysis.
40. The analysis needs to address how any offsite water quality environmental proposals may/will change with each alternative.

41. The details and the analysis of the proposed snow making operation impacts are necessary within each alternative.
42. What is micro-hydrogeneration and what environmental impacts and benefits might be associated with this operation? This operation and its potential impacts need to be analyzed in the alternatives.
43. More detail is required and quantification of the over and above relating to the existing BMP requirements for each alternative. Estimate runoff potentially treated by HMR for SR 89 for example in the project area and the Placer County Homewood Erosion Control Project. What other facilities might be provided to these to project implementers by HMR?
44. Quantification of SEZ Restoration area, and the contribution by HMR for the proposed project and alternatives is needed. Need to quantify coverage restoration on an alternative basis.
45. Please be aware that TRPA does not consider State grant funded activities and required BMPs to mitigate existing impervious coverage as "over and above" contributions qualifying Homewood Mountain Resort for commodities under the CEP program.

Soil/Hydrology

46. The EIR/EIS needs to clearly and concisely document land capability, base allowable land coverage, existing coverage, proposed new coverage, and any proposed coverage transfers or onsite coverage removal activities that will be used to comply with TRPA land coverage limitations. Any land coverage removal efforts that will be used to offset/mitigate project-related new coverage should be addressed separately from land coverage removal efforts that are part of the EIP projects referenced in the NOP. This needs to be completed for each alternative.
47. The EIR/EIS needs to clearly and concisely documents the type, location and extent of any SEZ enhancement, restoration, or creation activities that will be conducted as part of the Master Plan and/or project. SEZ enhancement, restoration, and creation activities that will be used to offset/mitigate unavoidable project-related SEZ impacts should be addressed separately from SEZ enhancement, restoration, and creation activities that are part of the EIP projects referenced in the NOP. This needs to be completed for each alternative.
48. Coverage reduction is a very important component of CEP projects. Coverage reduction is not addressed sufficiently under the Requirements for Participation in the CEP. The proposed coverage reductions should be

focused on reducing the 400,000 square feet of hard coverage, rather than roads and cat trails which have very different properties and very different impacts associated with their coverage. Basically, the reduction in coverage should be proportional to the associated impacts. Reduction in the current hard coverage would yield environmental benefits based on its nature and location. Reducing coverage of roads and trails may yield much less environmental benefit, and in many cases may yield insignificant environmental benefits.

Scenic/Community Character:

49. The response to Scenic considerations in the Requirements for Participation in the CEP was not adequately addressed. If something is visible from the lake it has to be evaluated in the respective shorezone scenic unit.
50. TRPA has concerns regarding the Scale, massing, Height, and community character as outlined in Item 1 of the Requirements for Participation Exhibit 7 of Resolution 2008-11. TRPA is concerned that the proposed scale and mass of the buildings as seen from Hwy. 89 and Lake Tahoe will be inconsistent with the surrounding community character. Proposed project elevations indicate limited articulation and do not appear to step-up the contours of the slope as discussed during the pre-application phase of the CEP. The proposed height of certain buildings shown in the plans exceeds the max of 50 feet at the highest point of a given building envelope as it steps up the slope. Reduced building heights for the proposed buildings need addressed per the Resolution.

Subdivision:

51. The project as currently proposed is not consistent with current TRPA subdivision policies and standards that prohibit subdivisions in non-urban lands. An urban boundary line amendment would be required, or an amendment to the Goals and Policies and Code of Ordinances would be required, and analyzed in the EIS.

From: Brenda Hunt <bhunt@trpa.org>
Subject: RE: Homewood Draft P&EScoping Comments Memo
Date: October 8, 2008 4:09:28 PM PDT
To: Melanie Greene <mgreene@haugebrueck.com>
Cc: David Landry <dlandry@trpa.org>
▶ 1 Attachment, 2.9 KB

Melanie and David:

Melanie, please delete the separate comments from Larry, melissa, Eileen (most likely mystery staff) as all of their comments have been consolidated into the memo I sent to you. I am sorry for the confusion, but I consolidated all Planning and Evaluation Staff (Shane R., John H., Larry B., Melissa S., Scott F., Ted T., Eileen C. Brenda H. and Charles E.) comments. There may be other comments from other portions of TRPA such as, EIP (Paul/Jeanne/Audrey), Transportation (Karen Fink), and Legal (Nicole, Joanne), and ERS (David, Theresa, etc.). It is worth asking David if any of the other branches within TRPA commented.

Whoops, I take that back, there is one comment from Eileen (see excerpt of email below) that I didn't incorporate into my memo:

David -

52)

From looking over the IEC the one item of concern is 4a:

Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system.

I am not sure how the project is addressing the issue of allowed coverage. Presumably, the project proponent is not counting ski hill as part of the potentially developable area. (Since I submitted my comments over 2 weeks ago I don't have the time to go back in and read the project description again.) That aside, the currently covered portion of the property most likely has removed vegetation in excess of the amount permitted under the land capability/IPES system. The current proposal does not result in any substantial reduction in coverage. However, the proposed project should be proposing reduction in hard coverage (please note my earlier comments address the value of reducing coverage of cat trails), and it should address revegetation and restoration of areas from which coverage is removed from.

Eileen

I hope that makes sense. Call me if you have any questions.

Brenda Hunt
Associate II Land Use Planner
Planning and Evaluation/Pathway 2007
TRPA
PO Box 5310
128 Market St.
Stateline, NV 89449
775.589.5225 Direct
775.588.4527 Fax
bhunt@trpa.org
www.trpa.org



54

COUNTY OF PLACER
Community Development Resource Agency

John Marin, Agency Director

ENVIRONMENTAL
COORDINATION SERVICES

Gina Langford
Environmental Coordinator

October 14, 2008

Rob Brueck
Hauge Brueck Associates
sent by email

**Subject: Homewood Mountain Resort Master Plan (PEIR T20080052),
Additional Comments on Notice of Preparation**

The Notice of Preparation (NOP) review period for the subject proposal ended **October 2, 2008**. Additional comments, received after October 2, 2008, are attached for your review and response in the Environmental Impact Report (EIR).

The 1st Administrative Draft EIR (13 copies, plus one on CD in word format) should be received by this office no later than **January 2, 2009**. Please contact the project planner to review and discuss the preliminary environmental conclusions prior to ADEIR submittal.

If you require additional time in order to prepare the EIR, please do not hesitate to contact this office and request a suspension of the processing timeframes.

Sincerely,

Maywan Krach
Community Development Technician

Attached comments:

State

1. State Clearinghouse, Scott Morgan (3 pages)
2. Department of Transportation, District 3, William Davis (4 pages)
3. Native American heritage Commission, Katy Sanchez (2 pages)
4. Regional Water Quality Control Board, Lahontan Region, Alan Miller (6 pages)

Public Services

1. Tahoe City Public Utility District, Jon LeRoy (2 pages)

Local Group

1. Keep Tahoe Blue (10 pages)
2. Sierra Club, Tahoe Area (48 pages)

Private

1. Bromagem, Verna (1 page)
2. Clausen, Bill (1 page)
3. Cress, Lorie & Paul (2 pages)
4. Eisenhardt, Elizabeth Chaney (2 pages)
5. Eisenhardt, Paul (2 pages)
6. Flinn, Hal & Dolores (2 pages)
7. Garber, Michael F (3 pages)
8. Gearhart, Susan (10 pages)
9. Head, Margaret (4 pages) (additional 3 pages received 10/3/08)

10. Hutchins, Loyd (2 pages)
11. Kraus, Bill (1 page)
12. Lozeau, Michael LLP (5 pages)
13. Mullarkey, Robert (2 pages)
14. Olivieri, Stefanie (1 page)
15. Peterson, Ted (3 pages)
16. Porteous, Lee & Mary (3 pages)
17. Shackleton, Woody (1 page)
18. Simmons, Scooter (1 page)
19. Threlfall, William (1 page)
20. Tornese, Judi & Jerry Winters (6 pages)
21. Van Zee, Rick & Ali (5 pages)

cc: ERC members

Steve Buelna, Sarah Gillmore, Richard Moorehead, Grant Miller
Applicant, JMA
project file



Received 10/14/08



October 2, 2008

Tahoe Regional Planning Agency
PO Box 5310

Stateline, Nevada 89449

Sent via email to Project Contact: David L. Landry (dlandry@trpa.org)

County of Placer, Community Development Resource Agency

Environmental Coordination Services

3091 County Center Drive, Suite 190

Auburn, CA 95603

Sent via email to Project Contact: Maywan Krach (cdraecs@placer.ca.gov)

Re: Scoping Comments re: Homewood Mountain Resort Master Plan Project, APN 097-130-05/TRPA File Number CEPP097130005.

Dear Governing Board Members and TRPA Staff,

The League to Save Lake Tahoe (League) is a nonprofit, membership based organization dedicated to protecting and restoring the environmental quality, scenic beauty, and low-impact recreational opportunities of the Lake Tahoe Basin. The League recognizes the importance of programs that accelerate the attainment of the environmental thresholds.

Thank you for the opportunity to provide comments and concerns for the proposed Homewood Mountain Resort Community Enhancement Program (CEP) project. The League recognizes and applauds the current involvement of Homewood Mountain Resort on implementing environmental improvements on the mountain of the ski resort. We also support the concept of rewarding redevelopment projects that go farther than other projects to offer substantial environmental benefits. Incentive-based planning gives the potential for project planners to design and implement truly exceptional projects, and is commendable. However, we are concerned that the CEP process does not go far enough to define or demand "substantial environmental benefits" as tied to incentives, and that the Homewood Mountain Resort Project needs to show real "substantial environmental benefits" in excess to justify this project's developmental magnitude and classification as a CEP project (please refer to the attachment A for the League's position on the CEP).

In relation to the required joint Environmental Impact Report (EIR) that is required for this project; we have reviewed the proposed project and NOP and the League recommends that the following issues and concerns be included:

- Address the cumulative basin-wide impacts of the following project elements :

- The Plan Area Statement (PAS) amendments for height and allowed uses (fractional ownership of residential units) in relation to this project's ability to set a precedent for allowing Basin-wide amendments to both PAS and Community Plans.
 - The transfer and/or trading of Tourist Accommodation Units including the bedroom ratio of transferred TAUs (for example, transferring a one bedroom TAU from Crystal Bay to a three bedroom TAU on the West Shore of Lake Tahoe) as well as what type of land capability each TAU is from.
 - The construction and year-round operation and maintenance (i.e. winter deicing of parking areas, snowmaking, commercial operations, etc.) of the Resort including impacts to water quality, air quality, noise, scenic, and vegetation environmental thresholds.
 - Lighting impacts of the project.
 - Transportation (including Vehicle Miles Traveled (VMTs), level of service, and emissions per person per mile) impacts.
 - Increasing the overnight population density of Homewood substantially by adding over 320 tourist accommodation and residential units to the project area. This substantial increase has the potential to increase the overnight population of Homewood by 400 – 500 percent.
- Address the following in relation to the projects classification under the CEP:
 - All environmental benefits and impacts should be disclosed, including the substantial environmental improvements and mitigation in excess that are being asserted for the project's classification as a CEP special project.
 - The EIR should disclose the exact amount of land coverage that will be restored and permanently retired by the project in addition to any SEZ restoration; as the CEP requires a project to go above and beyond to reduce impervious surfaces.
 - Quantify the mitigation requirements for environmental improvements under the existing permit for Homewood Mountain Resort with that which would be required for the proposed project. The mitigation for the proposed project should be "in excess" of what the existing permit requires in order for the project to be considered a CEP project.
 - The EIR should quantify the projects contributions to EIP projects and determine if the project's contributions are substantial enough and go "above and beyond" for the projects classification as a CEP project.
 - The required affordable/moderate income housing requirements for multi-residential housing units under the CEP has yet to be fully disclosed in the NOP project description. The EIR needs to include all impacts that are associated with these housing units, and should also analyze the positive and negative impacts associated with all alternative locations for the housing requirements.
 - Address the following transportation impacts and mitigation measures:
 - The EIR needs to include a detailed description and analysis of the transportation linkages and traffic solutions that the project proposes such as the dial-a-ride, shuttle services, water-taxi services, and bike path connections; including an analysis of potential impacts to air and water quality that each service may contribute.

- The project should include in the analysis of transportation impacts and mitigation measures that this project will create on both the West and North Shores. Specifically, address the traffic associated impacts that the project will produce on weekends and during holiday periods. As the project currently stands, no shuttle services will be provided to the North Shore, which will also be expected to see an increase in transportation demands due to this project.
- The NOP does not estimate changes in VMTs; however, this project can realistically be assumed to create additional VMTs. The EIR needs to fully analyze the increases in VMTs that this project will create using the “best available data” and current trends.
- Include environmental impacts (such as VMTs, and air quality) associated with the increases of visitor transportation trips into and out of the Basin due to the population increase of the West Shore that this project will create including impacts associated with increased levels of green house gases (GHGs).
- Include an analysis of traffic impacts to response time for emergency vehicles and emergency evacuations along the West Shore, which is an area currently impacted by traffic congestion during the summer and winter periods of high use.
- Address impacts to environmental thresholds including the following:
 - The EIR should establish a baseline of the existing environmental conditions of the project site and the West Shore to accurately analyze the impacts of the project.
 - Any additional hard coverage, including roads, needs to be analyzed in the EIR including the environmental and community impacts associated with the additional hard coverage.
 - Analyze and quantify any short-term and long-term impacts and mitigation measures to the natural hydrologic patterns, including impacts to groundwater that the proposed project will have.
 - The EIR must include the most up-to-date and accurate data pertaining to the land capability classifications within the project area.
 - Impacts to scenic resources from the highway corridor and the Lake need to be analyzed.
 - Include in the EIR a thorough wildlife analysis component including potential impacts to sensitive avian species, fishery resources, and other species of concern.
 - Include a historical analysis of the loss of wetland function of the graveled parking lot on Fawn and Sacramento Streets.
 - In the event that a portion of the North Base Area is an SEZ, the EIR should include any alternative site locations and the associated impacts to each location.
- Address the following infrastructure issues and concerns:
 - The EIR should include an analysis of the sewage collection and treatment facilities in relation to their current capacities and the projected demand that the Homewood Mountain Resort will have on the sewage systems.
 - Include an analysis of the existing power supply infrastructure and the demands that the Homewood Mountain Resort project will have on the existing infrastructure.

- The EIR must determine what the water demand will be from this project compared to existing conditions, as well as analyze the cumulative impacts of the project's water demand Basin-wide.
- The EIR needs to include a detailed analysis on the impacts to the Tahoe City Public Utility District's water supply and infrastructure, in relation to the currently degraded state of the PUD's water system and the high demand for water that the Homewood Mountain Resort project will have.
- The EIR should also analyze the impacts to Basin-wide Lake Tahoe water allocations that the Homewood Mountain Resort project will be subject to under the new Truckee River Operations Agreement (TROA), and **prove** that there will be enough water long-term to sustain the maintenance and operations of the Resort. Under the new agreement, California is allotted up 23,000 acre feet of water per year. According to data from the California State Water Board's website existing water appropriations from Lake Tahoe total 37,237 acre-feet/year, which is above the TROA California allocation.
- The impacts (local and Basin-wide) of the high water demanding snow-making operations that the Homewood Mountain Resort will need for successful winter operations needs to be addressed in this EIR.
- Address the following Homewood community issues:
 - The potential impacts to the "Community Character" of the West Shore of Lake Tahoe including the potential transportation, environmental, scenic, and recreational impacts that the Homewood Mountain Resort will have on the surrounding West Shore communities.
 - Lack of a Community Plan; according the TRPA Staff "white paper" on community character and scale in the August 2008 Governing Board Packet "Each community must define community character, identify its specific issues, the context and area to which such regulations would apply, and resources availability to manage such programs." (p 229). Without such a community plan the Homewood Mountain Resort Project has no means in which to adhere to the actual community character as defined by the Homewood community itself. The League purposes that a community plan is implemented before this project is approved.
 - The EIR needs to analyze the project's proposed substantial commercial floor area (CFA) allocations and development outside of a community plan area in relation to the fact that the TRPA's Goals and Policies states that increased development should occur through the adoption of Community Plans. This project is not in compliance with current TRPA Goals and Policies.
- Include an avalanche risk assessment of the proposed project site in the EIR.
- The EIR should provide accurate demographic data pertaining to the annual, weekly, weekday/weekend day and holiday average users of the Resort's existing conditions and of the proposed project; including data on where users are from, Basin entry points, number of non-local day users, number of local day users, income status of users, etc.
- The EIR should analyze the current environmental trends of the Lake Tahoe Basin (State of the Lake Report, UC Davis) in relation to the environmental impacts that the project will have on water quality, water demand, and erosion (including more frequent major flood events), and climate change should also be addressed in relation to environmental impacts, snow-making needs, and potential economic impacts.
- Address this projects' ability to reach and maintain the Total Maximum Daily Loads (TMDLs) as will be set and required by the Lahontan Regional Water Quality Control Board.

- All project alternatives listed in the EIR should be specific on the projects quantifiable aspects (i.e. up to 75 units should be concrete and specific; 75 units). This will allow the project alternatives to be accurately analyzed to the baseline environmental conditions.
- Once the scoping period is completed new information on the project may become available, such as land capability classifications, and being such should be allowed public commenting for inclusion into the joint EIR.
- Present a realistic economic analysis in the EIR that takes into account the current economic situation and the likely housing market trends (based on the currently accepted and analyzed market trend forecasts) for at least the next 20 years to determine if the proposed size and mass of the proposed units is appropriate.
- Include a conservation alternative that includes restoration of disturbed sites (including mountain maintenance roads, ski lifts, paved surfaces, and current structures) and allows for low impact recreation.

The Homewood Mountain Resort project is being classified as a CEP project, which allows these “special projects” certain commodities such as additional TAUs, height, and commercial floor area (CFA) to be allotted for “above and beyond” environmental improvements. The CEP criteria set forth for special projects under TRPA Code Section 33.3D item 3c, states that inclusion as a special project must meet the following criteria: assist in the attainment of the environmental thresholds by constructing projects listed in the TRPA Environmental Improvement Program; provide substantial environmental benefits or mitigation in excess; and transfer development out of sensitive lands. Following this criteria, projects of a large scale and density, such as the Homewood Mountain Resort project, are not needed in order to provide for substantial environmental benefits. And being so, the League would strongly support a project that is reduced in scale and overall density while providing measureable and quantifiable significant benefits in environmental improvements. The League would like to see a project alternative of this nature included in the EIR for the Homewood Mountain Resort project.

In light of the new Regional Plan update, the League recommends that the TRPA should first and foremost focus its energies on updating the Regional Plan in order to reflect existing conditions and science, rather than permit large redevelopment projects, such as the currently proposed CEP projects, that may promise “substantial environmental benefits” in the Basin under flawed and inadequate regulations.

Thank you for this opportunity to comment on the scope of the upcoming joint EIR/EIS for the Homewood Mountain Resort CEP project. If you have any questions pertaining to the League’s recommendations for the environmental document please contact Flavia Sordelet at (530) 541-5388 or flavia@keeptahoeblue.org.

Thank you,

Flavia Sordelet
Environmental Program Advocate
League to Save Lake Tahoe
(530) 541-5388

Attachment A



November 9, 2007

Tahoe Regional Planning Agency
P.O. Box 5310

Stateline, NV 89449

Regional Planning Partners
P.O. Box 1803
Truckee, CA 96160

RE: Comments regarding the Community Enhancement Program (CEP)

Dear Brenda Hunt and Darin Dinsmore,

The League to Save Lake Tahoe (League) is a nonprofit, membership based organization dedicated to protecting and restoring the environmental quality, scenic beauty, and low-impact recreational opportunities of the Lake Tahoe Basin. The League recognizes the importance of programs that accelerate the attainment of the environmental thresholds.

The League to Save Lake Tahoe appreciates the opportunity to provide comments with regards to the Community Enhancement Program (CEP), which has been previously known as the “demonstration program”.

Transportation related Concerns

There proposed CEP projects have not addressed a variety of additional parking and transportation related concerns. Many CEP projects are seeking to reduce parking and/or coverage in some capacity, while increasing density, residential units, and commercial floor area (CFA) at the same time. We strongly support the effort to reduce coverage and minimize resources devoted to parking. However, the potential is high for the increased density of commercial, tourist accommodation, and/or residential units to actually result in more vehicle miles traveled, traffic congestion, and pressure for more parking spaces (on site and/or off-site) to accommodate the demand. More people may be visiting these Special Project sites. The transportation related issues and environmental impacts need to be fully analyzed for VMT, air quality, land coverage, soil conservation, and water quality protection. This also emphasizes the need for a firm commitment to implement an effective mass transit system that attains the expected use by the public. Without an adequate mass transit system and the assurance that it will actually be utilized, the demand on the auto transportation infrastructure could be intensified locally.

For additional tourist accommodations, what would be the net increase of VMTs within and from outside the Basin?

Height Concerns

There is an inconsistency between the proposed height of projects in the CEP and TRPA’s scenic threshold. Higher buildings as proposed by the CEP will be visible from the Lake and/or obstruct views of the Lake and surrounding mountains. The scenic threshold would therefore be compromised, especially within the Shorezone and Lake itself. The height of the proposed structures should be evaluated from multiple positions, such as surrounding neighborhoods, side streets, and any vistas, not just from the major roadway units, as these plans are intended to improve the community itself. Thus, the quality of the community experience could be affected by higher structures blocking views and affecting daylight exposure.

If any structure compromises the TRPA’s scenic threshold, what mitigations would be required to regain compliance? If trees or other native vegetation needs to be planted, how much will this cost and how long will it take for these mitigation measures to accomplish the goal? For example, how long will it take newly planted trees to break the view of a three story building?

Potential habitat fragmentation is a cumulative impact associated with increased height allowances. Higher buildings located within the Pacific Fly Way may jeopardize the integrity of migratory bird patterns and should be analyzed carefully with regards to the wildlife habitat threshold.

Smart growth principles should not be universally applied in the Lake Tahoe Basin; instead the appropriate principles should be selected based upon the setting of the community consistent with its size and community vision. Since Tahoe is not a major metropolitan area, such as Portland, limited growth must be considered first. Nonetheless, creating walkable zones where people do not have to rely on fossil fuel based modes of transport, and therefore reducing existing sprawl, may foster a more livable community, providing it is supported by effectively funded and effectively operated mass transit opportunities.

Coverage Issues

One of the specific goals of the Special Projects as described in the TRPA Code of Ordinances, section 33.3 D (a) is "...to promote major projects that... promote transfer of development that results in substantial environmental benefits". Environmentally sensitive land parcels (whether on site or off site) should be retired and deed restricted from further development. Special emphasis should be given to beach and SEZ restoration, thereby enhancing the applicable thresholds. The feasibility of creating a funding mechanism to acquire and retire sensitive lots and parcels from private ownership should be investigated.

Additionally, there is a great need to aspire for more than just a reduction in coverage. Restoring natural habitat functions to disturbed ecosystems should be pursued rather than implementing expensive engineered solutions. For example, recent Total Maximum Daily Load (TMDL) research has concluded that most of the fine sediments that are affecting lake clarity stem from urban runoff and the most cost-effective remedy is to restore natural stream and wetland function.

The TMDL has reported the lack to date of existing offsets for SEZ and fragile land development. Currently required offsets are less than those recognized nationally as effective. Prior to approval of new projects, nationally recognized standards should be incorporated in the CEP projects.

Threshold Attainment

Achieving substantial environmental net gains must be a primary objective of the CEP process and as stated in section 33.3 D (c) "that address a Threshold standard found not to be in attainment per the 2001 Threshold Evaluation." Threshold attainment needs to be more of a top priority consistent with the purpose of the TRPA Code of Ordinances, Chapter 33: Allocation of Development: "...through issuance of allocations, distributes, in an orderly fashion, growth and development *within the confines of attainment and maintenance of the environmental thresholds.*"

An analysis of how increased VMTs associated with higher density-focused development might impact air quality as well as other thresholds needs to be examined.

In addition, if any projects exceed the current height scale, then soil impacts need to be addressed due to the additional excavation needs. Potential intrusion into groundwater sources (aquifers and water tables) may occur. Also, by placing structures so close to the water table, pollutant control strategies become all the more essential. In addition, any pollutant plumes in the area need to be carefully analyzed for decontamination.

The best available technology (BAT) for achieving the highest standards possible for water quality, lake clarity, and other thresholds must be utilized. Any BMPs need to have the capacity to treat all storm water runoff on site, ideally for a 100-year storm scenario.

Measures are being taken to prevent or minimize the impact to old-growth trees. If the removal of any old-growth trees is intended, these actions must be evaluated in terms of their consequences and impacts to the community and its environment. Also, it is vastly important that coverage/pavement does not interfere with or intrude within outer drip-lines of the vegetation.

In the recent Cal-Neva project, the local community and public raised concerns about noise emanating from decks and balconies. This noise intrudes on community gathering places, parks, and disturbs wildlife as well. In addition, with higher buildings and a higher altitude source for this noise, the potential to reflect and broadcast noise over a greater distance is more likely.

To insure the acceleration of the attainment of the thresholds and properly inform the Regional Plan, there must be a long-term funded monitoring and reporting mechanism included in any project plan. How will the effectiveness of BMPs designed to treat storm water runoff be monitored to ensure that they are adequately protecting water quality and the clarity of Lake Tahoe? Were they designed well-enough to treat all storm water runoff?

Carbon Footprint Comparisons

The carbon footprint of any redevelopment project must be calculated, consistent with current climate change scenarios. The current carbon footprint of existing structure(s) must be compared with those of the potential project. A disproportionately large scale project, with increased carbon emissions, may be called into question because of the potential conflict with TRPA thresholds and cumulative environmental impacts. In addition, will higher buildings increase the amount of greenhouse gases expelled into the atmosphere during decommissioning, construction, and operation and maintenance? What kinds of carbon offset mechanisms will be used to achieve, at minimum, a carbon neutral designation?

The Lake Tahoe Basin has the capability to become a leader in the movement for recognition and responsiveness to global climate change. Portland, OR has recently proposed a plan to charge a “carbon tax” for projects that do not meet energy efficiency requirements and examples such as this should be investigated for construction within the Tahoe Basin.

Green Building

The CEP process should strive to implement the most environmentally sound building techniques available. The importance of green building in the Lake Tahoe Basin was emphasized as a top priority during numerous public input workshops of the 56 Acre Project.

The U.S. Green Building Council (USGBC) had created the Leadership in Energy and Environmental Design (LEED) certification process that guides building projects to ensure the most environmentally responsible, sustainable, and energy efficient designs.

As communities in the Tahoe Basin should aspire to be leaders in climate change responsiveness, they should also be leaders in green building practices. In March of 2007, the City of San Jose adopted a policy that would require all buildings in excess of 10,000 sq. ft. to achieve a minimum level (silver) of LEED certification. As Tahoe is recognized for its scenic significance and receives substantial resources for environmental improvements, a higher level of LEED certification is justified. New redevelopment projects should be striving for at least Gold LEED certification. This type of responsible building promotes the Tahoe Basin as a leader in green practices, reduces carbon footprints, and increases the energy efficiency of projects.

Commodity Award Process

The CEP process is allocating commodities prior to the completion of project EIR/EIS or even an adopted master or community plan. These essential actions must be taken first prior to award of any commodities, especially in consideration that the TRPA has suggested that the CEP projects are intended to inform the Regional Plan. Approval of bonus awards for projects that may adversely impact the environmental threshold carrying capacities (ETTCs) prior to the updated approval of the EIS and Regional Plan is premature and not rationally consistent with the plan adoption process.

Summary Conclusion

Finally, it should be stressed that while water quality and lake clarity are of high concern and focus for our region (as evidenced by the proportion of funding for the EIP), the CEP needs to focus on an acceleration of the attainment of the all of the environmental thresholds.

We appreciate the opportunity to provide comments and if you are in need of further information please contact us at 530-541-5388.

Sincerely,

Carl Young

Program Coordinator

League to Save Lake Tahoe

Received 10/13/08 - Placer
Received 10/14/08 - Comment
Record
56

2 October 2008

Attn: David Landry, Trpa, Project Mgr. Maywan Krach and Steve Buelna, Placer County
Community Development

RE: Homewood Mountain Resort Master Plan (HMR Master Plan) submitted by Homewood
Village Resorts, LLC. : Public Scoping with comments on South Base for the proposed resort.

HMR will present a huge environmental effect on Homewood community, inclusive of the South Base along Lagoon Road and Tahoe Ski Bowl Way, not only during the construction process with increased heavy goods vehicles but also with the mitigation variances that HMR developers propose. (I live on Lagoon Road, PAS 51 or 5579 Lagoon Road.)

Public meetings:

These meetings have been held after Labor Day when the bulk of Homewood population is not in residence; chaired by HMR to catalog proposed improvements but not structured to an open dialog with the community present, married with inconsistent statements by Art Chapman and Rick Brown, a spokesperson. At Obexer's with a model for the HMR resort, open on Tuesdays and Thursdays, does not show the topographical feature of the unit to be built. In many senses the developers are trying to tell the local community they need this new density or they will leave (all or nothing), as opposed to trying to dialog **to find a solution** for the community and the developer. **However, this new community developed by HMR threatens to divide Homewood as the South Base will be a gated community.**

Mitigation Fees: Protection after completion of the proposed development.

HMR Master Plan is applying for variance with mitigations, with compounding environmental hazards: fire protection with new height densities and erosion problems, with excavation of the South Base Mountain.

Who will pay the mitigation fees when the developers leave or if the project is not finished? The development should have a **permanent mitigation fee** to protect existing homeowners' along Lagoon Road in the South Base from land erosion and avalanche.

Environmental Impacts: new requests by HMR for Variances, with local residents not having time to study the proposed plans to relay concerns:

I have attended four community meetings and attended two scoping meetings: TRPA 9/10/08 and Placer County, Tahoe City 9/23/08 in which residents expressed that the Tahoe community does not know enough about the ramifications of this project regarding fire due to increase heights of the units, increased traffic due to the volume of the development, lighting, and water at the 9/23/08 scoping meeting. I am disabled which makes it more difficult for me to attend these meetings.

South Base Area:

Rubber Wheeled Building called the rubber tire vehicle maintenance facility now moved contiguous with existing residential property.

1. Toxic spills and chemical: Fire and air quality hazards with potential of noxious chemical and toxic spills close to the existing residential neighborhood, 10 feet from my property line. This building has moved from its current site. The building should move closer to a main artery away from the current residential neighborhood. HMR should provide new equipment for protect the neighborhood from fire given this new population density on steep slopes.

2.Noise:

Vertical Surfaces: Rubber Wheeled Vehicle: building a hard vertical surface with retaining walls **will echo** sound creating a **canyon effect** between my home and existing homes on Lagoon.

Extensive transport with alarm bells: parked on the new road: intercept trams and service vehicles, maintenance vehicles, food service vehicles with engine sounds, all with **alarm bells** that sound when these vehicles back up breaks the existing tranquility.

Maintenance after 5PM: Will HMR guarantee there will be no after hours work on these vehicles, with **pneumatic** hammers at night. This will shatter the peace of this neighborhood.

Vehicles are parked along the roadway as a **staging center** which is not conducive to a rural view of the Old Homewood, which HMR promotes in their literature. Presently there are 10 vehicles by the current maintenance facility rubber wheeled parked.

Proposed Linkages:

Transportation: HMR is putting more vehicles on the road with intercept shuttles and **should subsidize existing transportation TART with new buses** the. This would benefit not only day users but their employees. The West Shore Dial a Ride service increases traffic with more vehicles, as they reduplicate trips.

Environmental Improvement Projects (EIP): Pedestrian Facilities South Base HMR.

HMR proposes new summer use but in the South Base there are

1. No play areas for children.
2. No greenbelts among the condos which would help for fire access.
- 3.No parks or benches for the disabled.
4. No cyclist paths or pedestrian walkways in the plans at the South Base, **which encourages the use of .motorized** transport.
- 5.HMR urbanizes the mountain by leaving out these pedestrian facilities.

Land Uses: Soil Erosion and Drainage Concerns.

Geology and Soils :Excavating the mountain, at South Base, behind Lagoon Road will impact soil erosion, drainage. Changing the shape of the mountain will affect drainage for the homes on Lagoon Road. Will HMR enter into a **legal agreement**, or a bond to protect the homes on Lagoon from **avalanche**, a crucial problem when the hill washed away in 2000?

Aesthetics:

Loss of the **view** shed with condos on the mountain and **starry** nights on Lagoon Road.

Land Use and Planning:

Division of an established community with gate on Tahoe Ski Bowl Way dividing the new development from the existing homes.

Will owners at the South Base be compensated for the noise of construction, the roar of heavy goods vehicles and jack hammers, as residing here at the slope of the mountain on Lagoon will shatter the peace we seek by living here?

Noise:

1. Increased density will result in **elevated** decibels as the volume will **reverberate** off the vertical surfaces of the new buildings and retaining walls.
2. Current social functions gatherings/weddings: the decibel level is **not** currently monitored by HMR, after 10 PM and the sheriff has been called in several instances to monitor the level of sound to abide by the **noise ordinance**.

Public Services:

HMR should set aside a contingency fund to build a new infrastructure for the community services: providing new equipment for fire, new hook and ladders to reach extensive heights, supply funds to upgrade the current transportation service, TART with out raising the taxes of current residents.

Transportation and Utilites:

HMR should fund studies for the creation for the appropriate services necessary for this new development. Subsidizing the local transportation would alleviate congestion on Hwy 89.

Thank you for your consideration,

Margaret Head
5579 Lagoon Road PO 952 Homewood, CA

Tahoe Regional Planning Agency
P. O. Box 5310
128 Market St.
Stateline, NV 89448

Attn: David Landry, Project Mgr.

County of Placer Comm.Dev. Resource
Agency
3091 County Center Dr., #190
Auburn, CA 95603

Attn: Maywan Krach, Comm. Dev.
Steve Buelna, Planner

RE: Homewood Mountain Resort: Planned Expansion

Homewood, California has been my home and my home away from home not only as an adult but as a child.

Homewood is primarily a single residential neighborhood that includes a quaint center as well as Chamberlands. The proposed development by Homewood Mountain Resort will drastically change the character of the community, which is occupied by families who have been here for generations.

The proposed density of condominiums increases noise, excessive light pollution and traffic problems on Hwy 89 will for ever change the easy going ambience that prevails that has attracted the many generations who have owned property in Chamberlands and Homewood.

Chamberlands:

Rubber Wheeled Vehicle Fuel Depot currently known as Maintenance Shed and **Shifting of the access road that goes up the mountain.**

In several instances, Homewood Mountain Resort at public meetings have expressed that the current maintenance shed will not move and that condominiums will not be built on the current ski hill that abounds Lagoon Road, but on the pavement that exists at the bottom of the mountain.

However in reviewing the plans submitted to the TRPA, the new **Rubber Wheeled Vehicle** shed, a commercial use building is 10 feet from my property line and this building will house vehicles that will impair the air quality,

- with fumes and diminished air quality will affect my medical condition;
- the depot will shield light from my house, so my home's energy consumption will increase;
- be a commercial maintenance building sited next to single family homes with associated problems of fuel leaks, oil spills, as well as on- going movement that will break the tranquility which my neighbors' seek in this low key community;

- This commercial use **building 10 feet from my property** line will completely block my view of the mountain and by placing such a building will diminish my property value.

Moving the Access Road:

My neighbors along Lagoon Road Homewood California near the proposed development of condominiums express stress that we will lose tranquility.

- On the proposed plan sent to the TRPA, **two roads** will bound our single family houses: Lagoon Road and this **new access road** a few feet from out property lines, so our **houses will be squashed** between two roads.
- With the density of development not only will maintenance vehicles be parked outside for us to view, but garbage trucks, linen and laundry trucks, food service vehicles will emit fumes, noise, and change the character of the neighborhood.

Many of the families have lived on Lagoon Road for over 30 years; we are concerned that the community will lose the neighborhood feel with such density of condominiums.

- Loss of starry nights from light pollution with this density;
- Loss of the skyline view with Homewood Mountain Resort applying for height restrictions above the norm.
- Congestion on Hwy 89 from Tahoe City to Homewood: the proposed density will exacerbate the existing condition which is gridlocked at weekends and at four o'clock in the afternoon;
- Loss of wetlands and destroying of the character of the existing community.
- Improper use of the public streets by Homewood Mountain Resort for employee parking on Meadow Road an area that the public should use for snowshoeing or cross country skiing.
- Loss of the neighborhood of single family homes with the density.

Thank you for your consideration.

Sincerely,

Margaret Head
Michael Garber