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STAFF REPORT

Date: January 15, 2025

To: TRPA Governing Board

From: TRPA Staff

Subject: Recommendation of Approval of the Proposed Amendments to the Homewood Mountain Resort Ski Area Master Plan and the Proposed New Homewood Gondola, 5145 West Lake Boulevard, Homewood, California, Placer County Assessor's Parcel Number's 097-060-044, et al.

Summary and Staff Recommendation:
Homewood Mountain Resort ("HMR" or the "Applicant") proposes to amend the Homewood Mountain Resort Ski Area Master Plan, first adopted in 2011. HMR also proposes to construct a new gondola that will access the upper portion of the ski resort. TRPA staff recommends the Governing Board approve the proposed amendments to the master plan and permit for the new gondola.

Required Motions:
To approve the proposed master plan amendments, the Governing Board must make the following motions, based on this staff report and materials provided with this packet:

1) A motion to approve the required findings, including a finding of no significant effect, for adoption of the proposed amendments to the Homewood Mountain Resort Ski Area Master Plan, as provided in Attachment B.

2) A motion to adopt Ordinance 2025-__ (Attachment A), to amend the Homewood Mountain Resort Ski Area Master Plan as provided in Exhibit 1 thereto.

In order for motions 1 and 2 above to pass, an affirmative vote of at least four of the members of each State is required.

3) A motion to approve the required findings, including a finding of no significant effect for the approval of the proposed new gondola project, as provided in Attachment C; and

4) A motion to approve the proposed new gondola project, subject to the conditions in the draft permit (see Attachment D).

In order for motions 3 and 4 above to pass, an affirmative vote of at least five members from the State of California, and at least nine members of the Board in total, is required.

Regional Plan Committee:
On September 25, 2024, the Regional Planning Committee ("RPC") held a public hearing on the proposed master plan amendments. The item was an informational item involving no action or

recommendation from RPC. During the staff and applicant presentations, HMR presented draft public access language that described HMR's proposed plan for providing public access to the ski hill. The RPC meeting included a significant amount of public comment regarding the topic of public access. Many speakers were concerned that HMR would become, in the short or long term, an exclusive ski resort that would not be accessible to the general public. An RPC member expressed the need to consider reasonable pricing and other measures to ensure that the public would be able to purchase access to HMR's recreational opportunities. Following the RPC meeting, HMR developed a revised public access plan, which is discussed in the "Issues" section of this staff report. The RPC meeting may be viewed here: Regional Planning Committee September 25, 2024

Advisory Planning Commission: On December 11, 2024, the Advisory Planning Commission (APC) held a public hearing on the proposed amendments and considered a recommendation of approval to the Governing Board. During the staff and applicant presentations, HMR presented draft public access language that described HMR's proposed plan for providing public access to the ski hill. The APC meeting, much like the PRC meeting, included public comment regarding the topic of public access. Many speakers were concerned that HMR would become, in the short or long term, an exclusive ski resort that would not be accessible to the general public.

APC members discussed the public access language and recommended clarification that the word "anyone" as used in HMR's Community Access Plan be clarified to include Homeowner Association (HOA) Members, visitors of HOA members, hotel guests, and visitors from the general public. The Community Access Plan was revised accordingly. APC members also recommended defining key terms used in the Community Access Plan, and such definitions are now included.

The APC also recommended that the monitoring and enforcement language contained in the public access plan be revisited to ensure sufficient enforcement mechanisms are in place. Staff considered the recommendation and determined that the enforcement section of the Community Access Plan already describes the various enforcement mechanisms that would apply to the Plan. Specifically, the Plan includes a requirement that HMR annually report on how it is providing public access consistent with the Plan, and the public can always lodge complaints with TRPA and trigger an investigation. The Plan recites TRPA's enforcement mechanisms, which include ordering HMR to cease operations, pursuing financial penalties and injunctive relief, and revoking, suspending, or withholding permits. To respond further to the APC's recommendation, staff added an interpretive statement that guides the interpretation and implementation of the Plan consistent with its intent to protect public access.

Finally, regarding APC's recommendation to ensure sufficient "enforcement mechanisms" exist, it should be noted that Ski Area Master Plans are a subset of the TRPA Regional Plan and are adopted by ordinance as an amendment of the TRPA Code of Ordinances. The Community Access Plan is a component of the Homewood Mountain Resort Ski Area Master Plan, and as such, the commitments made in the Community Access Plan are enforceable as an ordinance to the maximum extent provided under Article VI(j) of the TRPA Compact.

Following more than six hours of staff and applicant presentations, public comment, and APC member discussion, the APC unanimously passed a motion recommending the Governing Board approve the proposed amendments with the changes described above.

Background:
The Governing Board approved the Homewood Mountain Resort Ski Area Master Plan ("Existing Master Plan") at its December 2011 public meeting as part of the TRPA Community Enhancement Project Program (CEPP). The Governing Board action included certification of an Environmental Impact Statement ("EIS") for the Existing Master Plan.

The CEPP was a former TRPA program intended to encourage revitalization projects in town centers and recreation areas that demonstrate substantial environmental, as well as social and long-term economic benefits. Projects that promised environmental improvements above and beyond mitigation requirements were awarded development incentives such as Tourist Accommodation Bonus Units. HMR's proposed redevelopment of the Homewood Ski Area was one of nine mixed-use, redevelopment proposals the Governing Board included in the CEPP at its February 2008 public meeting.

The approved Existing Master Plan includes the following goal statements:

1. "A central goal of that plan is to restore Homewood as a key gathering center for Lake Tahoe's West Shore and to maintain the heritage of a ski resort that can be enjoyed equally by local residents and visitors."

2. "The Homewood Master Plan has been guided by 3 specific objectives based on extensive community input:
   1) Consistency with the scale and character of Homewood.
   2) Enhance the lifestyle and property values of West Shore residents.
   3) Generation of sufficient revenues to support the proposed environmental and fire safety improvements and ensure the continued viability of the ski operations."

3. "The following goals shaped the current master planning efforts and will continue to guide HMR as it strives to become a model for responsible land use and community planning:

   - Restore Homewood as the community center of the West Shore of Lake Tahoe
   - Preserve the character of Homewood by developing new facilities that reflect the existing architectural quality and scale of the community
   - Preserve HMR reputation as a small, no-crowds-on-the-slopes, family friendly enclave that can be enjoyed equally by local residents and visitors alike.

4. "Homewood Mountain Resort is an important winter recreation amenity to the residents, second homeowners, and visitors of the West Shore of Lake Tahoe. It has been considered the locals' ski hill for several decades."

All of these statements are consistent with the *Regional Plan, Chapter 5, Recreation Element which states:*

"POLICY STATEMENT

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

Both TRPA and Placer County's 2011 approvals of the Existing Master Plan were challenged in legal action filed by members of the public. After subsequent additional economic analysis and settlements, all issues regarding the Existing Master Plan and EIR/EIS have been resolved.

Master Plan Location:

The Homewood Ski Area is located on the West Shore of Lake Tahoe and encompasses approximately 1,200 acres. There are three main areas of the resort, which are referred to as the North Base, South Base, and Mid Mountain. Most existing and proposed development is located at the North Base, which is located immediately adjacent to Highway 89 in Homewood, and currently consists of a large day use parking area, a skier services lodge, and two ski lifts. The South Base is located approximately one-half mile south of the North Base at the southern terminus of Tahoe Ski Bowl Way and consists of a maintenance station, administrative offices, and ski lift access to the mountain. The Mid Mountain is surrounded by ski runs and is located at the top of the existing Madden Chair, which is where the top station of the proposed gondola will be located.

Existing Master Plan:

The 2011 Existing Master Plan includes the following elements:

North Base

Six new mixed-use structures and eight new townhouse structures, providing up to:

- 36 residential condominiums (multi-family residential units);
- 16 townhouses (multi-family residential units);
- 20 whole ownership units (Tourist Accommodation Units ("TAU") with 10% or more units with kitchens);
- 75 traditional hotel rooms (TAUs with less than 10% of units with kitchens);
- 40 two-bedroom for-sale condominium/hotel units;
- 30 penthouse condominium units (TAUs with 10% or more units with kitchens located on the upper floors of the hotel);
- 25,000 square feet of commercial floor space (a portion of which may be provided at the Mid Mountain lodge);
- 13 employee/workforce housing units (multi-family residential bonus units);
- A 272-space day-skier parking structure on four levels; and
- 30,000 square feet of skier services to provide food and beverage service, adult and children's ski school services, rental shop, locker facilities, restrooms, first aid, and mountain administration.

South Base

- 24 chalet buildings, each containing two multi-family residential units for a total of 48 units. Up to 47 additional multi-family residential condominium units would be provided in a centralized Building A, for a total of up to 95 residential units.
- 49 parking spaces provided underground below Building A, along with two-car garages for each of the 48 multi-family residential units located in the chalets, totaling 145 parking spaces.

Mid Mountain

- A 15,000 square foot day-use lodge with a detached gondola terminal linked to the lodge by a covered passage;
- A learn-to-ski lift;
- A food & beverage facility with indoor & outdoor dining (part of day lodge);
- A small sundry outlet (part of day lodge);

- An outdoor swimming facility for use during the summer months by West Shore residents (adjacent to day lodge);
- A snow-based vehicle (e.g., grooming equipment) maintenance facility; and
- Two water storage tanks located up hill from the day-use lodge.

Since the Existing Master Plan was approved, the following project elements have been constructed or satisfied:

- Completion of a TRPA requirement for 500,000 square feet of land coverage restoration on the mountain.
- Installation of BMPs and stormwater management improvements.
- Initiation of foundation work for learn-to-ski lift (initiated in 2019).
- Issuance of Lot 3 building permit and commencement of construction in 2022. Homes remain under construction with expected completion in January 2025.
- Commencement of North Base Stream Environment Zone ("SEZ") restoration as part of the Lot 3 building permit.
- 252-acre Forest Fuels Reduction Project. Approximately 50 acres was completed in Fall 2024.

Other Environmental Benefits since the 2011 Approval of the Existing Master Plan

- Participation in the CalFire-led Fuels and Fire Prevention Project;
- Firewise Community establishment;
- Retirement of antiquated snow cats;
- Ongoing land coverage restoration; and
- Initiation of Forest Fuels Reduction Project (50 acres treated in the Fall of 2024)

Description of Proposed Amendments to the Existing Master Plan:

The proposed master plan amendments modify the project layout, architecture, programming, and unit density. The proposed master plan amendments include reductions in the number of residential units, reduced building density, and opening scenic corridors to both the lake and mountains. The previously approved gondola terminal location is proposed to be brought down the mountain for better skier access, which will slightly adjust the alignment of the gondola up to the Mid Mountain gondola terminus. A proposed gondola car "barn" will be added to Mid Mountain for protection during inclement weather and improved skier experience. The proposed refinements preserve all community and recreational benefits and create a better layout for the core gathering area at the North Base.

The proposed master plan amendments maintain the three primary areas identified in the Existing Master Plan (North Base, South Base, and Mid Mountain). Total coverage is slightly reduced from the Existing Master Plan. Residential units have been reconfigured so there are fewer, larger units. In the Existing Master Plan, 224 residential units were allowed, along with a 75-room hotel. Under the proposed amendments, there would be 122 residential units and 73 condo/hotel units, representing a reduction of 102 residential units and two tourist units.

In 2011, TRPA approved a conditional permit for the buildout of the master plan that only covers Phase 1 (North Base and Mid Mountain), with the Phase 2 (South Base and Lot 9) development occurring later following separate environmental review and permitting processes. However, as part of the proposed master plan amendments, HMR is only seeking a conditional permit for the gondola at this time.

HMR Public Access Commitments:
HMR, with input from TRPA staff, the public, and the APC, has developed public access commitments that will ensure HMR's recreational opportunities will not be limited exclusively to members of HMR's Homeowners Association ("HOA") or guests of HMR's residential properties or tourist accommodations. Skier services will also be available to the public, however, a portion of the Mid Mountain lodge structure may have separate spaces for Homewood HOA Members and the general public. The general public will also have access to summer hiking trails, scenic gondola rides and community events held at the North Base facilities, which include a small outdoor amphitheater. The Public Access Plan was developed as an additional element of the proposed master plan amendments, and is included in the Operations, Public Access, Management and Emergency Plan appendix, under the heading "Homewood Community Access Plan." The public access commitments are intended to serve as enforceable requirements of the master plan, as proposed for amendment, and cannot be modified without approval from the TRPA Governing Board at a public meeting. Additional information is provided below in the "Issues" section of this report.

Community Amenity Details:
The updated North Base site plan design includes the retail and skier service spaces, central gondola access to the mountain, seasonal amenities, and areas for special events, consistent with the Existing Master Plan. These public gathering spaces include: a gondola terminal at the axis of the village which will offer scenic gondola rides, a neighborhood grocery with an ice cream parlor and hardware items, food and beverage offerings, an amphitheater for summer concerts and plays, a seasonal ice rink, and open spaces for farmer's markets and art fairs. Recreationally, the master plan amendments maintain the original commitment to five miles of on-mountain hiking trails with new trail signage, Class I bicycle trail replacement, bike parking and e-bike charging stations, a Mid Mountain community pool, and fire pits. The amenities are intended to support an active Homewood village experience, will support community and recreational access, and provide year-round gatherings and activities for the general public.

North Base Area

Commercial
Commercial, retail, and amenity spaces will create a neighborhood-scale North Base village around a collection of year-round land uses, amenities, and open space. The original approval conditional permit for the Phase I elements, permitted up to 25,000 square feet of commercial floor area at the North Base, a portion of which could be located at the Mid Mountain lodge. The proposed, smaller, North Base village retail uses are consistent with the previous master plan approvals and include a small grocery store, ice cream stand, hardware elements and other offerings linked to the gondola building, and support services for seasonal community amenities. Multiple shared outdoor spaces like plazas and walkways will add to the village feel.

Skier Services
The Existing Master Plan provides for up to 30,000 square feet of skier services, including food and beverage services, adult and children's ski school services, rental shop, locker facilities, restrooms, first aid, and mountain administration and operations offices. These skier resources and offerings, as well as newly planned emergency medical services facilities in partnership with the North Tahoe Fire Protection District ("NTFPD"), will be a component of the North Base Village. The master plan amendments propose approximately 16,000 square feet of accessory and skier services facilities at the North Base, which is an increase of about 60% over the approximately 10,000 square feet of current skier services at the North

Base. These facilities will include all expected skier services and amenities to meet basic skier needs. HOA members may have separate dedicated skier services spaces at the South Base, North Base and Mid Mountain lodge (See Attachment H).

Day Skier and Employee Housing Parking Structure

There will be approximately 238 day-use parking stalls in a four-level, 277 space parking structure, as well as approximately 162 underground parking spaces throughout the North Base for a total of 400 parking spaces dedicated for day skiers. Consistent with the Existing Master Plan, the commercial floor space and workforce housing located in the Lot 4 structure are designed to both anchor and screen the face of the day-use parking structure, softening the building's edges and reducing both bulk and scale. It is anticipated the thirteen workforce housing units will have two bedrooms accommodating up to four employees in each apartment. On-site employee housing parking will be provided in the Lot 4 parking structure.

Boutique Condo/Hotel Building

The boutique-style 73-unit condo/hotel will be combined in one building housing 16 residential units, accessory facilities, and Homewood HOA facilities. The condo/hotel building will include a full-service restaurant, spa, and fitness and pool facilities for homeowners and hotel guests. This structure will have underground parking for hotel guests, residents, commercial patrons and some additional day skier parking.

Residential and Tourist Accommodation Units

Under the proposed master plan amendments, the approximately 18-acre North Base area will include 71 residential units and 73 condo/hotel units (TAUs). This is a reduction of 71 residential units at the North Base (inclusive of the Lot 3 seven homes currently under construction). The coverage area for these units is similar as under the Existing Master Plan, with the amendments allowing for fewer, larger units.

Lot 9

Preliminary Lot 9 residential site plans are included in the proposed master plan amendments solely for the purpose of maintaining conformance with the Existing Master Plan. Lot 9 includes eight residential homes, which are located in the South Base project area at the end of Tahoe Ski Bowl Way, are a future final phase of the Master Plan. The Lot 9 development and full extension of Tahoe Ski Bowl way will require a separate environmental analysis and permit prior to development.

<u>South Base Area</u>

Residential

HMR is proposing to reduce residential density at the South Base by 38 for a total of 51 residential units. The South Base will remain consistent with the scale, use, and layout of the Existing Master Plan, with a reduction and enlargement of total residential units and slight repositioning of buildings. This repositioning will provide a better buffer between existing neighbors and the new housing. Lots 1 and 2 will require additional steps to gain development permits.

Environmental Improvement Projects

South Base development plans, road and bridge realignment, and environmental improvement projects, including the Homewood Creek SEZ restoration and creek bridge work, will remain consistent with the original master plan approvals. The SEZ protection and restoration work is a key element for the South Base master plan and will be integral to the final design and building placement. These projects will be submitted at a future date per HMR's proposed development implementation schedule.

Mid Mountain

Under the previously approved conditional permit for Phase I, the size of the Mid Mountain lodge was allowed to be a maximum of 30,000 square feet. The master plan amendments propose modifications to the Mid Mountain facilities consistent with the Existing Master Plan, including a new day-use lodge with a gondola terminal; a new learn-to ski lift; a food and beverage facility with outdoor dining, and an outdoor swimming pool for use during the summer months. There will be a separate space for Homewood HOA members, as envisioned in the Existing Master Plan. The new Mid Mountain lodge will replace the existing white tent structure visible from Lake Tahoe, and the existing concrete foundation located near the Mid Mountain. The Mid Mountain lodge will also serve as a terminus for scenic gondola rides in the summer and for hiking on the five miles of trails with snack, beverage and public restroom facilities. A structure to house the gondola cars for inclement weather protection is also included in the proposed amendments.

Maintenance

The snow-based vehicle shop/maintenance facility will be relocated to the Mid Mountain consistent with the Existing Master Plan. The Existing Master Plan approves up to 15,000 square feet for this facility.

Summary of Uses

The master plan amendments propose refinements of the North Base to make fewer, larger residential units, and develop the gathering area and commercial and skier services at a scale more befitting the Homewood community. Below is a summary of key project elements and their location across the different development lots within the master plan area:

	Residential Units	Hotel Units	Employee Housing	Parking Stalls	CFA	Skier Services
Lot 1	18			42	-	-
Lot 2	33			76	-	2,231
Lot 3	7	-		14	-	-
Lot 4	-		13	287	4,031	2,500
Lot 5	22			113	-	8,883
Lot 6	16	73		192	11,300	5,000
Lot 7	12			45	-	-
Lot 8	6			20	2,840	-
Lot 9	8			24	-	
Gondola Base	-				-	-
Mid Mountain	-			-	2,750	11,100
Totals	**122**	**73**	**13**	**813**	**20,921**	**29,714**

North Base Totals	**71**	**73**	**13**	**695**	**18,171**	**27,483**
South Base	**51**	**-**	**-**	**118**		**2,231**

Totals						

2024 Totals	**122**	**73**	**13**	**813**	**20,921**	**29,714**
Original MP Totals	**224**	**75**	**13**	**882**	**25,000**	**30,000**
Difference	**(102)**	**(2)**	**-**	**(69)**	**(4,079)**	**(286)**

Homewood PAOTs

When the Existing Master Plan was approved in 2011, Homewood's verified uphill lift capacity was used to define the existing persons at one time (PAOT) capacity TRPA assigned to Homewood. The Existing Master Plan does not increase uphill lift capacity such that the resort would exceed its existing verified PAOT capacity of 1,704. Nor would the proposed amendments change or expand PAOT capacity.

New Gondola

Permit

The master plan amendments achieve the expectations of the Existing Master Plan with replacement of aging ski lift infrastructure including the Madden Chair and Ellis Chair. A shifted North Base gondola terminal location is part of these master plan amendments, and are recommended to be permitted concurrently with the approval of the proposed amendments. The Ellis Chair replacement will occur per the proposed development implementation schedule.

Architectural Character and Site Planning

The proposed master plan amendments refine the architectural design and style to be more integrated into the West Shore. These refinements are based on community input to be attractive to prospective homebuyers. While the land uses, distribution, and general design characteristics of the Existing Master Plan would remain intact, at both the North and South Bases, architecture and engineering best practices and environmentally sustainable designs have evolved since the Existing Master Plan was approved in 2011.

HMR designed architectural features to minimize the visual scale of new structures and allow for improved view corridors around and through the project area in order to preserve the connection with the surrounding forest and slopes. The amendments propose several smaller scale buildings instead of massive structures crossing the site. All building heights are at or below previous approved heights.

Separation between buildings is maximized to widen view corridors between them, reducing scenic impacts from both mountain and Lake. This was also a key design intent to further mitigate wildfire risk by creating smaller individual buildings, a natural fire break between buildings, and improved access for responders to all sides of the buildings.

Green Design

The master plan amendments do not propose changes to the green design requirements included in the Existing Master Plan and related approvals. The North Base proposal has been accepted into and will be designed under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) for Neighborhood Development Program. Each development of the master plan as amended will be designed to meet LEED certification. Efforts in the project level design and permitting process will also focus on use of

solar energy for hot water and power as well as furthering the approved master plan green building initiatives given more stringent code and engineering standards that have evolved over the last decade. LEED ND design and construction strategies will include:

- High performance glass and building and roof insulation;
- Natural ventilation to reduce building power loads;
- High efficiency mechanical systems;
- Low carbon concrete;
- Renewable resources;
- Night sky compliant lighting;
- Construction waste management and diversion; and
- High performance building envelopes.

Restoration and Water Quality

The master plan amendments do not propose changes to the restoration and water quality requirements included in the Existing Master Plan and related approvals. Homewood Creek, which is currently collected and piped under the north-south extension of Tahoe Ski Bowl Way will be day-lighted and riparian habitat restored under the master plan amendments. The current conceptual plan includes removal of the culvert, widening of the overall stream cross-section and increasing flow length through incorporation of additional meanders within the stream channel. A bridge will be used to cross the stream while allowing for maximum stream function. Native vegetation will be used exclusively and will mimic the species composition currently in place in the undisturbed portions of the creek.

Water and Snowmaking

The decrease in residential units and building scale associated with these master plan amendments further reduce water resource needs, storage, and fire flow demands from the Existing Master Plan. In partnership with the Tahoe City Public Utility District ("TCPUD") and associated with the Lot 5 project development, HMR began studies with Carollo, TCPUD's water modeler, to model water and snowmaking resource design, capacity, distribution, and identify potential partnerships. An updated hydrologic drainage study included with the master plan amendments concluded that the updated building and site plans improve groundwater flow, infiltration, and recapture – thus enhancing stabilization of the North Base and further reducing risk of sediment flow to Lake Tahoe.

A significant investment in improved snowmaking equipment and snowmaking water sources was expected with the master plan. HMR is augmenting and improving upon the mountain's snowmaking resources in partnership with TCPUD and NTFPD. If the master plan amendments are approved, HMR will update its water development model with Carollo to plan anticipated water needs and infrastructure.

Traffic and Parking Management Plans

An objective of the master plan amendments is to minimize impacts to traffic on the West Shore by transitioning the project site from an exclusively day-use only ski area to a mixed-use resort with residential and TAUs, and diverse transit opportunities that enable visitors to decrease reliance on personal vehicles.

Consistent with the Existing Master Plan, all parking will be on-site with no overflow parking on local streets or private property. Moreover, the master plan amendments will include alternative

transportation management strategies consistent with the Existing Master Plan, further reducing traffic to and around the West Shore.

Alternative Transportation Plan

The Alternative Transportation Plan (ATP), one of a series of transportation strategies, includes the year-round, winter and summer program elements. These elements are:

- Extension of West Shore Bike Trail;
- Employee shuttle bus;
- Employee public bus transit fares;
- North Base-South Base shuttle service;
- Free "Bicycle Share" Service Winter Program;
- Skier Intercept Shuttle Program;
- Winter West Shore Dial-a-Ride Service;
- Summer West Shore Dial-A-Ride Service;
- Electric/Hybrid Car Rental Service/Charging Stations;
- Intercept existing vehicle trips;
- Summer boat trailer parking in day use garage;
- Day skier parking control, surveying and monitoring;
- State Park shuttle service (Sugar Pine, DL Bliss and Emerald Bay);
- Transportation information signage at Tahoe City; and
- Continued funding of regional transportation solutions and critical Environmental Improvement Program (EIP) projects already completed and new unrealized EIP projects identified in the FEIR/FEIS and CEPP programs.

Significant transportation and public transit improvements have occurred since the 2011 approval of the Existing Master Plan. The only ATP element that is not included with these amendments is the summer season water taxi. After the approval of the Existing Master Plan, Placer County implemented a North Tahoe Water Shuttle. Low ridership, low lake level fluctuations, high wind weather conditions, challenging docking, fueling delays, and rising fuel costs have since contributed to its discontinuation. Considering these factors, and the implementation of TART Connect micro transit and other shuttle services with more frequency and popularity, there is an anticipated decreased interest in the use of a general water taxi service on the West Shore. Therefore, the proposed amendments would remove the water taxi as an alternative transportation program. Given these factors (low ridership and improvement of other alternatives), as well as the reduction in density under the proposed amendments, the absence of the water taxi does not affect the reduction in VMT anticipated under the proposed amendments.

Land Coverage

The Existing Master Plan commits HMR to removing and restoring not less than 500,000 square feet of existing land coverage and permanently retiring at least 13 percent of total existing land coverage to meet TRPA's CEPP Resolution. To date, HMR has restored over 600,000 square feet of land coverage (subject to TRPA verification) and retired 1,513 square feet of land coverage. HMR maintains its commitment to fulfill all land coverage reductions and retirement anticipated with the Existing Master Plan approvals and the settlement agreement.

Under the proposed amendments, Homewood will continue its commitment under the existing approvals to restore 500,000 square feet of coverage, largely attributable to unnecessary roads and

trails. Homewood Mountain has over 1,780,000 square feet of TRPA verified existing land coverage. The Existing Master Plan approvals evaluated 850,685 square feet of coverage to remain, which will not change under the proposed amendments. The Existing Master Plan approvals calculated 652,965 square feet of proposed land coverage for the North Base, South Base and Mid Mountain. The proposed amendments anticipate a total of 651,139 square feet of land coverage (a minor reduction). On-site roads that are not decommissioned and restored will be used for mountain operations during summer.

Environmental Improvements and CEPP Program

The proposed amendments would not change the EIP Projects, CEPP requirements, employee housing (13 units), and ATP commitments of the Existing Master Plan (except the water taxi ATP, as explained above). HMR has already constructed and/or funded several of the EIP and CEPP commitments. A significant amount of forest and watershed health management (for example, the Homewood Fuels Reduction Project), as well as water resources and storage and snowmaking improvements, will be possible with advancement of the master plan amendments. The Homewood Fuels Reduction Project was approved by the TRPA Governing Board in June 2024, and approximately 50 acres have been treated to date. SEZ restoration work has already occurred in connection with the Lot 3 residential development currently under construction.

Implemented EIP projects from the 2011 Master Plan include Project Number 632 (Homewood Ski Area Master Plan), Project Number 86 (Scenic Roadway Unit 11 Homewood), and Project Number 775 (Homewood Area Pedestrian Facilities) and participation in Project Number 855 (" Y" Realignment). With implementation of the proposed master plan amendments, HMR will fund approximately $350,000 toward the completed Fanny Bridge project and an additional $350,000 towards other completed EIP projects.

HMR and NTFPD will execute a Development Agreement, as required under the original approvals, including Fire Station 53 expansion or replacement and staffing augmentations. The North Base will be considered a shelter-in-place/area of refuge for the West Shore area located. HMR and NTFPD will partner to approve a HMR – Emergency Preparedness and Evacuation Guide and will hold public meetings educating West Shore residents about the Guide no later than 180 days before construction of the shelter in place location. HMR has included a "Pre-Attack Plan-2024" in the Site Operating Plan of the master plan amendments, which also includes emergency planning for multiple disaster situations, including wildfire evacuation, and the related evacuation procedures. This effort included collaboration with all firefighting agencies and large resorts in the Basin.

Reservation of Commodities

The development right transfers anticipated for Homewood remain consistent with previous approvals. Up to 25,000 square feet of commercial floor area, 50 tourist accommodation bonus units, and 12 multi-residential bonus units will be reserved by TRPA under the CEPP. Though the proposed master plan amendments represent a reduction in residential scale, there would be no change in conformance with development rights, CEPP, and EIP program commitments.

Fifty of the bonus TAUs HMR will use will originate at the Tahoe Inn site associated with restoration of low capability lands. The 50 bonus units will replace 50 TAUs from the Tahoe Inn site that Homewood will convert to single family existing residential units of use under TRPA Code Subsection 33.7. The new TAUs at Homewood will be built on higher capability lands (Class 4 or better). Lock offs and fractional units were removed from the project a decade ago and today's plans remain consistent with those changes. HMR

will demolish the Tahoe Inn structure, restore sensitive lands associated with the commodities transfer and deed restrict that open space in perpetuity.

Employee Housing

In August 2022, HMR developed and executed an Employee Housing Plan as a condition of approval to the Lot 3 development permit. In consideration of the master plan amendments, an updated plan will be developed with Placer County as lead agency and will reflect the newly updated phasing schedule. Consistent with the Existing Master Plan approvals, HMR proposes 13 onsite employee housing units at the North Base Lot 4 parking structure. Each unit will have two bedrooms accommodating up to four employees in each apartment, resulting in housing for up to 52 employees.

With the acquisition of the Tahoma Meadows Cottages, HMR has provided additional employee housing opportunities in the first phase of the master plan developments. This facility houses 16 units (25-30 employees) and has greatly shored up HMR's *in situ* housing opportunities toward a long-term sustainable employee housing plan. Upon development of the updated Employee Housing Plan, new opportunities may be considered to further enhance employee housing opportunities both for rent and for sale to meet individual employee needs and help the Tahoe Basin meet its housing goals.

Code/Plan Code Amendments

The proposed amendments will remain consistent with all applicable TRPA and County code provisions, as well as the applicable Placer County Tahoe Basin Area Plan. No revisions to these codes or other land use plans are proposed as part of the master plan amendments.

U.S. Forest Service

HMR operates primarily on private land with two USFS permits for adjacent USFS land. Currently, HMR holds two use permits with the USFS. The first is a special use permit to operate on roughly 204 acres around Quail Lake, and the second is a permit for outfitting and guiding to operate ski tours on 406 acres above the resort.

Gondola Project Description:

HMR is proposing the Madden Chair replacement project, which includes the construction of a new 8-passenger detachable gondola capable of 2,400 person per hour consistent with the Existing Master Plan. The gondola will be accessible to the general public and HOA members for ski mountain access and seasonal scenic rides. Additionally, the gondola will provide easier access for beginner skiers. The primary change from the 2011 Master Plan gondola plan is the revised placement of the lower gondola terminal which will better serve the Homewood base village which will serve as a community accessible base-of-the mountain gathering center with food, beverage, and skier service facilities. This first phase of gondola construction will only include the gondola, lift towers and upper and lower terminals. In the future, the upper terminal will include a mid- mountain lodge that will be accessible to the general public and HOA members.

The gondola project will include new base and mid-mountain terminals as well as a series of towers, all of which will be erected by the gondola lift manufacturer. The base terminal platform, which is approximately 5,000 sf, and approximately 12' above the base parking lot, will include concrete stairs and accessible walks. The site work includes tree removal, grading, stormwater improvements and landscaping. The construction of gondola towers 3 and 4 on the "face" of the lower ski hill will be accomplished using a "spider" excavator which will eliminate the need for temporary access roads. The mid-mountain terminal, which is

approximately 4,300 sf, includes a platform, stairs, guard rails and handrails with site, landscaping, and electrical work.

Construction is anticipated to begin in the spring of 2025 to provide completion for the 2025/2026 ski season. During the final phase of gondola construction work in the fall of 2025, the aging triple Madden Chair lift, which is no longer supported by the manufacturer, will be decommissioned and removed.

Once the Madden Chair is removed, two existing access roads will be decommissioned and re-vegetated. This will result in 25,256 square feet of existing land coverage restoration including 7,279 of type 1a land coverage.

Issues Discussion

Public Access: For staff to recommend approval of the proposed amendments to the master plan, the amended master plan must clearly state how it reflects the policy statement in the Regional Plan.

The Regional Plan, Chapter 5, Recreation Element states on page 5-1:

"POLICY STATEMENT

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

Consistent with this policy statement in the Regional Plan, the Existing Master Plan includes the following goal statements:

1. "A central goal of that plan is to restore Homewood as a key gathering center for Lake Tahoe's West Shore and to maintain the heritage of a ski resort that can be enjoyed equally by local residents and visitors."

2. "Homewood Mountain Resort is an important winter recreation amenity to the residents, second homeowners, and visitors of the West Shore of Lake Tahoe. It has been considered the locals' ski hill for several decades."

During the review of the proposed master plan amendments, TRPA staff requested HMR provide commitments to ensure HMR's recreational opportunities will not be limited exclusively to members of HMR's Homeowners Association ("HOA") or guests of HMR's residential properties or tourist accommodations. TRPA staff felt such commitments were necessary to ensure HMR's operational plans remain consistent with the requirements of the Regional Plan, the Existing Master Plan, CEPP designation, and 2011 FEIR/EIS. Following robust discussion and public participation regarding public access issues at the September 2024 RPC meeting and December 2024 APC meeting, HMR worked with TRPA staff input to develop a Community Access Plan that describes how HMR will deliver and be held accountable to its public access commitments. (See Page 169 of proposed Master Plan Appendix Homewood Mountain Resort Operations, Public Access, Management, and Emergency Plan (https://www.trpa.gov/wp-content/uploads/HomewoodMasterPlan_20250115-to-TRPA.pdf). As with all proposed amendments to the master plan, the Community Access Plan is considered draft and subject to additional changes based on Governing Board review.

The Community Access Plan is intended to strike a balance between TRPA's regulatory authority to ensure compliance with the TRPA Regional Plan, while allowing flexibility in how HMR implements its business plan for the ski resort on largely private land. The Community Access Plan provides that full-priced ski products will be available for purchase by anyone on a first-come, first-served basis, and may not be exclusively limited to members of HMR's Homeowners Association ("HOA") or guests of HMR's residential properties or tourist accommodations. There is no price limit placed on full-priced ski products, other than that dynamic pricing will be utilized like at all other Tahoe Basin ski resorts.

To provide further assurances that Homewood recreational opportunities will remain available to the public, HMR would commit to offering price-controlled season passes, with no caps on quantity, to West Shore residents, as well as any first responder, medical staff, teacher, and active military personnel residing or working in the Tahoe Basin. The latter categories (i.e., other than West Shore residents at large) would also be able to purchase price-controlled day lift tickets. HMR would also commit to several other measures for providing public access, including four days free skiing for any Tahoe Basin student in grades 6-12 that is on the honor roll, employee season passes and employee buddy tickets, and hosting disadvantaged youth from surrounding communities including the Bay Area, Sacramento, and Reno/Sparks/Carson City during the winter and summer seasons. The Community Access Plan elements are designed to be ongoing and cannot be substantially altered without public notice and Governing Board approval.

While there may be other approaches to public access, staff consider HMR's commitments in the Community Access Plan to be sufficient under the "fair share" policy of the Regional Plan and consistent with the goals of the Existing Master Plan.

The Community Access Plan also includes monitoring and enforcement provisions that are aimed at providing predictability and transparency in how compliance with the commitments will be continuously monitored and enforced by TRPA over time. The complete monitoring and enforcement provisions are:

> Monitoring: HMR shall submit an annual report to TRPA on or before August 1 of each year demonstrating its snow skiing products and packages for the prior year were offered for sale on a first-come first-served basis, including the public access, discount, and community benefit programs listed above. The report will also address any changes proposed to HMR snow products and packages for the upcoming ski season and how such changes, if any, provide equivalent public access and community benefit. Consistent with how TRPA monitors for noncompliance with other requirements, the public can report perceived violations to TRPA, which TRPA will investigate.
>
> Enforcement: Failure to operate consistently with the above terms or TRPA approved modification(s) thereof will be considered a violation of HMR's Ski Area Master Plan. If TRPA determines that HMR's snow skiing products and packages are not being offered consistent with the Master Plan (including the Operations Plan), HMR will not be permitted to open the mountain for skiing operations until remedied to TRPA's reasonable satisfaction. Additionally, violations described herein may trigger TRPA legal action for any of the following: declaratory and injunctive relief; financial penalties not to exceed $5,000 per day for each day such violation persists; revocation, suspension, and/or withholding of permit(s); and other appropriate relief. As a further condition of approval of the amendments to the Master Plan, HMR agrees to pay TRPA's costs and reasonable attorney's fees in any legal action to enforce the Public Access Plan or TRPA approved modification(s) thereof in which TRPA prevails.

Scenic Quality and Architecture: The project area is located in Roadway Unit 11 (Homewood) and Shoreline Unit 12 (McKinney Bay). The TRPA's latest Threshold Evaluation Report (2019) continues to identify Roadway Unit 11 as non-attainment with a threshold composite score of 12.5 out of 30. Shoreline Unit 12 is an attainment area with a threshold composite score of 9.5 out of a possible score of 15; any shoreline scenic units with a score of 7 or less are considered nonattainment areas in need of visual improvements.

Potential environmental effects related to scenic resources and architecture/community design are described in the FEIR/EIS Section 10 Scenic Resources, certified by the TRPA Governing Board in 2011. As explained below, the master plan amendments do not involve any new or worsened significant adverse effects to scenic resources compared to those considered in the 2011 FEIR/EIS. The existing TRPA and County design standards identified in the 2011 FEIR/EIS to mitigate potential effects will continue to apply under the master plan amendments.

The FEIR/EIS effects analysis considered the relationship of the project's building massing, height and design to TRPA scenic ordinances and thresholds and Design Guidelines from the Placer County Standards and Guidelines for Signage, Parking and Design in the Lake Tahoe Region (now Placer County Tahoe Basin Area Plan). Visual simulations in the FEIR/EIS were completed from numerous viewpoints including TRPA designated scenic resource locations and indicate that the project would improve travel route ratings along SR 89 and maintain travel route ratings from the Lake Tahoe shoreline. For the roadway travel route ratings, the FEIR/EIS concluded that the man-made features rating would improve from 2.5 to 3.0 as a result of the removal of man-made distractions including overhead utilities, the large non-landscaped parking lot, and the existing non-uniform and unsightly buildings. For the Lake Tahoe shoreline (Shoreline Unit 12), the FEIR/EIS concluded that ratings would remain unchanged.

With the Existing Master Plan approval, Placer County and TRPA recognized the need to allow additional building height to encourage redevelopment and achieve the goals outlined in local plan documents and the CEPP. A new height ordinance was adopted that allowed additional building height at Homewood with certain findings. Allowing greater maximum building heights while maintaining the scenic thresholds is achieved by varying setbacks, creating a variety of roof pitches and creating building articulation. Maximum building heights increase with distance from SR 89 and require setbacks of at least 30 feet from the edge of pavement and a 225-foot setback for the tallest structures of up to 77 feet. The built elements are subject to TRPA design standards for building materials and colors to help reduce the visual impact from new structures. The proposed amendments include view corridors through the North Base development from Highway 89, and the removal of the existing surface parking lots visible from Highway 89.

In the proposed master plan amendments, the configuration of the new buildings remains substantially the same but there are changes to footprint size, building height, placement and architectural design. As shown in the architectural rendering comparison (See Attachment H) the amendments propose changes to the architecture approved with the 2011 Master Plan. The 2011 Master Plan architecture was considered "Old Tahoe," which is typically dominated by steep pitched roofs, dormers, roughhewn timber, native stone, and maintains a rustic feel. While the proposed amendments include architecture that is considered alpine, the style is not the same as in the Existing Master Plan, as shown in the rendering comparisons.

During the initial stages of developing the architecture for the amendment, HMR sought to embrace a "mountain modern" architecture which includes flatter roofs, straight building lines and natural building materials that result in a more contemporary feel. Mountain modern architecture was approved for the development of the seven residential units currently under construction at the North Base.

However, during community meetings held by HMR during the early stages of the development of the master plan amendments, the public expressed concern about the mountain modern architecture and encouraged

HMR to reconsider its incorporation in the proposed amendment. As a result, the applicant made changes to the proposed architecture which now refines the architectural design and style to be more integrated into the existing West Shore character as shown in the updated renderings contained in the master plan amendments.

As documented in the Hauge Brueck Associates Scenic Quality Evaluation dated May 2024, the revised structures are nevertheless consistent with the building features, location and massing analyzed in the 2011 FEIR/EIS. With protection of certain existing trees and proposed tree plantings along Highway 89 and Fawn Street, the proposed amendments do not result in new scenic quality impacts to Roadway Unit 11 or Shoreline Unit 12, or require modifications to the existing mitigation measures included in the FEIR/EIS. The scenic quality threshold improvement scores for the roadway unit identified in the 2011 FEIR/EIS would also be realized under the proposed amendments.

To confirm the accuracy of the visual simulations prepared for the proposed amendments, a balloon study was prepared for TRPA to document the maximum building ridgeline height of numerous structures within the North Nase area. Photographs were taken of the balloons from Highway 89 and Lake Tahoe viewpoints used for the 2011 FEIR/EIS and 2024 Plan Amendment Scenic Quality Evaluation. The balloon study confirmed the proposed structures are accurately displayed in the visual simulations.

Transportation: Potential environmental effects related to transportation and circulation are described in FEIR/EIS Section 11 Transportation, Parking and Circulation, certified by the TRPA Governing Board in 2011. As explained below, the master plan amendments do not involve any new or worsened significant adverse effects to traffic and circulation compared to those considered in the 2011 FEIR/EIS. The mitigation measures identified in the 2011 FEIR/EIS to mitigate potential effects will continue to apply under the proposed amendments, given that the proposed amendments result in a reduction of comparable daily vehicle trips in both winter and summer.

The FEIR/EIS analysis discusses potential transportation benefits (e.g., winter season trip reductions, improvements to transit, improvements to pedestrian and bicycle facilities) that may result from project implementation as well as potential impacts. A new trip generation and parking demand analysis (LSC, November 8, 2024) was prepared to compare the proposed plan amendments to the existing conditions and predicted conditions for the approved Project provided in the 2011 FEIR/EIS.

The LSC analysis indicates that the proposed master plan amendments would reduce development compared to the Existing Master Plan by reducing condo/hotel units to a total of 73 (compared to 135 units in 2011 and 75 units in 2014) and residential condos to a total of 122 (compared to 177 units in 2011 and 224 units in 2014). The proposed amendments' reduction in total number of hotel and residential units would reduce daily vehicle trips (351 trips in winter and 400 trips in summer as reported in LSC Tables F and G) and the associated VMT (LSC Table M) when compared to results in the FEIR/EIS analysis for the Existing Master Plan.

Vehicle Miles Traveled (VMT) was evaluated in accordance with the current TRPA Project Impact Assessment (PIA) Guidelines (January 3, 2022). The project area is in PIA Zone 61. The PIA zone average trip length is 9.03 miles. Multiplying this trip length by the number of daily trips yields daily VMT. In both the summer and winter the proposed master plan amendments result in a reduction of over 2,000 daily VMT in comparison with the Existing Master Plan. As the variation in daily trip generation throughout the year would be the same for both the proposed master plan amendments and the Existing Master Plan, it can also be concluded that the VMT for the proposed master plan amendments would be reduced on an annual average daily basis compared to the Existing Master Plan. In summary, the reduction in total number of tourist and residential

units would further decrease Homewood trip generation and VMT compared to existing winter operations, and would reduce the increase calculated for the Existing Master Plan under summer operations.

To help offset the new summer vehicle trips and VMT, the Existing Master Plan includes a bus turnout along southbound Highway 89, a shuttle/drop-off area along Fawn Street, an ATP that includes extension of the West Shore bike trail to the North Base, employee shuttle services, car- and bike-share services onsite, a shuttle for guests, and other alternative transit amenities (e.g., summer water taxi service). Additional transportation strategies include: accommodate boat trailer parking during the summer at day skier parking facilities; day skier parking control (e.g., limit ticket sales so that parking does not exceed onsite supply); and Transportation Information Exchange (e.g., provide information on Tahoe City electronic sign board to notify day skiers when ski resort is at capacity). A parking reservation system is now included in the proposed master plan amendments to control the number of vehicles that will arrive on peak winter ski days – day skier traffic will therefore be limited on peak days by parking availability through the reservation system.

The proposed amendments also propose to eliminate the summer water taxi included in Existing Master Plan. Placer County implemented a North Tahoe Water Shuttle after the 2011 Master Plan approvals. Low ridership, low Lake level fluctuations, high wind weather conditions that made for challenging docking, fueling delays and rising fuel costs contributed to its discontinuation. However, given the additional transportation and public transit improvements available since the Existing Master Plan was approved, such as the free fare TART Connect micro transit and TART fixed route service, as well as the proposed reduction in residential/tourist accommodation density and corresponding reduction in trip generation/VMT, elimination of the proposed water taxi service under the proposed amendments will not result in the need to identify new alternative trip reducing strategies.

Along with the proposed reductions to tourist and residential units, the proposed amendments would reduce proposed parking by 80 spaces compared to the Existing Master Plan. However, as documented in the LSC 2024 report (Tables B through E), the proposed parking supply would meet the demand generated for employees, the separate retail, residential and tourist land uses, as well as the additional parking required for winter and summer resort operations. Consistent with the Existing Master Plan approvals, HMR intends to contract for winter peak day parking spots in the Tahoe City area near Highway 89 so employees living north of Homewood will not have to drive all the way to the resort. For the limited number of employees that live south of the resort, HMR may also contract for parking in the Tahoma area. FEIR/EIS Mitigation Measure TRANS-2 and the County's CUP require HMR to demonstrate the future off-site parking will not result in additional environmental impacts. The proposed amendments do not include any changes from the Existing Master Plan regarding special events. Therefore, the amendments would not alter the conclusions of the FEIR/EIS, nor require any additional mitigation measures.

Fire Protection: The FEIR/EIS evaluated impacts on fire protection services. Potential environmental effects related to fire protection services are described in FEIR/EIS Section 16 Public Services and Utilities, certified by the TRPA Governing Board in 2011. The master plan amendments do not involve any new or worsened significant adverse effects to public services compared to those considered in the 2011 FEIR/EIS. The mitigation measures identified in the 2011 FEIR/EIS to mitigate potential effects will continue to apply under the proposed master plan amendments.

The FEIR/EIS mitigation measure PS-1 (NTFPD Design Approval and Annexation) was included to ensure that the project coordinates with service providers during final project design, construction and future operations/special events to ensure public safety. As discussed in the project description, the proposed amendments include a reduction in the total number of residential and tourist units and occupants and

therefore results in a reduction of demand compared to the Existing Master Plan. Prior to the approval of any TRPA development permits, NTFPD approval will be required. The draft permit for the gondola permit includes a condition requiring NTFPD approval prior to construction.
[
Homewood and the NTFPD are in discussions regarding execution of a Development Agreement to offset impacts under the amended master plan, as required under the original approvals including Fire Station 53 expansion and/or replacement and staffing augmentations. The North Base will be considered a shelter-in-place/area of refuge for the West Shore area. Homewood and NTFPD will partner to approve a HMR – Emergency Preparedness and Evacuation Guide and will hold public meetings educating West Shore residents about the Guide no later than 180 days before shelter in place location construction completion. HMR included a "Pre-Attack Plan-2024" included in the master plan amendments Site Operating Plan (see Appendix A - Disaster Plan), which also includes emergency planning for multiple disaster situations, including wildfire evacuation, and the related evacuation procedures. This effort included collaboration with all firefighting agencies and large resorts in the Basin.

Environmental Review:
HMR prepared an Initial Environmental Checklist for the Master Plan and the gondola project (See Attachments G and H), which evaluates the potential impacts of the proposed changes from the Existing Master Plan approved in 2011. The impacts of the 2011 Existing Master Plan were evaluated in a TRPA EIS that was certified by the TRPA Governing Board in December 2011 (https://www.trpa.gov/major-projects/homewood-mountain-resort-master-plan/).

Additional Information:
Additional information including public comment received to date and the Environmental Impact Statement can be found on the TRPA website: https://www.trpa.gov/major-projects/#homewood

Contact Information:
If you have any questions regarding this item, please contact Paul Nielsen, TRPA Special Projects Manager, at pnielsen@trpa.gov or (530) 318-6025. To submit a written public comment, email publiccomment@trpa.gov with the appropriate agenda item in the subject line. Written comments received by 4 p.m. the day before a scheduled public meeting will be distributed and posted to the TRPA website before the meeting begins. TRPA does not guarantee written comments received after 4 p.m. the day before a meeting will be distributed and posted in time for the meeting.

Attachments:

A. Ordinance 2025-__
    - Exhibit 1 – Homewood Master Plan and Appendices
B. Master Plan Required Findings/Rationale
C. Gondola Findings/Rationale
D. Gondola Draft Permit
E. Regional Plan Compliance Measures Table
F. Vicinity map
G. Master Plan Initial Environmental Checklist
H. Gondola Initial Environmental Checklist
I. Gondola Plans
J. Site plans, floor plans and elevations
K. Visual simulations
L. Comparison of Master Plan Architectural Images

M. Site Plans Showing Spatial Breakdown of Uses
N. Implementation schedules

Attachment A

Adopting Ordinance

Attachment A

TAHOE REGIONAL PLANNING AGENCY
ORDINANCE 2025-___

AN ORDINANCE AMENDING ORDINANCE 87-9, AS AMENDED, TO AMEND THE HOMEWOOD MOUNTAIN RESORT SKI AREA MASTER PLAN AND OTHER MATTERS RELATED THERETO

The Governing Board of the Tahoe Regional Planning Agency does ordain as follows:

Section 1.0 Findings

1.10 The Tahoe Regional Planning Compact (P. L. 96-551, 94 Stat. 3233, 1980) created the Tahoe Regional Planning Agency (TRPA) and empowered it to set forth environmental threshold carrying capacities ("threshold standards") for the Tahoe Region.

1.15 The Compact directs TRPA to adopt and enforce a Regional Plan that, as implemented through agency ordinances, rules and regulations, will achieve and maintain such threshold standards while providing opportunities for orderly growth and development consistent with such thresholds.

1.20 The Compact further requires that the Regional Plan attain and maintain federal, state, or local air and water quality standards, whichever are strictest, in the respective portions of the region for which the standards are applicable.

1.25 Compact Art. V(c) states that the TRPA Governing Board and Advisory Planning Commission shall continuously review and maintain the Regional Plan.

1.30 In June 1987, the TRPA Governing Board adopted Ordinance 87-9, which established the Regional Plan and included, amongst other things, the Goals & Policies and the Code of Ordinances ("Code").

1.35 In 2011 and at the request of the Applicant Homewood Mountain Resort ("HMR"), the TRPA Governing Board approved the Homewood Mountain Ski Area Master Plan ("2011 Master Plan"). In 2024, HMR applied to TRPA to amend the 2011 Master Plan.

1.40 The Advisory Planning Commission has conducted a noticed public hearing on the proposed amendments to the 2011 Master Plan on December 11, 2024. The Governing Board has also conducted a noticed public hearing on the recommended amendments to the 2011 Master Plan on _____. At those hearings, oral testimony and documentary evidence were received and considered.

1.45 TRPA has made the necessary findings required by Articles V and VII of the Compact, Chapters 3 and 4 of the Code, and all other applicable rules and regulations to amend the 2011 Master Plan and incorporates these findings fully herein.

1.50 Each of the foregoing findings is supported by substantial evidence in the record.

Section 2.0 Amendment of the TRPA Code of Ordinances

2.10 Ordinance 87-9, as previously amended, and more specifically the 2011 Master Plan, is hereby amended as shown in Exhibit A hereto.

Section 3.0 Indemnification

3.10 To the maximum extent allowable by law, the Applicant HMR or its successor entity agrees to indemnify, defend, and hold harmless TRPA, its Governing Board, its Planning Commission, its agents, and its employees (collectively, TRPA) from and against any and all suits, losses, damages, injuries, liabilities, and claims by any person (a) for any injury (including death) or damage to person or property or (b) to set aside, attack, void, modify, amend, or annul any actions of TRPA. The foregoing indemnity obligation applies, without limitation, to any and all suits, losses, damages, injuries, liabilities, and claims by any person from any cause whatsoever arising out of or in connection with either directly or indirectly, and in whole or in part (1) the processing, conditioning, issuance, or implementation of these Master Plan amendments; (2) any failure to comply with all applicable laws and regulations; or (3) the design, installation, or operation of any improvements, regardless of whether the actions or omissions are alleged to be caused by TRPA or the Applicant.

Included within the Applicant HMR or its successor entity's indemnity obligation set forth herein, the HMR or successor entity agrees to pay all fees of TRPA's attorneys and all other costs and expenses of defenses as they are incurred, including reimbursement of TRPA as necessary for any and all costs and/or fees incurred by TRPA for actions arising directly or indirectly from approval of these Master Plan amendments. TRPA will have the sole and exclusive control (including the right to be represented by attorneys of TRPA's choosing) over the defense of any claims against TRPA and over their settlement, compromise or other disposition. HMR or its successor entity shall also pay all costs, including attorneys' fees, incurred by TRPA to enforce this indemnification agreement. If any judgment is rendered against TRPA in any action subject to this indemnification, the HMR or its successor entity shall, at its expense, satisfy and discharge the same.

Section 4.0 Interpretation and Severability

4.10 The provisions of this ordinance adopted hereby shall be liberally construed to affect their purpose. If any section, clause, provision, or portion thereof is declared unconstitutional or invalid by a court of competent jurisdiction, the remainder of this ordinance shall not be affected thereby. For this purpose, the provisions of this ordinance are hereby declared respectively severable.

Section 5.0 Effective Date

5.10 This ordinance shall be effective 60 days after adoption.

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at a regular meeting held _____ by the following vote:

Ayes:

Nays:

Abstain:

Absent:

_____
Hayley Williamson, Chair
Tahoe Regional Planning Agency
Governing Board

Attachment A
Exhibit 1
Homewood Master Plan and Appendices

Attachment B

Master Plan Required Findings/Rationale

Required findings for Master Plan Amendment

Chapter 3: Environmental Documentation

Finding 3.3.2.A: The proposed Homewood Master Plan Amendments could not have a significant effect on the environment and a finding of no significant effect shall be prepared in accordance with Rules of Procedure Section 6.6.

Rationale: In 2011, t*he TRPA Governing Board certified the Homewood Mountain Resort Ski Area Master Plan CEP Project EIR/EIS and approved the Master Plan (identified in the EIR/EIS as Project Alternative 1A). The EIR/EIS and other Master Plan documents are available for download from TRPA's website at: https://www.trpa.gov/major-projects/. At that time, TRPA issued a conditional permit to develop phase I of the Master Plan. TRPA approved minor changes to the Phase I conditional permit in 2014 ("2014 Revision") to reduce the scale of the proposed development in response to a request from Homewood Mountain Resort (HMR) as part of a third-party settlement of litigation over the 2011 Master Plan approvals. While the 2014 Revision did not directly modify the Master Plan, for the sake of simplicity, these Findings collectively refer to the original Master Plan, including the reductions in proposed development approved by TRPA with the 2014 Revision as the "approved Master Plan."*

An Initial Environmental Checklist (IEC) was completed to analyze the potential impacts that could result from the Master Plan Amendments. This IEC tiers from the 2011 EIS/EIR and is based, in part, on new environmental analyses prepared for the Master Plan Amendments, including a Parking Demand, Trip Generation, and VMT Analysis (LSC, November 22, 2024), Parking Management Plan (LSC, September 17, 2024), Drainage Report (NV5, May 8, 2024), and Scenic Quality Evaluation (Hauge Brueck Associates, May 2, 2024). The IEC demonstrates that the Master Plan Amendments will not result in any new unmitigated impacts compared to the approved Master Plan. For some impact areas, the Master Plan Amendments will reduce environmental impacts when compared to the approved Master Plan, including but not limited to scenic and VMT. Accordingly, TRPA has prepared a finding of no significant effect as required by the TRPA Rules of Procedure, section 6.6.

Chapter 4: Required Findings

Finding 4.4.1.A: The Master Plan Amendments are consistent with and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, plan area statements and maps, the Code, and other TRPA plans and programs.

Rationale: *TRPA previously determined that the approved Master Plan would not adversely affect implementation of the Regional Plan. The Master Plan area is located in the West Shore subarea of the Placer County Tahoe Basin Area Plan (TBAP), which replaced the applicable Plan Area Statements that were in effect at the time of the original Master Plan approvals. The TBAP is now part of the Regional*

Plan and provides that the land uses and development standards in the approved Master Plan govern development within the Master Plan area.

The Master Plan Amendments do not propose any new or changed uses; rather, it proposes an overall reduction in the scale of the development proposed in the Master Plan area. The Master Plan Amendments, due to the proposed reduction in scale and architectural, programming, and engineering modifications, will result in environmental improvements compared to the approved Master Plan including but not limited to scenic impacts and VMT. .

Under the Master Plan Amendments, phase I development within the North Base area will include 73 condo/hotel units, compared to the 75 traditional hotel rooms and 40 condo/hotel units proposed under the approved Master Plan. Similarly, 63 market rate residential units are proposed under the Master Plan Amendments, compared to 79 under the approved Master Plan. Like the approved Master Plan, the Master Plan Amendments includes 13 employee housing units. The Master Plan Amendments proposes 7,421 square feet of new gondola cabin storage (required for gondola operations) in the Mid-Mountain area but will reduce the total square footage of proposed skier services and commercial uses within the North Base and Mid-Mountain areas compared to what was evaluated in the EIR/EIS for the approved Master Plan. While the Master Plan Amendments proposes a reduction in the total number of parking spaces commensurate with the reduction in residential and tourist units, it does not propose any changes to the number of parking spaces that will be available for day skiers.

Under the Master Plan Amendments, the development within the South Base area will include 51 residential units, decreased from 95 under the approved Master Plan, and subsequently reduced to 89 under the 2014 Revision. South Base parking spaces will be reduced accordingly. The Lot 9 development within the North Base area will include 8 detached residential units under the Master Plan Amendments, decreased from 16 townhomes proposed under the approved Master Plan. Because the North Base townhomes were reviewed at a programmatic level in the EIR/EIS, additional project-level environmental review will still be required prior to developing these units on Lot 9.

In response to community input, the Master Plan Amendments propose architectural, programming, site planning and engineering modifications, which will allow development within the Master Plan area to blend more harmoniously into the surrounding natural environment and architectural style. Compared to the approved Master Plan, the Master Plan Amendments proposes building realignments that will open up additional scenic corridors, better support pedestrian-oriented transit design, and provide a larger community gathering area in the North Base. While the Master Plan Amendments proposes slight changes to building footprint size, placement, and architectural design, it remains consistent with the height and massing under the approved Master

Plan. The amount of land coverage and the provision of open space will not significantly change as a result of the Master Plan Amendments.

The Master Plan Amendments do not propose any changes to public access. Nonetheless, to address community concerns, HMR has included a Community Access Plan in its proposed Operation Plan as part of the Master Plan Amendments. The Community Access Plan includes public access and facility guarantees as well as discount and community benefit programs that expand on the public access commitments in the existing Master Plan.

Finding 4.4.1.B: The Master Plan Amendments will not cause the environmental threshold carrying capacities to be exceeded.

Rationale: *The EIR/EIS evaluated the potential environmental impacts of the original Master Plan and, where appropriate, identified mitigation measures that will continue to apply under the Master Plan Amendments.* TRPA found the original *Master Plan would not cause any environmental threshold carrying capacities to be exceeded. The Master Plan Amendments' IEC demonstrates that, like the approved Master Plan, the Master Plan Amendments will not cause any environmental threshold carrying capacity to be exceeded. As explained more fully in the IEC and below, all environmental impacts under the Master Plan Amendments remain within the scope of the impacts identified in the EIR/EIS or are reduced from the approved Master Plan and no additional mitigation is required to ensure the Master Plan as amended will not cause* environmental threshold carrying capacities to be exceeded.

Soil Conservation

The Master Plan Amendments will not worsen or create new soil impacts compared to the approved Master Plan. Under the Master Plan Amendments, excavation depths would remain consistent with (and in some cases, less than) those under the approved Master Plan. The Master Plan Amendments will not alter HMR's existing obligations to comply with the applicable TRPA requirements intended to protect soil and native geologic substructures during excavation activities.

Additionally, like the approved Master Plan, the Master Plan Amendments will reduce the existing 1,727,451 square feet of verified existing land coverage by more than 13 percent. Under the Master Plan Amendments, total land coverage will be reduced further compared to the approved Master Plan (from 1,492,524 square feet to 1,492,147 square feet). The Master Plan Amendments will not alter HMR's existing obligations to remove, restore, and permanently retire land coverage, and to mitigate excess land coverage. Consistent with the approved Master Plan, under the Master Plan Amendments, HMR will remove and restore a minimum of 500,000 square feet of existing land coverage and permanently retire a minimum of 224,569 square feet of coverage. To date, HMR has restored over 600,000 square feet (subject to TRPA verification) of existing land coverage

and has permanently retired 1,513 square feet of land coverage. Accordingly, the potential impacts to soil conservation under the Master Plan Amendments remain consistent with (or less than) those under the approved Master Plan and no additional mitigation measures are required.

Water Quality

The Master Plan Amendments will not worsen or create new water quality impacts compared to the approved Master Plan. The approved Master Plan includes various water quality improvements and supports the Lake Tahoe TMDL through, for example: (1) overall reductions in land coverage; (2) reductions in stormwater runoff volumes from base area; (3) reductions in sediment loading from base areas; (4) reductions in project area watershed sediment yields; (5) on-going disturbance restoration and sediment source control projects; (6) SEZ restoration and Homewood Creek channel improvements; (7) installation of low impact development (LID) strategies; and (8) improved snow storage and management. Since the original Master Plan approvals, two regional water quality projects have been completed (Caltrans Water Quality Improvements and Homewood Erosion Control Project), significantly reducing sediment and nutrient load reduction in the area.

The Master Plan Amendments will not increase land coverage or alter any of the stormwater treatment features, Best Management Practices (BMPs), or environmental improvement projects proposed under the approved Master Plan. The Master Plan Amendments does not propose any changes in the Homewood Creek SEZ Restoration Project proposed under the approved Master Plan. Aside from Homewood Creek, there are no active stream channels within the Master Plan area that will be impacted under the Master Plan Amendments.

Like the approved Master Plan, the Master Plan Amendments proposes underground parking structures that will require excavation. Excavation depths proposed under the Master Plan Amendments will be consistent with (and in some cases, less than) those under the approved Master Plan. All mitigation measures identified in the EIR/EIS for groundwater interference during excavation will continue to apply to the Master Plan Amendments and will adequately mitigate impacts to groundwater quality. Accordingly, the potential impacts to water quality under the Master Plan Amendments remain consistent with those identified in the EIR/EIS for the approved Master Plan and no additional mitigation measures are required.

Transportation

The Master Plan Amendments propose a reduction in the number of tourist and residential units. As demonstrated in the new Parking Demand, Trip Generation, and VMT Analysis prepared for the Master Plan Amendments, this will reduce winter and summer daily vehicle trips compared to number of trips identified in the EIR/EIS for the approved Master Plan. Due to this reduction in vehicle trips,

the Master Plan Amendments is also anticipated to reduce the summer and winter daily VMT associated with the Master Plan (specifically, by 19% in summer and 11% in winter).

The Master Plan Amendments do not propose any changes relating to day skier parking or access that would alter these transportation impacts compared to the approved Master Plan.

The approved Master Plan included an Alternative Transportation Plan, including a new bus and shuttle stop and turnout, financial subsidies to increase public transit service to the site, employee shuttle services, bike and e-bike share services and charging onsite, inter-base skier shuttle, a shuttle for guests, dial-a-ride shuttle service, and other alternative transit amenities. Additional transportation strategies include: accommodate boat trailer parking during the summer at day skier parking facilities; day skier parking control and annual monitoring and reporting (e.g., limit ticket sales so that parking does not exceed onsite supply); and Transportation Information Exchange (e.g., provide information on Tahoe City electronic sign board to notify day skiers when ski resort is at capacity). Except for the no longer operational water taxi service, the Master Plan Amendments includes the same Alternative Transportation Plan as the approved Master Plan. Since the original Master Plan approvals, water taxi services have been implemented and discontinued by other entities due to low demand and significant operational costs and weather challenges to both operational frequency and docking. Given the significant regional transportation and public transit improvements, such as TART Connect micro transit, that occurred since the original Master Plan approvals, elimination of the proposed water taxi service under the Master Plan Amendments will not result in any new or worse transportation impacts compared to the approved Master Plan. Accordingly, the potential impacts to transportation under the Master Plan Amendments remain consistent with (or less than) those identified in the EIR/EIS for the approved Master Plan and no additional mitigation measures are required.

<u>Scenic</u>

The Master Plan Amendments will change the footprint size, placement, and architectural design of development within the Master Plan area. Notable differences include replacing building A with three smaller buildings that have a smaller total footprint, reorienting building B to open up a view corridor through the buildings to the base of the ski hill, and reorienting buildings D and E to provide more open space within the gondola plaza area.

The new Scenic Quality Evaluation demonstrates that the Master Plan Amendments will result in scenic quality improvements that are consistent with those under the approved Master Plan. Accordingly, the potential impacts to scenic quality under the Master Plan Amendments remain consistent with those

identified in the EIR/EIS for the approved Master Plan and no additional mitigation measures are required.

Air Quality

The Master Plan Amendments will include construction activities that are consistent with those anticipated under the approved Master Plan. As a result, the Master Plan Amendments will not have new or worse air quality impacts relating to construction, as compared to the approved Master Plan.

With respect to operations, the Master Plan Amendments anticipates reduced air quality impacts compared to the approved Master Plan, due to the proposed decrease in scale and the associated decrease in vehicle trips and VMT. As explained in the new Parking Demand, Trip Generation, and VMT Analysis, the Master Plan Amendments anticipates reduced summer and winter daily VMT associated with the Master Plan by 19% in summer and 11% in winter.

All mitigation measures identified in the EIR/EIS to mitigate air quality impacts associated with the approved Master Plan will continue to apply under the Master Plan Amendments. (TRPA's Mobility Mitigation Fee, which replaced the Air Quality Mitigation Fee after the original Master Plan approvals, will apply under the Master Plan Amendments). Accordingly, the potential impacts to air quality under the Master Plan Amendments remain consistent with (or less than) those identified in the EIR/EIS for the approved Master Plan and no additional mitigation measures are required.

Vegetation

Like the approved Master Plan, the Master Plan Amendments will require some tree removal, but is required to preserve existing trees to the extent possible. The Master Plan Amendments increases tree removal in the North Base area but decreases tree removal in other parts of the Master Plan area compared to the approved Master Plan. As demonstrated in Plan Sheet L8-01, the Master Plan Amendments includes adequate tree replacement. HMR has prepared and submitted a forest and tree protection plan to TRPA, pursuant to mitigation measures identified in the EIR/EIS for impacts to vegetation under the approved Master Plan. This plan will continue to apply under the Master Plan Amendments. The Master Plan Amendments does not alter HMR's existing obligations regarding preserving and replacing trees within the Master Plan area. Accordingly, the potential impacts to vegetation under the Master Plan Amendments remain consistent with those identified in the EIR/EIS for the approved Master Plan and no additional mitigation measures are required. Following TRPA Governing Board approval in June 2024, HMR's Forest Fuels Reduction project began implementing approximately 50 acres of forest health management work. Subsequent phases of fuels reduction will continue with the Master Plan Amendments.

Noise

The Master Plan Amendments will not alter the approved Master Plan in any way that is relevant to noise impacts. Accordingly, the potential noise impacts under the Master Plan Amendments remain consistent with those identified in the EIR/EIS for the approved Master Plan and no additional mitigation measures are required.

Recreation

The Master Plan Amendments do not propose any changes to that would result in adverse impacts to Recreation. To address community concerns, the Master Plan Amendments includes a Community Access Plan as part of its Operations Plan. The Community Access Plan includes public access and facility guarantees, and discount and community benefit programs that expand on the public access commitments in the existing Master Plan and provide express protection for public access to Homewood. The potential impacts to recreation under the Master Plan Amendments remain consistent with those identified in the EIR/EIS for the approved Master Plan and no additional mitigation measures are required.

Finding 4.4.1.C: Wherever federal, state, or local air and water quality standards apply for the region, the strictest standards shall be attained, maintained, or exceeded pursuant to Article V (d) of the Tahoe Regional Planning Compact.

Rationale: *The Master Plan Amendments will not alter the federal, state, or local air or water quality standards applicable to development within the Master Plan area. As described above, development under the amended Master Plan will attain, maintain, or exceed the strictest applicable water quality standards, pursuant to Article V(d) of the Tahoe Regional Planning Compact.*

Finding 4.5: To approve any amendment to the Regional Plan, TRPA shall find, in addition to the findings required pursuant to subparagraphs 4.4.1.A and 4.4.1.B, subsection 4.4.2, and Sections 4.2 and 4.3, that the Regional Plan, as amended, achieves and maintains the thresholds.

Rationale:

I. Introduction

In 1980, Congress amended the Compact to accelerate the pace of environmental progress in the Tahoe Region by tasking TRPA with adopting a regional plan and implementing regulations that protect the unique national treasure that is Lake Tahoe. First, Article V (b) required that TRPA, in collaboration with Tahoe's other regulatory agencies, adopt "environmental threshold carrying capacities" (thresholds or standards) establishing goals for a wide array of environmental criteria, including water quality, air quality, and wildlife. Second, Article V(c) directed TRPA to adopt a regional plan to "achieve and maintain" these thresholds, and to "continuously review and maintain" implementation of the plan.

The 1980 Compact instated an era of establishing and enforcing rigorous controls on new development. In 1982, TRPA adopted the necessary thresholds for the Tahoe Region. These thresholds are a mix of both long- and short-term goals for the Tahoe Region. The Region was in attainment of a number of these thresholds shortly after the adoption of the Regional Plan and remains in attainment today. Other thresholds address more intractable problems; for example, TRPA established numeric water quality standards that, even under best-case conditions, could not be attained for decades. *See*, *e.g.*, *League to Save Lake Tahoe v. Tahoe Reg'l Planning Agenc*y, 739 F. Supp. 2d 1260, 1265 (E.D. Cal. 2010).

The second phase in this process was establishing a regional plan that, when implemented through rules and regulations would ultimately achieve and maintain these thresholds over time. In 1987, following years of negotiation and litigation, TRPA adopted its Regional Plan. The 1987 plan employed a three-pronged approach to achieve and maintain the adopted environmental standards. First, the plan established a ceiling on development in the Region and restricted the placement, timing, and extent of new development. Second, the plan sought to prevent new harm to the environment as well as repair the environmental damage caused by existing development, particularly for projects that pre-dated TRPA's existence. To this end, the plan created incentives to redevelop urbanized sites under more protective regulations and to transfer development out of sensitive areas that would then be restored.

Third, TRPA adopted a capital investment program that was largely but not exclusively publicly funded to achieve and maintain thresholds by improving infrastructure and repairing environmental damage. In 1997, TRPA replaced this program with its Environmental Improvement Program (EIP). In subsequent years, TRPA generated investments of well over $1 billion in public and private money to restore ecosystems and improve infrastructure under the EIP. Recent litigation confirmed that the Regional Plan as established in 1987 and subsequently amended over time will achieve and maintain the adopted environmental thresholds. *Sierra Club v. Tahoe Reg'l Planning Agency*, 916 F.Supp.2d 1098 (E.D. Cal. 2013) [Homewood litigation].

Regional Plan Update Process

Even though implementation of the 1987 Regional Plan would achieve and maintain the thresholds, in 2004 TRPA began public outreach and analysis of the latest science and monitoring results to identify priority areas in which the Regional Plan could be comprehensively strengthened to accelerate the rate of threshold attainment. TRPA's policymakers realized that the challenges facing the region differed from those confronting the agency when it adopted its original Regional Plan in 1987. Uncontrolled new growth that had been the primary threat decades earlier had been brought into check by the strict growth limitations in the 1987 Plan. Contemporary

problems differed, resulting from the continuing deterioration and lack of upgrades to existing legacy development. In essence, to make the greatest environmental difference, the Tahoe Basin needed to fix what was already in place. In addition, TRPA realized some existing land-use controls could be improved to remove barriers to redevelopment that would address ongoing environmental degradation caused by sub-standard development constructed before TRPA had an adopted Regional Plan or even came into existence. Land use regulations and public and private investment remain essential to attaining the thresholds for Lake Tahoe. Furthermore, TRPA recognized that the social and economic fabric of the Tahoe Region could not support the level of environmental investment needed. The economic foundation of gaming had fallen away, and the level of environmental investment needed could not be supported solely by an enclave of second homes for the wealthy. Businesses and the tourism sector were faltering. Affordable housing and year-round jobs were scarce. Local schools were closing, and unemployment was unusually high. In light of these realities, TRPA sponsored an ongoing outreach program to obtain input on how to advance TRPA's environmental goals. Between 2004 and 2010, TRPA conducted over 100 public meetings, workshops, and additional outreach. More than 5,000 people provided input regarding their vision for TRPA's updated Regional Plan. Based on this input, TRPA identified a number of priorities to be addressed by the updated Regional Plan, including:

1. Accelerating water quality restoration and other ecological benefits by supporting environmental redevelopment opportunities and EIP investments.
2. Changing land-use patterns by focusing development in compact, walkable communities with increased alternative transportation options.
3. Transitioning to more permitting by local governments to create one- stop and one permit for small to medium sized projects, where local government wanted to assume these duties.

On December 12, 2012, TRPA's nine-year effort culminated with the approval of the Regional Plan Update.

Regional Plan Update Amendments

The Regional Plan Update (RPU) uses multiple strategies targeting environmental improvements to accelerate achieving and maintaining threshold standards in the Region. First, the RPU maintained both regulatory and implementation programs that have proven effective in protecting Lake Tahoe's environment. TRPA's regional growth control regulatory system, strict environmental development standards, and inter-agency partnerships for capital investment and implementation (e.g., EIP) remain in place.

Second, the RPU promotes sensitive land restoration, redevelopment, and increases the availability of multi-modal transportation facilities. The implementation of the RPU facilitates transferring existing development from outlying, environmentally-sensitive areas into existing developed community

centers. The RPU provides incentives so that private capital can be deployed to speed this transformation.

Third, the RPU authorizes the Area Plan process, pursuant to Chapter 13: *Area Plans* of the TRPA Code of Ordinances, for local jurisdictions in the Lake Tahoe Region in order to address the local issues and opportunities of unique communities in the Region, and to eliminate duplicative and unpredictable land use regulations that deterred improvement projects. Chapter 13 also allows TRPA and local, state, federal, and tribal governments to expand the types of projects for which local, state, federal, and tribal governments apply TRPA rules to proposed projects within the Tahoe Region. After approval of an Area Plan by TRPA, this process allows a single government entity to review, permit, and inspect projects in their jurisdiction. All project approvals delegated to other government entities may be appealed to the TRPA for final decision. In addition, the performance of any government receiving delegated authority will be monitored quarterly and audited annually to ensure proper application of TRPA rules and regulations.

As noted above, a variety of strategies in the Regional Plan will work together to accelerate needed environmental gains in the categories where threshold benefits are most needed – water quality, restoration of sensitive lands, scenic quality advances in developed roadway units, and efforts to continue maintenance and attainment of air quality standards. Area Plans play a key role in the Regional Plan's overall strategy by activating environmental redevelopment incentives (e.g., increases in density and height) that also provide the receiving capacity for transfers of units from sensitive lands. The next section of this finding establishes how the Placer County Tahoe Basin Area Plan (PCTBAP) fulfills the role anticipated by the 2012 RPU and the expected threshold gain resulting from its implementation.

II. PCTBAP and Threshold Gain

The adopted 2016 PCTBAP, as amended, accelerates threshold gain, including water quality restoration and other ecological benefits, by supporting environmental redevelopment opportunities and EIP investments. The PCTBAP retains the Regional Plan established growth control system and provides incentives for property owners to hasten the transfer of development rights from sensitive lands or from outlying areas to the Town Center where redevelopment is better suited and will have beneficial or reduced adverse environmental impacts. The PCTBAP will help to promote environmental redevelopment within existing developed areas by allowing increased density and height within the Tahoe City and Kings Beach Town Centers (within the sideboards established under the Regional Plan) to serve as an incentive for private investment in redevelopment projects.

Significant threshold gain will result from the application of existing Codes and requirements for individual projects, as well as through the application of new environmental requirements embedded within the PCTBAP. These redevelopment incentives are intended to increase the rate of

redevelopment and will likewise increase the rate of threshold gain by accelerating the application of controls designed to enhance water quality, air quality, soil conservation, scenic quality and recreational improvements to projects that wouldn't otherwise be redeveloped absent PCTBAP provisions.

The PCTBAP's proposed Development and Design Standards represent a significant step forward in enhancing the aesthetics of the built environment and will result in improvements to the scenic threshold as projects are approved and built. The Special Planning Areas designated in the PCTBAP (e.g., 2011 HMR Master Plan) include new incentives and requirements for SEZ restoration and mobility improvements that will benefit the soil conservation, water quality, air quality, and recreation thresholds. Redevelopment of Town Centers is identified in the Regional Plan as a high priority, as many of the Region's environmental problems can be traced to existing developments that were constructed without recognition of the sensitivity of the Region's natural resources and impacts to Lake Tahoe. To correct this, environmentally beneficial redevelopment and rehabilitation of identified urban centers is a priority, and the policies, regulations, and implementation projects identified in the PCTBAP, along with application of existing county and TRPA codes and regulations encourage environmentally beneficial redevelopment and rehabilitation.

The 2011 HMR Master Plan is included within the PCTBAP and is part of the TRPA Regional Plan, which the Governing Board has determined achieves and maintains the thresholds.

III. 2024 HMR Master Plan Amendments and Threshold Gain

The 2024 HMR Master Plan Amendments will not adversely affect any thresholds. In fact, substantial evidence demonstrates that implementation of the HMR Master Plan as amended is expected to result in threshold gains to multiple threshold areas as described below.

A. Water Quality

The Master Plan Amendments benefit water quality thresholds by continuing to require installation of on-site BMPs and including the development of Homewood north and south base area-wide BMPs to further BMP compliance, implementing water quality improvement projects, requiring additional SEZ restoration at Homewood Creek, and facilitating the transfer and permanent retirement of development from sensitive lands. Under the Master Plan Amendments, Placer County will also continue to implement nearby projects under the county's Pollutant Load Reduction Plan (PLRP). The Master Plan Amendments continue to include the following changes to promote water quality threshold attainment:

(1) overall reductions in land coverage;
(2) reductions in stormwater runoff volumes from base area;
(3) reductions in sediment loading from base areas;
(4) reductions in project area watershed sediment yields;
(5) on-going disturbance restoration and sediment source control projects;
(6) SEZ restoration and Homewood Creek channel improvements;
(7) installation of low impact development (LID) strategies; and
(8) improved snow storage and management.

The continued inclusion of these improvements in the Master Plan Amendments, as well as Placer County TCTBAP implementation strategies, (such as improved street sweeping and the use of specialized road abrasives) aimed at protecting water quality would benefit accelerated attainment and maintenance of the water quality thresholds. As discussed in Chapter 15, *Hydrology and Water Quality,* of the PCTBAP Draft EIR/EIS, the county also analyzed the impacts of concentrating development within the Area Plan's Town Centers on water quality using the Pollutant Load Reduction Model (PLRM), which is the model that was used to inform the Lake Tahoe TMDL. The modelling found that pollutant loadings to surface waters would be reduced overall when compared to baseline conditions. This reduction is due primarily to BMP implementation requirements that apply to redevelopment projects.

B. Air Quality

The Tahoe Basin has made air quality gains. The majority of air quality indicators in the Lake Tahoe Basin were at or better than attainment with adopted thresholds and standards. In total 10 of 10 indictors were in attainment with most having improving trends. Six indicators were not evaluated in 2019 and three indicators had insufficient data to make a determination (2019 Threshold Evaluation Report, https://thresholds.laketahoeinfo.org/ThresholdCategory/Index). As reported in 2015, federal and state tailpipe and industrial emission standards have likely contributed to this achievement along with local projects which delivered walkable, transit-friendly improvements such as the Heavenly Gondola (See 2011 Threshold Evaluation Report at pages 3-14, 3-16, and 3-18; Yang et al. 2010, Park Avenue/U.S. 50 Redevelopment Phase 1, Case Study, available at: http://lafoundation.org/myos/my-uploads/2012/10/31/park-ave- methodology.pdf)**.** The Regional Plan and Regional Transportation Plan include a suite of strategies to help the Region meet air quality threshold standards (TRPA Goals and Policies: Air Quality Subelement at pages 2-33 to 2-35; Regional Transportation Plan Chapter 3, *Sustainable Communities Strategy*, Chapter 5, *Transportation Management Programs*, Chapter 6, *Funding and Implementation Strategy*). While there are many programs and policies that contribute to air quality threshold attainment, the two primary regional strategies are:

1) Supporting environmental redevelopment similar to what is proposed in the Master Plan Amendments. Land Use policies outlined in the Regional Plan support clustering population and employment in compact Town Centers that are well served by transit, pedestrian, and bicycle infrastructure. The Regional Plan achieves this by incentivizing redevelopment and transfers of development from outlying and sensitive areas into existing Town Center areas. (TRPA Goals and Policies: Chapter 2, *Land Use*.)

2) Creating walkable communities and increased alternative transportation options similar to what is proposed in the Master Plan Amendments. The Regional Plan and the Regional Transportation Plan: Mobility 2035, outlines the policies, programs and projects that provide a transportation system that supports this compact form of development and that will help to create an environment where walking, biking, and transit are convenient modes of transportation. (Mobility 2035: Funding and Implementation Strategy Chapter, page 6-1; Goals and Policies, page 2-1.)

The combination of compact land-uses and convenient, diverse transportation options is intended to allow more travel to be conducted on foot, by bike, or by transit, resulting in fewer and shorter vehicle trips per person and reducing negative impacts to air quality associated with motor vehicle travel. The benefits of these two strategies are further articulated in the Sustainable Communities Strategy chapter of Mobility 2035 (page 3-1). Additionally, the RPU EIS and Regional Transportation Plan EIR/EIS demonstrated that the combination of improvements would allow the Region to achieve and maintain air quality thresholds, including the vehicle miles traveled (VMT) threshold (see Regional Plan Update Draft EIS, Chapter 3.3: *Transportation*, and Chapter 3.4: *Air Quality*; Regional Transportation Plan Draft EIR/EIS, Chapters 3.3: *Transportation* and Chapter 3.4: *Air Quality*).

The approved Area Plans and Master Plan Amendments represent an integral component of implementing these regional air quality strategies and improvements at a community level (TRPA Goals and Policies, Chapter 2: *Land Use*). Because the land use and transportation strategies identified in the PCTBAP and Master Plan Amendments (LSC, November 22, 2024, Table B) lead to implementation of the Regional Plan, they directly contribute to achieving and maintaining the Air Quality threshold.

The PCTBAP, Part 5: *Transportation Plan* includes policies and implementation measures that will improve the pedestrian and bikeway system, expand transit options, connect different travel modes, reduce VMT, improve air quality, and ensure the attainment of air quality standards. For example, PCTBAP policy T-P-1 requires that the county “Encourage use of non-auto modes of transportation by incorporating public transit, bicycle, and pedestrian travel amenities in transportation projects and other projects that impact or connect to the transportation network.” Policies T-P-2 through T-P-37, support attainment of the air quality thresholds by addressing the

transportation network, parking, transit, pedestrian use, and bicycle facilities. The Master Plan Amendments include a continued HMR commitment to Alternative Transportation Plan elements such as extension of west shore bike trail to the north base area, employee shuttle bus, north to south base shuttle service, electric/hybrid car rental service for guests, free bicycle share service, west shore on-demand microtransit, skier intercept service, nearby park shuttle service, boat trailer parking (summer), day skier parking control and transportation information/signage (LSC, November 22, 2024, Table B).

The PCTBAP also encourages a greater mixing of uses, which will result in fewer and shorter vehicle trips and associated improvements in air quality and traffic as research indicates that mixing of multiple uses can reduce daily vehicle trips over 20 percent (Sperry, B. R., Internal Trip Capture for Mixed-Use Developments, Texas A&M University, Presentation at 2007 Winter TexITE Meeting). The PCTBAP EIR/EIS evaluated the effects of the Area Plan's land use pattern on transportation and circulation and made the following determination: "[the PCTBAP] would reduce vehicle miles traveled (VMT) as compared with the baseline condition, due to the more compact land use pattern and mobility improvements. As a result, the PCTBAP Draft EIR/EIS determined that Alternative 1 would have a beneficial impact related to VMT, and the alternative would promote continued attainment and maintenance of TRPA's VMT threshold standard." (PCTBAP Final EIR/EIS, page 3.1-2). The Master Plan Amendments propose a mixed-use development at the north base and compared to the 2011 Master Plan, a reduction in the number of tourist and residential units. As demonstrated in the new Parking Demand, Trip Generation, and VMT Analysis prepared for the Master Plan Amendments (LSC, November 22, 2024, Tables G and H), this will reduce winter and summer daily vehicle trips compared to number of trips identified in the EIR/EIS for the approved Master Plan. Due to this reduction in vehicle trips, the Master Plan Amendments will also reduce the summer and winter daily VMT associated with the Master Plan.

Furthermore, the PCTBAP encourages redevelopment of older buildings with newer, more energy efficient buildings that take advantage of new provisions in the California Green Building Code to improve air quality and ensure the attainment of air quality standards. The PCTBAP EIR/EIS evaluated the long-term emissions from operation of buildings consistent with PCTBAP policies and found that it would "result in a substantial net decrease in operational emissions of ROG, NOx, and CO…" (PCTBAP Draft EIR/EIS, page 2-25). The Master Plan Amendments maintain plans to replace older HMR ski resort buildings with new energy efficient buildings.

As described above, like the PCTBAP, the Master Plan Amendments include specific project strategies including mixed-use development and alternative transportation plans that will build upon existing provisions of the Regional Plan and will support accelerated attainment and maintenance of air quality thresholds.

C. Soil Conservation

The Soil Conservation environmental thresholds include standards for each Land Capability District (LCD) and a standard for SEZs. The LCD standards are all in attainment (at or better than target, i.e. Bailey LCD limitations) with the exception of LCD 1b, which is considerably worse than target with little to no change, and LCD 2, which is somewhat worse than target with little to no change. The SEZ standard, "Restore 25% of Disturbed SEZ" is described as Somewhat Worse than Target with a trend toward moderate improvement. After previously having insufficient data to make a determination, the "Restore All Undeveloped SEZ" standard is also described as Somewhat Worse than Target with a trend toward moderate improvement.

The Goals and Policies in the Regional Plan that provide direction for attainment of the SEZ Threshold are contained in the SEZ, Soils, and Land Use Subelements. (TRPA Goals and Policies: Chapter 4: *Conservation* at pages 4-14 to 4-16 and 4-24 to 4-27; TRPA Goals and Policies Chapter 2: *Land Use* at pages 2-2 to 2-19.) The SEZ Subelement currently contains one goal and eight associated policies. The goal calls for the long-term preservation, enhancement, and restoration of SEZ lands as a means of achieving various environmental thresholds. The policy statements direct the restoration, preservation, and management of SEZ lands by setting numeric goals for restoration of degraded/developed SEZ lands and requiring their protection and management for natural functions and values.

Consistent with the approved Master Plan, the Master Plan Amendments will reduce the existing 1,727,451 square feet of verified existing land coverage by more than 13 percent. Under the Master Plan Amendments, total land coverage will be reduced further compared to the approved Master Plan (from 1,492,524 square feet to 1,492,147 square feet). The Master Plan Amendments will not alter HMR's existing obligations to remove, restore, and permanently retire land coverage, and to mitigate excess land coverage. Consistent with the approved Master Plan, under the Master Plan Amendments, HMR will remove and restore a minimum of 500,000 square feet of existing land coverage and permanently retire a minimum of 224,569 square feet of coverage. In addition, no changes are proposed to the Homewood Creek SEZ Restoration Project that will coincide with redevelopment of the south base area (removal of day skier parking and realignment of the existing Tahoe Ski Bowl Way using a new bridge span that will replace the existing culverts).

In addition to the RPU goals and policies listed above, the Master Plan Amendments include specific projects that will reduce land coverage in sensitive soils and SEZs. Through implementation of these policies and projects, the RPU, PCTBAP and Master Plan Amendments will move the Soil Conservation standards for LCD 1b and 2 lands and the preservation and restoration of SEZs closer to attainment.

D. Scenic Quality

The Tahoe Basin continues to make gains in scenic quality (2019 Threshold Evaluation) Consistent with the 2015 evaluation, all six of the scenic threshold categories are overall in attainment, with one category showing an improving trend and one category (built environment) now considered implemented. As described in the RPU EIS (at page 3.9-17), the increasing trend in scenic quality is primarily due to redevelopment activities that replace old structures with updated, more scenically compatible design and the undergrounding of utilities. Examples of documented scenic improvement from redevelopment activities include the Heavenly Village/Gondola, the Chateau, and South Lake Tahoe Safeway projects.

As described in the approved Master Plan and in the accompanying 2011 EIR/EIS, the Master Plan include detailed design standards and guidelines that will enhance the aesthetic character of the built environment and contribute to accelerated attainment and maintenance of the scenic quality thresholds. The Master Plan Amendments include the reorientation of building B to open up a larger SR 89 view corridor through the buildings to the base of the ski hill, and reorienting buildings D and E to provide more open space within the gondola plaza area. For the reasons described above, the Regional Plan as amended by the Master Plan Amendments will result in accelerated attainment and maintenance of the scenic quality thresholds.

E. Vegetation

The Regional Plan and partner agencies have successfully protected sensitive plant species and kept those thresholds in attainment with the exception of Galena rock cress which remains in non-attainment (but has not been monitored since 2014) and Tahoe yellow cress, which went from attainment to non-attainment in the most recent evaluation (2019 Threshold Evaluation). Tahoe yellow cress does not occur within the Master Plan boundary. A few uncommon plant communities fell short of attainment primarily because of non-native species. Climate change and recreation were identified as potential threats to the integrity of uncommon plant communities. Progress is being made on fuels reduction and forest ecosystem restoration. (2015 Threshold Evaluation Report: Chapter 6, *Vegetation Preservation*; Environmental Improvement Program Accomplishments 1997-2012 available at: http://www.trpa.org/wp-content/uploads/EIP_1pager_Summit2013_FINAL2.pdf).

Mitigation Measures identified in the Master Plan EIR/EIS include: BIO-5a - SEZ restoration planning for Homewood Creek associated with the removal of existing fill from the South Base creek channel (3.f); BIO-6a - noxious/invasive weed assessment and eradication; BIO-6b - pre-construction surveys for sensitive plants; BIO-9 – Landscape/Revegetation Plan and Fertilizer Management Plan; and BIO-10 - preparation of a forest and tree protection plan (3.g). Each of the required mitigation measures would also apply to development under the Master Plan Amendments. Following TRPA Governing Board approval in June 2024, HMR's Forest Fuels Reduction project (BIO-10) began implementing approximately 50 acres of

forest health management work. Subsequent phases of fuels reduction will continue with subsequent implementation of the Master Plan.

In addition to the Master Plan EIR/EIS mitigation measures described above, specific vegetation improvement projects are described in PCTBAP Part 8: *Implementation Plan*. Both the HMR Master Plan EIR/EIS and PCTBAP EIR/EIS determined that no significant impacts to vegetation would occur as a result of implementing the Master Plan (FEIR/EIS Section 2, Table 2-1) and PCTBAP (PCTBAP Draft EIR/EIS, Table 2-1). For these reasons, the Master Plan Amendments would also accelerate the attainment and maintenance of vegetation thresholds.

F. Recreation

Both Recreation Thresholds have been implemented and are in attainment. (2019 Threshold Evaluation) TRPA partners have made substantial progress in upgrading recreational facilities through the EIP (2019 Threshold Evaluation, https://thresholds.laketahoeinfo.org/ThresholdCategory/Detail/Recreation). The PCTBAP includes a recreation plan as part 6. This recreation plan incorporates Regional Plan policies, describes the inter-agency recreation management framework, describes a recreation strategy, and includes existing and planned recreation facilities. The PCTBAP recreation plan includes policies that support continuous maintenance and improvement of recreational facilities like the Homewood Master Plan that will continue to benefit the recreation thresholds.

The 2011 EIR/EIS evaluated the effects of the Master Plan on recreation and determined that it would have no significant adverse effects on recreation. The Master Plan Amendments do not propose any changes to that would result in adverse impacts to Recreation. To address community concerns, the Master Plan Amendments include a Community Access Plan as part of its Operations Plan. The Community Access Plan includes public access and facility guarantees, and discount and community benefit programs that expand on the public access commitments in the existing Master Plan and provide express protection for public access to Homewood. The Master Plan Amendments access commitments are consistent with recommendations to improve attainment and maintenance of the recreation thresholds related to the quality of the recreation experience and access to recreational opportunities in the 2019 Threshold Evaluation (https://thresholds.laketahoeinfo.org/ThresholdCategory/Detail/Recreation). For these reasons, the Master Plan Amendments will also help accelerate attainment and maintenance of recreation thresholds.

G. Fisheries

TRPA and partner agencies have implemented a robust aquatic invasive species control and prevention program; however, aquatic invasive species continue to be a major area of concern because of their threat to fisheries and other aquatic biota (2019 Threshold Evaluation Report). Only the “miles of stream habitat in good condition” and “miles of stream habitat in marginal condition”

indicators remain in non-attainment status. The "stream habitat condition" indicator moved from non-attainment to attainment in the 2019 Threshold Evaluation.

The Master Plan Amendments will not alter the resource management and protection regulations, Chapters 60 through 68, or shorezone regulations, Chapters 80 through 85, of the TRPA Code of Ordinances. Chapter 63: *Fish Resources,* of the Code of Ordinances includes the provisions to ensure the protection of fish habitat and provide for the enhancement of degraded habitat. Like the existing Master Plan, the Amendments include requirements to provide fish passage protection and enhancement (mitigation measure BIO-3) and the associated Homewood Creek SEZ restoration plan (BIO-5a) that will also benefit fisheries and aquatic resources.

As described above, the Master Plan Amendments would maintain Regional Plan policies and Codes related to fisheries, and would accelerate the attainment and maintenance of fisheries thresholds.

H. Wildlife

Indicators for special interest wildlife species show stable or improving conditions with the exception of Northern goshawk population sites (2019 Threshold Evaluation). While there is still insufficient information to determine a trend, the status has been downgraded to somewhat worse than target. Monitoring of Northern goshawk has varied widely over the years because of funding. Based on the number of active territories observed in a partial Tahoe Region survey in 2019, it is likely that a full Tahoe Region survey would show more active territories than the TRPA threshold standard. TRPA's development regulations have protected riparian wildlife habitats, and partner agencies are making progress restoring these valuable habitats (2019 Threshold Evaluation).

The HMR Master Plan Amendments will not alter the resource management and protection regulations, Chapters 60 through 68, of the TRPA Code of Ordinances. In addition, any future projects allowed within the Master Plan Amendment boundary would be subject to additional project-level environmental review and permitting, consistent with Master Plan EIR/EIS mitigation measure BIO-2 (Active Raptor, Migratory Bird Nest Site, Wildlife Nursery/Den Site, and Bat Roost Protection Program). Consistent with existing conditions, Homewood would be required to demonstrate that any proposals would occur consistent with TRPA Code provisions related to resource management, including specifically the provisions of Chapters 62 and 63 that address protection of wildlife and fish resources, respectively.

The 2011 Master Plan EIR/EIS evaluated the effects of implementing the Master Plan and determined that it would not result in significant adverse effects related to biological resources (2011 FEIR/EIS Chapter 2, *Table 2-1*). Additionally, like the existing Master Plan, the Master Plan Amendments may help to improve the wildlife threshold through the expansion of habitat

made available through the Homewood Creek SEZ restoration project. For these reasons, the Regional Plan as amended by the Master Plan Amendments will accelerate attainment and maintenance of the wildlife thresholds.

I. Noise

TRPA has adopted noise standards for the Tahoe Basin. The noise thresholds are Community Noise Equivalent Level (CNEL) values for the various land use categories and single event (Lmax) standards for specific noise sources. CNEL is the metric used by TRPA for determining land use compatibility. The maximum CNEL standards for Homewood subdistricts in the PCTBAP are described in the PCTBAP Implementing Regulations, Chapter 2, *District Standards*. No one activity, nor combination of activities, is allowed to exceed the applicable CNEL level. CNELs are calculated pursuant to Chapter 68 of the TRPA Code of Ordinances. The PCTBAP CNEL standards are consistent with the TRPA Noise Threshold Standards. In addition, future projects allowed within the Master Plan Amendment boundary are subject to additional project-level environmental review and permitting, and must be consistent with Master Plan EIR/EIS mitigation measures NOI-1 (a – reduce airblast and vibration from blasting, b – inspect buildings before blasting and c – noise-reducing construction practices) to address short-term construction noise. Mitigation measures NOI-2 (Noise-reducing traffic practices) and NOI-3 (a – meet interior noise standards in new residences, b – control stationary source noise to meet CNEL standards, and c – reduce existing snow making noise levels to meet CNEL standards) are also applicable to new Master Plan development and address consistency with noise standards contained in the TRPA Code and Placer County Tahoe Basin Area Plan. Therefore, no impacts to the Noise Threshold are anticipated with the adoption of the Master Plan Amendments.

For the reasons described above, the Regional Plan as amended by the Master Plan Amendments would attain and maintain Noise Thresholds.

J. Transportation and Sustainable Communities

In 2019, TRPA adopted a new threshold of VMT per capita (TSC-1) to replace the old gross VMT standard. The new TSC-1 standard requires gradual improvement in VMT per capita over time, culminating in a 6.8% decrease by 2045. Preliminary data prepared for the 2024 Threshold Evaluation indicates that the TSC-1 standard is in attainment (https://www.trpa.gov/wp-content/uploads/FINAL-Draft-TRPA-Biennial-Report-2024-for-June-Transpo-Comm-Final.pdf). As discussed above, the 2024 HMR Master Plan Amendments will reduce VMT compared to the adopted 2011 HMR Master Plan and will not therefore result in an adverse impact to the VMT per capita standard.

IV. Conclusion

In 2011, TRPA found that its Regional Plan, as amended by the HMR Ski Area Master Plan, would achieve and maintain thresholds. In 2012, TRPA found that the Regional Plan as revised (which included the adopted 2011 HMR Ski Area Master Plan), would achieve and maintain thresholds. In 2016, TRPA found that the Regional Plan as amended by the PCTBAP (which included the adopted 2011 HMR Ski Area Master Plan), would achieve and maintain thresholds. These findings are incorporated by reference here. The proposed Master Plan Amendments do not conflict with any Regional Plan provision designed to achieve and maintain thresholds.

As demonstrated above, based on the substantial evidence in the record, including the PCTBAP EIR/EIS, the HMR Master Plan EIR/EIS, the previously certified RPU EIS and RTP EIR/EIS, TRPA finds the Regional Plan and all of its elements, with the Master Plan Amendments, will achieve and maintain the thresholds. As described in more detail above, the Regional Plan will, over time, achieve and maintain the thresholds. The HMR Master Plan, as amended would maintain existing Regional Plan policies and programs and would result in no significant adverse impacts to thresholds. The Master Plan Amendments also includes reductions in development intensity (compared to the adopted 2011 Master Plan) that would accelerate attainment and maintenance of thresholds. Thus, the Regional Plan, as amended by the Master Plan Amendments, will continue to achieve and maintain the thresholds.

Chapter 30: Land Coverage

30.4.4 Relocation of TRPA-Verified Existing Land Coverage

Finding 30.4.4.A: The relocation is to an equal or superior portion of the parcel or Master Plan area, as determined by reference to the factors in subparagraphs 30.4.4.A.1 through 30.4.4.A.6.

Rationale: *The Master Plan Amendments will not alter HMR's existing obligations to comply with all applicable land coverage requirements and commitments. Consistent with the approved Master Plan, relocation of land coverage under the Master Plan Amendments will be to an equal or superior portion of the Master Plan area because: (1) the Master Plan area is currently disturbed, covered by hard land coverage, or crossed by existing dirt access roads; (2) there is little natural vegetation within the Master Plan area to be developed because of existing land coverage that primarily consists of buildings and paved parking areas; (3) the Master Plan will remove and relocate land coverage to higher capability lands which, by definition, include less fragile soils; (4) the proposed development appropriately fits the scheme of use of the area, which is operated as a ski resort with supporting commercial and residential uses and winter and*

summer recreation opportunities; (5) the Master Plan reduces SEZ disturbance at Homewood Creek at South Base and Lot 3 and (6) the Master Plan complies with TRPA's land coverage mitigation program through reducing on- and off-site coverage, paying excess coverage mitigation fees (which began with the initial Lot 3 development at the North Base)..

Finding 30.4.4.B: The area from which the land coverage was removed for relocation is restored in accordance with Subsection 30.5.3.

Rationale: *Under the approved Master Plan, HMR committed to removing and restoring a minimum of 500,000 square feet of existing land coverage. To date, HMR has restored 422,968 (subject to TRPA verification) square feet of existing land coverage, of which 326,026 square feet have been banked. The Master Plan Amendments will not alter HMR's existing obligations to remove, relocate, and restore existing land coverage. Consistent with the approved Master Plan, under the Master Plan Amendments, all restored areas within the Master Plan area will be landscaped, stabilized and revegetated, used for bioretention, or converted to forest lands, consistent with TRPA requirements.*

Finding 30.4.4.C: The relocation is not to Land Capability Districts 1a, 1b, 1c, 2, or 3 from any higher numbered land capability district.

Rationale: *Consistent with the approved Master Plan, the Master Plan Amendments do not propose to relocate coverage to Land Capability Districts 1a, 1b, 1c, 2, or 3 from any higher numbered district. Coverage will only be relocated from lands in the same or lower capability land capability district.*

Chapter 33: Grading and Construction

Finding 33.3.6.A.2.a: TRPA may approve exceptions to the prohibition of groundwater interception or interference if TRPA finds that:
a. Excavation is required by the International Building Code (IBC) or local building code for minimum depth below natural ground for above ground structures.

Rationale: In order to meet compression and uplift requirements per the IBC for certain ski resort facilities (e.g., lift and gondola terminals), excavation depths greater than 5 feet are needed and may intercept groundwater. For example, the foundation system for the Doppelmayr "D Line" Gondola is a minimum of 3'-6" thick. The required minimum soil cover over the top these footings at the drive and return foundations is 4'-5". In some locations the presence of existing natural sloping terrain, new retaining walls, ramps or stairs require these foundation elements to be deeper, in order to avoid conflicts or zone of influence issues. These foundations are 9'-5" below finish grade and are 3'-6" thick, requiring excavations which are nearly 13 feet in depth.

Finding 33.3.6.A.2.i: TRPA may approve exceptions to the prohibition of groundwater interception or interference if TRPA finds that:

i. It is necessary to provide below grade parking for projects that qualify for additional height under subsection 37.5.4 or 37.5.9 to achieve environmental goals, including scenic improvements, land coverage reduction, and area-wide drainage systems. Measures shall also be included in the project to prevent ground water from leaving the project area as surface flow and that any groundwater, that is interfered with is rerouted into the groundwater flow to avoid adverse impacts to hydrologic conditions, SEZ vegetation, and mature trees.

Rationale: *When the TRPA Governing Board originally approved the Master Plan in 2011, it found that it is necessary to provide below grade parking for the Master Plan to achieve environmental goals and that the Master Plan includes measures to avoid groundwater impacts:*

The scenic improvements are described in EIR/EIS, Chapter 10, Scenic Resources, at pgs. 10-42 to 10-43; see also pgs.10-12 through 10-26. HMR has agreed to permanently retire a minimum of ten (10) percent of existing verified land coverage within the Project area, which equates to an approximate 178,000 square foot reduction in land coverage within the HMR Project area. Detailed analysis of land coverage is provided in Chapter 14, Soils, Geology and Seismicity of the EIR/EIS. Area-wide drainage systems discussed in Chapter 15, Hydrology, Water Rights, Surface Water Quality and Groundwater of the EIR/EIS.

Alternative 1A (the approved Master Plan) includes measures to prevent groundwater from leaving the project area as surface flow and reroute groundwater into the groundwater flow to avoid adverse impacts to hydrologic conditions, SEZ vegetation, and mature trees. Specifically, implementation of Mitigation Measure GEO-4g assures that construction impacts to groundwater will be reduced to a level of less than significant based on criteria for Impact GEO-4 pertaining to construction-related groundwater interception. Implementation of the groundwater protection measures approved for the Final Construction Dewatering Plan will assure that the Project complies with TRPA and State of California permit requirements to contain intercepted groundwater on-site and maintain groundwater quality throughout the construction period. Implementation of HYDRO-3a, 3b, and 3c will assure that Project area contribution to groundwater impacts will be reduced to a level of less than significant based on criteria for Impact HYDRO-3. Implementation of the mitigation measures will assure that the Project is brought into compliance with TRPA groundwater protection measures. As explained in Findings for Code Section 33.3.6.B below, Alternative 1A m(the approved Master Plan) includes measures to avoid adverse impacts to hydrologic conditions, SEZ vegetation, and mature trees.

(Final EIR/EIS, Chapter 14, Soils, Geology and Seismicity, pp. 14-71 through 13-83; Chapter 15, Hydrology, Water Rights, Surface Water Quality and Groundwater, pp. 15-74 through 15-119; and Chapter 23, Master Response 18; Responses to Comments 7-3, 13a-46 through 13a-50, 14a-13, 14a-34 through 14a-38, 14a-53, 14a-74, 33-36, 93-10, 93-11, 141-16 155-3, 235-3, and 268-12 and 27-j.)

The Master Plan Amendments, like the approved Master Plan, will similarly include belowground parking to achieve environmental goals and continues to include measures to avoid groundwater impacts. As explained in the IEC for the Master Plan Amendments, Homewood engaged NV5 to prepare a report to compare surface drainage and groundwater flow based on the adopted Project and the 2024 Plan Revision for the North Base area. Following a review of the approved Project plans and the proposed 2024 Plan Revision improvements, the report concluded that the 2024 Plan Revision is consistent with the environmental analysis prepared for the 2011 Master Plan.

33.3.6.B.1: A soils/hydrologic report prepared by a qualified professional, which proposed content and methodology has been reviewed and approved in advance by TRPA, demonstrates that no interference or interception of groundwater will occur as a result of the excavation;

Rationale: *See Findings for TRPA Code Subsection 33.3.6.A.2.a and 33.3.6.A.i above providing exception to groundwater interception for the HMR Master Plan.*

When the TRPA Governing Board originally approved the Master Plan in 2011, it found that it is necessary to provide below grade parking for the Master Plan to achieve environmental goals and that the Master Plan includes measures to avoid groundwater impacts:

The Second Revised Soils Hydrologic Scoping and Final Report was prepared by Kleinfelder (Engineering Consulting Firm) (October 7, 2010) and submitted to TRPA for review and approval. Groundwater will be intercepted in the North and South Base areas as a result of excavations. To reduce potential impacts from excavations at the North and South Base areas, the hotel foundation footings were redesigned to avoid groundwater interception and underground parking structures were redesigned to minimize groundwater interception to the least area possible for the required number of parking spaces.

The maximum depth of excavation at the North Base area ranges from 29 to 32 feet bgs (below ground surface). The maximum depth of excavation will be approximately 17 feet below seasonal high groundwater levels measured in this area. Groundwater flows across the North Base area to the north, northeast and east towards Lake Tahoe. The estimated groundwater flow rates that will be intercepted by proposed retaining walls for the

underground parking structure at the North Base area range from 15 to 37 gallons per minute (gpm).

The maximum depth of excavation at the South Base area ranges from 18 to 21 feet bgs. The maximum depth of excavation will be from 4 to 13 feet below seasonal high groundwater levels measured in this area. The estimated groundwater flow rates that will be intercepted by proposed retaining walls for the underground parking structures at the South Base area range from 1 to 11 gpm.

The maximum depth of the proposed excavation at the Mid-Mountain Area ranges from 8 to 20.5 feet. Based on the presence of shallow bedrock and site topography groundwater should not be encountered to the proposed depths of the retaining walls.

A preliminary construction dewatering plan was completed in support of anticipated NPDES permit conditions to assure that groundwater intercepted during construction activities can be captured and infiltrated or spread within the Project area and that no groundwater exits the Project area as surface flows. The construction dewatering plan is discussed as mitigation measure GEO-4g of the EIR/EIS.

An operational dewatering plan will be required for long-term mitigation of groundwater interception to assure that groundwater intercepted during long-term operations is not significantly impacted. Mitigation measures will be necessary to prevent groundwater from leaving the Project area as surface flow and that groundwater, if any is interfered with, is rerouted into groundwater flow to avoid adverse impacts to hydrologic conditions, SEZ vegetation, and mature trees. The operational dewatering plan is described in mitigation measure HYDRO-3a in Chapter 15, Hydrology, Water Rights, Surface Water Quality and Groundwater of the EIR/EIS.

(EIR/EIS, Chapter 14, Soils, Geology and Seismicity, at pgs. 14-78 to 14-79; see also Final EIR/EIS, Chapter 14, Soils, Geology and Seismicity, pp. 14-71 through 13-83; Chapter 15, Hydrology, Water Rights, Surface Water Quality and Groundwater, pp. 15-110 through 15-119; and Chapter 23, Master Response 18; Responses to Comments 7-3, 13a-46 through 13a-50, 14a-13, 14a-34 through 14a-38, 14a-53, 14a-74, 33-36, 93-10, 93-11, 141-16 155-3, 235-3, and 268-12 and 27-j.)

The Master Plan Amendments, like the approved Master Plan, will similarly include belowground parking to achieve environmental goals and continues to include measures to avoid groundwater impacts. As explained in the IEC for the Master Plan Amendments, Homewood engaged NV5 to prepare a report to compare surface drainage and groundwater flow based on the adopted Project and the 2024 Plan Revision for the North Base area. Following a review of the approved Project plans and the proposed 2024 Plan Revision improvements, the

report concluded that the 2024 Plan Revision is consistent with the environmental analysis prepared for the 2011 Master Plan.

Finding 33.3.6.B.2: The excavation is designed such that no damage occurs to mature trees, except where tree removal is allowed pursuant to subsection 33.6.5: Tree Removal, including root systems and hydrologic conditions of the soil. To ensure the protection of vegetation necessary for screening, a special vegetation protection report shall be prepared by a qualified professional identifying measures necessary to ensure damage will not occur as a result of the excavation; and;

Rationale: *When the TRPA Governing Board originally approved the Master Plan in 2011, it found that no damage would occur to mature trees from excavation:*

> *For the Proposed Project (Alternative 1) a total of 202 trees will be removed for construction of the North Base Townhomes, Tahoe Ski Bowl Way Extension, and development in the North Base, South Base and Mid-Mountain Areas. Alternative 1A will remove 197. The excavations are designed such that no damage occurs to mature trees that will remain in the areas of proposed construction. Tree protection measures are discussed in Chapter 8, Biological Resources in impact analysis BIO-10 of the EIR/EIS.*
>
> *(EIR/EIS, Chapter 14, Soils, Geology and Seismicity, at pg. 14-79; see also Final EIR/EIS, Chapter 14, Soils, Geology and Seismicity, pp. 14-71 through 13-83; Chapter 15, Hydrology, Water Rights, Surface Water Quality and Groundwater, pp. 15-110 through 15-119; and Chapter 23, Master Response 18; Responses to Comments 7-3, 13a-46 through 13a-50, 14a-13, 14a-34 through 14a-38, 14a-53, 14a-74, 33-36, 93-10, 93-11, 141-16 155-3, 235-3, and 268-12 and 27-j.)*

As explained in the IEC for the Master Plan Amendments, the amendments would not alter FEIR/EIS conclusions concerning total tree removal, nor would it require any additional protections. The 2024 Plan Revision increases tree removal in the North Base area compared to the 2011 Project, but reduces tree removal elsewhere in the project area, and includes adequate tree replacement in the North Base. As with the Master Plan, excavations under the Master Plan Amendments are designed to avoid damage to mature trees remaining in the areas of proposed construction.

Finding 33.3.6.B.3: Excavated material is disposed of pursuant to subsection 33.3.4: Disposal of Materials, and the project area's natural topography is maintained pursuant to subparagraph 36.5.1.A. If groundwater interception or interference will occur as demonstrated by a soils/hydrologic report prepared by a qualified professional, then the excavation can be made as an exception pursuant to subparagraph 33.3.6.A.2, provided measures are included in the project to maintain groundwater flows to avoid adverse impacts to SEZ vegetation and to prevent any groundwater or subsurface water flow from leaving the project area as surface flow.

Rationale: *When the TRPA Governing Board originally approved the Master Plan in 2011, it found:*

> *Excavated material will be utilized on-site in fill areas or utilized to complete road removal and ski trail improvement projects, as described above. Excess fill material not utilized onsite will be transported to a TRPA approved disposal site. Dewatering measures during construction activities have been identified for the South and North Base portions of the Project area to maintain groundwater flows to avoid adverse impacts to SEZ vegetation (South Base only) and to prevent groundwater or subsurface flows from leaving the Project area as surface flows. These measures are detailed in mitigation measure GEO-4 of the EIR/EIS.*
>
> *(EIR/EIS, Chapter 14, Soils, Geology and Seismicity, at pg. 14-79; see also Final EIR/EIS, Chapter 14, Soils, Geology and Seismicity, pp. 14-71 through 13-83; Chapter 15, Hydrology, Water Rights, Surface Water Quality and Groundwater, pp. 15-110 through 15-119; and Chapter 23, Master Response 18; Responses to Comments 7-3, 13a-46 through 13a-50, 14a-13, 14a-34 through 14a-38, 14a-53, 14a-74, 33-36, 93-10, 93-11, 141-16 155-3, 235-3, and 268-12 and 27-j.)*

The Master Plan Amendments, like the approved Master Plan, will similarly transport excavated materials not used onsite to a TRPA-approved disposal site. Similarly, the Master Plan Amendments continue to include measures to maintain groundwater flows and prevent groundwater or subsurface water from leaving the project area as surface flows. As explained in the IEC for the Master Plan Amendments, Homewood engaged NV5 to prepare a report (May 8, 2024) to compare surface drainage and groundwater flow based on the adopted Project and the 2024 Plan Revision for the North Base area. Following a review of the approved Project plans and the proposed 2024 Plan Revision improvements, the report concluded that the 2024 Plan Revision is consistent with the environmental analysis prepared for the 2011 Project.

Chapter 37: Height

Finding 37.5.9.C.1: Any existing buildings within the Master Plan area that have non-conforming height prior to the adoption of this ordinance shall be demolished; except when found to be historically significant and then the provisions of Chapter 67 shall prevail.

Rationale: *There are no existing buildings within the Master Plan area that have non-conforming height.*

Finding 37.5.9.C.2: Existing verified land coverage otherwise permissible within the Ski Area Master Plan pursuant to the Regional Plan shall be reduced by a minimum of 10 percent and permanently retired per TRPA guidelines.

Rationale: *The Master Plan area includes 1,727,451 square feet of verified existing land coverage. Like the approved amended Master Plan will exceed the minimum reduction requirements and permanently retire at least 13 percent of the existing land coverage (224,569 square feet). Under the amended Master Plan, total land coverage will be reduced even further compared to the approved Master Plan (from 1,492,524 square feet to 1,492,147 square feet of land coverage). HMR has committed to permanently retiring a minimum of 224,569 square feet of coverage under the approved Master Plan, consistent with TRPA guidelines. To date, HMR has retired 1,513 square feet of land coverage. The Master Plan Amendments will not alter HMR's existing obligations relating to permanently retiring existing land coverage.*

Finding 37.5.9.C.3(1): In order to implement pedestrian/transit-oriented development (PTOD), the amended Master Plan will, at a minimum:

a. Satisfy the factors outlined in subparagraphs 11.8.4.C.1.a through 11.8.4.C.1.e; and

b. Include and integrate major transit facilities, sidewalks, bike lanes and associated facilities; and

c. Provide circulation connections and linkages between private open spaces, public spaces, and recreational opportunities (for example, streetscapes, alleys, easements, parks) and commercial, residential, tourist uses both on and off-site; and

d. Provide alternative parking strategies (which may include shared parking, parking structures, underground parking); and

e. Be a mixed-use development; and

f. Orient building facades to the street; and

g. Implement landscaping and hardscaping that enhance the scenic quality of the area and whenever possible, improve the scenic ratings per the adopted Scenic Quality Improvement Program and Technical Appendices (SQIP).

Rationale: *Consistent with the amended Master Plan includes: (1) on-site transit operations, including existing area transit and resort operated dial-a-ride and shuttle services; (2) access to retail services, a post office, marinas, skiing, and other recreational uses either on-site or nearby; (3) sidewalk and bike connections along SR 89; (4) mixed uses with a residential density above 8 units per acre; and (5) access to nearby schools and other government services.*

The amended Master Plan includes an Alternative Transportation Plan, which includes transit options that will serve both the Master Plan area and the greater community and that will address a need for improved transit access. Consistent with the Master Plan, the mix of uses and available transit

connections on-site under the Master Plan Amendments will reduce the need for reliance on personal vehicles.

The Master Plan Amendments proposes a decrease in the number of parking spaces that is commensurate with the decrease in the overall scale of the proposed development in the Master Plan Area, but does not propose a decrease in the number of parking spaces available to day skiers. Consistent with the approved Master Plan, the Master Plan Amendments will include shared parking within a designated multi-story parking structure (partially screened by commercial uses and employee housing) and underground parking spaces.

Under the Master Plan Amendments, buildings D and E along SR 89 have been reoriented to better support pedestrian-oriented development, as compared to the approved Master Plan.

As demonstrated in the new Scenic Quality Evaluation, Sheet L8-01, and Plans (Series 11. Site Plan Drawings and Series 14. Tree Identification) prepared for the Master Plan Amendments, the Master Plan Amendments will include landscaping improvements and design features that (1) use various types of vegetation to provide visual breaks and accentuate buildings, (2) enhance pedestrian circulation routes, and (3) screen the proposed aboveground parking structure from view. The Master Plan Amendments will reorient proposed buildings to improve view corridors compared to the approved Master Plan, and will provide scenic quality improvements to the area that are consistent with those anticipated under the approved Master Plan.

Finding 37.5.9.C.3(2): New structures requesting additional height along State Route 89 shall be set back from the travel route edge of pavement a minimum of 30 feet and stair-stepped upslope, providing a transition of height across the site. Additional height for new structures satisfying these requirements may be permitted as follows:

(1) The maximum permissible height for structures with a minimum set back of 30 feet from the State Route 89 edge of pavement is 45 feet.

(2) The maximum permissible height for structures with a minimum set back of 150 feet from the State Route 89 edge of pavement is 55 feet.

(3) The maximum permissible height for structures at the North Base with a minimum set back of 225 feet up to a maximum distance of 675 feet from the State Route 89 edge of pavement is 77 feet. The maximum permissible height for structures at the South Base (Tahoe Ski Bowl Way) with a minimum setback of 650 feet up to a maximum distance of 1200 feet from the State Route 89 edge of pavement is 66 feet.

Rationale: *As explained in the new Scenic Quality Evaluation, the Master Plan Amendments proposes only minimal changes to the proposed overall building heights and massing compared to the approved Master Plan. As demonstrated in Plan Sheets*

12F.4 (north section), 12G.2 (south section), and 12H.2 (central section) prepared by Olson Kundig, development proposed under the Master Plan Amendments remain consistent with the applicable height and setback requirements.

Finding 37.5.9.C.5: The Master Plan Amendments shall result in an increase in the scenic threshold travel route rating for Roadway Unit 11, Homewood.

Rationale: *As explained in the new Scenic Quality Evaluation prepared for the Master Plan Amendments, consistent with the approved Master Plan, the Master Plan Amendments will increase the scenic threshold score for Roadway Unit 11 from 12.0 to 14.0.*

Finding 37.5.9.C.6: The Master Plan Amendments shall include retention and treatment of up to the 50-year one-hour storm utilizing on-site and offsite systems incorporating best available technologies.

Rationale: *As part of the original Master Plan approvals, TRPA found that the Master Plan would include a stormwater treatment and infiltration system and low impact development (LID) measures to treat the 50-year, one-hour storm event. The Master Plan Amendments will not alter HMR's obligation to comply with all applicable requirements regarding stormwater retention and treatment. As explained in the new Drainage Report, like the approved Master Plan, the Master Plan Amendments will include onsite stormwater treatment and/or infiltration facilities that will accommodate the 50-year, one-hour storm event.*

Finding 37.5.9.C.7: The Master Plan Amendments shall implement TRPA designated EIP Projects within the vicinity of the Ski Area Master Plan. The designated EIP projects shall include project number 86 (EIP Project Code 9710-Scenic Road Unit #11 Homewood Improvement), project number 259 (EIP Project Code 9120-Homewood Ski Area BMP), project number 632 (EIP Project Code 9480-Ski Homewood Ski Area Master Plan), project number 725 (EIP Project Code 9140-Homewood Residential), and project number 775 (EIP Project Code 9250-SR Highway 89-Homewood Area Pedestrian Facilities).

Rationale: *The Master Plan Amendments would not alter HMR's existing EIP obligations or impair implementation of any of the EIPs included in the approved Master Plan.*

EIP project 86 calls for improved architectural features, added landscaping and sidewalks, and undergrounded utilities in a portion of Scenic Road Unit 11 to improve the man-made features score and overall aesthetic character. As explained in the new Scenic Quality Evaluation, consistent with the approved Master Plan, the Master Plan Amendments will achieve this scenic quality improvement.

EIP project 259 calls for implementation of various BMPs for the Master Plan development. Consistent with the approved Master Plan, the Master Plan

Amendments will continue to include BMPs to improve scenic quality and reduce soil erosion and sediment and nutrient runoff.

EIP project 632 calls for development and implementation of the Homewood Ski Area Master Plan, as analyzed in the EIR/EIS. The Master Plan Amendments remains within the scope of the analysis in the EIR/EIS for the approved Master Plan.

EIP project 725 calls for a stormwater treatment system to treat the 50-year one-hour storm even within the north and south base areas. Related EIP project 996 calls for stormwater treatment improvements on SR 89. The Master Plan Amendments, like the approved Master Plan, will include stormwater treatment and infiltration systems for the North Base, South Base, Tahoe Ski Bowl Way extension, Mid-Mountain, and off-site areas to treat the 50-year one-hour storm event. Since the original Master Plan approvals, two regional water quality projects have been completed (Caltrans Water Quality Improvements and Homewood Erosion Control Project), significantly reducing sediment and nutrient load reduction in the area.

EIP project 775 calls for the construction of various pedestrian facilities. Under the Master Plan Amendments, consistent with the approved Master Plan, the North Base and South Base areas are designed to be pedestrian-oriented. The North Base area will include a mix of commercial, residential, tourist, and recreational uses, as well as on-site connections to diverse transit options. Compared to the approved Master Plan, the Master Plan Amendments propose building realignments to better support pedestrian-oriented transit.

Finding 37.5.9.C.8: The Master Plan Amendments shall implement a program that provides for a range of alternative means of transportation to include, but not be limited to, a dial-a-ride service, a shuttle service, a bicycle bank, and water taxi.

Rationale: *Consistent with the approved Master Plan, the Master Plan Amendments include an Alternative Transportation Plan. Unlike the approved Master Plan, the Master Plan Amendments will not include water taxi service due to demonstrated low demand in the region and significant operational costs and challenges; however, the Master Plan Amendments includs dial-a-ride and shuttle services, as well as various bicycle programs and infrastructure, and will also provide a number of on-site public transit connections. Compared to the approved Master Plan, the Master Plan Amendments include building reorientations that better support pedestrian-oriented transit.*

Finding 37.7.1: When viewed from major arterials, scenic turnouts, public recreation areas or the waters of Lake Tahoe, from a distance of 300 feet, the additional height will not cause a building to extend above the forest canopy, when present, or a ridgeline. For height greater than that set forth in Table 37.4.1-1 for a 5:12 roof pitch, the additional height shall not increase the visual magnitude beyond that permitted for structures in the shoreland as set forth in subsection 66.3.7.

Additional Visual Magnitude, or Appendix H, Visual Assessment Tool, of the Design Review Guidelines.

Rationale: *The Master Plan Amendments propose minimal changes to overall building height and massing compared to the approved Master Plan. As shown in the visual renderings in the new Scenic Quality Evaluation, consistent with the approved Master Plan, the Master Plan Amendments does not include structures that will extend above the forest canopy or a ridgeline when viewed from scenic viewpoints or Lake Tahoe.*

Finding 37.7.3: With respect to that portion of the building that is permitted the additional height, the building has been designed to minimize interference with existing views within the area to the extent practicable.

Rationale: *The Master Plan Amendments will not significantly change building configurations from those under the approved Master Plan, but proposes changes to footprint size, placement, and architectural design. As explained in the new Scenic Quality Evaluation, scenic quality under the Master Plan Amendments will remain consistent with that under the approved Master Plan. Notably, however, the Master Plan Amendments propose to reorient the buildings in the Master Plan area to provide wider unobstructed views to the ski hill, as compared to the approved Master Plan.*

Finding 37.7.6: The building that is permitted additional building height is located within an approved community plan or Ski Area Master Plan that identifies the project area as being suitable for the additional height being proposed.

Rationale: *All proposed buildings are located within the Homewood Mountain Resort Ski Area Master Plan and may be permitted additional building height pursuant to TRPA Code subsection 37.5.9.*

Finding 37.7.8: The maximum building height at any corner of two exterior walls of the building is not greater than 90 percent of the maximum building height. The maximum height at the corner of two exterior walls is the difference between the point of lowest natural ground elevation along an exterior wall of the building, and point at which the corner of the same exterior wall meets the roof. This standard shall not apply to an architectural feature described as a prow.

Rationale: *The proposed buildings include architectural features that break up the majority of vertical exterior walls, and the maximum height at any corner of two exterior walls of any building will not be greater than 90 percent of the maximum building height.*

Finding 37.7.9: When viewed from a TRPA scenic threshold travel route, the additional building height granted a building or structure shall not result in the net loss of views to a scenic resource identified in the 1982 Lake Tahoe Basin Scenic Resource Inventory. TRPA shall specify the method used to evaluate potential view loss.

Rationale: *Consistent with the approved Master Plan, the Master Plan Amendments will improve scenic quality within and around the Master Plan Area. As explained in the new Scenic Quality Evaluation, the Master Plan Amendments will improve views, compared to the approved Master Plan.*

Attachment C

Gondola Findings/Rationale

Chapter 4: Required Findings for Gondola Project

Chapter 3: Environmental Documentation

Finding 3.3.2.A: The proposed gondola could not have a significant effect on the environment and a finding of no significant effect shall be prepared in accordance with Rules of Procedure Section 6.6.

Rationale: In 2011, t*he TRPA Governing Board certified the Homewood Mountain Resort Ski Area Master Plan CEP Project EIR/EIS and approved the Master Plan (identified in the EIR/EIS as Project Alternative 1A). The EIR/EIS and other Master Plan documents are available for download from TRPA's website at: https://www.trpa.gov/major-projects/. The Gondola Project is one of the projects included in the Master Plan.*

An Initial Environmental Checklist (IEC) was completed to analyze the potential impacts that could result from the Gondola Project. This IEC tiers from the 2011 EIS/EIR and references project specific studies (e.g., Geotech report) and applicable Master Plan mitigation measures (e.g., AQ-1: Implement PCAPCD BMPs to reduce pollutant emissions during construction) that are used to mitigate potential impacts. The IEC demonstrates that the Gondola Project will not result in any significant impacts. Accordingly, TRPA has prepared a finding of no significant effect as required by the TRPA Rules of Procedure, section 6.6.

Chapter 4: Required Findings

Finding 4.4.1.A: The project is consistent with and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, plan area statements and maps, the Code, and other TRPA plans and programs.

Rationale: *The Gondola Project will replace the existing Madden triple chair lift with a gondola. The Gondola Project was proposed and evaluated in the Homewood Mountain Resort Ski Area Master Plan ("Master Plan") Environmental Impact Report/Environmental Impact Statement (EIR/EIS). (See EIR/EIS, p. 3-34 & ch. 4.) The EIR/EIS determined that the Master Plan, including the Gondola Project, was consistent with the Regional Plan. In particular, the EIR/EIS concluded that the gondola and other recreational improvements would promote various recreation goals and policies in the Regional Plan. (See EIR/EIS, p. 3-34 & ch. 4.) No modifications to the Gondola Project are proposed that would result in significant changes to the analysis in the EIR/EIS, as confirmed in the Initial Environment Checklist (IEC) prepared for the Gondola Project.*

Upon certifying the EIR/EIS, TRPA approved the Master Plan, including this Gondola Project, and found that it was consistent with the Regional Plan. (TRPA Staff Report (Dec. 6, 2011), Attachment B2, pp. 86–87.)

Finding 4.4.1.B: The project will not cause the environmental threshold carrying capacities to be exceeded.

Rationale: *The Gondola Project will not cause TRPA's environmental threshold carrying capacities for water quality, air quality, scenic resources, soils conservation, vegetation, fish habitat, wildlife habitat, noise, or recreation to be exceeded. The EIR/EIS determined that the Master Plan, including the Gondola Project, would not cause these threshold carrying capacities to be exceeded. (See EIR/EIS, pp. 15-48 through 15-127 [water quality], 12-24 through 12-68 [air quality], 10-33 through 10-81 [scenic resources], 14-37 through 14-83 [soils], 8-54 through 8-74 [vegetation and fish and wildlife habitat], 13-18 through 13-40 [noise], 18-12 through 18-20 [recreation].) No modifications to the Gondola Project are proposed that would result in significant changes to the analysis in the EIR/EIS, as confirmed in the IEC prepared for the Gondola Project.*

Upon certifying the EIR/EIS, TRPA approved the Master Plan, including this Gondola Project, and found that it would not cause the environmental threshold carrying capacities to be exceeded. (TRPA Staff Report (Dec. 6, 2011), Attachment B2, pp. 88–91.)

Finding 4.4.1.C: Wherever federal, state, or local air and water quality standards apply for the region, the strictest standards shall be attained, maintained, or exceeded pursuant to Article V (d) of the Tahoe Regional Planning Compact.

Rationale: *The Gondola Project will meet or exceed the strictest applicable air and water quality standards. Applicable federal, state, or local air and water quality standards, whichever are strictest, were used to generate significance criteria for each resource in the EIR/EIS and identify mitigation measures to ensure that the project achieves or exceeds the most stringent applicable standards. (TRPA Staff Report (Dec. 6, 2011), Attachment B2, pp. 92–93.) No modifications to the Gondola Project are proposed that would result in significant changes to the analysis in the EIR/EIS, as confirmed in the IEC prepared for the Gondola Project.*

Upon certifying the EIR/EIS, TRPA approved the Master Plan, including this Gondola Project, and found that it will meet or exceed the strictest applicable federal, state, and local air and water quality standards. (TRPA Staff Report (Dec. 6, 2011), Attachment B2, pp. 92–93.)

Chapter 30: Land Coverage

Finding 30.4.4.A: The relocation is to an equal or superior portion of the parcel or project area, as determined by references to the following factors:

1. Whether the area of relocation already has been disturbed
2. The slope of and natural vegetation on the area of relocation
3. The fragility of the soil on the area of relocation
4. Whether the area of relocation appropriately fits the scheme of use of the property

5. The relocation does not further encroach into a stream environment zone, backshore, or the setbacks established in the Code for the protection of stream environment zones or backshore
6. The project otherwise complies with the land coverage mitigation program set forth in section 30.6

Rationale: *The land coverage to be restored for relocation for the Gondola Project belongs to two existing on mountain roadways (Madden 2 and Gondola). As documented on sheet C4.2 in the Gondola Project plan set, the existing roadways are located within land capability classes 1A, 3, 4, and 6. A majority (19,604 sf) of the 25,256 square feet of land coverage to be restored as part of the roadway restoration is located within land capability classes 1A and 3. The relocated land coverage will be used in the vicinity of the two existing roadways for the construction of the Gondola base terminal, towers, and top terminal. Pathways for the bottom and top terminals are required to provide pedestrian and skier access. The proposed Gondola Project land coverage is primarily located within land capability class 6 (base terminal) and class 4 (top terminal at the mid mountain area). The area of relocation has already been disturbed, the slope and natural vegetation is consistent on the Gondola alignment (ski run) and the soil fragility is the same throughout the project corridor.*

Finding 30.4.4.B: The area from which the land coverage was removed for relocation is restored in accordance with Subsection 30.5.3.

Rationale: *The land coverage to be restored for relocation will be revegetated as required in TRPA Code Section 30.5.3. This requirement will be included as a condition of the Gondola Project permit and is included as a requirement in the HMR Ski Area Master Plan.*

Finding 30.4.4.C: The relocation is not to Land Capability Districts 1a, 1b, 1c, 2, or 3 from any higher numbered land capability district.

Rationale: *As documented above, the land coverage to be restored is primarily located within land capability districts 1A and 3 (19,604 sf). The majority of the 15,604 square feet of land coverage required for the Gondola Project will be placed on land capability classes 4 and 6 (14,811 sf).*

Finding 30.5.1.B: Land coverage and disturbance for public outdoor recreation facilities, including public recreation projects on public lands, private recreation projects through use of public lands, and private recreational projects on private lands that are depicted or provided for on a public agency's recreational plan, may be permitted in Land Capability Districts 1a, 1c, 2, or 3 if TRPA finds that:

1. The project is a necessary part of a public agency's long-range plans for public outdoor recreation;
2. The project is consistent with the Recreation Element of the Regional Plan;

3. The project by its very nature must be sited in Land Capability Districts 1a, 1c, 2, or 3, such as a ski run or hiking trail;
4. There is no feasible alternative that avoids or reduces the extent of encroachment in Land Capability Districts 1a, 1c, 2, or 3; and
5. The impacts of the coverage and disturbance are fully mitigated through means including, but not limited to, the following:
    a. Application of best management practices; and
    b. Restoration, in accordance with subsection 30.5.3, of land in Land Capability Districts 1a, 1c, 2, 3, and 1b (Stream Environment Zone) in the amount of 1.5 times the area of land in such districts covered or disturbed for the project beyond that permitted by the coefficients in Table 30.4.1-1.

Rationale: *The Gondola Project is included in the HMR Ski Area Master Plan and is intended to improve recreational access to the resort.*

The Gondola Project is consistent with the RPU Recreation Element – it will provide greater access to outdoor recreation for both skiers and non-skiers. The Gondola replaces a fixed chair lift and therefore provides greater access to persons with accessibility challenges.

The Gondola has to cross over low capability (class 1A) lands in order to access the upper mountain at HMR. As a linear transportation facility, the Gondola, by its very nature, must be located within low capability lands located between the base mountain area and the mid mountain where the top terminal will be located.

The sizing of the Gondola and its base and top terminals are dictated by the minimum requirements for a facility to de-accelerate and accelerate the gondola cabins. The land coverage required for the gondola towers is the minimum needed to provide adequate support for the gondola wire cable.

The land coverage to be restored for relocation will be revegetated as required in TRPA Code Section 30.5.3. This requirement will be included as a condition of the Gondola Project permit and is included as a requirement in the HMR Ski Area Master Plan.

Chapter 33: Grading and Construction

Finding 33.3.6.A.2.a: TRPA may approve exceptions to the prohibition of groundwater interception or interference if TRPA finds that:
a. Excavation is required by the International Building Code (IBC) or local building code for minimum depth below natural ground for above ground structures.

Rationale: *The gondola will be supported by base and top terminals and 11 intermediate towers. To meet building codes, the base terminal will be supported on a mat foundation located approximately 13 feet below ground surface (bgs). In order*

to meet compression and uplift requirements per the IBC, the foundation system for the Doppelmayr "D Line" Gondola is a minimum of 3'-6" thick. The required minimum soil cover over the top these footings at the drive and return foundations is 4'-5". In some locations the presence of existing natural sloping terrain, new retaining walls, ramps or stairs require these foundation elements to be deeper, in order to avoid conflicts or zone of influence issues. These foundations are 9'-5" below finish grade and are 3'-6" thick, requiring excavations which are nearly 13 feet in depth.

Proposed excavation will be sloped back at approximately 1H:1V (horizontal to vertical) on all sides. Site topography in the vicinity of the bottom gondola consists of gently sloping terrain from west down to east. Surface water drainage consists of overland flow. Seasonal high groundwater levels for the bottom terminal area were measured using monitoring wells and presented in the North Base Soil/Hydrologic Report prepared by Kleinfelder dated December 1, 2010. Based on this report, the seasonal high groundwater level in the vicinity of the gondola base terminal is approximately 6 feet bgs. As such, construction of the base terminal foundation will result in groundwater interception. NV5 prepared a construction dewatering flow rate analysis (5/25/23) that states the maximum flow rate from the proposed base terminal excavation will range from approximately 1 gallon per minute (gpm) to approximately 7 gpm. As described below, a construction dewatering plan (PR Design & Engineering 5/1/24) was prepared and approved by Lahontan for use during the gondola base terminal construction.

Finding 33.3.6.B.1: A soils/hydrologic report prepared by a qualified professional, which proposed content and methodology has been reviewed and approved in advance by TRPA, demonstrates that no interference or interception of groundwater will occur as a result of the excavation;

Rationale: *See Findings for TRPA Code Subsection 33.3.6.A.2.a above providing exception to groundwater interception for the Gondola base terminal.*

A Soils Hydrologic Scoping Report was prepared by Kleinfelder in 2010 and submitted to TRPA for review and approval. Groundwater will be intercepted in the North Base area as a result of approximately 13 feet of excavation needed to structurally support the Gondola base terminal. The base terminal is the only area where construction dewatering is anticipated for this project. Excavation for the base terminal is roughly 60'L x 20'W x 12'D. In December of 2010, Kleinfelder prepared the North base Soil/Hydrologic Report where seasonal groundwater levels were measured using a series of monitoring wells. Based on this report, seasonal high groundwater in the vicinity of the bottom terminal is anticipated to be approximately 6 feet bgs. NV5 conducted further site reconnaissance in 2023 (NV5, 5/23/2023) and determined an anticipated groundwater flow rate of approximately 1-7 gpm in the excavated area.

Construction dewatering will be implemented based on the dewatering plan prepared by PR Design & Engineering dated 5/1/24.

Finding 33.3.6.B.2: The excavation is designed such that no damage occurs to mature trees, except where tree removal is allowed pursuant to subsection 33.6.5: Tree Removal, including root systems and hydrologic conditions of the soil. To ensure the protection of vegetation necessary for screening, a special vegetation protection report shall be prepared by a qualified professional identifying measures necessary to ensure damage will not occur as a result of the excavation; and;

Rationale: *For the Gondola project a total of 99 trees will be removed for construction of the base and top terminals, pedestrian access walkways to the terminals, and towers. The gondola base terminal excavation is designed such that no damage occurs to mature trees that will remain in the areas of proposed construction. Tree protection measures are discussed in Chapter 8, Biological Resources in impact analysis BIO-10 of the EIR/EIS.*

Finding 33.3.6.B.3: Excavated material is disposed of pursuant to subsection 33.3.4: Disposal of Materials, and the project area's natural topography is maintained pursuant to subparagraph 36.5.1.A. If groundwater interception or interference will occur as demonstrated by a soils/hydrologic report prepared by a qualified professional, then the excavation can be made as an exception pursuant to subparagraph 33.3.6.A.2, provided measures are included in the project to maintain groundwater flows to avoid adverse impacts to SEZ vegetation and to prevent any groundwater or subsurface water flow from leaving the project area as surface flow.

Rationale: *Excavated material will be utilized on-site in proposed fill areas or utilized to complete eventual road removal as described in the gondola plans. Dewatering measures for construction activities have been identified for the gondola base terminal area (PR Design & Engineering 5/1/24) to collect and use groundwater flows for dust control purposes and ultimately, to prevent ongoing groundwater or subsurface flows from leaving the Project area as surface flows. These measures are detailed in mitigation measure GEO-4 of the EIR/EIS.*

Chapter 37: Height

Finding 37.6.2: Additional Height for Certain Structures Other than Buildings

The maximum height specified in subsection 37.6.1 may be increased for communication towers, antennas, utility poles, special features of public safety facilities, ski lift towers, wind turbines/renewable power facilities, and other similar projects, excluding buildings and signs, up to the minimum height necessary to feasibly implement such projects. Additional height may be approved under the provisions of this subsection if TRPA makes findings 4 and 7 as set forth in Section 37.7.

Finding 4: The function of the structure requires a greater maximum height than otherwise provided for in this chapter.

Finding 7: The additional building height is the minimum necessary to feasibly implement the project and there are no feasible alternatives requiring less additional height.

Rationale: *The lift towers for the Gondola Project will exceed TRPA height standards in order to meet safety requirements and operation. The Gondola lift towers will range in height from approximately 20 to 53 feet tall depending on the terrain in the location of the tower. The height and placement of the towers have been designed for the minimum height necessary to achieve a 36 foot cable to ground clearance. The 36 foot rope to ground clearance is to ensure safe operation of the ski lift. It assumes a design haul rope sag of 3 feet, rope to bottom of cabin height of 10 feet, a cabin to snow height of 13 feet, and a snow depth of 10 feet in this general area.*

The height of the ski lift and gondola towers will range from 20 (near the top terminal) to 53 (on the face of the mountain over skiable terrain) feet depending on the terrain in the location of the towers. The height and placement of the towers have been designed for minimum height necessary to achieve the cable to ground clearance. The rope to ground clearance is to ensure safe operation of the ski lift.

Attachment D

Gondola Draft Permit

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.gov

PLAN REVISION PERMIT

PROJECT DESCRIPTION: New detachable gondola with a 2,400 person per hour capacity

PERMITTEE: Homewood Village Resorts, LLC FILE No: CEPP2014-0636-02

COUNTY/LOCATION: Placer / 5145 West Lake Boulevard APNs: 097-130-044, et.al

Having made the findings required by Agency ordinances and rules, the TRPA approved the project on January 22, 2025, subject to the standard conditions of approval attached hereto (Attachment Q and R), and the special conditions found in this permit, all previous plan revision permits, and in the original permit approved by the TRPA Governing Board on December 14, 2011.

Construction has commenced on elements of the previously approved permits and the project, including this permit, shall be diligently pursued pursuant to the approved construction schedule. Diligent pursuit is defined as completion of the project within the approved construction schedule. The permit shall not be extended unless the project is determined by TRPA to be the subject of legal action which delayed or rendered impossible the diligent pursuit of the permit.

NO TREE REMOVAL, CONSTRUCTION OR GRADING SHALL COMMENCE UNTIL:

(1) TRPA RECEIVES A COPY OF THIS PERMIT UPON WHICH THE PERMITTEE(S) HAS ACKNOWLEDGED RECEIPT OF THE PERMIT AND ACCEPTANCE OF THE CONTENTS OF THE PERMIT;
(2) ALL PRE-CONSTRUCTION CONDITIONS OF APPROVAL ARE SATISFIED AS EVIDENCED BY TRPA'S ACKNOWLEDGEMENT OF THIS PERMIT;
(3) THE PERMITTEE OBTAINS A COUNTY BUILDING PERMIT. TRPA'S ACKNOWLEDGEMENT IS NECESSARY TO OBTAIN A COUNTY BUILDING PERMIT. THE COUNTY PERMIT AND THE TRPA PERMIT ARE INDEPENDENT OF EACH OTHER AND MAY HAVE DIFFERENT EXPIRATION DATES AND RULES REGARDING EXTENSIONS; AND
(4) A TRPA PRE-GRADING INSPECTION HAS BEEN CONDUCTED WITH THE PROPERTY OWNER AND/OR THE CONTRACTOR.

_____ _____

TRPA Executive Director/Designee Date

PERMITTEE'S ACCEPTANCE: I have read the permit and the conditions of approval and understand and accept them. I also understand that I am responsible for compliance with all the conditions of the permit and am responsible for my agents' and employees' compliance with the permit conditions. I also understand that if the property is sold, I remain liable for the permit conditions until or unless the new owner acknowledges the transfer of the permit and notifies TRPA in writing of such acceptance. I also understand that certain mitigation fees associated with this permit are non-refundable once paid to TRPA. I understand that it is my sole responsibility to obtain any and all required approvals from any other state, local or federal agencies that may have jurisdiction over this project whether or not they are listed in this permit.

Signature of Permittee(s)_____ Date_____

PERMIT CONTINUED ON NEXT PAGE

TRPA FILE CEPP2024-0636-02
APNs 097-130-044, et.al

Excess Coverage Mitigation Fee (1): Amount $TBD Paid _____ Receipt No._____

Project Security (2): Amount $_____ Type ____ Paid _____ Receipt No._____

Project Security Administrative Fee (3): Amount $_____ Paid _____ Receipt No._____

Notes:
(1) Amount to be determined per condition 5.R below.
(2) Amount to be determined per condition 5.N below.
(3) See TRPA Filing Fee Schedule.

Required plans determined to be in conformance with approval: Date:_____

TRPA ACKNOWLEDGEMENT: The permittee has complied with all pre-construction conditions of approval as of this date:

_____ _____
TRPA Executive Director/Designee Date

SPECIAL CONDITIONS

1. This plan revision permit is issued pursuant to the amended Homewood Mountain Resort Ski Area Master Plan approved by the TRPA Governing Board on January 22, 2025. This plan revision permit authorizes the replacement of the existing Madden-chairlift by constructing a new 8-passenger detachable gondola capable of 2,400 person per hour consistent with the amended Homewood Mountain Resort Ski Area Master Plan. The gondola shall be accessible to anyone (which includes HOA members, visitors of the HOA members, hotel guests, and visitors from the general public) for ski mountain access and seasonal scenic rides. This first phase of construction only includes the gondola ski lift, lift towers and upper and lower terminals.

   The gondola project will include new base and mid-mountain terminals as well as a series of towers, all of which will be erected by the gondola lift manufacturer. The base terminal platform, which is approximately 5,000 sf, and approximately 12’ above the base parking lot, will include concrete stairs and accessible walks. The site work includes tree removal, grading, stormwater improvements and landscaping. The construction of gondola towers 3 and 4 on the “face” of the lower ski hill will be accomplished using a "spider" excavator which will eliminate the need for temporary access roads. The mid-mountain terminal, which is approximately 4,300 sf, includes a platform, stairs, guard rails and handrails with site, landscaping, and electrical work.

   During the final phase of gondola construction work the Madden triple chairlift will be decommissioned and removed. Once the Madden Chair is removed, two existing access roads will

be decommissioned and re-vegetated. This will result in 25,256 square feet of existing land coverage restoration including 7,279 of type 1a land coverage.

2. The project has commenced construction pursuant to previous approvals. All mitigation measures included in the Environmental Impact Statement (FEIS) for the Homewood Mountain Ski Area Master Plan are incorporated into this permit by reference as is the Mitigation Monitoring Plan approved as a component of the amended Homewood Mountain Resort Ski Area Master Plan approved by the TRPA Governing Board on January 22, 2025.

3. Operation of the new gondola, all existing lifts, ski runs and associated mountain operations shall be consistent with the Homewood Community Access Plan approved as a component of the amended Homewood Mountain Resort Ski Area Master Plan approved by the TRPA Governing Board on January 22, 2025. The permittee shall submit the annual monitoring report required by the approved Homewood Community Access Plan to TRPA on or before August 1 of each year. Any changes to the Homewood Community Access Plan require prior approval by the TRPA Governing Board.

4. The Standard Conditions of Approval listed in Attachment Q and R shall apply to this permit.

5. Prior to permit acknowledgement, the following conditions of approval must be satisfied:

    a. The permittee shall submit a mitigation monitoring report consistent with the requirements of the FEIS for the Homewood Mountain Ski Area Master Plan and previous permit requirements.

    b. The permittee shall provide specifications for the upper gondola terminal that demonstrate all glass will be low reflectivity.

    c. The permittee shall record a TRPA approved deed restriction that will permanently assure that the upper Homewood Mountain will only be used for recreational uses (with the exception of commercial (year-round - non accessory) uses at the Mid-Mountain Lodge).

    d. A BMP INSPECTION AND MAINTENANCE PLAN shall be submitted detailing necessary maintenance activity and schedules for all BMPs. All BMPs shall be maintained subject to the INSPECTION AND MAINTENANCE PLAN approved as part of this permit. All maintenance activities shall be recorded in a corresponding maintenance log. This log shall be maintained for the life of the property and made available for inspection by TRPA staff. If this log is not complete, TRPA will assume that maintenance has not been performed and reserves the right to revoke the BMP Certificate of Completion.

    e. Final details of temporary erosion control measures, including slope stabilization methodology and interim BMPs, which shall be installed at the time of pre-grade inspection and to include any elements as outlined in the monitoring and mitigation program for the Homewood Mountain Resort Ski Area Master Plan Final EIS.

f. Identification of all staging areas, construction parking, batch plants, etc., specific to all pre-grade and construction activities designed with the appropriate temporary BMPs. Staging areas shall not encroach on existing vegetated areas.

g. Final water quality improvements for the proposed gondola project, designed to address up to the 50 year/1 hour storm in addition to final designs for the Low Impact Development technologies designed to help capture the 50 year/1 hour storm event.

h. A detailed exterior lighting plan, if applicable, consistent with TRPA Code of Ordinances, Chapter 30, Section 36.8, Exterior Lighting Standards.

i. The permittee shall provide an irrevocable commitment to the implementation of the Alternative Transportation Plan elements designed to include year-round, winter and summer elements. A short and long term implementation schedule for all transportation improvements identified in the approved amended master plan including those transportation improvement to be implemented upon completion of the construction of the gondola.

j. The permittee shall implement and/or demonstrate the ability to implement over time the alternative transportation measures as outlined in the Mitigation and Monitoring Program of the Final EIS.

k. The permittee shall provide a construction schedule indicating timing of construction phases and completion date for each component of the project including BMP installation to TRPA for review and approval.

l. The permittee shall submit a dewatering plan to TRPA for review and approval prior to acknowledgement of this permit. The dewatering plan shall show that if groundwater is intercepted, the water will be infiltrated onsite or at a TRPA approved location.

m. The permittee shall submit a restoration and revegetation monitoring plan for the existing land coverage associated with the two access roads to be removed as a requirement of this project and for the revegetation of the areas disturbed by construction of the gondola.

n. The security required under Standard Condition 1.B of Attachment Q shall be determined upon the Permittee's submittal of the required Best Management Practices plan and related cost estimate. The security shall be equal to 110 percent of the estimated BMP costs. Please see Attachment J, Security Procedures for appropriate methods for posting the security and for calculation of the required security administration fee.

o. The permittee shall obtain all required, local, state, and federal jurisdictional building, water quality, water supply, fire protection and other permits, permissions and approvals. This would include but not be limited to stormwater quality permit requirements of the Lahontan Regional Water Quality Control Board.

p. The permittee shall submit a final Emergency Response Plan which outlines procedures for personnel response, and personnel and visitor evacuation of the gondola in the event of facility failure from a catastrophic event.

q. Pre-construction surveys, conducted during the nesting/breeding season (spring) immediately prior to initial project construction (e.g., where excavation and tree removal is required), shall be conducted to identify any active raptor nest sites, migratory bird nests, mammal den sites, and bat roost sites in the proposed construction area. If no nests, den sites or roosts are found, then mitigation requirements are complete. If nests or roosts are located within the Project area during the pre-construction surveys, additional monitoring shall be required as follows. During initial construction activities (tree removal and excavation for the construction), a qualified biological monitor will be onsite to evaluate whether any raptors are occupying trees, sensitive den sites are within the Project area or bats are occupying identified roosts. The biological monitor will have the authority to stop construction near occupied trees/den sites if it appears to be having a negative impact on nesting raptors, migratory birds or their young, or bats observed in the construction zone. If construction must be stopped, the monitor must consult with TRPA and CDFG staff within 24 hours to determine appropriate actions (minimum setbacks and avoidance measures appropriate to specific species present and individual situations) to restart construction while reducing impacts to identified raptors, migratory bird nests, den sites or bats. If a potential American marten den is located, an appropriate method will be used to confirm whether American marten occupy the den. This may involve placing a tracking medium at the den entrance to determine use of the den or using motion sensing camera stations. Monitoring for den occupancy shall be conducted for a minimum of two consecutive nights. Other devices such as fiber optic scope may be utilized to determine occupancy. If no marten occupy the potential den, the entrance shall be blocked to ensure no marten occupy the area during the construction period. If the den is found to be occupied by American marten, the California Department of Fish and Game shall be notified of the observation and shall be consulted regarding approach to addressing the den site. A potential option includes providing a no disturbance buffer around the den during the breeding season (May 1 through July 31).

r. The permittee shall mitigate excess land coverage by either submitting an excess coverage mitigation fee or permanently retiring onsite land coverage. An excess land coverage mitigation fee may be paid in lieu of permanently retiring land coverage at a rate of $8.50 per square feet of excess land coverage. The permittee may use a combination of fee payment and coverage reduction to achieve the required mitigation requirement.

s. The permittee shall submit a Dust Control Plan to be implemented during construction.

t. The permittee shall submit a final temporary erosion control plan and vegetation protection plan.

u. The permittee shall submit final construction plans.

6. Construction of gondola towers three and four on the “face” of the lower ski hill shall be accomplished using a "spider" excavator. The construction of temporary access roads to access towers 3 and 4 is prohibited.

7. By acceptance of this permit, the Permittee agrees that all mitigation measures outlined in the Homewood Mountain Resort Ski Area Master Plan CEP Project EIS are hereby included as conditions of project approval and will be implemented as such.

8. An onsite inspection by TRPA staff is required prior to any construction or grading activity. TRPA staff shall determine if the onsite improvements required by Attachment Q have been properly installed. Any required modifications, as determined by TRPA, shall be incorporated in the project at that time.

9. Signs are not approved as a part of this permit. Sign approvals shall require submittal of a separate application.

10. Compliance measures require that shrouding or shielding, or muffling of all impact tools and other construction equipment exhaust ports be installed and maintained prior to construction activity. Compliance shall be determined by TRPA Field Inspector as the time of pre-grade.

11. Should the applicant receive a noise complaint resulting from construction activity of the proposed project, the complaint shall be reported to TRPA by the end of the next working day.

12. Any normal construction activity creating noise in excess of the TRPA noise standards shall be considered exempt from said standards provided all such work is conducted between the hours of 8:00 A.M. and 6:30 P.M.

13. In the event that human remains are discovered, the Placer County Coroner shall be contacted and, if the remains are determined to be Native American, the California Office of Historic Preservation shall also be notified in accordance with Section 5020 of the California State Law & Historic Preservation Statutes Native American Heritage Commission; human remains; most likely descendent. Whenever the commission receives notification of a discovery of Native American human remains from a county coroner pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, it shall immediately notify those persons it believes to be most likely descended from the deceased Native American.

14. Excavation equipment is limited to approved construction areas to minimize site disturbance. No grading, excavation, storage or other construction related activities shall occur outside the area of disturbance.

15. All surplus construction waste materials shall be removed from the project and deposited only at approved points of disposal.

16. This approval is based on the permittee’s representation that all plans and information contained in the subject application are true and correct. Should any information or representation submitted in connection with the project application be incorrect or untrue, TRPA may rescind this approval, or take other appropriate action.

17. Any normal construction activities creating noise in excess to the TRPA noise standards shall be considered exempt from said standards provided all such work is conducted between the hours of 8:00 A.M. and 6:30 P.M.

18. The permittee is responsible for ensuring that the project, as built, does not exceed the approved land coverage figures shown on the site plan. The approved land coverage figures shall supersede scaled drawings when discrepancies occur.

19. Construction and use of on-site concrete washout facilities is prohibited unless approved in advance, in writing, by the TRPA Environmental Compliance Inspector.

20. This site shall be winterized in accordance with the provisions of Attachment Q by October 15th of each construction season.

21. All BMPs shall be maintained and/or reinstalled in perpetuity to ensure effectiveness.

22. Grading is prohibited any time of the year during periods of precipitation and for the resulting period of time when the site is covered with snow, or is in a saturated, muddy, or unstable condition.

23. All Best Management Practices shall be maintained in perpetuity to ensure effectiveness which may require BMPs to be periodically reinstalled or replaced.

24. Any change to the project requires approval (except for TRPA exempt activities) of a TRPA plan revision permit prior to the changes being made to any element of the project (i.e., structural modifications, grading, BMPs, etc.). Failure to obtain prior approval for modifications may result in monetary penalties.

25. Temporary and permanent BMPs may be field-fit as appropriate by the TRPA inspector. Parking barriers may be required at discretion of the inspector.

26. The permittee shall prepare and provide photographs to the TRPA Compliance Inspector that have been taken during construction that demonstrate any subsurface BMPs or trenching and backfilling proposed on the project have been constructed correctly (depth, fill material, etc.).

27. To the maximum extent allowable by law, the Permittee agrees to indemnify, defend, and hold harmless TRPA, its Governing Board (including individual members), its Planning Commission (including individual members), its agents, and its employees (collectively, TRPA) from and against any and all suits, losses, damages, injuries, liabilities, and claims by any person (a) for any injury (including death) or damage to person or property or (b) to set aside, attack, void, modify, amend, or annul any actions of TRPA. The foregoing indemnity obligation applies, without limitation, to any and all suits, losses, damages, injuries, liabilities, and claims by any person from any cause whatsoever arising out of or in connection with either directly or indirectly, and in whole or in part (1) the processing, conditioning, issuance, administrative appeal, or implementation of this permit; (2) any failure to comply with all applicable laws and regulations; or (3) the design, installation, or operation of any improvements, regardless of whether the actions or omissions are alleged to be caused by TRPA or Permittee.

Included within the Permittee's indemnity obligation set forth herein, the Permittee agrees to pay all fees of TRPA's attorneys and all other costs and expenses of defenses as they are incurred, including reimbursement of TRPA as necessary for any and all costs and/or fees incurred by TRPA for actions arising directly or indirectly from issuance or implementation of this permit. TRPA will have the sole and exclusive control (including the right to be represented by attorneys of TRPA's choosing) over the defense of any claims against TRPA and over their settlement, compromise, or other disposition. Permittee shall also pay all costs, including attorneys' fees, incurred by TRPA to enforce this indemnification agreement. If any judgment is rendered against TRPA in any action subject to this indemnification, the Permittee shall, at its expense, satisfy and discharge the same.

END OF PERMIT

Attachment E

Regional Plan Compliance Measures Table

COMPLIANCE MEASURES - HOMEWOOD MOUNTAIN RESORT SKI AREA MASTER PLAN AMENDMENT

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
WATER QUALITY/SEZ - IN PLACE				
1	BMP requirements, new development: *Code of Ordinances* Chapter 60	WQ, Soils/SEZ, Fish	**N**	The proposed amendment makes no changes to BMP requirements and implementation programs. The amendment will maintain the requirement that stormwater is treated is enhanced to a 50-year one hour storm standard whereas the minimum standard required by the TRPA Code of Ordinances is treatment of the 20-year one hour storm.
2	BMP implementation program -- existing streets and highways: *Code of Ordinances* Chapter 60	WQ, Soils/SEZ, Trans, Fish	**N**	
3	BMP implementation program -- existing urban development: *Code of Ordinances* Chapter 60	WQ, Soils/SEZ, Fish	**N**	
4	BMP implementation program -- existing urban drainage systems: *Code of Ordinances* Chapter 60	WQ, Soils/SEZ, Trans, Fish	**N**	
5	Capital Improvements Program for Erosion and Runoff Control	WQ, Soils/SEZ, Trans, Fish	**N**	The proposed amendment makes no changes to policies that would impact the Capital Improvement Program for Erosion and Runoff Control.
6	Excess land coverage mitigation program: *Code of Ordinances* Chapter 30	WQ, Soils/SEZ	**N**	The proposed amendment does not change excess mitigation requirements.
7	Effluent (Discharge) limitations: California (SWRCB, Lahontan Board) and Nevada (NDEP): *Code of Ordinances* Chapter 60	WQ, Soils/SEZ, Fish	**N**	The effluent limitations in Chapter 5 of the TRPA Code of Ordinances are not being modified.
8	Limitations on new subdivisions: (See the Goals and Policies: Land Use Element)	WQ, Soils/SEZ, Rec, Scenic	**N**	The proposed amendment does not change subdivision limitations/regulations.

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
9	Land use planning and controls: See the Goals and Policies: Land Use Element and Code of Ordinances Chapters 11, 12, 13, 14, and 21	WQ, Soils/SEZ, Trans, Scenic	**N**	The amendment does not amend Code of Ordinances Chapters 11, 12, 13, 14 and 21. The original approved master plan included changes to allowable uses when are not being modified by the amendment.
10	Residential development priorities, The Individual Parcel Evaluation System (IPES): Goals and Policies: Implementation Element and Code of Ordinances Chapter 53	WQ, Soils/SEZ	**N**	TRPA's residential growth management provisions and Individual Parcel Evaluation System (IPES) will remain in effect and unchanged.
11	Limits on land coverage for new development: Goals and Policies: Land Use Element and Code of Ordinances Chapter 30	WQ, Soils/SEZ, Scenic	**N**	The amendment does not amend Chapter 30. Projects permitted pursuant to the amended master plan will continue to be required to treat stormwater runoff using BMPs.
12	Transfer of development: Goals and Policies: Land Use Element and Implementation Element	WQ, Soils/SEZ	**N**	The amendment does not affect the goals and policies related to the transfer of development.
13	Restrictions on SEZ encroachment and vegetation alteration: *Code of Ordinances Chapters 30 and 61*	WQ, Soils/SEZ, Veg, Wildlife, Fish, Rec, Scenic	**N**	The amendment will not alter existing restrictions on SEZ encroachment and vegetation alteration in the TRPA Code of Ordinances, Chapters 30 and 61.
14	SEZ restoration program: Environmental Improvement Program.	WQ, Soils/SEZ, Veg, Wildlife, Fish, Scenic	**N**	The amendment does not change policies and provisions that require the protection and restoration of SEZs. The amendment will result in SEZ restoration.
15	SEZ setbacks: *Code of Ordinances* Chapter 53	WQ, Soils/SEZ, Veg, Wildlife, Fish	**N**	SEZ setback requirements in the TRPA Code of Ordinances, Chapter 53, Individual Parcel Evaluation System, Section 53.9, will not be altered by the amendment.

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
16	Fertilizer reporting requirements: *Code of Ordinances* Chapter 60	WQ, Soils/SEZ, Fish, Rec	**N**	The amendment does not modify the Resource Management and Protection regulations, Chapters 60 through 68, of the TRPA Code of Ordinances. Thus, fertilizer reporting and water quality mitigation requirements will stay in effect.
17	Water quality mitigation: *Code of Ordinances* Chapter 60	WQ, Soils/SEZ	**N**	
18	Restrictions on rate and/or amount of additional development	WQ, Soils/SEZ, Wildlife, Scenic	**N**	The amendment does not change the rate of allocation distribution or add any new development potential.
19	Improved BMP implementation/ enforcement program	WQ, Soils/SEZ	**N**	See response to Compliance Measures 1 through 4.
20	Increased funding for EIP projects for erosion and runoff control	WQ, Soils/SEZ	**N**	The amendment maintains the requirement in the original master plan that financial contributions be made to EIP erosion and runoff control projects.
21	Artificial wetlands/runoff treatment program	WQ, Soils/SEZ	**N**	There are no changes to the artificial wetlands/runoff treatment program.
22	Transfer of development from SEZs	WQ, Soils/SEZ, Scenic	**N**	The amendments do not affect existing provisions regarding the transfer of development from SEZs.
23	Improved mass transportation	WQ, Trans, Noise	**N**	The amendment does not affect mass transportation.
24	Redevelopment and redirection of land use: Goals and Policies: Land Use Element and Code of Ordinances Chapter 13	WQ, Soils/SEZ, Scenic	**N**	The amendments do affect goals and policies related to the redirection of residential land uses.
25	Combustion heater rules, stationary source controls, and related rules: *Code of Ordinances* Chapter 65	WQ, AQ	**N**	The amendments do not alter existing TRPA Code of Ordinance provisions concerning combustion heaters, stationary source controls, sewage transport, treatment, or release, garbage or hazardous materials and waste.
26	Elimination of accidental sewage releases: Goals and Policies: Land Use Element	WQ, Soils/SEZ	**N**	

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
27	Reduction of sewer line exfiltration: Goals and Policies: Land Use Element	WQ, Soils/SEZ	**N**	
28	Effluent limitations	WQ, Soils/SEZ	**N**	
29	Regulation of wastewater disposal at sites not connected to sewers: *Code of Ordinances* Chapter 60	WQ, Soils/SEZ	**N**	
30	Prohibition on solid waste disposal: Goals and Policies: Land Use Element	WQ, Soils/SEZ	**N**	
31	Mandatory garbage pick-up: Goals and Policies: Public Service Element	WQ, Soils/SEZ, Wildlife	**N**	
32	Hazardous material/wastes programs: Goals and Policies: Land Use Element and Code of Ordinances Chapter 60	WQ, Soils/SEZ	**N**	
33	BMP implementation program, Snow and ice control practices: *Code of Ordinances* Chapter 60	WQ, Soils/SEZ, AQ	**N**	The amendments will not change BMP requirements. See response to Compliance Measures 1 through 4.
34	Reporting requirements, highway abrasives and deicers: Goals and Policies:, Land Use Element and Code of Ordinances Chapter 60	WQ, Soils/SEZ, Fish	**N**	
35	BMP implementation program--roads, trails, skidding, logging practices: *Code of Ordinances* Chapter 60, Chapter 61	WQ, Soils/SEZ, Fish	**N**	
36	BMP implementation program--outdoor recreation: *Code of Ordinances* Chapter 60	WQ, Soils/SEZ, Fish, Rec	**N**	

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
37	BMP implementation program--livestock confinement and grazing: *Code of Ordinances* Chapter 21, Chapter 60, Chapter 64	WQ, Soils/SEZ, Veg, Wildlife, Fish	**N**	
38	BMP implementation program--pesticides	WQ, Soils/SEZ	**N**	
39	Land use planning and controls -- timber harvesting: *Code of Ordinances* Chapter 21	WQ, Soils/SEZ, AQ, Wildlife, Fish, Scenic	**N**	There are no changes to allowable timber harvesting requirements or permissibility as part of the amendments.
40	Land use planning and controls - outdoor recreation: *Code of Ordinances* Chapter 21	WQ, Soils/SEZ, Wildlife, Noise, Rec, Scenic	**N**	There are no changes to outdoor recreation requirements or permissibility as part of this proposal.
41	Land use planning and controls--ORV use: Goals and Policies: Recreation Element	WQ, Soils/SEZ, AQ, Wildlife, Fish, Noise, Rec, Scenic	**N**	There are no changes to off-road vehicle use as part of this proposal.
42	Control of encroachment and coverage in sensitive areas	WQ, Soils/SEZ, Wildlife, Rec, Scenic	**N**	No changes to coverage regulations or regulations related to encroachment into sensitive areas are included in the amendments.
43	Control on shorezone encroachment and vegetation alteration: *Code of Ordinances* Chapter 83	WQ, Soils/SEZ, Scenic	**N**	No changes are being proposed that would modify existing code provisions related to the shorezone or impact these compliance measures.
44	BMP implementation program--shorezone areas: *Code of Ordinances* Chapter 60	WQ, Soils/SEZ	**N**	

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
45	BMP implementation program--dredging and construction in Lake Tahoe: *Code of Ordinances* Chapter 60	WQ, Soils/SEZ	**N**	
46	Restrictions and conditions on filling and dredging: *Code of Ordinances* Chapter 84	WQ, Soils/SEZ, Fish	**N**	
47	Protection of stream deltas	WQ, Soils/SEZ, Wildlife, Fish, Scenic	**N**	
48	Marina master plans: *Code of Ordinances* Chapter 14	WQ, AQ/Trans, Fish, Scenic	**N**	
49	Additional pump-out facilities: *Code of Ordinances* Chapter 60	WQ, Soils/SEZ	**N**	
50	Controls on anti-fouling coatings: *Code of Ordinances* Chapter 60	WQ, Soils/SEZ, Fish	**N**	
51	Modifications to list of exempt activities	WQ, Soils/SEZ	**N**	The amendment does not alter the list of exempt activities.
WATER QUALITY/SEZ – SUPPLEMENTAL				
52	More stringent SEZ encroachment rules	WQ, Soils/SEZ, Wildlife, Fish	**N**	The amendment does not include any provisions that would impact Compliance Measures 52 though 61.
53	More stringent coverage transfer requirements	WQ, Soils/SEZ	**N**	
54	Modifications to IPES	WQ, Soils/SEZ	**N**	
55	Increased idling restrictions	WQ, Soils/SEZ, AQ	**N**	

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
56	Control of upwind pollutants	WQ, Soils/SEZ, AQ	**N**	
57	Additional controls on combustion heaters	WQ, Soils/SEZ, AQ	**N**	
58	Improved exfiltration control program	WQ, Soils/SEZ	**N**	
59	Improved infiltration control program	WQ, Soils/SEZ	**N**	
60	Water conservation/flow reduction program	WQ, Soils/SEZ, Fish	**N**	
61	Additional land use controls	WQ, Soils/SEZ, Wildlife	**N**	
AIR QUALITY/TRANSPORTATION - IN PLACE				
62	Fixed Route Transit - South Shore	Trans, Rec	**N**	As noted in Compliance Measure 23, above, the amendment does not change plans or goals and policies related to transit or active transportation. The approved Master Plan included an Alternative Transportation Plan, including a new bus and shuttle stop and turnout, financial subsidies to increase public transit service to the site, employee shuttle services, bike and e-bike share services and charging onsite, inter-base skier shuttle, a shuttle for guests, dial-a-ride shuttle service, and other alternative transit amenities.
63	Fixed Route Transit - North Shore: TART	Trans, Rec	**N**	
64	Demand Responsive Transit - South Shore	Trans	**N**	
65	Seasonal Trolley Services - North and South Shores: South Shore TMA and Truckee-North Tahoe TMA	Trans, Rec	**N**	
66	Social Service Transportation	Trans	**N**	
67	Shuttle programs	Trans	**N**	
68	Ski shuttle services	Trans, Rec	**N**	
69	Intercity bus services	Trans	**N**	
70	Passenger Transit Facilities: South Y Transit Center	Trans	**N**	
71	Bikeways, Bike Trails	Trans, Noise, Rec, Scenic	**N**	

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
72	Pedestrian facilities	Trans, Rec, Scenic	**N**	
73	Wood heater controls: *Code of Ordinances* Chapter 65	WQ, AQ	**N**	The amendment does not make any changes to wood or gas heater controls, or stationary source controls.
74	Gas heater controls: *Code of Ordinances* Chapter 65	WQ, AQ	**N**	
75	Stationary source controls: *Code of Ordinances* Chapter 65	WQ, AQ	**N**	
76	U.S. Postal Service Mail Delivery	Trans	**N**	The amendment does not include any provisions that would impact U.S. Postal Service Delivery.
77	Indirect source review/air quality mitigation: *Code of Ordinances* Chapter 65	WQ, AQ	**N**	The amendment does not make any changes to indirect source review/air quality mitigation requirements, or idling restrictions.
78	Idling Restrictions: *Code of Ordinances* Chapter 65	WQ, AQ	**N**	
79	Vehicle Emission Limitations (State/Federal)	WQ, AQ	**N**	The amendment does not include any provisions related to vehicle emission limitations established by the State/Federal Government.
80	Open Burning Controls: *Code of Ordinances* Chapters 61 and Chapter 65	WQ, AQ, Scenic	**N**	The amendment does not make any changes to open burning controls.
81	BMP and Revegetation Practices	WQ, AQ, Wildlife, Fish	**N**	See response to Compliance Measures 1 through 4.
82	Employer-based Trip Reduction Programs: *Code of Ordinances* Chapter 65	Trans	**N**	The amendment does not make any changes to the employer-based trip reduction programs or vehicle rental programs described in Chapter 65.
83	Vehicle rental programs: *Code of Ordinances* Chapter 65	Trans	**N**	
84	Parking Standards	Trans	**N**	The amendment would not result in any changes to parking standards or parking management areas.
85	Parking Management Areas	Trans	**N**	

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
86	Parking Fees	Trans	**N**	
87	Parking Facilities	Trans	**N**	
88	Traffic Management Program - Tahoe City	Trans	**N**	The amendment does not make any changes that would impact traffic management, signal synchronization, aviation, or excursions, air quality monitoring, alternative fueled vehicle fleets or infrastructure improvements, north shore transit, or the Heavenly Ski Resort Gondola. Except for the water taxi service, the Master Plan Amendment includes the same Alternative Transportation Plan as the approved Master Plan. Since the original Master Plan approval, water taxi services have been implemented and discontinued by other entities due to low demand and significant operational costs and weather challenges to both operational frequency and docking. Given the significant regional transportation and public transit improvements, such as TART Connect micro transit, that occurred since the original Master Plan approvals, elimination of the proposed water taxi service under the Master Plan Amendment will not result in any new or worse transportation impacts compared to the approved Master Plan.
89	US 50 Traffic Signal Synchronization - South Shore	Trans	**N**	
90	General Aviation, The Lake Tahoe Airport	Trans, Noise	**N**	
91	Waterborne excursions	WQ, Trans, Rec	**N**	
92	Waterborne transit services	WQ, Trans, Scenic	**Y**	
93	Air Quality Studies and Monitoring	WQ, AQ	**N**	
94	Alternate Fueled Vehicle - Public/Private Fleets and Infrastructure Improvements	Trans	**N**	
95	Demand Responsive Transit - North Shore	Trans	**N**	
96	Tahoe Area Regional Transit Maintenance Facility	Trans	**N**	
97	Heavenly Ski Resort Gondola	Trans	**N**	
AIR QUALITY/TRANSPORTATION – SUPPLEMENTAL				
98	Demand Responsive Transit - North Shore	Trans	**N**	See response to Compliance Measures 23, 62 through 97, and 1-4 (Road improvements, BMPs).
99	Transit System - South Shore	Trans	**N**	
100	Transit Passenger Facilities	Trans	**N**	
101	South Shore Transit Maintenance Facility - South Shore	Trans	**N**	

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
102	Transit Service - Fallen Leaf Lake	WQ, Trans	**N**	
103	Transit Institutional Improvements	Trans	**N**	
104	Transit Capital and Operations Funding Acquisition	Trans	**N**	
105	Transit/Fixed Guideway Easements - South Shore	Trans	**N**	
106	Visitor Capture Program	Trans	**N**	
107	Pedestrian and Bicycle Facilities--South Shore	Trans, Rec	**N**	
108	Pedestrian and Bicycle Facilities--North Shore	Trans, Rec	**N**	
109	Parking Inventories and Studies Standards	Trans	**N**	
110	Parking Management Areas	Trans	**N**	
111	Parking Fees	Trans	**N**	
112	Establishment of Parking Task Force	Trans	**N**	
113	Construct parking facilities	Trans	**N**	
114	Intersection improvements--South Shore	Trans, Scenic	**N**	
115	Intersection improvements--North Shore	Trans, Scenic	**N**	
116	Roadway Improvements - South Shore	Trans, Scenic	**N**	
117	Roadway Improvements - North Shore	Trans, Scenic	**N**	
118	Loop Road - South Shore	Trans, Scenic	**N**	
119	Montreal Road Extension	Trans	**N**	
120	Kingsbury Connector	Trans	**N**	

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
121	Commercial Air Service: Part 132 commercial air service	Trans	**N**	
122	Commercial Air Service: commercial air service that does not require Part 132 certifications	Trans	**N**	
123	Expansion of waterborne excursion service	WQ, Trans	**N**	
124	Re-instate the oxygenated fuel program	WQ, AQ	**N**	
125	Management Programs	Trans	**N**	
126	Around the Lake Transit	Trans	**N**	
VEGETATION - IN PLACE				
127	Vegetation Protection During Construction: *Code of Ordinances* Chapter 33	WQ, AQ, Veg, Scenic	**N**	The amendment does not alter the provisions of Chapter 33 in the TRPA Code of Ordinances.
128	Tree Removal: *Code of Ordinances* Chapter 61	Veg, Wildlife, Scenic	**N**	The amendment does not alter tree removal, prescribed burning, vegetation management or plant protection and fire hazard reduction provisions of Chapter 61 of the Code.
129	Prescribed Burning: *Code of Ordinances* Chapter 61	WQ, AQ, Veg, Wildlife, Scenic	**N**	
130	Remedial Vegetation Management: *Code of Ordinances* Chapter 61	WQ, Veg, Wildlife	**N**	
131	Sensitive and Uncommon Plant Protection and Fire Hazard Reduction: *Code of Ordinances* Chapter 61	Veg, Wildlife, Scenic	**N**	
132	Revegetation: *Code of Ordinances* Chapter 61	WQ, Veg, Wildlife, Scenic	**N**	
133	Remedial Action Plans: *Code of Ordinances* Chapter 5	WQ, Veg	**N**	The amendment does not alter remedial action plan requirements.

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
134	Handbook of Best Management Practices	WQ, Soils/SEZ, Veg, Fish	**N**	The Handbook of Best Management Practices will continue to be used to design and construct BMPs.
135	Shorezone protection	WQ, Soils/SEZ, Veg	**N**	See response to Compliance Measures 43 through 50.
136	Project Review	WQ, Veg	**N**	The amendment does not make any changes to the project review process or compliance inspections.
137	Compliance inspections	Veg	**N**	
138	Development Standards in the Backshore	WQ, Soils/SEZ, Veg, Wildlife, Scenic	**N**	See response to Compliance Measures 43 through 50.
139	Land Coverage Standards: *Code of Ordinances* Chapter 30	WQ, Veg, Wildlife, Fish, Scenic	**N**	See response to Compliance Measure 11.
140	Grass Lake, Research Natural Area	WQ, Veg, Wildlife, Fish, Scenic	**N**	N/A
141	Conservation Element, Vegetation Subelement: Goals and Policies	Veg, Wildlife, Fish	**N**	The amendment is consistent with the 2012 Regional Plan, including the Conservation Element and Vegetation Subelement Goals and Policies.
142	Late Successional Old Growth (LSOG): *Code of Ordinances* Chapter 61	Veg, Wildlife, Fish	**N**	The amendment does not make any changes to provisions of Lake Successional Old Growth and Stream Environment Zone Vegetation.
143	Stream Environment Zone Vegetation: *Code of Ordinances* Chapter 61	WQ, Veg, Wildlife, Fish	**N**	
144	Tahoe Yellow Cress Conservation Strategy	Veg	**N**	The amendment does not impact efforts to conserve the Tahoe Yellow Cress.
145	Control and/or Eliminate Noxious Weeds	Veg, Wildlife	**N**	The amendment will not impact efforts to control or eliminate noxious weeks.
146	Freel Peak Cushion Plant Community Protection	Veg	**N**	N/A

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
VEGETATION – SUPPLEMENTAL				
147	Deepwater Plant Protection	WQ, Veg	**N**	See response to Compliance Measures 16 and 17 and 43 through 50.
WILDLIFE - IN PLACE				
148	Wildlife Resources: *Code of Ordinances* Chapter 62	Wildlife, Noise	**N**	See response to Compliance Measures 16 and 17.
149	Stream Restoration Program	WQ, Soils/SEZ, Veg, Wildlife, Fish, Rec, Scenic	**N**	The amendment does not include any changes to the Stream Restoration Program.
150	BMP and revegetation practices	WQ, Veg, Wildlife, Fish, Scenic	**N**	The amendment does not include any changes to existing BMP and revegetation requirements.
151	OHV limitations	WQ, Soils/SEZ, AQ, Wildlife, Noise, Rec	**N**	The amendment does not include any changes to OHV limitations.
152	Remedial Action Plans: *Code of Ordinances* Chapter 5	Wildlife	**N**	See response to Compliance Measure 133.
153	Project Review	Wildlife	**N**	See response to Compliance Measure 136 and 137.
FISHERIES - IN PLACE				
156	Fish Resources: *Code of Ordinances* Chapter 63	WQ, Fish	**N**	See response to Compliance Measures 16 and 17.
157	Tree Removal: *Code of Ordinances* Chapter 61	Wildlife, Fish	**N**	The amendment does not change tree removal provisions of Chapter 61.
158	Shorezone BMPs	WQ, Fish	**N**	See response to Compliance Measures 43 through 50.
159	Filling and Dredging: *Code of Ordinances* Chapter 84	WQ, Fish	**N**	

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
160	Location standards for structures in the shorezone: *Code of Ordinances* Chapter 84	WQ, Fish	**N**	
161	Restrictions on SEZ encroachment and vegetation alteration	WQ, Soils/SEZ, Fish	**N**	See response to Compliance Measures 16 and 17.
162	SEZ Restoration Program	WQ, Soils/SEZ, Fish	**N**	See response to Compliance Measure 14.
163	Stream restoration program	WQ, Soils/SEZ, Fish	**N**	See response to Compliance Measures 16 and 17.
164	Riparian restoration	WQ, Soils/SEZ, Fish	**N**	
165	Livestock: *Code of Ordinances* Chapter 64	WQ, Soils/SEZ, Fish	**N**	
166	BMP and revegetation practices	WQ, Fish	**N**	See response to Compliance Measures 1 through 4.
167	Fish habitat study	Fish	**N**	See response to Compliance Measures 16 and 17.
168	Remedial Action Plans: *Code of Ordinances* Chapter 5	Fish	**N**	See response to Compliance Measure 133.
169	Mitigation Fee Requirements: *Code of Ordinances* Chapter 86	Fish	**N**	The mitigation fee requirements formerly in Chapter 86 of the TRPA Code of Ordinances (now in the Rules of Procedure) are not being modified.
170	Compliance inspection	Fish	**N**	The amendment does not modify existing compliance or inspection programs or provisions.
171	Public Education Program	Wildlife, Fish	**N**	The amendment does not make any changes to education and outreach efforts for wildlife and fish.
NOISE - IN PLACE				

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
172	Airport noise enforcement program	Wildlife, Fish	**N**	The amendment does not modify existing enforcement programs.
173	Boat noise enforcement program	Wildlife, Fish, Rec	**N**	
174	Motor vehicle/motorcycle noise enforcement program: *Code of Ordinances* Chapters 5 and 23	Wildlife, Fish	**N**	
175	ORV restrictions	AQ, Wildlife, Noise, Rec	**N**	The amendment does not modify existing ORV or snowmobile restrictions.
176	Snowmobile Restrictions	WQ, Wildlife, Noise, Rec	**N**	
177	Land use planning and controls	Wildlife, Noise	**N**	See response to Compliance Measure 9. There are no changes to allowed uses.
178	Vehicle trip reduction programs	Trans, Noise	**N**	The amendment does not make any changes to vehicle trip reduction programs.
179	Transportation corridor design criteria	Trans, Noise	**N**	The amendment does not make any changes to transportation corridor design criteria.
180	Airport Master Plan South Lake Tahoe	Trans, Noise	**N**	N/A
181	Loudspeaker restrictions	Wildlife, Noise	**N**	The amendment does not modify loudspeaker restrictions.
182	Project Review	Noise	**N**	See response to Compliance Measures 136 and 137.
183	Complaint system: *Code of Ordinances* Chapters 5 and 68	Noise	**N**	Existing complaint systems are not being modified by the amendment.
184	Transportation corridor compliance program	Trans, Noise	**N**	None of these compliance measures will be modified with the proposal.
185	Exemptions to noise limitations	Noise	**N**	
186	TRPA's Environmental Improvement Program (EIP)	Noise	**N**	

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
187	Personal watercraft noise controls	Wildlife, Noise	**N**	
NOISE – SUPPLEMENTAL				
188	Create an interagency noise enforcement MOU for the Tahoe Region.	Noise	**N**	An interagency noise enforcement MOU for the Tahoe Region is not being proposed as part of this set of amendments.
RECREATION - IN PLACE				
189	Allocation of Development: *Code of Ordinances* Chapter 50	Rec	**N**	See response to Compliance Measures 10 and 18. There are no changes to the allocation of development.
190	Master Plan Guidelines: *Code of Ordinances* Chapter 14	Rec, Scenic	**N**	No changes to master plans requirements are included as part of this amendment.
191	Permissible recreation uses in the shorezone and lake zone: *Code of Ordinances* Chapter 81	WQ, Noise, Rec	**N**	See response to Compliance Measures 43 through 50.
192	Public Outdoor recreation facilities in sensitive lands	WQ, Rec, Scenic	**N**	The amendment does not alter provisions regarding public outdoor recreation in sensitive lands.
193	Hiking and riding facilities	Rec	**N**	The amendment is not altering where hiking and riding facilities are permissible. See also Compliance Measure 40.
194	Scenic quality of recreation facilities	Rec, Scenic	**N**	The amendment does not include any changes to provisions related to scenic quality of recreation facilities.
195	Density standards	Rec	**N**	The amendment does not include changes to density standards.
196	Bonus incentive program	Rec	**N**	The amendment does not change the amount of bonus units available or where they can be distributed.
197	Required Findings: *Code of Ordinances* Chapter 4	Rec	**N**	The amendment does not affect required findings.
198	Lake Tahoe Recreation Sign Guidelines	Rec, Scenic	**N**	The amendment will not impact the Lake Tahoe Recreation Sign Guidelines.
199	Annual user surveys	Rec	**N**	The amendment will not affect user surveys.

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
RECREATION – SUPPLEMENTAL				
200	Regional recreational plan	Rec	**N**	The amendment does not modify any portion of the Goals and Policies in the Regional Recreation Plan, which is the Recreation Element in the Regional Plan.
201	Establish fairshare resource capacity estimates	Rec	**N**	The amendment does not establish or alter fair share resource capacity estimates, alter reservations of additional resource capacity, or include economic modeling.
202	Reserve additional resource capacity	Rec	**N**	
203	Economic Modeling	Rec	**N**	
SCENIC - IN PLACE				
204	Project Review and Exempt Activities: *Code of Ordinances* Chapter 2	Scenic	**N**	See response to Compliance Measures 136 and 137.
205	Land Coverage Limitations: *Code of Ordinances* Chapter 30	WQ, Scenic	**N**	See response to Compliance Measure 11.
206	Height Standards: *Code of Ordinances* Chapter 37	Scenic	**N**	The amendment would not change height standards.
207	Driveway and Parking Standards: *Code of Ordinances* Chapter 34	Trans, Scenic	**N**	See response to compliance measure 84-87.
208	Signs: *Code of Ordinances* Chapter 38	Scenic	**N**	The amendment does not make changes to design standards and guidelines relating to signage.
209	Historic Resources: *Code of Ordinances* Chapter 67	Scenic	**N**	See response to Compliance Measures 16 and 17.
210	Design Standards: *Code of Ordinances* Chapter 36	Scenic	**N**	The amendment does not change design standards in Chapter 36.
211	Shorezone Tolerance Districts and Development Standards: *Code of Ordinances* Chapter 83	Scenic	**N**	See response to Compliance Measures 43 through 50.

ID	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
212	Development Standards Lakeward of Highwater: *Code of Ordinances* Chapter 84	WQ, Scenic	**N**	
213	Grading Standards: *Code of Ordinances* Chapter 33	WQ, Scenic	**N**	Grading and vegetation protection during construction shall continue to meet the provisions of the TRPA Code of Ordinances, Chapter 33, Grading and Construction.
214	Vegetation Protection During Construction: Code of Ordinances Chapter 33	AQ, Veg, Scenic	**N**	
215	Revegetation: *Code of Ordinances* Chapter 61	Scenic	**N**	See response to Compliance Measures 16 and 17.
216	Design Review Guidelines	Scenic	**N**	The amendment does not make any changes to the Design Review Guidelines. Projects will continue to be subject to the Design Review Guidelines during application review.
217	Scenic Quality Improvement Program(SQIP)	Scenic	**N**	The amendment does not conflict with the SQIP. The projects to be implemented pursuant to the master plan are expected to improved impact scenic ratings.
218	Project Review Information Packet	Scenic	**N**	
219	Scenic Quality Ratings, Features Visible from Bike Paths and Outdoor Recreation Areas Open to the General Public	Trans, Scenic	**N**	
220	Nevada-side Utility Line Undergrounding Program	Scenic	**N**	N/A
SCENIC – SUPPLEMENTAL				
221	Real Time Monitoring Program	Scenic	**N**	No changes to the real time monitoring program are being proposed.
222	Integrate project identified in SQIP	Scenic	**N**	The amendment does not include projects identified in the SQIP.

Attachment F

Vicinity map

1. South Base
2. Quail Chair Lift
3. Mountain Trails & Roads
4. North Base
5. New Gondola
6. Mid-Mountain
7. Tahoe Ski Bowl Way Extension
8. Existing Sprung structure, abandoned foundations and restrooms to be removed

Attachment G

Master Plan Initial Environmental Checklist

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INITIAL ENVIRONMENTAL CHECKLIST
FOR DETERMINATION OF ENVIRONMENTAL IMPACT

Project Name: Homewood Mountain Resort 2024 Master Plan Amendment

APN/Project Location: 097-060-044-000, et al./ Homewood

County/City: Placer County

Project Description:

In 2011, the Governing Board of the Tahoe Regional Planning Agency (TRPA) certified as complete and adequate the Final Environmental Impact Statement/Environmental Impact Report (2011 FEIS/FEIR) for the Homewood Ski Area Master Plan (2011 Master Plan). The TRPA Governing Board also adopted the 2011 Master Plan. The 2011 Master Plan set forth a redevelopment plan for the Homewood Ski Resort to change the resort business model from one of a commuter day-skier area to a multi-season destination that included a variety of overnight lodging accommodations, new recreational amenities, commercial, retail and food and beverage offerings, upgraded ski lift infrastructure and many skier services to enhance the winter recreational experience. The 2011 Master Plan also provided a significant amount of water quality improvements across three watersheds, retirement of sensitive lands and a significant reduction of land coverage further protecting the mountain, watersheds and Lake Tahoe. In 2024, , Homewood Mountain Resort (HMR), applied to revise the 2011 Master Plan (2024 Master Plan Amendment). In 2014, TRPA approved a Minor Plan Revision (CEPP 2014-0636) based on a settlement agreement that made several minor modifications to the 2011 Master Plan including reducing the residential unit and tourist unit counts. The 2024 Master Plan Amendment proposes further reductions in residential unit count, reductions in tourist unit count, revised building layout opening scenic corridors to both the lake and mountains, architectural refinements to address changes to the real estate market, gondola terminal repositioning down the mountain for improved skier access, space planning adjustments reflecting changed market conditions and business area needs to better serve the resort experience, and the introduction of a gondola car "barn" at the mid-mountain for gondola cabin inclement weather protection. , . The 2024 Master Plan Amendment does not propose any changes to the amount of space allocated to either public or homeowner (HOA) uses.

As documented in Table 1 (right hand column), the 2024 Master Plan Revision includes an overall reduction in the number of tourist and residential units compared to the approved 2011 Homewood Mountain Resort (CEP) Project (Project or Alternative 1A) and subsequent Master Plan Minor Plan Revision (CEPP2014-0636) issued in 2014.

North Base: This 2024 Master Plan Amendment reduces the total number of 2014 Project traditional hotel units from 75 to 0 and increases the proposed condo/hotel units from 40 to 73, representing an overall reduction of 42 tourist accommodation units. Per the 2014 Master Plan Minor Plan Revision (CEPP2014-0636), total residential unit count at the North Base was 79 plus 16 Townhouses proposed for Lot 9. Under the 2024 Master Plan Amendment, HMR's market rate residential unit count for the North Base is further reduced to 71, inclusive of Lots 3, 5, 6, 7, 8 and 9. This results in a net reduction of 42 tourist accommodation units and 24 residential units, a 31 percent reduction in tourist/residential density. Also included in the North Base are thirteen employee housing residential units that will wrap and screen the Lot 4 parking garage – there is no change to the plans for onsite affordable housing. The eight Lot 9 homes at the end of Tahoe Ski Bowl Way and the Tahoe Ski Bowl Way extension will be timed with the final phase of Master Plan implementation and will require separate project-level environmental review as described in the EIS and approved 2011 Master Plan.

Commercial, retail, and amenity spaces are further refined to build a neighborhood-scale North Base village around a collection of year-round and complimentary land uses, amenities, and open space. The approved 2011 Master Plan approvals permitted up to 25,000 square feet of commercial floor area at the North Base, a portion of which could be located at the mid-mountain lodge. Under the Proposed 2024 Plan Amendment, there will be approximately 20,921 square feet of commercial floor area at the North Base inclusive of 2,750 square feet at the mid-mountain lodge. North Base village retail spaces are consistent with the master plan approvals offering a small grocery store, ice cream stand and hardware elements and other offerings linked to the gondola building and support services for seasonal community amenities.

The relocation of the gondola base into the center of the village reinforces the community gathering area and provides improved access for guest skiers to the gondola from the Lot 4 parking structure.

At the North Base Village, 2011 project approvals provided up to a maximum of 30,000 square feet of accessory skier services located across the north base including: food and beverage service, adult and children's ski school services, rental shop, locker facilities, restrooms, first aid, and mountain administration and operations offices. All of these skier resources and offerings, as well as a newly planned emergency medical services office, will be a central component and focus for the North Base Village. Incorporating technological and environmental advances such as e-tickets reduce space previously planned for ski ticket sales and guest facing administrative spaces and optimizing the skier experience without reducing any of the anticipated amenities and services, the Proposed 2024 Master Plan amendment proposes approximately 16,746 square feet of accessory area consisting of skier service facilities at the North Base ,These publicly accessible facilities will include all expected skier resources, services and amenities complimentary in offerings, location and scale within the village core.

A 73-unit, boutique-style condo/hotel remains situated at Lot 6 adjacent to the gondola terminal and will feature resort offerings with hotel food and beverage offerings, spa, fitness facility and kids club spaces. In addition to the 73 condo/hotel units, this same structure will accommodate 16 residential condominiums. All 89 residential and condo/hotel units in the Lot 6 development will be individually owned. Residential owners and hotel guests will be offered full hotel accessory services. In addition, dedicated homeowner (HOA) spaces will be provided in the Lot 6 development.

Consistent with original Master Plan approvals, HMR will build thirteen deed restricted employee housing units onsite at the North Base within the Lot 4 project. The employee housing will screen the exterior of the Lot 4 parking garage facing SR 89 softening the building's edges and reducing both bulk and scale. Each unit will have two bedrooms accommodating up to four full-time equivalent employees (FTEs) in each apartment. In summer of 2022 HMR and Placer County executed an Employee Housing Plan to comply with HMR's Conditions of Approval requirements for the Lot 3 building permit issuance and identified housing needs for the subsequent two project phases (lots 5 and 6). Upon approvals of the Proposed Master Plan Amendment and new phasing schedule, HMR will work with Placer County to update the Employee Housing Plan as a Condition of Approval prior to the next major residential development at the North Base. At present, HMR employees total 68 FTEs. Although neither a part of the Master Plan Amendment nor original 2011 Master Plan approvals, HMR secured an additional 16 workforce housing units above and beyond the approved master plan obligations. HMR acquired the Tahoma Meadows Cottages in 2022 voluntarily augmenting and improving upon employee housing options near to the resort.

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Table 1 – Comparison of 2024 Plan Amendment to Approved Project

	August 2011 Master Plan (Alt 1A)	2014 Minor Plan Revision (based on Settlement)	2024 Master Plan Amendment (IEC PD)	Delta
Project Area				
Land Coverage (SF)				
Total Land Coverage w/o ROW (Lots 1-9 + Mountain)	**1,492,524**	**1,492,524**	**1,492,147**	**(377)**
Parking				
North Base Area				
Garage # Spaces	682	682	684	2
Surface # Spaces	56	56	0	(56)
South Base Area				
Garage # Spaces	145	145	118	(27)
Surface # Spaces	-		0	-
Total Off-site Parking	**0**	**0**	**0**	**-**
Total On-site Parking	**883**	**883**	**802**	**(81)**
Tourist Accomodation Units				
North Base Area				
Hotel rooms (# and/or) SF	75	75	0	(75)
Condo/Hotel Units	40	40	73	33
Fractional/Time-Share	20	0	0	-
South Base Area				
Hotel rooms (# and/or) SF	0	0	0	-
Lock-off units for overnight rent	0	0	0	-
Fractional Ownership	0	0	0	-
Total Tourist Accomodation Units	**135**	**115**	**73**	**(42)**
Residential Units				
North Base Units				
Full-Ownership Condos (Lots 3 through 8)	66	79	63	(16)
Townhouses (Lot 9)	16	16	8	(8)
Employee(Workforce) Housing (Lot 4)	13	13	13	-
Single Family Dwellings	0	0	0	-
South Base Area				
Full Ownership Condos (lots 1 & 2)	95	89	51	(38)
Townhouses	0	0	0	-
Single Family Dwellings	0	0	0	-
Total Residential Units	**177**	**184**	**122**	**(62)**
Commercial Floor Area				
Commercial Floor Area (SF)	**25,000**	**25,000**	**20,921**	**(4,079)**
Accessory Uses / Skier Services				
North Base Day Lodge SF	30,000	30,000	16,746	(13,254)
South Base Day Lodge SF	2,000	2,000	2,231	231
Mid Mountain Area Total	48,000	30,000	37,806	7,806
Mid-Mountain Lodge	15,000	30,000	21,800	(8,200)
Gondola Terminal	18,000	0	2,160	2,160
Covered Walkways			625	625
Gondola Cabin Storage			7,421	7,421
Vehicle shop / Maintenance Facility	15,000	0	5,800	5,800
Total Accessory Uses / Skier Services	**80,000**	**62,000**	**56,783**	**(5,217)**

Mid Mountain: Following HMR's 2014 minor plan revision approval, the mid-mountain square footage decreased from 48,000 square feet to a maximum of 30,000 square feet. The mid-mountain lodge plans remain committed to the land uses and programming per the approved Master Plan. Mid-mountain will house the terminus of the new high-speed gondola (2,160 square feet) linked to the lodge (21,800 square feet) and which will house many offerings such as food

and beverage, sundries, new restroom facilities, space dedicated to guests and members of the HMR homeowners (HOA), and other accessory uses critical to mountain operations and emergency services. Within the lodge, accessory uses totaling 11,600 square feet will support the on-mountain skier experience including food and beverage space, sundries, restrooms, lockers, ski school meeting area and ski patrol. A new learn to ski lift will further support and enhance the novice skier experience at the mid-mountain lodge. As planned in the original approvals, the learn-to-ski lift will be placed north of the mid-mountain lodge on gently sloping terrain, along with a mid-mountain summer-use swimming pool for West Shore residents. A snow-based vehicle shop/maintenance facility (5,800 square feet) will be relocated from the South Base area to the mid-mountain location directly behind the gondola terminal. In addition to the lodge, gondola terminal and vehicle maintenance facility, an operationally required covered gondola cabin storage area (7,421 square feet) will be situated just north of the upper gondola terminal and is connected via an auxiliary rail system. Gondola cabins will be stored overnight and during inclement weather to reduce operating delays and to provide enhanced skier experience.

The 2011 Master Plan approvals contemplated two large water storage tanks to be constructed on the slope above the vehicle shop/maintenance facility to serve the entire Homewood Mountain Resort project area. The Master Plan Amendment plans for the same water supply augmentation. The mid mountain lodge will also serve as a terminus for public hiking on the five miles of trails at HMR.

South Base: A Conditional Permit for the South Base is not part of this Proposed 2024 Master Plan Amendment submittal package; however, the Master Plan Amendment acknowledges a reduction to the number of residential units included in the 2014 TRPA Permit settlement Plan Amendment and, hence, proposed South Base modifications are included to confirm overall Master Plan conformance. For the South Base, HMR proposes a further residential unit count reduction from 89 to a total of 51 residential units, a 43 percent reduction in density. Similar to the original Master Plan, the South Base programming includes a small lodge located on Lot 2 surrounded by several chalet style homes and Lot 1 is a combination of stacked flats and chalet homes. Lots 1 and Lot 2 are divided by the Homewood Creek SEZ which will be restored and further protected with the South Base project implementation. Accessory uses for skier services totaling 2,311 square feet will be located in the south base lodge, consistent with the approved 2011 Master Plan. Parking would be reduced from 145 to 118 spaces. South Base development plans, Tahoe Ski Bowl Way roadway extension and realignment, and environmental improvement projects including the SEZ restoration and roadway bridge will remain consistent with the original Master Plan approvals. A Conditional Permit for all South Base projects will be submitted at a future date per the Master Plan Amendment Phasing Schedule.

Amenities: In the 2024 Plan Amendment, all of the original Master Plan community benefits are threaded together, especially the slightly adjusted location of the North Base gondola itself. The updated North Base site plan includes retail and skier service spaces, the main gondola access to the mountain, seasonal amenities, and hosting areas for special events. This collection of uses includes: a gondola terminal at the axis of the Village and which will offer scenic gondola rides, a neighborhood grocery with ice cream parlor and hardware items, food and beverage offerings, an amphitheater for summer concerts and plays, seasonal ice rink, and open spaces for farmer's markets and art fairs. Recreationally, the Plan Amendment maintains commitment to five miles of on-mountain hiking trails with new trail signage, improving the existing Class I bicycle trail, bike parking per local and regional standards, e-bike charging stations, mid-mountain community pool, and fire pits. Skier services have also been enhanced to be a more prominent element of the North Base Village complementing neighboring land uses and mountain infrastructure and will further enhance skier experience at the mid mountain lodge. All community and recreational access, amenities and enhancements will support year-round resident and visitor gatherings and activities for all ages.

At the time of the original 2011 approvals, Homewood's verified uphill lift capacity was used to define the existing person at one time (PAOT) capacity assigned to HMR (1,704) by TRPA. The 2011 Master Plan does not propose to increase uphill lift capacity such that the resort would exceed its existing verified PAOT capacity of 1,704. The Proposed Plan Amendment does not propose to change or expand PAOT capacity. The Proposed Plan Amendment emulates Master

Plan expectations with replacement of aging ski lift infrastructure including the Madden chairlift with an 8-person high speed gondola as well as a replacement for the Ellis chair. In August 2023, HMR submitted an application to TRPA and Placer County to permit the Madden chairlift replacement with a high-speed gondola. This permit has not yet been approved by TRPA or Placer County. Ellis chair replacement remains part of the Master Plan Amendment and will be proposed in future phasing per the proposed Master Plan Amendment Phasing Schedule.

Environmental Improvement Commitments: Each of the Environmental Improvement Projects (EIPs), Community Enhancement Program (CEP) requirements and employee housing (13 units) commitments will remain and are in conformance with the original Master Plan approvals. Although the density for tourist and residential land uses are being reduced, HMR fully commits to the execution of all the environmental improvement projects (EIPs), CEP elements), and Alternative Transportation Plan elements analyzed and committed to in the original project approvals with the exception of the water taxi. Several of the EIP and CEP commitments have already been constructed, and or funded by HMR, demonstrating Homewood's long-term stewardship and commitment to supporting Lake Tahoe, the West Shore's environs, and improvements to public safety. A significant amount of forest and watershed health management, starting with the Homewood Fuels Reduction Project, water resources and storage and snowmaking improvements are proposed. In October 2023, following CalFire approval, HMR submitted the Homewood Fuels Reduction Project (for the North side of the mountain) to TRPA. The TRPA approved the Homewood Fuels Reduction Project and permitted the project in July 2024. HMR performed the first +-50 acres of fuel reduction in Fall 2024.

SEZ restoration and protection work is mostly complete with the Lot 3 project completing construction in the early part of 2025. Additional watershed and forest health improvements including: Homewood Creek SEZ restoration at the South Base, additional land coverage reduction and decommissioned road restoration, forest health and wildfire risk management and other environmental improvements and funding of critical infrastructure are proposed. The North Base proposal has been accepted into and will be designed under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) for Neighborhood Development Program.

Alternative Transportation Plans and Parking: An updated Parking Demand and Trip Generation Study and Parking Management Plan are provided with the Proposed Plan Amendment. Findings from these studies indicate that there will be a 16% reduction in winter daily trip generation (LSC, November 22, 2024, Table G) and 27% reduction in summer daily trip generation (LSC, November 22, 2024, Table H). Furthermore, the Proposed Plan Amendment offers an expansion of possible transportation options to the mountain via On-Demand, skier intercept and employee shuttle service, augmented by an on-demand transit service (TART Connect) newly introduced since the 2011 approvals. HMR has also confirmed expected additional capacity available with both fixed route and TART Connect service on the West Shore to help expand visitation options to the Resort to help achieve the regional goals for reduced traffic and enhanced alternative transportation programs. With respect to the elimination of the proposed water taxi included in the 2011 master plan, Placer County implemented a North Tahoe Water Shuttle after the 2011 Master Plan approvals. Low ridership, low Lake level fluctuations, high wind weather conditions challenging docking, fueling delays and rising fuel costs contributed to its discontinuation. Therefore, the water taxi is no longer proposed in this Master Plan Amendment nor is it needed to provide trip reductions. Given the additional transportation and public transit improvements, such as TART Connect micro transit, that have been implemented since the original Master Plan approvals, along with the proposed reduction in residential density and corresponding trip generation, elimination of the proposed water taxi service under the Master Plan Amendment will not result in any new or worsened transportation impacts compared to the approved 2011 Master Plan.

As documented in Table 1, the Homewood FEIR/FEIS Alternative 1A provided for 738 parking spaces at the North Base: a 272-space day use parking garage in a four-level parking structure on Lot 4 at the corner of Fawn and SR89, 56 limited surface parking spaces in two locations between Buildings A and C, and 410 underground valet parking spaces accessed from Fawn Street and a new hotel entry drive accessed from SR89. The Master Plan Amendment for the North Base,

made up of five distinct buildings (sans the gondola terminal structure), constitutes a total of 684 stalls across Lots 3, 4, 5, 6, 7, 8 and 9. Parking spaces provided on lots 3 and 9 will serve only the residents of those housing units. Lot 4 will house a 4-story, 277-space day use parking garage. In the winter, 235 of the Lot 4 garage stalls will be dedicated to day skier use with the balance for workforce housing and TBAP-required commercial and resort operations parking. An additional 165 day skier parking stalls will be available at the North Base underground garages (for a total of up to 400 spaces available for winter day skiers). The remaining parking spaces at the North Base are dedicated residential, hotel, mountain operations, and other commercial code required parking. There will be no employee parking at HMR in the peak winter ski days (anticipated approximately 10 days per ski season). Arrangements for offsite employee parking will be in place once spaces are needed to provide sufficient onsite spaces for day skiers. In the summer, Lot 4 garage will house parking for resort staff, village retail, workforce housing, summer amenities, some boat trailer and special event parking.

HMR will employ proactive on-site demand management of parking facilities including valet. All HMR employed skier and on demand shuttles and TART Connect shuttle service will park at the Fawn Street turnaround as well as some shuttle service to the hotel's porte-cochere accessed from SR 89. TART fixed route service will stop at the new Southbound bus turnout on SR 89 to be included in the Lot 4 project development and at the northbound bus stop across the street from HMR. An existing cross walk is located on SR 89 just north of Fawn Street.

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The following questionnaire will be completed by the applicant based on evidence submitted with the application. All "Yes" and "No, With Mitigation" answers will require further written comments. Use the blank boxes to add any additional information and reference the question number and letter. If more space is required for additional information, please attached separate sheets and reference the question number and letter.

For information on the status of TRPA environmental thresholds click on the links to the Threshold Dashboard.

I. Environmental Impacts

1. Land

Current and historic status of soil conservation standards can be found at the links below:

- Impervious Cover
- Stream Environment Zone

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?	☐	☐	☒	☐
b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?	☐	☒	☐	☐
c. Unstable soil conditions during or after completion of the proposal?	☐	☒	☐	☐
d. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?	☒	☐	☐	☐
e. The continuation of or increase in wind or water erosion of soils, either on or off the site?	☐	☒	☐	☐
f. Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake?	☐	☒	☐	☐
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?	☐	☐	☒	☐

Discussion

The Project involves grading, excavation, and the placement of fill material for construction of facilities, BMPs and landscaping associated with the Project. The Project includes large excavations below 5 feet in depth necessary for the foundations and underground parking. Potential environmental effects related to land capability and coverage, soils and geology, topographic alteration, seismic hazards, slope stability, and erosion potential are described in FEIR/EIS Section 14 Soils, Geology and Seismicity, certified by the TRPA Governing Board in 2011. As explained below, the Master Plan Amendment does not involve any new or worsened significant adverse effects to land (coverage, soils and geology, erosion) compared to those considered in the 2011 FEIR/EIS. The 2024 Master Plan

Amendment will result in a slight decrease in land coverage and groundwater interception effects compared to the approved Master Plan. The mitigation measures identified in the 2011 FEIR/EIS to mitigate potential effects will continue to apply under the 2024 Master Plan Amendment. There are no changed circumstances associated with the Master Plan that would result in significant adverse effects outside of the scope of those considered in the 2011 FEIR/EIS.

Question 1.a. Mitigation for addressing excess land coverage in the project area is outlined in FEIR/EIS mitigation measure GEO-3 and summarized below. As outlined in FEIR/EIS Table 14-7, the approved Project (Alternative 1A) total of 1,526,410 square feet of proposed land coverage compared to the verified existing land coverage (1,761,337 square feet) total within the project area would result in 204,521 square feet of excess land coverage. Following receipt of public comment on the FEIR/EIS, the verified existing land coverage total was reduced by approximately 34,000 square feet to 1,727,451 square feet based on a TRPA determination that one onsite roadway included in the FEIR/EIS totals was not legally existing land coverage. The change to existing verified land coverage did not change the excess land coverage calculation for Alternative 1A, as Homewood increased the proposed land coverage retirement for upper mountain roadways to match the reduction in existing verified land coverage. The amount of land coverage to remain on the upper mountain was reduced from 884,571 per Table 14-7 for Alternative 1A to 850,685 to address the removal of the approximately 34,000 square feet of verified land coverage.

Excess land coverage is a significant impact that must be mitigated pursuant to TRPA Code Section 30.6. The excess land coverage can be mitigated with permanent retirement of legally existing land coverage, or payment of an excess land coverage mitigation fee, or a combination of the two.

Consistent with totals calculated for the approved FEIR/EIS Homewood Master Plan Alternative 1A, the land coverage calculations for the 2024 Plan Amendment (Coverage Plan sheet L0.01) show total land coverage equal to 1,492,147 without inclusion of the South Base ROW area, slightly less than the 1,492,524 square feet proposed for Alternative 1A without inclusion of the South Base ROW. The South Base ROW area is the location of an existing Placer County roadway ROW (Tahoe Ski Bowl Way) and adjacent parking located partially within the Homewood Creek SEZ that will be replaced with a bridge spanning the creek as part of the Homewood Master Plan. Under both Alternative 1A and the 2024 Plan Amendment, Homewood project area land coverage would be reduced by 13% as required by the Homewood Mountain Resort CEP resolution. As documented on 2024 Plan Amendment Coverage Plan sheet L0.01, the required 13 percent reduction of existing verified land coverage (1,727,451 sf without ROW) equals 224,569 square feet of permanent land coverage retirement, and is accommodated with the 2024 plans. This obligation to restore and permanently retire existing land coverage is available for use in mitigating excess land coverage within the Project area.

The 2024 Plan Amendment (Coverage Plan sheets L0.01, L0.02, and L0.03) is consistent with the proposed land coverage reductions approved for the Project, documented in the 2011 TRPA Permit and 2014 TRPA Plan Amendment, and 2014 County Conditional Use Permit, and reported in the 2011 FEIR/EIS. Mitigation of excess land coverage (including retirement of banked or existing land coverage within the Project Area) will benefit the project area and larger Placer County West Shore planning area. As documented in the 2011 and 2014 permits, at a minimum, excess land coverage will be mitigated with restoration of and permanent retirement of 222,000 square feet of existing land coverage within the Homewood project area. The final requirements for excess land coverage mitigation will be calculated in accordance with TRPA Code Subsection 30.6 as a condition of development permits for each phase of the master plan.

Question 1.d. Excavation depths studied for the 2024 Plan Amendment are consistent with, and in some cases, lessened compared to excavation proposed under the approved 2011 Project. Excavation depths were approved by TRPA staff as part of the approval of Alternative 1A (FEIR/EIS Appendix D-4) and allow excavation depths between 5

and 32 feet. As summarized in the May 8, 2024 report from NV5 and shown in plan sheet 13B, North Base maximum proposed excavation depths for the 2024 Plan Amendment are consistent with 2011 Project approvals. Analysis prepared for Water Quality below (Question 3.f and 3.g) documents how the 2024 Plan Amendment improves potential impacts to groundwater compared to the 2011 Project. Requirements outlined in TRPA Code Section 33.3.6.A.2.I (Excavation Limitations – Groundwater Interception) protect soil and native geologic substructures by ensuring that intercepted groundwater is properly treated and rerouted into the groundwater flow nearby within the project area.

Question 1.g. The project area is located in International Building Code (IBC) Seismic Hazard Zone III. An appropriate level of engineering mandated by Placer County Building Codes for Zone III areas governs project design and construction for the Project. Adherence to the IBC design requirements adopted and amended locally for Placer County will minimize the potential effects of seismic hazards on future visitors. With construction of modern seismically reinforced buildings, the approved 2011 Project and 2024 Plan Amendment will reduce, but cannot completely eliminate, the adverse effects that could result from a significant seismic event. In addition, construction and operation of new residential, commercial and recreational facilities in the Project area's wildland-urban interface (WUI) setting would increase the exposure of people and structures to the risk of wildfires. In the event of facility failure or wildfire, personnel and visitors will need to be evacuated from the project area and possibly the Lake Tahoe Basin. As such, mitigation in the form of an emergency response plan is provided (PS-1 NTFPD Design Approval and Annexation and PS-2 Ensure Emergency Access During Construction and Operation) to reduce the impact to a level of less than significant.

2. Air Quality

Current and historic status of air quality standards can be found at the links below:

- Carbon Monoxide (CO)
- Nitrate Deposition
- Ozone (O3)
- Regional Visibility
- Respirable and Fine Particulate Matter
- Sub-Regional Visibility

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Substantial air pollutant emissions?	☐	☐	☒	☐
b. Deterioration of ambient (existing) air quality?	☐	☐	☒	☐
c. The creation of objectionable odors?	☐	☒	☐	☐
d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	☐	☒	☐	☐
e. Increased use of diesel fuel?	☐	☒	☐	☐

Discussion

Potential environmental effects related to air quality are described in FEIR/EIS Section 12 Air Quality, certified by the TRPA Governing Board in 2011. As explained below, the Master Plan Amendment does not involve any new or worsened significant adverse effects to air quality compared to those considered in the 2011 FEIR/EIS. The mitigation measures identified in the 2011 FEIR/EIS to mitigate potential effects will continue to apply under the 2024 Master Plan Amendment. There are no changed circumstances associated with the Master Plan or new information of substantial importance that would result in significant adverse effects outside of the scope of those considered in the 2011 FEIR/EIS.

Questions 2.a and 2.b. Project construction will involve temporary emissions from construction equipment and vehicle trips associated with construction personnel, and the generation of fugitive dust, both contributing pollutants to the air basin. An assessment of short-term (i.e., construction) air quality impacts and long-term (i.e., operational) regional air pollutant emissions, including mobile, stationary, and area source emissions was performed for the FEIR/EIS.

The analysis discusses the potential for exceedance of Placer County Air Pollution Control District (PCAPCD) standards (e.g., PM10) during construction and includes mitigation measure AQ-1 with a list of PCAPCD recommended measures to reduce pollutant emissions during construction. Given the similarities of the Alternative 1A and 2024 Plan Amendment design in terms of land coverage and building size and massing, the construction emissions would be similar to those calculated in the FEIR/EIS. No additional mitigation measures are required.

The analysis also discusses long-term operational impacts that occur from the replacement of existing ski resort facilities (e.g., surface parking, lodge and skier support facilities) with land uses that include residential, tourist, commercial and integrated skier support services. As demonstrated in the FEIR/EIS analysis, modeling indicates that Alternative 1A would not generate emissions in excess of PCAPCD's mass emissions thresholds, though future residents or operators could install wood burning appliances that generate substantial emissions. Further, the approved Project would result in increased VMT compared to baseline and No Project conditions. Mitigation measures AQ-2a (Contribute to the TRPA Traffic and Air Quality Mitigation Program – now called VMT Mobility Mitigation Fee) and AQ-2b (Prohibit Installation of Wood-Burning Appliances) were included to ensure that the development pay its fair share of air quality mitigation fees for increased VMT and prohibit the future installation of wood-burning appliances.

As documented in the Transportation and Circulation analysis (Section 13), trip generation for the 2024 Plan Amendment would be lessened compared to estimates for the adopted Project (Alternative 1A). The Trip Generation study prepared by LSC Transportation Consultants (November 22, 2024) documents (Tables G and H) a net reduction in anticipated daily vehicle trips during both winter (351 trips) and summer (392 trips) operations compared to the FEIR/EIS estimates for buildout of Alternative 1A. Vehicle Miles Traveled (VMT) was also evaluated by LSC in accordance with the current TRPA Project Impact Assessment (PIA) Guidelines (August 26, 2024). The project area is located in PIA Zone 61. The PIA zone average trip length is 9.03 miles. Multiplying this trip length by the number of daily trips yields daily VMT, as shown in LSC Table N. In both the summer and winter the 2024 Master Plan Amendment results in a reduction of VMT in comparison with the 2011 FEIR/EIS Alternative 1A. As the variation in daily trip generation throughout the year would be the same for both the 2024 Master Plan Amendment and the 2011 FEIR/EIR Alternative 1A, it can also be concluded that the VMT for the 2024 Plan Amendment would be reduced on an annual average daily basis compared to the 2011 Project.

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3. Water Quality

Current and historic status of water quality standards can be found at the links below:

- Aquatic Invasive Species
- Deep Water (Pelagic) Lake Tahoe
- Groundwater
- Nearshore (Littoral) Lake Tahoe
- Other Lakes
- Surface Runoff
- Tributaries
- Load Reductions

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Changes in currents, or the course or direction of water movements?	☐	☒	☐	☐
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site?	☐	☐	☒	☐
c. Alterations to the course or flow of 100-yearflood waters?	☐	☐	☒	☐
d. Change in the amount of surface water in any water body?	☐	☒	☐	☐
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	☐	☐	☒	☐
f. Alteration of the direction or rate of flow of ground water?	☐	☐	☒	☐
g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	☐	☐	☒	☐
h. Substantial reduction in the amount of water otherwise available for public water supplies?	☐	☒	☐	☐
i. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?	☐	☒	☐	☐
j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?	☐	☒	☐	☐
k. Is the project located within 600 feet of a drinking water source?	☐	☒	☐	☐

Discussion

Impacts to water quality that may result from construction and the introduction of permanent facilities are discussed in the FEIR/EIS. The impacts that may result to hydrology and water quality involve the creation of storm

water runoff from impervious surfaces associated with the Project and the excavation and fill to prepare the site for redevelopment. Potential environmental effects related to water quality are described in FEIR/EIS Section 15 Hydrology, Water Rights, Surface Water Quality and Groundwater, certified by the TRPA Governing Board in 2011. As explained below, the Master Plan Amendment does not involve any new or worsened significant adverse effects to water quality compared to those considered in the 2011 FEIR/EIS. The mitigation measures identified in the 2011 FEIR/EIS to mitigate potential effects will continue to apply under the 2024 Master Plan Amendment. There are no changed circumstances associated with the Master Plan or new information of substantial importance that would result in significant adverse effects outside of the scope of those considered in the 2011 FEIR/EIS.

Questions 3.b and 3.e. Effectiveness of proposed Best Management Practices (BMPs) on water quality are addressed. BMPs, standard practices incorporated into the Project, and recommended mitigation measures are proposed to address the potential short- and long-term impacts to hydrology and water quality. The FEIR/EIS addresses the need for long-term water quality monitoring to ensure treatment levels are met and maintained.

Proposed storm water management consists of collection systems, infiltration and detention basins, drop inlets, pre-treatment vaults, underground infiltration vaults and underground piping to intercept runoff generated in the project area. The Project will also incorporate low impact development (LID) strategies and together the combined stormwater treatment systems for the North and South Base areas will provide onsite capacity to capture runoff from 116 to 292 percent over the capacity required for the 20-year, one-hour storm event (see FEIR/EIS Table 15-9A), exceeding the standards required by TRPA Code. Further, as required for earning additional height under TRPA Code Section 37.5.9.C.6, “the project shall retain and treat up to the 50-year, 1-hour storm utilizing on-site and offsite systems incorporating best available technologies”.

As documented in FEIR/EIS Section 15 (starting on page 15-61) the Project proposes a stormwater treatment “train”, detailed in Figure 15-10, for the North and South Base areas. Runoff will be conveyed to a bioretention area prior to a stormwater drop inlet where grades permit or directly to stormwater drop inlets to be routed via stormdrain pipe. Once infiltrated or conveyed to the underground system, runoff will enter a Contech Vortech® treatment vault for coarse sediment and hydrocarbon removal and then be routed to a Contech Stormfilter® for secondary treatment and fine sediment removal down to 15 microns. After exiting the secondary treatment facility, the stormwater enters the underground infiltration gallery for infiltration and soil treatment.

The CEP Resolution also requires reductions in existing land coverage equal to a minimum of 13 percent and reductions in existing sediment loading. Reductions in land coverage are expected to result in reductions in sediment loading. Sediment loading was modeled for the North Base, South Base and Mid-Mountain areas and for Tahoe Ski Bowl Way (redevelopment areas). FEIR/EIS Table 15-7 summarizes the annual total sediment load modeled for the Project redevelopment areas under wet WYs 1995 and 2006 and dry WYs 1994 and 2003 precipitation regimes. The focus of the comparison is between the Project SWMP and the 20-year BMP SWMP, with the Project SWMP representing what is proposed under the approved Project and the 20-year BMP SWMP representing what is required under current TRPA Code of Ordinances. FEIR/EIS Table 15-8 compares annual sediment loads between the 20-year BMP SWMP and the Project SWMP. Annual total sediment leaving the project area is connected to the amount of stormwater runoff leaving the Project area each year. The Project SWMP will capture more of the stormwater volume and thus more of the annual total sediment load as shown as the percent decreases in Table 15-8. The 2024 Plan Amendment does not increase land coverage totals or change the proposed stormwater treatment “train” identified for the Project in the FEIR/EIS and would therefore achieve the same benefits to sediment reduction and water quality.

As described above, the Plan Amendment would not alter the water quality treatment system related to discharge to surface and groundwater or water quality protection. The FEIR/EIS analysis completed for the HMR Master Plan indicates that restoration of upper mountain land coverage and implementation of base area redevelopment would

create a reduction in pollutant loading, therefore, the Project would have a beneficial impact to water quality and achievement of Placer County total maximum daily load (TMDL) targets. To date, HMR restored over 600,000 sf of land coverage throughout the HMR Project Area which must be verified by TRPA to ensure compliance with restoration requirements.

Questions 3.c and 3.e. With the exception of Homewood Creek that passes under Tahoe Ski Bowl Way in the South Base area, there are no active stream channels identified within the project area that will be impacted as a result of project construction or implementation. As part of proposed redevelopment of the South Base Area, the approved Project would implement the Homewood Creek SEZ Restoration Project, providing a benefit to the existing condition by removing existing culverts and fill, daylighting the Ellis/Homewood Creek channel, reducing land coverage by approximately 900 square feet (FEIS Table 14-6) and replacing the existing culverts with a bridge span and new roadway alignment. No changes to this enhancement project are included in the 2024 Plan Amendment. The Project area is not associated with flooding hazards, nor would it create flood conditions off-site.

Questions 3.f and 3.g. Proposed North and South Base below ground parking plans require excavation that would intercept groundwater. The approved Project (Alternative 1A) includes maximum excavation depths of 32 feet below ground surface at the North Base and 21 feet at the South Base. As reported in FEIR/EIS Section 15 (starting on page 15-111) groundwater interception could occur over a distance of 878 feet along the western retaining wall of the proposed underground parking structure. The maximum depth of excavation would be approximately 17 feet below seasonal high groundwater levels measured in this area. At the South Base, interception could occur along 100 feet of the northwestern retaining wall of the South Building parking structure and along 110 feet of the southwestern retaining wall of the South Building parking structure. The maximum depth of excavation could be from 4 to 13 feet below seasonal high groundwater levels measured in this area. To mitigate the impact, the FEIR/EIS included mitigation measures (e.g., Hydro 2a – TRPA Soils Hydrological Approval Conditions, Hydro-2b – Submit Final Drainage Report, Hydro-3a – Implement Operation Dewatering Plan/Engineered Groundwater Mitigations, and Hydro-3 – Inspection, Maintenance and Monitoring of Groundwater Infiltration Systems) to require groundwater reinjection galleries within the Project area that would ensure that no intercepted groundwater leaves the site as surface flows. Preliminary calculations prepared for the FEIR/EIS documented that groundwater reinjection galleries could be designed and constructed onsite to collect and reinject the groundwater within the Project site. Note that the groundwater reinjection galleries are separate and distinct systems from the proposed stormwater treatment systems required to treat the 20-year, one-hour storm event.

Homewood engaged NV5 (formerly Holdrege & Kull) to prepare a report (May 8, 2024) to compare surface drainage and groundwater flow based on the adopted Project and the 2024 Plan Amendment for the North Base area. Following a review of the approved Project plans and the proposed 2024 Plan Amendment improvements (plan sheets 13A, 13B and 13C), the report offers the following conclusions that the 2024 Plan Amendment is consistent with environmental analysis prepared for the 2011 Project:

- In general, a larger structure with one continuous cut will disrupt groundwater patterns more than smaller, separate structures with shorter cuts. The parking garage in the 2011 Master Plan would have disrupted groundwater flow across a large portion of Lot 5 and 6. The 2024 plan consists of separate structures on Lot 5 and 6 with approximately 170 LF of undeveloped space between and around the structures, as compared with the 2011 Master Plan. Sheets 13A.1 and 13B prepared by Olson Kundig illustrate these differences. This approach allows groundwater to flow around the Lot 5 and 6 structures separately, and naturally through the corridor between the buildings. Smaller, separate building structures allow pathways for groundwater to flow through, which is not possible when a single cut intersects the majority of the project area.

- The maximum cut for the 2011 Master Plan and the proposed 2024 plan is approximately the same depth (32 feet), therefore the depth of intercepted groundwater is approximately equal for the two plans. The 2011 Master Plan proposed its deepest cut to essentially span the entire building, intercepting groundwater at that location. The 2024 plan proposes foundations that step down to follow existing topography. Groundwater will be intercepted and collected at the first cut it encounters that extends below the groundwater surface and into the underlying bedrock, regardless of where this occurs. The volume of groundwater collected is not dependent on the location of the cut. Sheet 13B prepared by Olson Kundig provides section cuts for the 2011 and 2024 plans, illustrating the differences in foundations described above.
- Per TRPA and Lahontan requirements, all groundwater that is intercepted and collected from structures must be reinfiltrated on site. Groundwater infiltration facilities were included on the 2011 plans and will be included on the 2024 plans. In accordance with EIR Mitigation Measure HYDRO-3b and the approved Soils/Hydrologic Report, groundwater will be infiltrated on site and monitored for water quality.
- Discharging intercepted groundwater to a greater number of small infiltration facilities rather than a smaller number of large facilities will help return the groundwater level across the site to natural conditions at a quicker rate. A greater number of infiltration facilities also allows groundwater to be reinfiltrated closer to where it was intercepted, which helps reduce the disruption to groundwater flow patterns. Discharging surface drainage to numerous small infiltration facilities rather than a few large facilities will help reduce the peak flow into each facility, reducing the potential for inundation and overflow of any one facility.
- Based on the above conclusions, the proposed 2024 Plan is consistent with the intent of and an improvement to the 2011 Master Plan concerning groundwater flow around the planned structures. The 2024 Project Plan is designed to protect water quality similar to the 2011 Project Plan and the 2024 Plan will help maintain the natural groundwater flow pattern at the project site as compared with the 2011 Master Plan.

4. Vegetation

Current and historic status of vegetation preservation standards can be found at the links below:

- Common Vegetation
- Late Seral/Old Growth Ecosystems
- Sensitive Plants
- Uncommon Plant Communities

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?	☐	☒	☐	☐
b. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?	☐	☒	☐	☐

c.	Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?	☐	☒	☐	☐
d.	Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora, and aquatic plants)?	☐	☒	☐	☐
e.	Reduction of the numbers of any unique, rare, or endangered species of plants?	☐	☒	☐	☐
f.	Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?	☐	☐	☒	☐
g.	Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications?	☐	☐	☒	☐
h.	A change in the natural functioning of an old growth ecosystem?	☐	☒	☐	☐

Discussion

The Project will result in minimal impacts to vegetation due to the existing developed nature of the project area. As documented in the FEIR/EIS, (page 8-65), Catherine Schnurrenberger performed a botanical field reconnaissance for construction areas in early August 2007 (Botanical Field Reconnaissance Report, 2007). No special-status plant species were observed during the survey in the Project area. Potential environmental effects related to vegetation are described in FEIR/EIS Section 8 Biological Resources, certified by the TRPA Governing Board in 2011. As explained below, the Master Plan Amendment does not involve any new or worsened significant adverse effects to vegetation compared to those considered in the 2011 FEIR/EIS. The mitigation measures identified in the 2011 FEIR/EIS to mitigate potential effects will continue to apply under the 2024 Master Plan Amendment. There are no changed circumstances associated with the Master Plan or new information of substantial importance that would result in significant adverse effects outside of the scope of those considered in the 2011 FEIR/EIS.

Questions 4.f and 4.g. The FEIR/EIS evaluates the potential direct, indirect and cumulative effects of the Project on: 1) existing vegetation communities; 2) common and ecologically significant vegetation; 3) sensitive wetland and stream environment zone habitats; and 4) special-status plant species, including TRPA Special Interest Species. Mitigation measures were identified for potentially significant impacts associated with Master Plan buildout. Measures include: BIO-5a - SEZ restoration planning for Homewood Creek associated with the removal of existing fill from the South Base creek channel (3.f); BIO-6a - noxious/invasive weed assessment and eradication; BIO-6b - pre-construction surveys for sensitive plants; BIO-9 – Landscape/Revegetation Plan and Fertilizer Management Plan; and BIO-10 - preparation of a forest and tree protection plan (3.g). Each of the required mitigation measures would also apply to development under the 2024 Plan Amendment. Implementing BIO-10, HMR submitted to TRPA a Forest Fuels Reduction Plan permit submittal in October 2023. The application was approved at the June 2024 TRPA Governing Board hearing with work currently in progress. Implementation of this effort will improve overall forest health and help the region manage wildfire spread and risk to public safety.

As documented in plan sheet L1-01 (Tree Protection and Removal), the Plan Amendment would not alter FEIR/EIS conclusions concerning total tree removal, nor would it require any additional mitigation. The 2024 Plan Amendment increases tree removal in the North Base area compared to the 2011 Project, but reduces tree removal elsewhere in the project area, and includes adequate tree replacement in the North Base as documented in Plan sheet L8-01.

5. Wildlife

Current and historic status of special interest species standards can be found at the links below:

- Special Interest Species

Current and historic status of the fisheries standards can be found at the links below:

- Instream Flow
- Lake Habitat
- Stream Habitat

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)?	☐	☐	☒	☐
b. Reduction of the number of any unique, rare or endangered species of animals?	☐	☒	☐	☐
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	☐	☐	☒	☐
d. Deterioration of existing fish or wildlife habitat quantity or quality?	☐	☒	☐	☐

Discussion

The Project will result in minimal impacts to wildlife due to the existing developed nature of the project area. As documented in the FEIR/EIS (page 8-54), forest carnivore surveys did not reveal the presence of either California wolverine or Sierra Nevada red fox during the survey in 2007 by Wildlife Resource Consultants. Sierra Nevada yellow-legged frogs were not detected during amphibian surveys within the Project area (Wildlife Resource Consultants 2007). In summary, no special-status wildlife species were observed in the Project area. Potential environmental effects related to wildlife are described in FEIR/EIS Section 8 Biological Resources, certified by the TRPA Governing Board in 2011. As explained below, the Master Plan Amendment does not involve any new or worsened significant adverse effects to wildlife compared to those considered in the 2011 FEIR/EIS. The mitigation measures identified in the 2011 FEIR/EIS to mitigate potential effects will continue to apply under the 2024 Master Plan Amendment. There are no changed circumstances associated with the Master Plan or new information of substantial importance that would result in significant adverse effects outside of the scope of those considered in the 2011 FEIR/EIS.

Questions 5.a and 5.c. The FEIR/EIS evaluates the potential direct, indirect and cumulative effects of the Project on: 1) existing wildlife habitats, and aquatic resources; 2) common and ecologically significant wildlife and aquatic resources; and 3) special-status wildlife and aquatic species, including TRPA Special Interest Species. The relationship of Project effects to TRPA thresholds for wildlife and fisheries is also evaluated. Mitigation measures were identified for potentially significant impacts associated with Master Plan buildout. Measures include: BIO-2 - active raptor, migratory bird nest site, wildlife nursery/den site; BIO-4a - bat roost protection program; BIO-5a - SEZ restoration plan for Homewood Creek; and BIO-3 - fish passage protection and enhancement (related to removal of fill within Homewood Creek channel at the

South Base). Each of the required mitigation measures would also apply to development under the 2024 Plan Amendment. The Plan Amendment would not alter the conclusions of the FEIR/EIS, nor would it require any additional mitigation.

6. Noise

Current and historic status of the noise standards can be found at the links below:

- Cumulative Noise Events
- Single Noise Events

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Area Plan, Plan Area Statement, Community Plan or Master Plan?	☐	☐	☒	☐
b. Exposure of people to severe noise levels?	☐	☐	☒	☐
c. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?	☐	☒	☐	☐
d. The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?	☐	☒	☐	☐
e. The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?	☐	☒	☐	☐
f. Exposure of existing structures to levels of ground vibration that could result in structural damage?	☐	☒	☐	☐

Discussion

Short-term (e.g., construction) and long-term (e.g., traffic and building equipment) noise impacts, relative to sensitive receptors and their potential exposure are assessed and compared with current TRPA, Placer County and Federal noise standards in the FEIR/EIS. Potential environmental effects related to noise are described in FEIR/EIS Section 13 Noise, certified by the TRPA Governing Board in 2011. As explained below, the Master Plan Amendment does not involve any new or worsened significant adverse effects to noise compared to those considered in the 2011 FEIR/EIS. The mitigation measures identified in the 2011 FEIR/EIS to mitigate potential effects will continue to apply under the 2024 Master Plan Amendment. There are no changed circumstances associated with the Master Plan or new information of substantial importance that would result in significant adverse effects outside of the scope of those considered in the 2011 FEIR/EIS.

Questions 6.a and 6.b. Noise levels and vibration of specific construction equipment are determined and resultant noise levels at nearby receptors (at given distances from the source) are calculated in the FEIR/EIS. Standard practices to reduce and regulate noise impacts are incorporated into the Project's mitigation and monitoring program. Mitigation measures NOI-1 (a – reduce airblast and vibration from blasting, b – inspect buildings before blasting and c – noise-reducing construction practices) address short-term construction noise.

Mitigation measures NOI-2 (Noise-reducing traffic practices) and NOI-3 (a – meet interior noise standards in new residences, b – control stationary source noise to meet CNEL standards, and c – reduce existing snow making noise levels to meet CNEL standards) address consistency with noise standards contained in the TRPA Code and Placer County Tahoe Basin Area Plan.

The Project Amendment would not alter the conclusions of the FEIR/EIS, nor require any additional mitigation.

7. Light and Glare

Will the proposal:

		Yes	No	No, with mitigation	Data insufficient
a.	Include new or modified sources of exterior lighting?	☐	☐	☒	☐
b.	Create new illumination which is more substantial than other lighting, if any, within the surrounding area?	☐	☒	☐	☐
c.	Cause light from exterior sources to be cast off -site or onto public lands?	☐	☒	☐	☐
d.	Create new sources of glare through the siting of the improvements or through the use of reflective materials?	☐	☒	☐	☐

Discussion

The FEIR/EIS disclosed that the Project would use high efficiency, low reflective windows to reduce glare onsite. In addition, landscaping trees and architectural elements such as balconies, overhangs and shutters would reduce the overall presence and glare caused by windows. To reduce the potential for increased glare, the Project utilizes setbacks and variations in the upper floor plan of most buildings, as well as overhangs and other architectural details to reduce reflectivity. Potential environmental effects related to light and glare are described in FEIR/EIS Section 10 Scenic Resources, certified by the TRPA Governing Board in 2011. As explained below, the Master Plan Amendment does not involve any new or worsened significant adverse effects to light and glare compared to those considered in the 2011 FEIR/EIS. The existing TRPA and County regulations/standard conditions of approval identified in the 2011 FEIR/EIS to mitigate potential effects will continue to apply under the 2024 Master Plan Amendment. There are no changed circumstances associated with the Master Plan or new information of substantial importance that would result in significant adverse effects outside of the scope of those considered in the 2011 FEIR/EIS.

Question 7.a. Lighting fixtures will add glare and affect night time views in the area. Although lighting currently exists on the site, the amount of lighting will increase under the Project. Lighting will be located on the structures for safety and will be located at building entrance and exit locations, along the vehicle circulation routes, at parking lot entrances and within the pedestrian village. The increased number of units and facilities will increase the amount of light emitted within the project area. The project complies with existing County and TRPA ordinances to avoid impact to offsite properties from new light fixtures included on proposed structures.

Use of multistory landscaping, particularly multi-story trees and the preservation of existing tall trees within and surrounding the Homewood building sites will help to reduce the offsite impacts of increased night lighting. While light sources will increase within the project area under the Project, the potential effects of increased night lighting

will be sufficiently reduced by complying with TRPA exterior lighting standards and design guidelines and other Placer County Tahoe Basin Area Plan policies.

The Project Amendment would not alter the conclusions of the FEIR/EIS, nor require any additional mitigation.

8. Land Use

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Include uses which are not listed as permissible uses in the applicable Area Plan, Plan Area Statement, adopted Community Plan, or Master Plan?	☐	☒	☐	☐
b. Expand or intensify an existing non-conforming use?	☐	☒	☐	☐

Discussion

The 2011 Project approval required changes to the boundaries and content of County and TRPA Plan Areas 157, 158, and 159, because some proposed land uses were not permitted in Plan Area 157, but were permitted in Plan Area 159. Expanding the tourist plan area (159) boundary to include these land uses places the appropriate mix of land uses with the Plan Area that regulates such uses. As documented in FEIR/EIS Chapter 3, the 2011 Project expanded the boundary of Plan Areas 158 (South Base) and 159 (North Base) to encompass the base area development plans, reducing the size of the recreational Plan Area 157. Following Homewood Master Plan adoption, the County adopted the 2017 Tahoe Basin Area Plan (TBAP) which references the Homewood Master Plan to document permissible land uses. The 2024 HMR Master Plan Amendment makes no changes to lots 12 and 13 (which are owned by others), located between the north and south base areas.

Potential environmental effects related to land use are described in FEIR/EIS Section 6 Land Use, certified by the TRPA Governing Board in 2011. As explained below, the Master Plan Amendment does not involve any new or worsened significant adverse effects to land use compared to those considered in the 2011 FEIR/EIS. There are no changed circumstances associated with the Master Plan or new information of substantial importance that would result in significant adverse effects outside of the scope of those considered in the 2011 FEIR/EIS.

Land use impacts include changes to onsite uses, land use compatibility, and community character. Land use compatibility issues with the surrounding neighborhood are studied in the FEIR/EIS. The FEIR/EIS addresses the Project's consistency with applicable TRPA (e.g., Code of Ordinances, Goals and Policies, Community Plans, and Community Enhancement Program Guidelines adopted by the TRPA Governing Board) and Placer County planning guidelines and concludes that no significant impacts would result.

The 2024 Plan Amendment does not propose changes to the permissible uses in the TBAP. The Project Amendment would not alter the conclusions of the FEIR/EIS, nor require any additional mitigation.

9. Natural Resources

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. A substantial increase in the rate of use of any natural resources?	☐	☒	☐	☐
b. Substantial depletion of any non-renewable natural resource?	☐	☒	☐	☐

Discussion

No natural resources impacts were identified in the FEIR/EIS and the Plan Amendments do not change the findings.

10. Risk of Upset

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions?	☐	☒	☐	☐
b. Involve possible interference with an emergency evacuation plan?	☐	☐	☒	☐

Discussion

As documented in the FEIR/EIS (Chapter 17 Hazardous Materials and Public Safety), the Project Applicant, builders, contractors, business owners, and others would be required to use, store, and transport hazardous materials in compliance with local, State, and federal regulations during construction and operation. There are no existing or proposed schools located within 0.25 mile of the Project area. Compliance with mandatory State and federal standards for the transport and use of hazardous materials will reduce potential hazardous materials impacts to less than significant. Potential environmental effects related to risk of upset (e.g., hazardous materials and emergency evacuation) are described in FEIR/EIS Section 17 Hazardous Materials and Public Safety, certified by the TRPA Governing Board in 2011. As explained below, the Master Plan Amendment does not involve any new or worsened significant adverse effects to hazards or emergency evacuation compared to those considered in the 2011 FEIR/EIS. The mitigation measures identified in the 2011 FEIR/EIS to mitigate potential effects will continue to apply under the 2024 Master Plan Amendment. There are no changed circumstances associated with the Master Plan or new information of substantial importance that would result in significant adverse effects outside of the scope of those considered in the 2011 FEIR/EIS.

Question 10.b. Wildfire is an existing threat to any development within the Lake Tahoe region. In the event of emergency conditions, personnel and visitors will need to be evacuated from the project area and possibly the Lake Tahoe Basin. Mitigation to reduce interference with emergency response/evacuation plans and ensure emergency access during construction and operations (Measure PS-2) is included in the FEIR/EIS to reduce the impact to a level of less than significant. Since adoption of the Homewood Master Plan, Placer County has adopted the Tahoe Basin Area Plan (TBAP). Natural Hazard policy NH-P-6 states “All new development projects within the Plan area shall

prepare and implement an emergency preparedness and evacuation plan consistent with Government Code Section 65302 (g) (protection from unreasonable risks associated with the effects of seismic, geologic, or flooding events or wildland fires, etc.) and in the furtherance of the Placer Operation Area East Side Emergency Evacuation Plan (Update 2015)."

The Project Revision would not alter the conclusions of the FEIR/EIS, nor require any additional mitigation.

11. Population

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Alter the location, distribution, density, or growth rate of the human population planned for the Region?	☐	☒	☐	☐
b. Include or result in the temporary or permanent displacement of residents?	☐	☒	☐	☐

Discussion

No population impacts were identified in the FEIR/EIS and the Plan Amendments do not change the findings.

12. Housing

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Affect existing housing, or create a demand for additional housing?				
To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions:				
1. Will the proposal decrease the amount of housing in the Tahoe Region?	☐	☒	☐	☐
2. Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households?	☐	☐	☒	☐

Discussion

Potential environmental effects related to housing are described in FEIR/EIS Section 7 Population, Employment, and Housing, certified by the TRPA Governing Board in 2011. As explained below, the Master Plan Amendment does not involve any new or worsened significant adverse effects to housing compared to those considered in the 2011 FEIR/EIS. The mitigation measures identified in the 2011 FEIR/EIS to mitigate potential effects will continue to apply

under the 2024 Master Plan Amendment. There are no changed circumstances associated with the Master Plan or new information of substantial importance that would result in significant adverse effects outside of the scope of those considered in the 2011 FEIR/EIS.

Question 12.a.1. No existing housing is removed as a result of Master Plan implementation.

Question 12.a.2. To ensure that the Master Plan does not decrease housing for low income households, Homewood agreed to provide employee/workforce housing solutions for half of new full time equivalent employees generated in excess of those served by the 13 on-site workforce housing units (FEIR/EIS Chapter 7 – Population, Employment and Housing). Mitigation measure PEH-1 (Development Homewood Employee/Workforce Housing Plan) is included in the FEIR/EIS to ensure that Homewood meets the requirements of Placer County Housing Element Policies to provide for workforce housing and reduce the impact to a level of less than significant.

The Plan Amendment continues to provide 13 workforce housing units (2 bedroom units) constructed as part of the proposed parking structure (Lot 4) and maintains the FEIR/EIS requirements for preparation of an employee/workforce housing plan. The details of the employee housing plan will be coordinated with TRPA and Placer County Community Development Department staff to meet the requirements of Placer County housing policies for new workforce. The Project Amendment would not alter the conclusions of the FEIR/EIS, nor require any additional mitigation.

In August 2022, HMR developed and executed an Employee Housing Plan as a Condition of Approval for the Lot 3 development permit. In consideration of the Master Plan Amendment, an updated Employee Housing Plan will be developed with Placer County as lead agency and will reflect the newly updated Master Plan Phasing Schedule. Consistent with the original Master Plan approvals, HMR proposes 13 onsite employee housing units at the North Base Lot 4 parking structure. Each unit will have two bedrooms accommodating up to four full time equivalent employees (FTEs) in each apartment (52 FTEs).

With the 2022 acquisition of the Tahoma Meadows Cottages, HMR has provided additional employee housing opportunities that will help achieve their requirements for the first phase of the Master Plan implementation. This facility houses 16 units (25-30 FTEs) and has helped HMR provide housing opportunities for each of the 68 existing FTEs.

13. Transportation / Circulation

Will the proposal result in:

		Yes	No	No, with mitigation	Data insufficient
a.	Generation of 650 or more new average daily Vehicle Miles Travelled?	☐	☐	☒	☐
b.	Changes to existing parking facilities, or demand for new parking?	☐	☐	☒	☐
c.	Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?	☐	☒	☐	☐
d.	Alterations to present patterns of circulation or movement of people and/or goods?	☐	☒	☐	☐

e.	Alterations to waterborne, rail or air traffic?	☐	☒	☐	☐
f.	Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	☐	☒	☐	☐

Discussion

Potential environmental effects related to transportation and circulation are described in FEIR/EIS Section 11 Transportation, Parking and Circulation, certified by the TRPA Governing Board in 2011. As explained below, the Master Plan Amendment does not involve any new or worsened significant adverse effects to traffic and circulation compared to those considered in the 2011 FEIR/EIS. The mitigation measures identified in the 2011 FEIR/EIS to mitigate potential effects will continue to apply under the 2024 Master Plan Amendment, given that the proposed amendment results in a reduction of comparable daily vehicle trips in both winter and summer. There are no changed circumstances associated with the Master Plan or new information of substantial importance that would result in significant adverse effects outside of the scope of those considered in the 2011 FEIR/EIS.

Questions 13.a and 13.b. The FEIR/EIS analysis discusses potential transportation benefits (e.g., winter time trip reductions, improvements to transit, improvements to pedestrian and bicycle facilities) that may result from project implementation as well as potential impacts. A new trip generation and parking demand analysis (LSC, November 22, 2024) has been prepared to compare the 2024 Plan Amendment to the existing conditions and predicted conditions for the approved Project provided in the 2011 FEIR/EIS. Construction of the Project will generate short-term, construction-related traffic. Long-term traffic generated by the Project is analyzed because of changes to the current winter only uses at the project area (e.g., replacing winter only ski resort facilities with a year round mixed use project). The FEIR/EIS transportation analysis includes identification of major roadways and intersections that may be affected by the Project, traffic volumes on those roadways, and potential neighborhood effects from changes to public roadway right of way (South Base) within the project area. In addition, the analysis discusses the project's ability to meet the generated parking demand and the adequacy of the onsite parking supply.

As documented in the FEIR/EIS (Impact TRANS-1 on page 11-63) for winter operations, when compared to the existing approved uses (2011 No Project Alternative) within the project area (using trip rates to model operations), the approved 2011 Project would reduce net daily project trip generation by approximately 337 trips and VMT by approximately 1,266. The Project will decrease winter vehicle trips and VMT primarily due to a predicted reduction in day use skiers – instead replacing a majority of day use ski visits with Homewood Resort residents or overnight visitors to the onsite lodging accommodations. The existing Homewood site consists of a winter day-use ski resort and complimentary skier services buildings such as a rental and repair shop, food service, and ticket sales.

When compared to the existing approved uses (2011 No Project Alternative) within the project area, the approved 2011 Project would increase net daily project trip generation by approximately 1,456 trips and VMT by approximately 8,396 during summer operations. The 2011 Project will increase summer vehicle trips and VMT because the existing resort does not operate regularly during summer month, only special events.

To help offset the new vehicle trips and VMT, the approved 2011 Project includes a bus turnout along southbound SR 89, a shuttle/drop-off area along Fawn Street and an Alternative Transportation Plan (FEIR/EIS Section 3.5.20, page 3-44), that includes extension of the west shore bike trail to the north base area, , employee shuttle services, car- and bike-share services onsite, a shuttle for guests, and other alternative transit amenities (e.g., summer water taxi service). Additional transportation strategies include: accommodate boat trailer parking during the summer at

day skier parking facilities; day skier parking control (e.g., limit ticket sales so that parking does not exceed onsite supply); and Transportation Information Exchange (e.g., provide information on Tahoe City electronic sign board to notify day skiers when ski resort is at capacity). A parking reservation system is now included in the 2024 Master Plan Amendment to control the number of vehicles that will arrive on peak winter ski days – day skier traffic will therefore be limited on peak days by parking availability through the reservation system. The 2024 Plan Amendment also proposes to eliminate the summer water taxi included in the adopted 2011 Master Plan. Placer County implemented a North Tahoe Water Shuttle after the 2011 Master Plan approvals. Low ridership, low Lake level fluctuations, high wind weather conditions that made for challenging docking, fueling delays and rising fuel costs contributed to its discontinuation. However, given the additional transportation and public transit improvements available since the 2011 Master Plan adoption, such as the free fare TART Connect micro transit, free fare TART fixed route service along with the proposed reduction in HMR 2024 Master Plan residential/tourist accommodation density and corresponding reduction in trip generation/VMT, elimination of the proposed water taxi service under the 2024 Master Plan Amendment will not result in the need to identify new alternative trip reducing strategies.

Parking was also analyzed in the FEIR/EIS transportation study (Impact TRANS-2 on page 11-64) by comparing required parking demand under County Standards to the supply proposed as part of the North and South Base plans. The approved Project includes a proposed parking structure at the North Base and underground parking facilities at both the North and South Base areas. The FEIR/EIS (Table 11-19) disclosed that proposed parking supply (910 spaces) would not meet demand (1,059 spaces with employee parking, 997 spaces with 62 offsite employee parking spaces) as calculated using County standards and includes mitigation (Measure TRANS-2 – Provide Adequate Parking to Meet Placer County Requirements) to ensure adequate parking is available for the developed land uses.

The 2024 Plan Amendment would reduce development compared to the approved 2011 Project (as previously modified by the 2014 Plan Revision) by reducing condo/hotel units to a total of 73 (compared to 135 units in 2011 and 75 units in 2014) and residential condos to a total of 122 (compared to 177 units in 2011 and 224 units in 2014). This proposed 2024 Plan Amendment reduction in total number of hotel and residential units would reduce daily vehicle trips (351 trips in winter and 392 trips in summer as reported in LSC Tables G and H) and the associated VMT (LSC Table N) when compared to results in the FEIR/EIS analysis for the 2011 Project (using the 2011 FEIR/EIS analysis procedures). Vehicle Miles Traveled (VMT) was evaluated in accordance with the current TRPA Project Impact Assessment (PIA) Guidelines (January 3, 2022). The project area is located in PIA Zone 61. The PIA zone average trip length is 9.03 miles. Multiplying this trip length by the number of daily trips yields daily VMT. In both the summer and winter the 2024 Master Plan Amendment results in a reduction of over 2,000 daily VMT in comparison with the 2011 FEIR/EIS Alternative 1A. As the variation in daily trip generation throughout the year would be the same for both the 2024 Master Plan Amendment and the 2011 FEIR/EIR Alternative 1A, it can also be concluded that the VMT for the 2024 Plan Amendment would be reduced on an annual average daily basis compared to the 2011 Project. In summary, the reduction in total number of tourist and residential units would further decrease Homewood trip generation and VMT compared to existing winter operations and would reduce the increase calculated for the 2011 Project under summer operations.

Along with the proposed reductions to tourist and residential units, the 2024 Plan Amendment would reduce proposed parking by 80 spaces compared to the approved 2011 Project. However, as documented in the LSC 2024 report (Tables C through F), proposed parking supply would meet the demand generated for employees, the separate retail, residential and tourist land uses, as well as the additional parking required for winter and summer resort operations. Consistent with the 2011 Master Plan approvals, HMR intends to contract for winter peak day parking spots in the Tahoe City area near Hwy 89 so employees living north of the project will not have to drive all

the way to the resort. For the limited number of employees that live south of the resort, HMR may also contract for parking in the Tahoma area. FEIR/EIS Mitigation Measure TRANS-2 and the County's CUP require HMR to demonstrate the future off-site parking will not result in additional environmental impacts. The 2024 Master Plan Amendment does not include any changes from the 2011 Master Plan regarding special events. In addition, both TRPA and Placer County have specific special event regulations that will be addressed before any new special events may occur. Therefore, the Plan Amendment would not alter the conclusions of the FEIR/EIS, nor require any additional mitigation measures.

14. Public Services

Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas?:	Yes	No	No, with mitigation	Data insufficient
a. Fire protection?	☐	☐	☒	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☒	☐	☐
d. Parks or other recreational facilities?	☐	☐	☒	☐
e. Maintenance of public facilities, including roads?	☐	☒	☐	☐
f. Other governmental services?	☐	☒	☐	☐

Discussion

The FEIR/EIS evaluated impacts on law enforcement services, fire protection services, schools, and parks and recreation. Potential environmental effects related to public services are described in FEIR/EIS Section 16 Public Services and Utilities, certified by the TRPA Governing Board in 2011. As explained below, the Master Plan Amendment does not involve any new or worsened significant adverse effects to public services compared to those considered in the 2011 FEIR/EIS. The mitigation measures identified in the 2011 FEIR/EIS to mitigate potential effects will continue to apply under the 2024 Master Plan Amendment. There are no changed circumstances associated with the Master Plan or new information of substantial importance that would result in significant adverse effects outside of the scope of those considered in the 2011 FEIR/EIS.

Question 14.a. Mitigation measure PS-1 (NTFPD Design Approval and Annexation) was included to ensure that the Project coordinates with service providers during final project design, construction and future operations/special events to ensure public safety. As discussed in the project description, the proposed 2024 Master Plan Amendment includes a reduction in the total number of residential and tourist units and occupants and therefore results in a reduction of demand compared to the 2011 Master Plan approvals. Prior to approval of site improvement plans, will serves letters from the Fire District are required. Finally, prior to the approval of any individual building permits, Fire District approval will also be required.

Question 14.b. Mitigation measure PSU-1c (Payment of Development Impact Fee to Placer County Sheriff's Department) was included to ensure that the Project coordinates with service providers during final project design, construction and future operations/special events to ensure public safety.

Question 14.d. Mitigation measures were also identified to protect access to recreational facilities – these measures are discussed below under Section 19 - Recreation.

The Project Amendment would not alter the conclusions of the FEIR/EIS, nor require any additional mitigation.

15. Energy

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Use of substantial amounts of fuel or energy?	☐	☒	☐	☐
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	☐	☒	☐	☐

Discussion:

No energy impacts were identified in the FEIR/EIS and the Plan Amendments do not change the findings. Project facilities will be required to comply with Title 24 of the CCR. Under Appendix F of the CEQA Guidelines, the State of California sets forth goals for energy conservation, including decreasing per capita energy consumption and reliance on fossil fuels, and increasing reliance on renewable energy sources. The 2011 Project includes energy conservation measures as part of the LEED certification process at the North Base area, which requires a decrease in energy use per guest compared to standard construction and operation of similar facilities. Plans include exploration of renewable energy sources such as micro-hydro, solar, geothermal, biomass, and wind energy for serving the Project area. The buildings will include high efficiency insulation, windows, appliances, and building materials.

16. Utilities

Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:	Yes	No	No, with mitigation	Data insufficient
a. Power or natural gas?	☐	☒	☐	☐
b. Communication systems?	☐	☒	☐	☐
c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?	☐	☐	☒	☐

		Yes	No	No, with mitigation	Data insufficient
d.	Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?	☐	☒	☐	☐
e.	Storm water drainage?	☐	☐	☒	☐
f.	Solid waste and disposal?	☐	☐	☒	☐

Discussion

The FEIR/EIS evaluated impacts on power, water treatment and distribution, wastewater collection, solid waste collection and disposal, stormwater (please also see Section 3 Water Quality for this analysis) and communications. Potential environmental effects related to public utilities are described in FEIR/EIS Section 16 Public Services and Utilities, certified by the TRPA Governing Board in 2011. As explained below, the Master Plan Amendment does not involve any new or worsened significant adverse effects to public utilities compared to those considered in the 2011 FEIR/EIS. The mitigation measures identified in the 2011 FEIR/EIS to mitigate potential effects will continue to apply under the 2024 Master Plan Amendment. There are no changed circumstances associated with the Master Plan or new information of substantial importance that would result in significant adverse effects outside of the scope of those considered in the 2011 FEIR/EIS.

Question 16.c. Mitigation measures are included (PSU-1a – Water Supply Assessment and Infrastructure) to ensure that the Project obtains approval from the Placer County LAFCO for any service area adjustments required to provide water for the Project prior to the approval of Improvement Plans and the first Final Map recordation for any portion of the Project requiring water supply from the TCPUD.

Question 16.f. A second measure (PSU-1b – Coordination of Construction Waste Disposal with Eastern Regional Sanitary Landfill) requires that the Project coordinates with solid waste providers during initial construction demolition to ensure sufficient capacity to handle construction waste is available.

The Master Plan Amendment would not alter the conclusions of the FEIR/EIS, nor require any additional mitigation.

17. Human Health

Will the proposal result in:		Yes	No	No, with mitigation	Data insufficient
a.	Creation of any health hazard or potential health hazard (excluding mental health)?	☐	☒	☐	☐
b.	Exposure of people to potential health hazards?	☐	☒	☐	☐

Discussion

No human health impacts were identified in the FEIR/EIS and the Master Plan Amendment does not change the findings.

18. Scenic Resources / Community Design

Current and historic status of the scenic resources standards can be found at the links below:

- Built Environment
- Other Areas
- Roadway and Shoreline Units

Will the proposal:	Yes	No	No, with mitigation	Data insufficient
a. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?	☒	☐	☐	☐
b. Be visible from any public recreation area or TRPA designated bicycle trail?	☒	☐	☐	☐
c. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?	☐	☒	☐	☐
d. Be inconsistent with the height and design standards required by the applicable ordinance, Community Plan, or Area Plan?	☒	☐	☐	☐
e. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?	☐	☒	☐	☐

Discussion

The impacts from the proposed Height Amendment and construction of the Project are evaluated in the FEIR/EIS through the use of site visits and photographs from sensitive viewpoints on and near the project area and the review of visual simulations. Viewpoint locations were selected to include scenic travel routes from SR 89 and Lake Tahoe. The project area is located in Roadway Unit 11 (Homewood) and Shoreline Unit 12 (McKinney Bay). The TRPA's latest Threshold Evaluation Report (2019) continues to identify Roadway Unit 11 as non-attainment with a threshold composite score of 12.5 out of 30. Shoreline Unit 12 is an attainment area with a threshold composite score of 9.5 out of a possible score of 15; any shoreline scenic units with a score of 7 or less are considered nonattainment areas in need of visual improvements.

Potential environmental effects related to scenic resources and community design are described in FEIR/EIS Section 10 Scenic Resources, certified by the TRPA Governing Board in 2011. As explained below, the Master Plan Amendment does not involve any new or worsened significant adverse effects to scenic resources compared to those considered in the 2011 FEIR/EIS. The existing TRPA and County design standards identified in the 2011 FEIR/EIS to mitigate potential effects will continue to apply under the 2024 Master Plan Amendment. There are no changed circumstances associated with the Master Plan or new information of substantial importance that would result in significant adverse effects outside of the scope of those considered in the 2011 FEIR/EIS.

Questions 18.a and 18.b. As documented below, the development proposed under the 2011 Project and 2024 Plan Amendment is immediately adjacent to, or visible from SR 89 (Roadway Unit 11), Lake Tahoe (Shoreline Unit 12) and the Homewood Ski Resort (Recreation Area 20). However, the analysis concludes that proposed development would maintain or improve scenic threshold scores.

The FEIR/EIS effects analysis considered the relationship of the Project's building massing, height and design to TRPA scenic ordinances and thresholds and Design Guidelines from the Placer County Standards and Guidelines for

Signage, Parking and Design in the Lake Tahoe Region (now Placer County Tahoe Basin Area Plan). The evaluation addressed the proposed height amendment and the associated impacts on density and neighborhood character. Visual simulations (FEIR/EIS Figures 10-4 to 10-13A) were completed from numerous viewpoints including TRPA designated scenic resource locations and indicate that the project would improve travel route ratings along SR 89 and maintain travel route ratings from the Lake Tahoe shoreline. For the roadway travel route ratings, the FEIR/EIS concluded that the man-made features rating would improve from 2.5 to 3.0 as a result of the removal of man-made distractions including overhead utilities, the large non-landscaped parking lot, and the existing non-uniform and unsightly buildings. This improvement is limited to 0.5 point because of the increase in overall man-made features, including linear building massing and height along SR 89 frontage. The roadway distractions travel route rating criteria would improve from 1 to 1.5 with redesigned access and pedestrian amenities along SR 89 that will improve pedestrian-auto safety.

For the Lake Tahoe shoreline (Shoreline Unit 12), the FEIR/EIS concluded that ratings would remain unchanged as shown in Tables 10-10 and 10-11. The visible structures at the North Base area and Mid-Mountain Base area will not adversely impact the “man-made features” and “landscape views” ratings because the visible portion of the structures do not dominate existing views of shorezone vegetation in the foreground and the cleared ski resort trails located in the background. Views of the Project area from the shoreline (e.g., approximately 1,300 feet from the shoreline) include glimpses of the structures at the North Base area through the trees and between existing shoreline buildings. However, the tops of the buildings will be below the existing tree canopy and the colors required for the structures will blend with the color of the surrounding trees and other vegetation.

Question 18.d. With the 2011 Project approval, Placer County and TRPA recognized the need to allow additional building height to encourage redevelopment and achieve the goals outlined in local plan documents and the CEP. A new height ordinance was adopted that allowed additional building height at Homewood with certain findings. Allowing greater maximum building heights while maintaining the scenic thresholds is achieved by varying setbacks, creating a variety of roof pitches and creating building articulation. Maximum building heights increase with distance from SR 89 and require setbacks of at least 30 feet from the edge of pavement and 225 for the tallest structures of up to 77 feet. As documented in the FEIR/EIS (Figures 10-14 and 10-15, page 10-40), 2011 Project buildings are designed to stairstep up the hill as viewed from SR 89 (e.g., only two and three story buildings are placed along the SR 89 frontage within the existing North Base area) to reduce visible impact. The 2011 Project is subject to TRPA design standards for building materials and colors to help reduce the visual impact from new structures. To comply with planning guidance, the Project included view corridors through the North Base development, and the removal of the existing surface parking lots visible from SR 89.

Under the 2024 Plan Amendment the configuration of the new buildings remains substantially the same but there are slight changes to footprint size, building height, placement and architectural design. As documented in the Hauge Brueck Associates Scenic Quality Evaluation dated May 2024, the revised Project structures are nevertheless consistent with building design, location and massing analyzed in the 2011 FEIR/EIS. With protection of certain existing trees and proposed tree plantings along SR 89 and Fawn Street, the proposed Plan Amendment does not result in new scenic quality impacts to Roadway Unit 11 or Shoreline Unit 12, or require modifications to the existing mitigation measures included in the FEIR/EIS. The scenic quality threshold improvement scores for the roadway unit identified in the 2011 FEIR/EIS (Table 10-10) would also be realized under the 2024 Plan Amendment.

To confirm the accuracy of the visual simulations prepared for the 2024 Master Plan Amendment, a balloon study (Olson Kundig, 7/11/2024) was prepared for TRPA to document the maximum building ridgeline height of numerous structures within the north base area. Photographs were taken of the balloons from SR 89 and Lake Tahoe viewpoints used for the 2011 FEIR/EIS and 2024 Plan Amendment Scenic Quality Evaluation. The balloon study confirmed the proposed structures are accurately displayed in the visual simulations.

19. Recreation

Current and historic status of the recreation standards can be found at the links below:

- Fair Share Distribution of Recreation Capacity
- Quality of Recreation Experience and Access to Recreational Opportunities

Will the proposal:	Yes	No	No, with mitigation	Data insufficient
a. Create additional demand for recreation facilities?	☐	☐	☒	☐
b. Create additional recreation capacity?	☒	☐	☐	☐
c. Have the potential to create conflicts between recreation uses, either existing or proposed?	☐	☒	☐	☐
d. Result in a decrease or loss of public access to any lake, waterway, or public lands?	☐	☒	☐	☐

Discussion

The FEIR/EIS evaluated changes to existing recreation areas and uses, recreation area capacity and user experience as a result of master plan implementation. Potential environmental effects related to recreation are described in FEIR/EIS Section 18 Recreation, certified by the TRPA Governing Board in 2011. As explained below, the Master Plan Amendment does not involve any new or worsened significant adverse effects to recreation compared to those considered in the 2011 FEIR/EIS. The mitigation measures identified in the 2011 FEIR/EIS to mitigate potential effects will continue to apply under the 2024 Master Plan Amendment.

Question 19.a. As documented in the FEIR/EIS, the construction and operation of the Project may have maintenance impacts to existing public access and recreational uses adjacent to the project area and in the project vicinity. Mitigation measure REC-1a (Beach Access Maintenance Funding) is provided to ensure that new residents and visitors to Homewood Mountain Resort will not decrease the quality of the existing recreational experience at these nearby recreational facilities. The measure calls for Homewood Resort and the County to develop a Zone of Benefit to fund increased maintenance obligations that will result from increased population and visitation. In addition, because the approved Project does not include the addition of new and/or improved public park facilities to meet increased demand from buildout, mitigation measure REC-3 (Provide On-site Recreational Facilities and Park Fees to Placer County; Operate Shuttle Service to State Parks) is provided to help fund park space consistent with Placer County Code §16.08.100 and Recreational Facilities Fee Ordinance and reduce parking impacts at nearby state parks by providing Homewood residents and visitors with access to an on-call van service.

Question 19.b. Homewood's 2007/08 verified uphill lift capacity was used to define the existing person at one time (PAOT) capacity assigned to HMR (1,704) by TRPA. Neither the 2011 Master Plan or proposed Plan Amendment proposes to increase uphill lift capacity such that the resort would exceed its existing verified PAOT capacity of 1,704. For example, the Plan Amendment is consistent with the adopted Master Plan and proposes replacement of the Madden chairlift with an 8-person high speed gondola and replacement of the Ellis chair with a detachable quad chair. To date, HMR has submitted an application to TRPA to permit the Madden chairlift replacement with a high-speed gondola starting in August 2025.

The Project also includes other improvements to an existing winter recreational facility (Homewood Mountain Ski Resort) and proposes improvements to and connections to existing and proposed recreational trails adjacent to the project area. The approved Project includes bike lanes along its frontage on SR 89 through Homewood. The Project will also provide an easement and construct a shared-use trail through the North Base project area to extend the existing TCPUD West Shore shared use trail from the south to a connection on Silver Street to the north. These trail improvements create additional recreational capacity within the vicinity of the HMR north base.

Question 19.d. The 2024 Master Plan Amendment will not result in a decrease or loss of public access to any lake, waterway, or public owned lands. While most of the HMR ski resort is on private land, limited portions of the ski resort remain on forest service land through a USFS special use permit. In addition, to address public concerns about public access to skiing at the resort, all ski packages and products, lifts and ski runs will remain available to the public on a first-come, first-served basis when the skiing operations on the mountain are open.

The 2024 Plan Amendment would not alter the conclusions of the FEIR/EIS, nor require any additional mitigation measures or mitigation. Fees collected for improvements to existing recreational facilities would be based on the updated hotel and residential unit count included in the 2024 Plan Amendment.

20. Archaeological / Historical

Will the proposal result in:

		Yes	No	No, with mitigation	Data insufficient
a.	An alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?	☐	☐	☒	☐
b.	Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records?	☐	☒	☐	☐
c.	Is the property associated with any historically significant events and/or sites or persons?	☐	☒	☐	☐
d.	Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	☐	☐	☒	☐
e.	Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?	☐	☒	☐	☐

Discussion

Potential environmental effects related to archaeological/historical resources are described in FEIR/EIS Section 9 Cultural and Historical Resources, certified by the TRPA Governing Board in 2011. As explained below, the Master Plan Amendment does not involve any new or worsened significant adverse effects to cultural or historical resources compared to those considered in the 2011 FEIR/EIS. The mitigation measures identified in the 2011 FEIR/EIS to mitigate potential effects will continue to apply under the 2024 Master Plan Amendment. There are no changed circumstances associated with the Master Plan or new information of substantial importance that would result in significant adverse effects outside of the scope of those considered in the 2011 FEIR/EIS.

Questions 20.a and 20.d. No known and eligible resources (NRHP, CRHR, or TRPA mapped properties) are located in the Project area (Lindström 2007, and Marvin and Brejla 2009). Architectural resources in the North Base area of the Project area were evaluated as not eligible for listing on the NRHP under any of the criteria, or to be important historical resources for the purposes of CEQA or TRPA, primarily due to their lack of integrity (Marvin and Brejla 2009). HMR intends to relocate the existing Ski School building to the proposed ice skating pond located between Lots 4 (building C) and Lot 8 (Building D) at the North Base area (area shown on Figures 3-7 and 3-8 in Chapter 3). The relocation of the existing Ski School building will not result in impacts to any eligible or potentially eligible National Register properties.

As is common for many development projects in the Lake Tahoe Region, mitigation measure CUL-3 (Identify and Protect Undiscovered Archaeological Resources) is provided to assure that any potential undiscovered resources are identified during site grading, by requiring that a qualified archaeologist be on-site during initial ground disturbing construction excavation and grading operations.

The 2024 Plan Amendment would not alter the conclusions of the FEIR/EIS, nor require any additional mitigation.

21. Findings of Significance

		Yes	No	No, with mitigation	Data insufficient
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory?	☐	☒	☐	☐
b.	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.)	☐	☒	☐	☐
c.	Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?)	☐	☒	☐	☐
d.	Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?	☐	☒	☐	☐

Discussion

Please refer to the Findings of Fact prepared by Remy Moose Manley LLP that support a determination of no impact for the proposed 2024 Master Plan Amendments.

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DECLARATION:

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Signature:

	at	
Person preparing application	County	Date

Applicant Written Comments: (Attach additional sheets if necessary)

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Determination:

On the basis of this evaluation:

a.	The proposed project could not have a significant effect on the environment and a finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedure	☐ YES	☐ NO
b.	The proposed project could have a significant effect on the environment, but due to the listed mitigation measures which have been added to the project, could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with TRPA's Rules and Procedures.	☐ YES	☐ NO
c.	The proposed project may have a significant effect on the environment and an environmental impact statement shall be prepared in accordance with this chapter and TRPA's Rules of Procedures.	☐ YES	☐ NO

_____ Date _____
Signature of Evaluator

_____
Title of Evaluator

Attachment H

Gondola Initial Environmental Checklist

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INITIAL ENVIRONMENTAL CHECKLIST FOR DETERMINATION OF ENVIRONMENTAL IMPACT

Project Name: HOMEWOOD MOUNTAIN RESORT NEW GONDOLA

APN/Project Location: 097-130-044 and 097-060-040

County/City: Placer County

Project Description:

SEE PROJECT DESCRIPTION, RECREATION PERMIT SUBMITTAL, SHEET G0.0

HOMEWOOD MOUNTAIN RESORT (HMR) IS UNDERTAKING THE MADDEN CHAIR REPLACEMENT PROJECT BY DEVELOPING A NEW 8-PASSENGER DETACHABLE GONDOLA CAPABLE OF 2,400 PERSON PER HOUR AS SPECIFIED AND OUTLINED IN THE 2011 HOMEWOOD SKI AREA MASTER PLAN. THE GONDOLA WILL BE ACCESSIBLE TO RESIDENTS, COMMUNITY MEMBERS, AND VISITORS FOR SKI MOUNTAIN ACCESS AND SEASONAL SCENIC RIDES. ADDITIONALLY, THE GONDOLA WILL PROVIDE EASIER ACCESS TO TAME SLOPES FOR BEGINNER SKIERS CREATING A MORE ENJOYABLE AND FAMILY-ORIENTED EXPERIENCE. THE PLACEMENT OF THE GONDOLA TERMINALS ARE CENTRAL WITHIN THE HOMEWOOD BASE VILLAGE AND MID MOUNTAIN AREAS READY FOR FUTURE INTEGRAL DEVELOPMENT OF A COMMUNITY ACCESSIBLE BASE-OF-THE MOUNTAIN GATHERING CENTER WITH FOOD, BEVERAGE, AND SKIER SERVICE FACILITIES PLUS A MID-MOUNTAIN LODGE.

THE GONDOLA PROJECT WILL INCLUDE NEW BASE AND MID-MOUNTAIN TERMINALS AS WELL AS A SERIES OF TOWERS, ALL OF WHICH WILL BE ERECTED BY THE GONDOLA LIFT MANUFACTURER, DOPPELMAYR. THE BASE TERMINAL PLATFORM, WHICH IS APPROXIMATELY 5,000 SF, AND APPROXIMATELY 12' ABOVE THE BASE PARKING LOT, WILL INCLUDE CONCRETE STAIRS AND ACCESSIBLE WALKS. THE SITE WORK INCLUDES GRADING, DRAINAGE, AND LANDSCAPING. ELECTRICAL WORK INCLUDES POWER SERVICE FOR THE GONDOLA AND INTERCONNECTION OF A GENERATOR FOR THE BASE TERMINAL. THE MID-MOUNTAIN TERMINAL, WHICH IS APPROXIMATELY 4,300 SF, INCLUDES A PLATFORM, STAIRS, GUARD RAILS AND HANDRAILS WITH SITE, LANDSCAPING, AND ELECTRICAL WORK.

BEGINNING CONSTRUCTION IN THE SPRING OF 2025 WILL PROVIDE ASSURANCE OF A TIMELY COMPLETION FOR THE 2025/2026 SKI SEASON. DURING THE FINAL PHASE OF GONDOLA CONSTRUCTION WORK IN THE FALL OF 2025, THE AGING TRIPLE MADDEN CHAIR LIFT, WHICH IS NO LONGER SUPPORTED BY THE MANUFACTURER, WILL BE DECOMMISSIONED AND REMOVED.

AS PART OF THE MADDEN CHAIR REPLACEMENT, TWO EXISTING ACCESS ROADS WILL BE DECOMMISSIONED AND RE-VEGETATED. THIS WILL RESULT IN 25,256 SQUARE FEET OF EXISTING LAND COVERAGE RESTORATION INCLUDING 7,279 OF TYPE 1A LAND CAPABILITY.

NOTE THAT CONSTRUCTION ACCESS TO GONDOLA TOWERS 3 AND 4 WILL BE ACCOMPLISHED THROUGH THE USE OF "SPIDER" EQUIPMENT IN ORDER TO ELIMINATE THE NEED FOR TEMPORARY ACCES ROADS.

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The following questionnaire will be completed by the applicant based on evidence submitted with the application. All "Yes" and "No, With Mitigation" answers will require further written comments. Use the blank boxes to add any additional information and reference the question number and letter. If more space is required for additional information, please attached separate sheets and reference the question number and letter.

For information on the status of TRPA environmental thresholds click on the links to the Threshold Dashboard.

I. Environmental Impacts

1. Land

Current and historic status of soil conservation standards can be found at the links below:

- Impervious Cover
- Stream Environment Zone

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?	○	◉	○	○
b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?	○	◉	○	○
c. Unstable soil conditions during or after completion of the proposal?	○	○	◉	○
d. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?	◉	○	○	○
e. The continuation of or increase in wind or water erosion of soils, either on or off the site?	○	◉	○	○
f. Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake?	○	◉	○	○
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?	○	◉	○	○

Discussion

Chapter 14 of the Homewood Mountain Resort Ski Area Master Plan EIR/EIS ("EIR/EIS") addresses issues relating to geology, soils, and seismicity at the project site. Additional studies were performed by NV5 along the proposed gondola alignment. See the Geotechnical Engineering Report for the Homewood Mountain Resort Gondola, dated 3/22/22.
(c): Tower spacing and placement are sufficiently flexible to avoid unstable soil conditions. The site specific geotechnical report referenced above was prepared in accordance with EIS/EIR COA MM GEO-1.
(d): The project will require some excavation and grading in excess of 5 feet. A construction dewatering plan has been approved by the Lahontan Regional Water Quality Control Board. A site-specific SWPPP has also been approved by Lahontan to mitigate temporary impacts.

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2. Air Quality

Current and historic status of air quality standards can be found at the links below:

- Carbon Monoxide (CO)
- Nitrate Deposition
- Ozone (O3)
- Regional Visibility
- Respirable and Fine Particulate Matter
- Sub-Regional Visibility

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Substantial air pollutant emissions?	○	○	○	○
b. Deterioration of ambient (existing) air quality?	○	○	○	○
c. The creation of objectionable odors?	○	○	○	○
d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	○	○	○	○
e. Increased use of diesel fuel?	○	○	○	○

Discussion

Chapter 12 of the EIR/EIS addresses air quality impacts under the master plan. The EIR/EIS did not separately assess the individual contribution of the gondola project; however, it included the gondola project in its overall project-level analysis of construction phase 1a and long-term operations of the master plan development.
(a) & (b): Phase 1a of the development, including the gondola project, will potentially result in significant air pollutant emissions during construction that would cause a temporary deterioration in air quality. MM AQ-1 requires construction BMPs to mitigate these impacts. Under the master plan, there will be potentially significant operational air pollutant emissions that could cause a deterioration in air quality. MM AQ-1 requires contributions to the TRPA Traffic and Air Quality Mitigation Program to mitigate these impacts. (See EIR/EIS, pp. 12-39 to 12-42, 12-60 to 12-61.)
(e): The gondola, like the Madden chair that it will replace, will include generators for emergency backup power. These generators are intended for emergency backup power during involuntary utility outages only. The use of diesel generators for ski lifts was included in the analysis of stationary source pollutant emissions in the EIR/EIS, which concluded that stationary source emissions would not result in a significant air quality impact. Additionally, construction activities may temporarily require some additional diesel-powered equipment. MM AQ-1 includes construction BMPs to limit reliance on diesel fuels and prevent wasteful use. (See EIR/EIS, pp. 12-41, 12-47 to 12-49, 12-52 to 12-53, 12-59 to 12-60.)

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3. Water Quality

Current and historic status of water quality standards can be found at the links below:

- Aquatic Invasive Species
- Deep Water (Pelagic) Lake Tahoe
- Groundwater
- Nearshore (Littoral) Lake Tahoe
- Other Lakes
- Surface Runoff
- Tributaries
- Load Reductions

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Changes in currents, or the course or direction of water movements?	○	○	○	○
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site?	○	○	○	○
c. Alterations to the course or flow of 100-yearflood waters?	○	○	○	○
d. Change in the amount of surface water in any water body?	○	○	○	○
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	○	○	○	○
f. Alteration of the direction or rate of flow of ground water?	○	○	○	○
g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	○	○	○	○
h. Substantial reduction in the amount of water otherwise available for public water supplies?	○	○	○	○
i. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?	○	○	○	○
j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?	○	○	○	○
k. Is the project located within 600 feet of a drinking water source?	○	○	○	○

Discussion

Chapters 14 and 15 of the EIR/EIS address water quality and groundwater impacts. (j): Developing and landscaping the project site could potentially impact groundwater quality. MMs GEO-3(a) and GEO-3(b) impose planning and monitoring requirements to mitigate these impacts. (See EIR/EIS, pp. 15-114 to 15-118.)

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4. Vegetation

Current and historic status of vegetation preservation standards can be found at the links below:

- Common Vegetation
- Late Seral/Old Growth Ecosystems
- Sensitive Plants
- Uncommon Plant Communities

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?	○	◉	○	○
b. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?	○	◉	○	○
c. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?	○	◉	○	○
d. Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora, and aquatic plants)?	○	◉	○	○
e. Reduction of the numbers of any unique, rare, or endangered species of plants?	○	◉	○	○
f. Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?	○	◉	○	○
g. Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications?	◉	○	○	○
h. A change in the natural functioning of an old growth ecosystem?	○	◉	○	○

Discussion

Chapter 8 of the EIR/EIS addresses impacts to vegetation within the project area.
(g): The EIR/EIS identified 33 trees meeting these criteria within the entire master plan area that would potentially need to be removed. Within the gondola alignment and gondola project footprint, specifically, there are three trees meeting these criteria. MM BIO-10 requires preparation of a forest plan that complies with TRPA's Code of Ordinances and identifies trees for protection and removal. Consistent with MM BIO-10, a timber harvesting plan has been prepared for the project and incorporates all relevant TRPA requirements. These requirements include various exceptions that allow for removal of certain trees. The three trees at issue here all qualify for exceptions. The gondola project and any associated tree removal will be covered by both an approved timberland conversion permit and a validated timber harvest plan with the State of California Board of Forestry and Fire Protection before any trees are removed. (See EIR/EIS, pp. 8-71 to 8-74.)

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5. Wildlife

Current and historic status of special interest species standards can be found at the links below:

- Special Interest Species

Current and historic status of the fisheries standards can be found at the links below:

- Instream Flow
- Lake Habitat
- Stream Habitat

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)?	○	○	○	○
b. Reduction of the number of any unique, rare or endangered species of animals?	○	○	○	○
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	○	○	○	○
d. Deterioration of existing fish or wildlife habitat quantity or quality?	○	○	○	○

Discussion

Chapter 8 of the EIR/EIS addresses impacts to wildlife within the project area.
(a), (b), & (d): While the gondola project site does not contain suitable habitat for the Sierra Nevada yellow-legged frog, such habitat may occur near the project footprint. Any suitable habitat within 50 feet of the project footprint will be flagged to exclude heavy equipment or vehicles from entering the habitat area. Additionally, MM BIO-2 imposes monitoring requirements during construction to mitigate any potential impacts to sensitive species at or near the project site. (See EIR/EIS, pp. 8-54 to 8-61.)

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6. Noise

Current and historic status of the noise standards can be found at the links below:

- Cumulative Noise Events
- Single Noise Events

Will the proposal result in:	Yes	No	No, with mitigation	Data insufficient
a. Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Area Plan, Plan Area Statement, Community Plan or Master Plan?	○	○	○	○
b. Exposure of people to severe noise levels?	○	○	○	○
c. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?	○	○	○	○
d. The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?	○	○	○	○
e. The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?	○	○	○	○
f. Exposure of existing structures to levels of ground vibration that could result in structural damage?	○	○	○	○

Discussion

Chapter 13 of the EIR/EIS addresses noise impacts under the master plan.
(a), (b), (c), & (e): The EIR/EIS assessed operational noise impacts at the project site and did not identify gondola operation as a significant source of noise; however, gondola construction could potentially result in significant noise impacts. MMs NOI-1(a)-(c) impose construction measures to mitigate these impacts. (See EIR/EIS, pp. 13-22 to 13-26, 13-37; see also Final Conditions of Approval for Homewood Mountain Resort Ski Area Master Plan Project Conditional Use Permit/Vesting Tentative Subdivision Map (Dec. 2011), conditions 136-139.)

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7. Light and Glare

Will the proposal:

		Yes	No	No, with mitigation	Data insufficient
a.	Include new or modified sources of exterior lighting?	○	○	○	○
b.	Create new illumination which is more substantial than other lighting, if any, within the surrounding area?	○	○	○	○
c.	Cause light from exterior sources to be cast off -site or onto public lands?	○	○	○	○
d.	Create new sources of glare through the siting of the improvements or through the use of reflective materials?	○	○	○	○

Discussion

Chapter 10 of the EIR/EIS addresses light and glare impacts to the project site. (a): The EIR/EIS concluded that all new lighting must comply with the TRPA Code of Ordinances and design guidelines and Placer County standards and thus would not result in a significant impact. In total, the gondola project will include approximately 72 LED tube lights (1600 lm) within the terminals and 16 exterior LED recessed lights (1220 lm maximum) on the underside of the gondola terminals. Terminal lights will be used only when necessary for inspections or maintenance and will be obscured through smoky gray polycarbonate terminal windows. Exterior lights will be dimmable and will remain off at night when the gondola is not operating. (See EIR/EIS, pp. 10-80 to 10-81.)

8. Land Use

Will the proposal:

		Yes	No	No, with mitigation	Data insufficient
a.	Include uses which are not listed as permissible uses in the applicable Area Plan, Plan Area Statement, adopted Community Plan, or Master Plan?	○	○	○	○
b.	Expand or intensify an existing non-conforming use?	○	○	○	○

Discussion

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9. Natural Resources

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. A substantial increase in the rate of use of any natural resources?	○	○	○	○
b. Substantial depletion of any non-renewable natural resource?	○	○	○	○

Discussion

10. Risk of Upset

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions?	○	○	○	○
b. Involve possible interference with an emergency evacuation plan?	○	○	○	○

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11. Population

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Alter the location, distribution, density, or growth rate of the human population planned for the Region?	○	○	○	○
b. Include or result in the temporary or permanent displacement of residents?	○	○	○	○

Discussion

12. Housing

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Affect existing housing, or create a demand for additional housing?				
To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions:				
1. Will the proposal decrease the amount of housing in the Tahoe Region?	○	○	○	○
2. Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households?	○	○	○	○

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13. Transportation / Circulation

Will the proposal result in:

		Yes	No	No, with mitigation	Data insufficient
a.	Generation of 650 or more new average daily Vehicle Miles Travelled?	○	○	○	○
b.	Changes to existing parking facilities, or demand for new parking?	○	○	○	○
c.	Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?	○	○	○	○
d.	Alterations to present patterns of circulation or movement of people and/or goods?	○	○	○	○
e.	Alterations to waterborne, rail or air traffic?	○	○	○	○
f.	Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	○	○	○	○

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14. Public Services

Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas?:

	Yes	No	No, with mitigation	Data insufficient
a. Fire protection?	○	○	○	○
b. Police protection?	○	○	○	○
c. Schools?	○	○	○	○
d. Parks or other recreational facilities?	○	○	○	○
e. Maintenance of public facilities, including roads?	○	○	○	○
f. Other governmental services?	○	○	○	○

Discussion

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15. Energy

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Use of substantial amounts of fuel or energy?	○	○	○	○
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	○	○	○	○

Discussion:

16. Utilities

Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:

	Yes	No	No, with mitigation	Data insufficient
a. Power or natural gas?	○	○	○	○
b. Communication systems?	○	○	○	○
c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?	○	○	○	○
d. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?	○	○	○	○
e. Storm water drainage?	○	○	○	○
f. Solid waste and disposal?	○	○	○	○

Discussion

17. Human Health

Will the proposal result in:

	Yes	No	No, with mitigation	Data insufficient
a. Creation of any health hazard or potential health hazard (excluding mental health)?	○	○	○	○
b. Exposure of people to potential health hazards?	○	○	○	○

Discussion

18. Scenic Resources / Community Design

Current and historic status of the scenic resources standards can be found at the links below:

- Built Environment
- Other Areas
- Roadway and Shoreline Units

Will the proposal:

	Yes	No	No, with mitigation	Data insufficient
a. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?	○	○	○	○
b. Be visible from any public recreation area or TRPA designated bicycle trail?	○	○	○	○
c. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?	○	○	○	○
d. Be inconsistent with the height and design standards required by the applicable ordinance, Community Plan, or Area Plan?	○	○	○	○
e. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?	○	○	○	○

Discussion

Chapter 10 of the EIR/EIS addresses impacts to scenic resources under the master plan, including the impacts from the proposed new gondola.
(a) & (b): Like the existing Madden triple chair lift, the proposed gondola will be visible from various scenic viewpoints in the area. Accordingly, the applicant has committed to incorporate specific materials and colors into the project design to ensure visual compatibility with its scenic context. The gondola design conforms with TRPA color guidelines and TRPA has approved the proposed colors and materials. The gondola will not alter the visual character of the site, particularly since many ski runs or portions of runs will be rehabilitated and improved with vegetation. (See EIR/EIS, pp. 10-12 to 10-28, 10-68 to 10-69.)

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19. Recreation

Current and historic status of the recreation standards can be found at the links below:

- Fair Share Distribution of Recreation Capacity
- Quality of Recreation Experience and Access to Recreational Opportunities

Will the proposal:	Yes	No	No, with mitigation	Data insufficient
a. Create additional demand for recreation facilities?	○	○	○	○
b. Create additional recreation capacity?	○	○	○	○
c. Have the potential to create conflicts between recreation uses, either existing or proposed?	○	○	○	○
d. Result in a decrease or loss of public access to any lake, waterway, or public lands?	○	○	○	○

Discussion

Chapter 18 of the EIR/EIS addresses the recreational impacts under the master plan, including from the new gondola.
While the gondola is anticipated to operate at a higher capacity than the existing lift that it will replace, this will not exceed existing PAOT capacity. (See EIR/EIS, pp. 18-19 to 18-20.)

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20. Archaeological / Historical

Will the proposal result in:

		Yes	No	No, with mitigation	Data insufficient
a.	An alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?	○	○	○	○
b.	Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records?	○	○	○	○
c.	Is the property associated with any historically significant events and/or sites or persons?	○	○	○	○
d.	Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	○	○	○	○
e.	Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?	○	○	○	○

Discussion

Chapter 9 of the EIR/EIS addresses archaeological and historical impacts under the master plan. There are no known archaeological or historical resources at the project site and it is unlikely that the project site contains unknown archaeological or historical resources. However, MMs CUL-3 and CUL-4 impose protective measures to mitigate any impacts to undiscovered resources, if they are encountered during project construction.

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21. Findings of Significance

	Yes	No	No, with mitigation	Data insufficient
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory?	○	○	○	○
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.)	○	○	○	○
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?)	○	○	○	○
d. Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?	○	○	○	○

Discussion

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DECLARATION:

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Signature:

	at	Placer County	October 30, 2024
Person preparing application		County	Date

Applicant Written Comments: (Attach additional sheets if necessary)

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Determination:

On the basis of this evaluation:

a.	The proposed project could not have a significant effect on the environment and a finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedure	☐ YES	☐ NO
b.	The proposed project could have a significant effect on the environment, but due to the listed mitigation measures which have been added to the project, could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with TRPA's Rules and Procedures.	☐ YES	☐ NO
c.	The proposed project may have a significant effect on the environment and an environmental impact statement shall be prepared in accordance with this chapter and TRPA's Rules of Procedures.	☐ YES	☐ NO

Date _____

_____
Signature of Evaluator

_____
Title of Evaluator

Attachment I

Gondola Plans

Attachment J

Site plans, floor plans and elevations

Attachment K

Visual simulations

Homewood Mountain Resort Ski Area Master Plan EIR/EIS (2011).
Hauge Brueck Associates

Figure 10-9. Scenic Viewpoint Locations from SR 89.

Viewpoint 2 has been slightly adjusted *to align to the intent of the original study: exhibiting the entry between the residential buildings at Lot 7 and 8*

Viewpoint 4 has been omitted *as it related to an outdated parking structure location that is no longer relevant.*

Viewpoint 5 has been added *to show a view to the Plaza from Hwy 89 and the new scenic corridors that have been opened up to the mountain face beyond.*

Homewood Master Plan

04.30.2024

Initial Environmental Checklist

Viewpoint Key

Scenic Analysis Highway View

2C.1

Not to Scale

Homewood Master Plan

04.30.2024

Initial Environmental Checklist

Viewpoint 1
2011 Existing

Scenic Analysis
Highway Views

2C.2

Not to Scale

Homewood Master Plan

04.30.2024

Initial Environmental Checklist

Viewpoint 1
2011 Previous

Scenic Analysis
Highway Views

2C.3

Not to Scale

Homewood Master Plan

04.30.2024

Initial Environmental Checklist

Viewpoint 1
2024 Existing

Scenic Analysis
Highway Views

2C.4

Not to Scale

Homewood Master Plan

04.30.2024

Initial Environmental Checklist

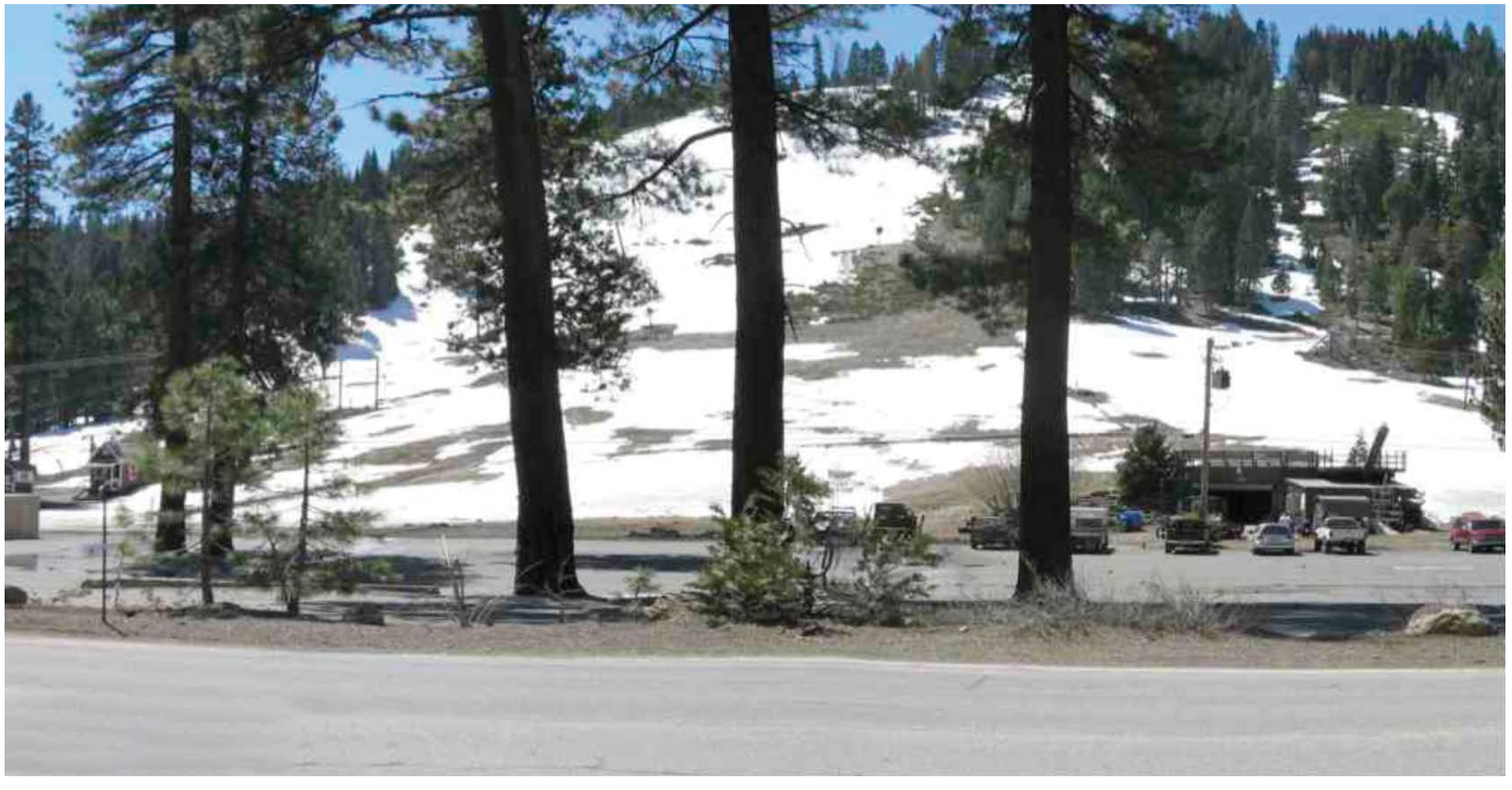
Viewpoint 1
2024 Proposed

Scenic Analysis
Highway Views

2C.5

Not to Scale

Homewood Master Plan



04.30.2024

Initial Environmental Checklist

Viewpoint 2
2011 Existing

Scenic Analysis Highway Views

2C.6

Not to Scale

Homewood Master Plan

04.30.2024

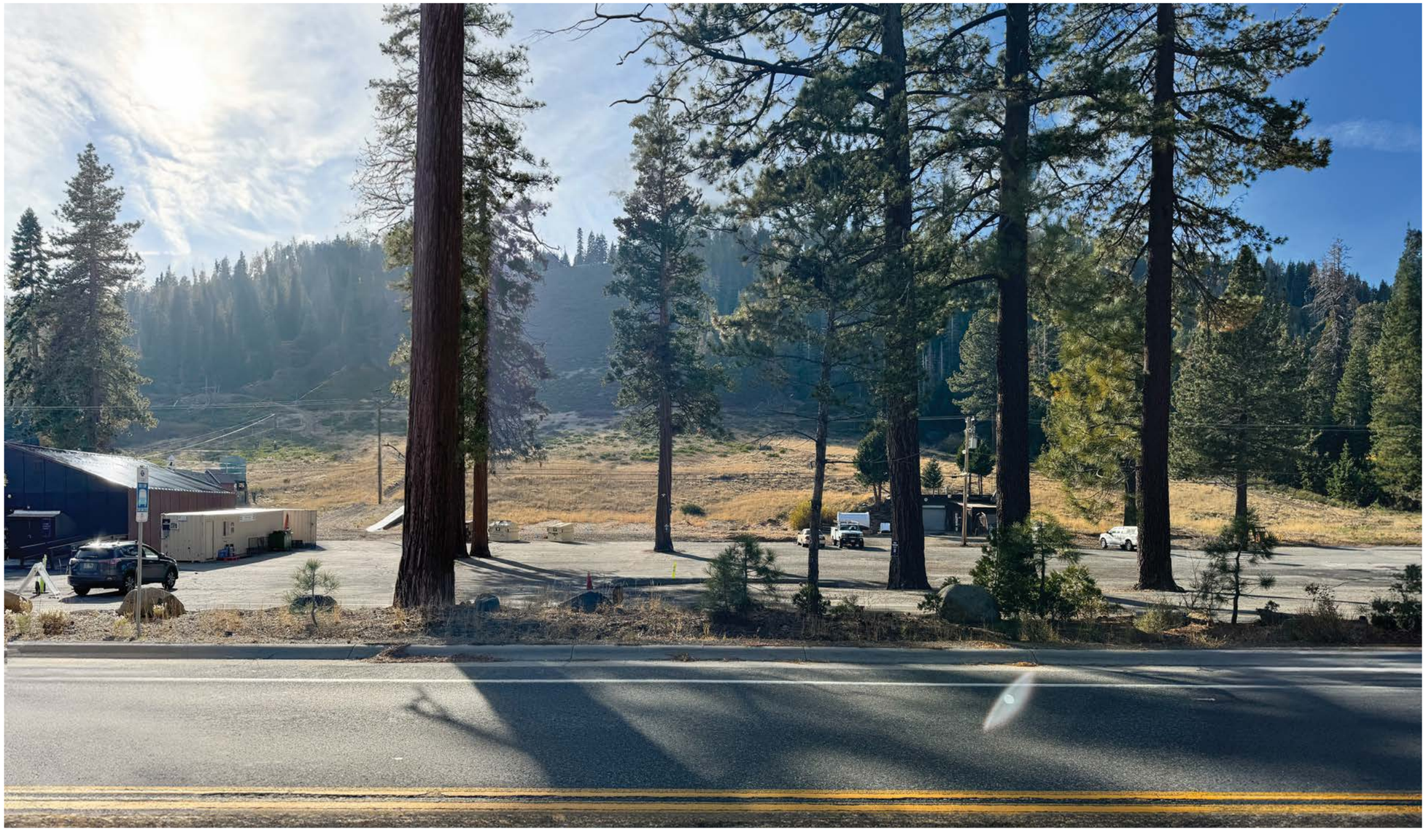
Initial Environmental Checklist

Viewpoint 2
2011 Previous

Scenic Analysis
Highway Views

2C.7

Not to Scale



Homewood Master Plan

04.30.2024

Initial Environmental Checklist

Viewpoint 2a 2024 Existing

Scenic Analysis Highway Views

2C.8

Not to Scale

Homewood Master Plan

04.30.2024

Initial Environmental Checklist

Viewpoint 2a 2024 Proposed

Scenic Analysis Highway Views

2C.9

Not to Scale

Homewood Master Plan

04.30.2024

Initial Environmental Checklist

Viewpoint 3
2011 Existing

Scenic Analysis Highway Views

2C.10

Not to Scale

Homewood Master Plan

04.30.2024

Initial Environmental Checklist

Viewpoint 3
2011 Previous

Scenic Analysis
Highway Views

2C.11

Not to Scale

Homewood Master Plan

04.30.2024

Initial Environmental Checklist

Viewpoint 3 2024 Existing

Scenic Analysis Highway Views

2C.12

Not to Scale

Homewood Master Plan

04.30.2024

Initial Environmental Checklist

Viewpoint 3 2024 Proposed

Scenic Analysis Highway Views

2C.13

Not to Scale

Homewood Master Plan

04.30.2024

Initial Environmental Checklist

Viewpoint 5
2024 Existing

Scenic Analysis
Highway Views

2C.16

Not to Scale

Homewood Master Plan

04.30.2024

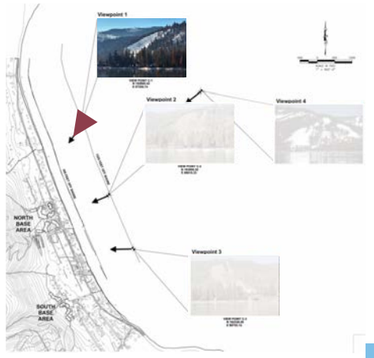
Initial Environmental Checklist

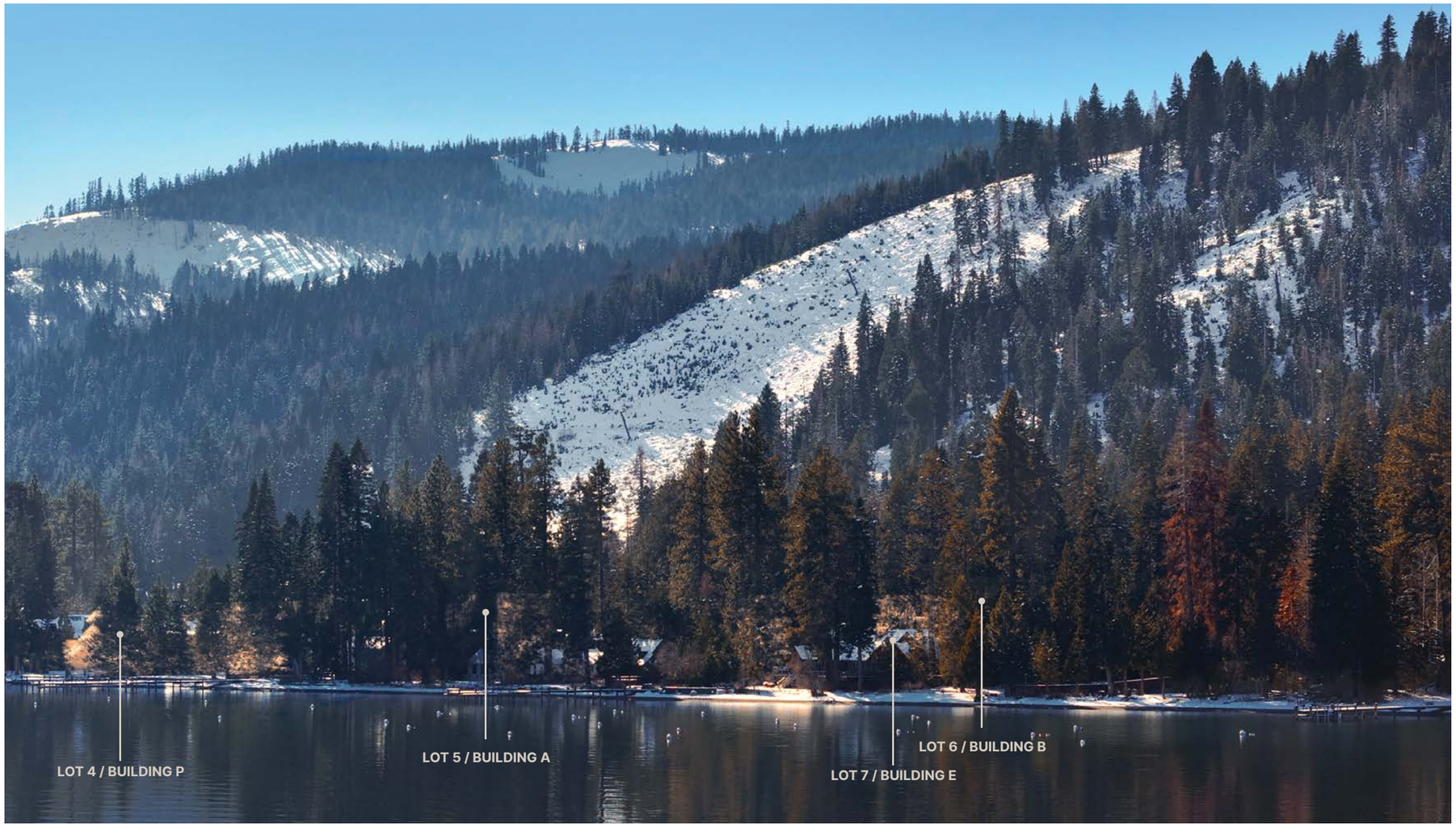
Viewpoint 5
2024 Proposed

Scenic Analysis
Highway Views

2C.17

Not to Scale





Homewood Master Plan

04.26.2024

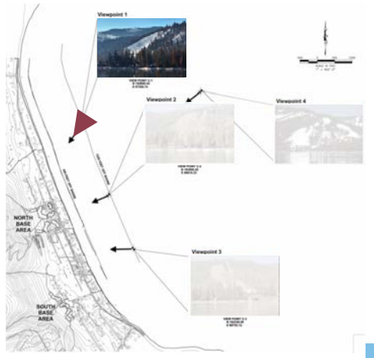
Initial Environmental Checklist

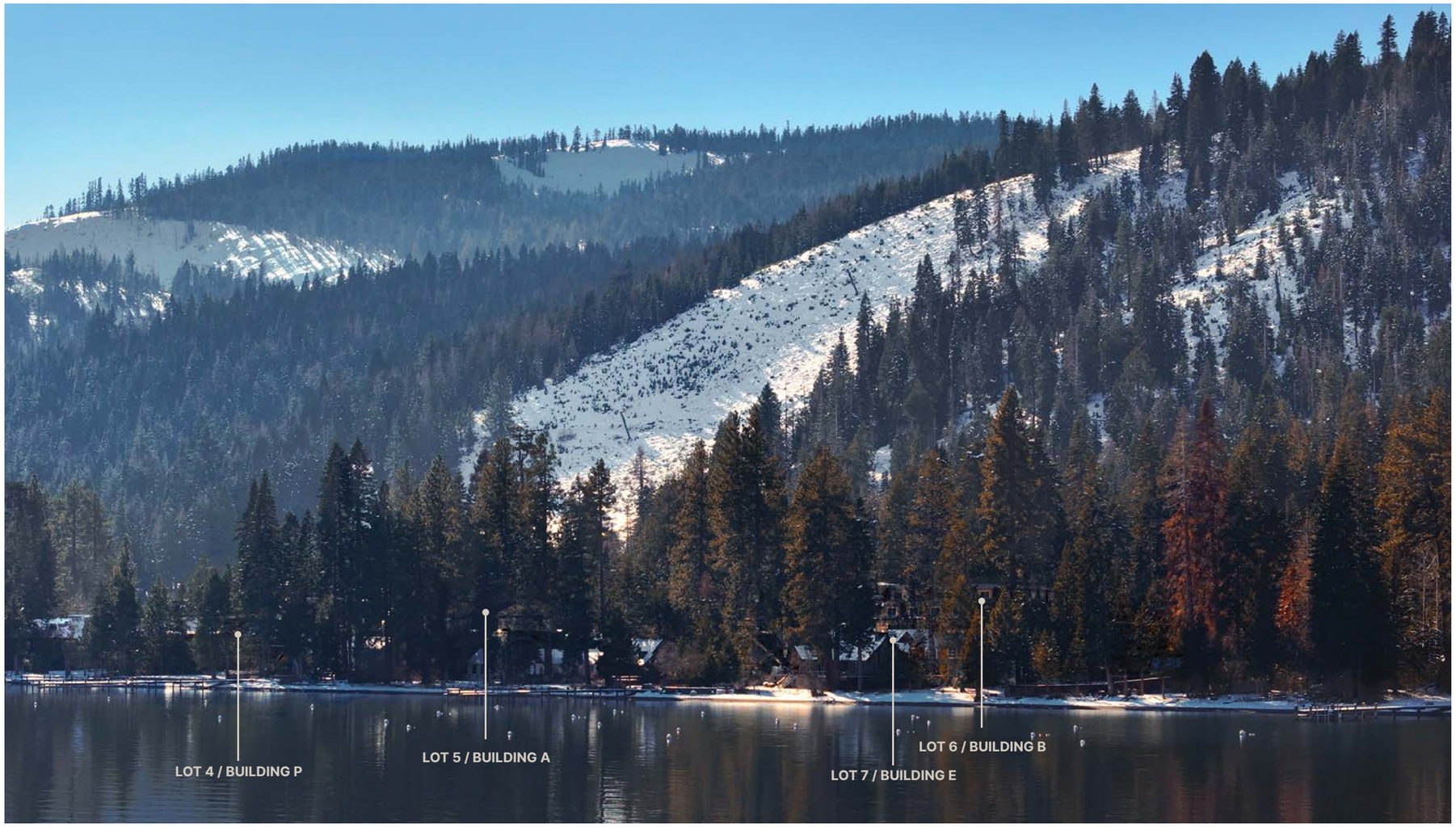
Viewpoint 1
2024
Previous Design

Scenic Analysis
Lake Views

2B.5

Not to Scale





Homewood Master Plan

04.26.2024

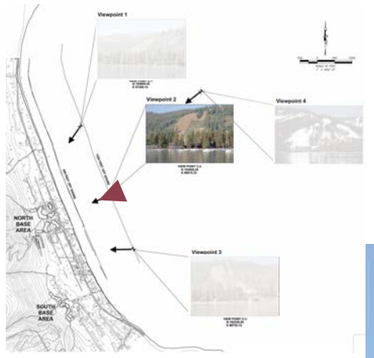
Initial Environmental Checklist

Viewpoint 1 2024 Proposed Design

Scenic Analysis Lake Views

2B.6

Not to Scale



Homewood Master Plan

04.26.2024

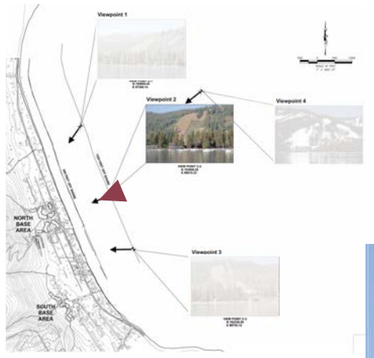
Initial Environmental Checklist

Viewpoint 2
2011
Existing Photo

Scenic Analysis
Lake Views

2B.7

Not to Scale



Homewood Master Plan

04.26.2024

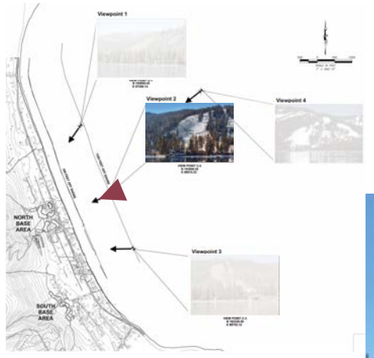
Initial Environmental Checklist

Viewpoint 2
2011
Previous Design

Scenic Analysis
Lake Views

2B.8

Not to Scale



Homewood Master Plan

04.26.2024

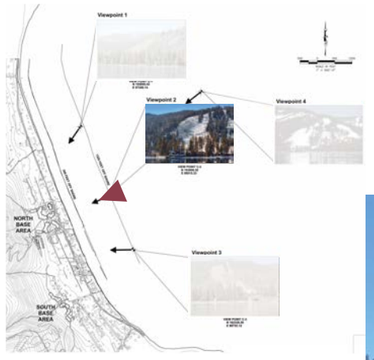
Initial Environmental Checklist

Viewpoint 2
2024
Existing Photo

Scenic Analysis
Lake Views

2B.9

Not to Scale



Homewood Master Plan

04.26.2024

Initial Environmental Checklist

Viewpoint 2
2024
Previous Design

Scenic Analysis
Lake Views

2B.10

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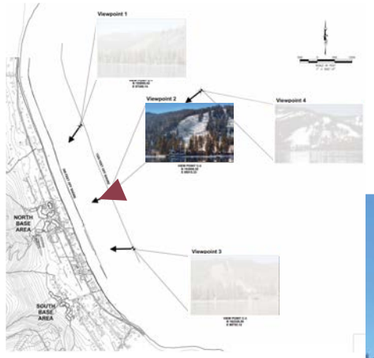


Homewood Master Plan

04.26.2024

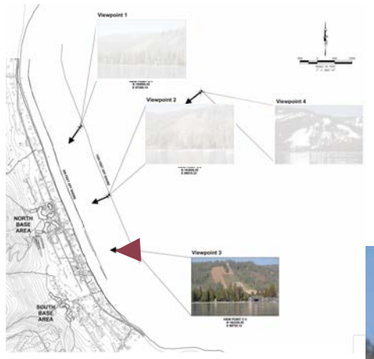
Initial Environmental Checklist

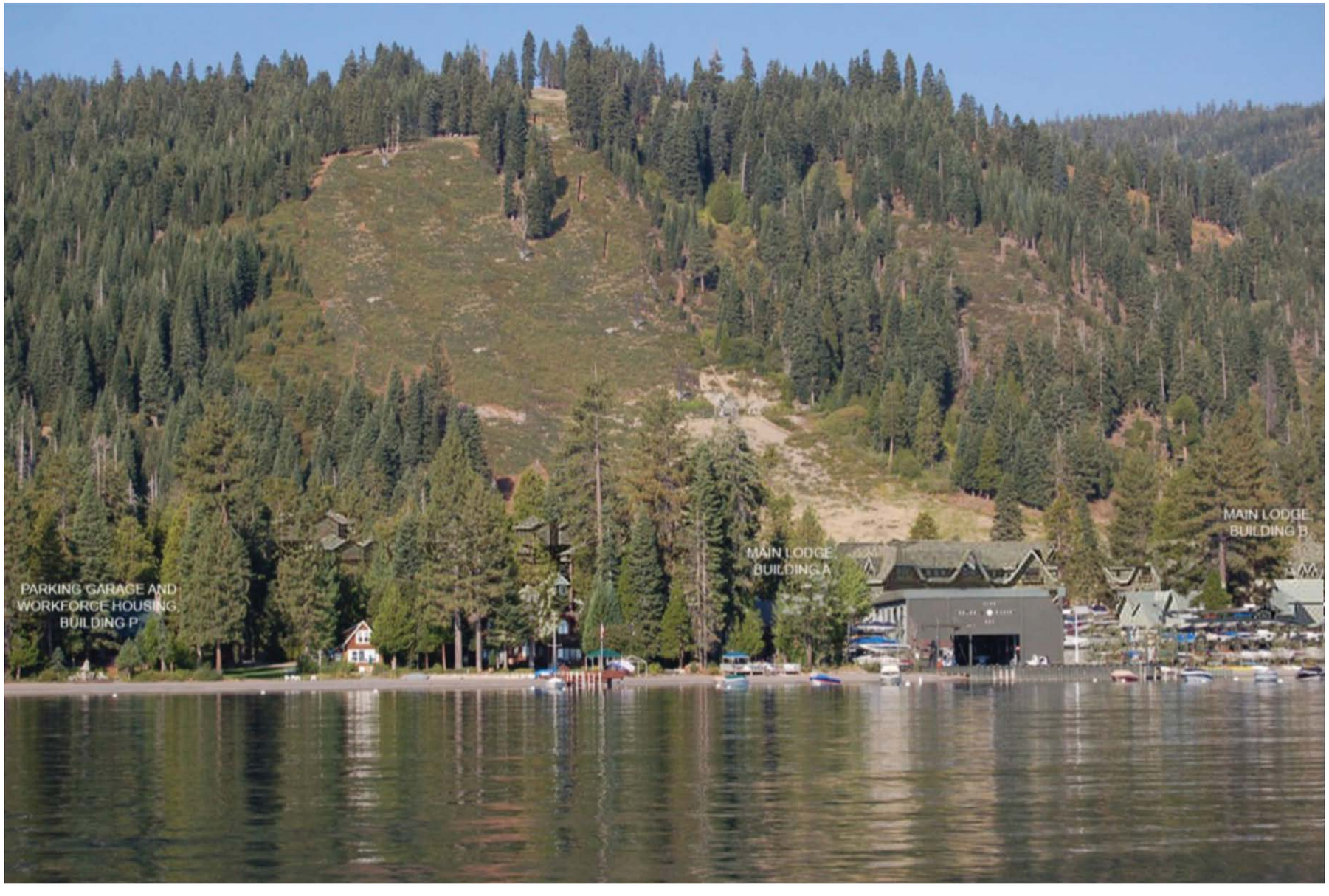
Viewpoint 2
2024
Proposed Design

Scenic Analysis
Lake Views

2B.11

Not to Scale





Homewood Master Plan

04.26.2024

Initial Environmental Checklist

Viewpoint 3
2011
Previous Design

Scenic Analysis
Lake Views

2B.13

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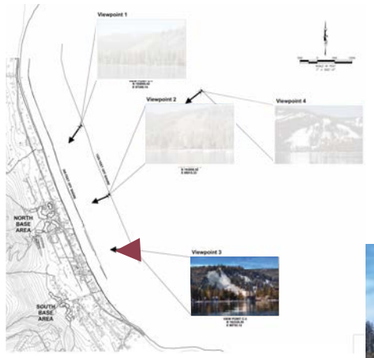

Homewood Master Plan

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Initial Environmental Checklist

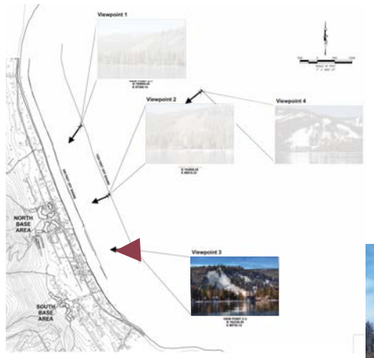
Viewpoint 3
2024
Existing Photo

Scenic Analysis
Lake Views

2B.14

Not to Scale

Olson Kundig



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Initial Environmental Checklist

Viewpoint 3
2024
Previous Design

Scenic Analysis
Lake Views

2B.15

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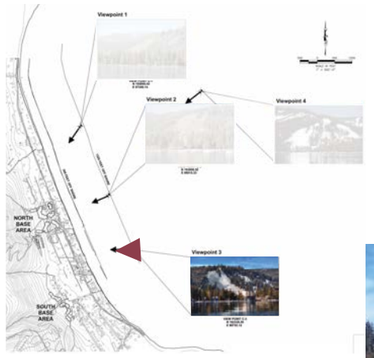

Homewood Master Plan

04.26.2024

Initial Environmental Checklist

Viewpoint 3
2024
Proposed Design

Scenic Analysis
Lake Views

2B.16

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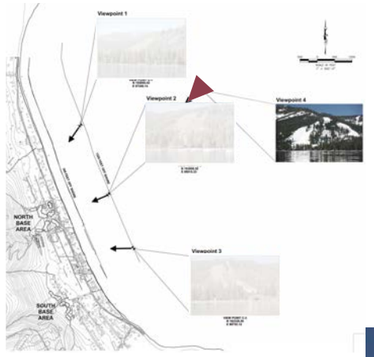
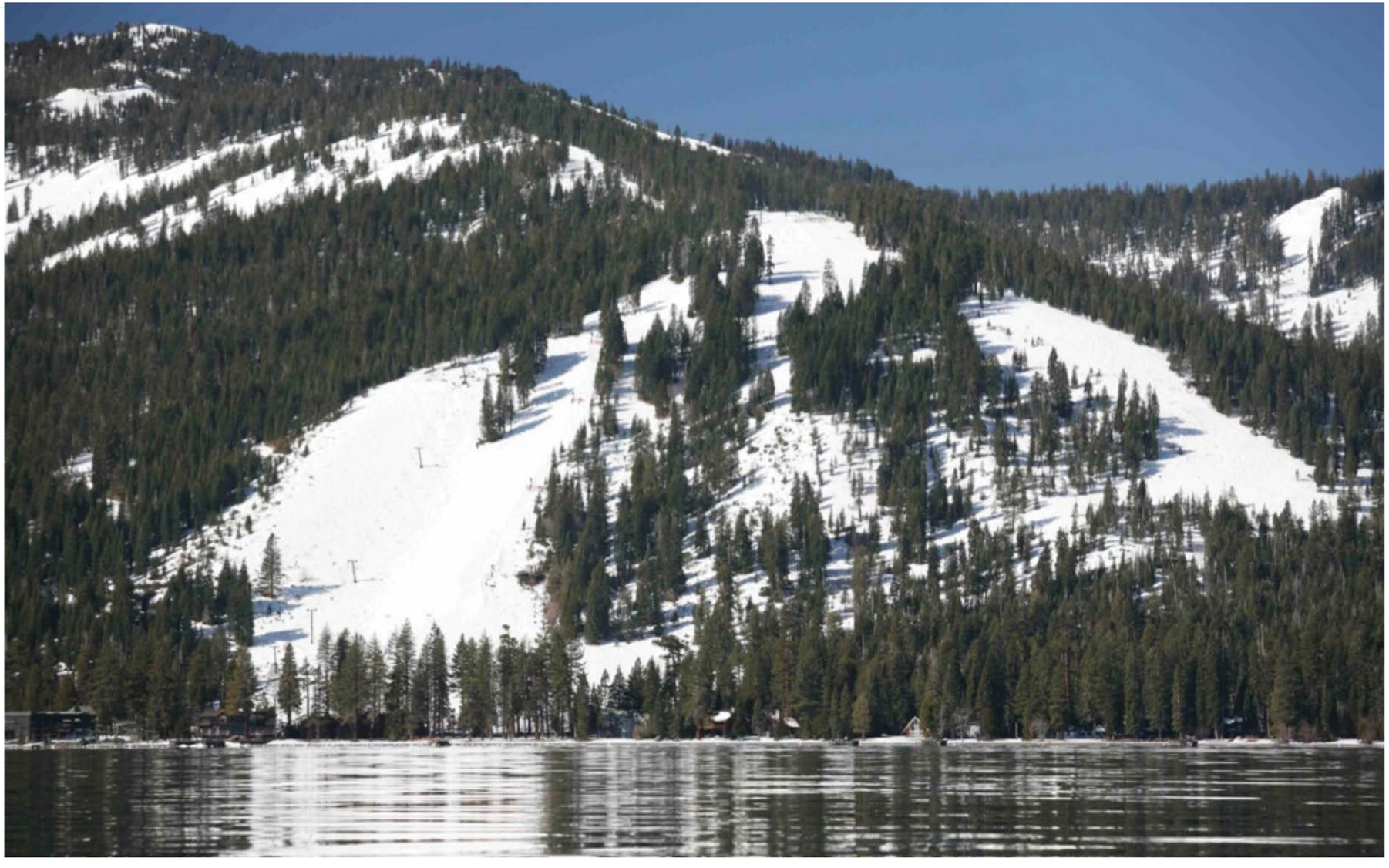




Homewood Master Plan

04.26.2024

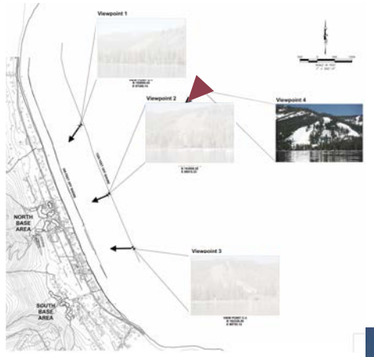
Initial Environmental Checklist

Viewpoint 4
2011
Existing Photo

Scenic Analysis
Lake Views

2B.17

Not to Scale



Homewood Master Plan

04.26.2024

Initial Environmental Checklist

Viewpoint 4
2011
Previous Design

Scenic Analysis
Lake Views

2B.18

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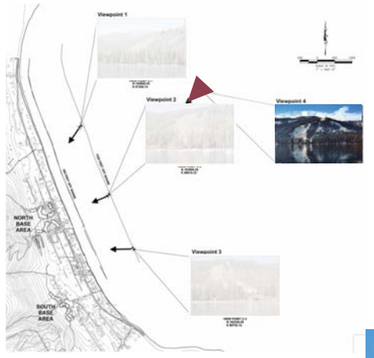


Homewood Master Plan

04.26.2024

Initial Environmental Checklist

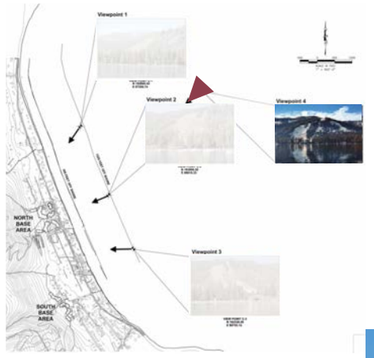
Viewpoint 4
2024
Existing Photo

Scenic Analysis
Lake Views

2B.19

Not to Scale

Olson Kundig



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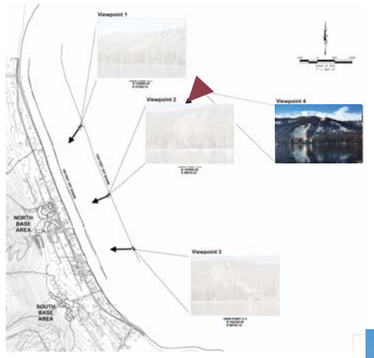
Initial Environmental Checklist

Viewpoint 4 2024 Previous Design

Scenic Analysis Lake Views

2B.20

Not to Scale



Homewood Master Plan

04.26.2024

Initial Environmental Checklist

Viewpoint 4
2024
Proposed Design

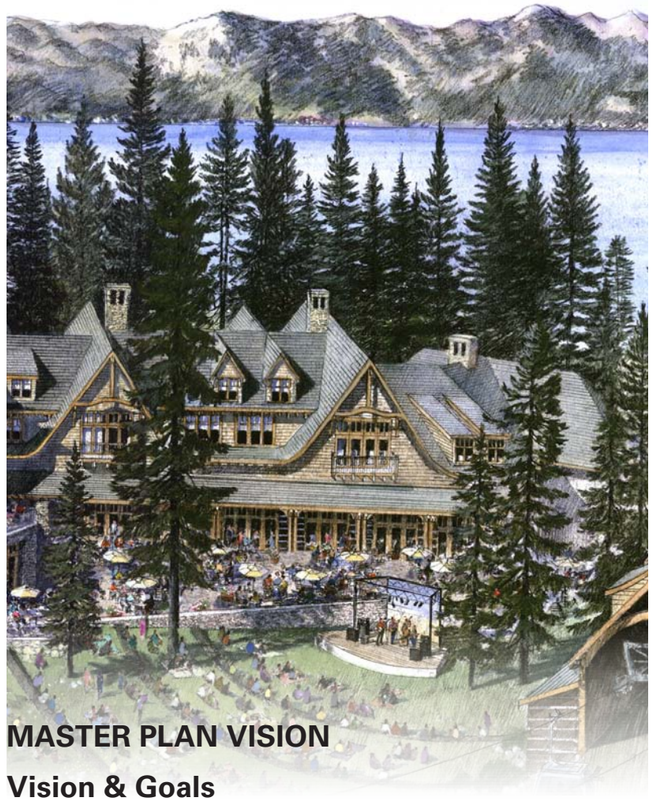
Scenic Analysis
Lake Views

2B.21

Not to Scale

Attachment L

Comparison of Master Plan Architectural Images



MASTER PLAN VISION

Vision & Goals

The vision of the Homewood master plan is to raise the bar for responsible resort redevelopment in the Western United States and to do so by redeveloping Homewood into a four-season resort that will exemplify concepts of social, economic and environmental responsibility. Environmental, economic and social sustainability are important considerations in the design and redevelopment of Homewood Mountain Resort.

The overall vision includes improving the Homewood resort property by updating aging infrastructure and creating a bed base that does not exist today. The vision also includes preserving Homewood's basic personality as a small, un-crowded, family-friendly enclave for those who love winter sports and spending summers at Lake Tahoe. A central goal of that plan is to restore Homewood as a key gathering center for Lake Tahoe's West Shore and to maintain the heritage of a ski resort that can be enjoyed equally by local residents and visitors. A primary objective of the master plan is to minimize impacts to traffic on the West Shore – if necessary, by limiting the number of ski tickets that are sold on any given day.

The master plan includes a commitment to state-of-the-art programs of reforestation, hydrology, and energy conversion programs in excess of the requirements of existing environmental regulations. Watershed protection and water treatment improvements have already been implemented and installed to insure that sediment laden water runoff is prevented from draining into Lake Tahoe. New demonstration projects that focus on the re-vegetation of the mountain to control run-off have begun. Research and monitoring of these treatment areas are using simulated rainfall to directly measure the benefits of treatment as compared to background and to other types of treated and untreated areas. Many of the water quality treatment initiatives around the existing base areas will ultimately be dismantled as the new resort takes shape and replaced with newer, updated initiatives. A commitment to this type of ground-breaking research should provide the data necessary to reduce the environmental impact on the Homewood mountain, and, ultimately, to help keep Lake Tahoe blue.

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1) Consistency with the scale and character of Homewood.

2) Enhance the lifestyle and property values of west shore residents.

3) Generation of sufficient revenues to support the proposed environmental and fire safety improvements and ensure the continued viability of the ski operations.

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Along with conserving the attributes of HMR that make it unique, HMR also needs to look toward the future and identify opportunities that will sustain its operation. If Homewood is to remain as a viable public recreational amenity, a new plan must emerge that limits peak skier visits, attracts visitors who will stay at the resort for several days, thereby reducing daily traffic, and continues to offer a convenient and quality skiing experience to local, west shore residents. The purpose of the HMR Master Plan is to set the course for improvements at the resort necessary to support and achieve the goals for the future resort. The following goals shaped the current master planning efforts and will continue to guide HMR as it strives to become a model for responsible land use and community planning:

- Restore Homewood as the community center of the west shore of Lake Tahoe
- Preserve the character of Homewood by developing new facilities that reflect the existing architectural quality and scale of the community
- Preserve HMR reputation as a small, no-crowds-on-the-slopes, family friendly enclave that can be enjoyed equally by local residents and visitors alike

Summer Time View Above Quail Lake

- Relocation of workforce housing units from fronting Sacramento Street to back side of parking facility.
    - o Immediate neighbors of the proposed day skier parking and workforce housing facility were concerned about potential noise emanating from the workforce housing apartments. The original scheme had housing fronting the street in order to give a more residential appearance from the street and to help mask/conceal the day skier parking structure behind the apartments. The scheme was changed in response to neighborhood comment and now the workforce housing apartments are on the back side of the day skier parking facility and do not front the street.
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    - o Community input expressed a long-standing desire for upgraded and expanded skier facilities at the North Base, which is exactly what the proposed master plan includes.

PROJECT DESCRIPTION

The HMR Master Plan is a plan to redevelop an aging ski resort into a mixed-use north base area, a residential south base area, and a mid-mountain lodge with beginner ski area. The proposed project includes the following:

North Base Area:

Encompassing approximately 18-acres on the mountain side of Highway 89 and within the community of Homewood on the west shore of Lake Tahoe, the north base will be transformed into a base lodge and neighborhood village. Included in the proposed improvements for the north base area are:

An 8-passenger, detachable gondola with a capacity of 2,400 persons per hour is proposed to replace the existing Madden chair (the Madden chair currently has a capacity of 1,800 people per hour).

A base lodge consisting of a high-quality boutique style hotel with up to 75 "traditional" hotel rooms. An additional 40 two bedroom/condo/hotel units, 20 of which with lock-offs, are also planned within the building. The top floor of the base lodge will include up to 30 individually owned, penthouse units.

Up to 36 residential condominium units and up to 20 fractional ownership units will be spread between 2 and 3-story buildings carefully sited throughout the north base. A few of the total units will also be located in mixed-use buildings above the village retail space.

Up to 13 on-site workforce housing units will be attached to the exterior of the parking structure to both screen it and to provide housing for full-time employees of the resort.

Up to 25,000 square feet of retail space (commercial floor area) that will likely include a grocery store, hardware store and ice cream parlor.

A new, approximately 30,000 square foot base mountain facility, will replace the existing day skier services. The base facility will include food and beverage service, adult and children's ski school services, rental shop, locker facilities, rest rooms, first aid, and mountain administration and operations offices.

Approximately 730 total parking spaces will be provided at the North Base Area. This number includes approximately 270 day use parking spaces in a three-level parking structure, approximately 50 limited surface parking spaces at the retail and skier drop off area, and around 410 underground parking spaces directly below the building footprint of the base lodge and skier services facility.

South Base Area:

The approximately 6-acre south base will be transformed into a residential area that compliments the existing neighborhood. The proposed improvements for the south base area include:

Up to 99 (95 for Alt. 1A) residential condominiums will be spread throughout the south base area in three buildings that will not exceed three stories (in Alt. 1A, 1 main condo building and 48 chalets). The residential units will replace the current children's facilities, ski school and day lodge buildings. All existing South Base day-skier access will be relocated to the North Base to reinforce the sense of a neighborhood residential area.

Proposed North Base Rendering

Proposed South Base Rendering

Up to 150 underground parking spaces located directly below the residential footprints, which utilize the excavation required for the building foundations and allows for more pervious landscape surfaces around the buildings in lieu of surface parking.

Snow based maintenance equipment will move to a new mid-mountain located facility, whereas rubber tire vehicle maintenance will be moved off-site and contracted out to an existing third party garage.

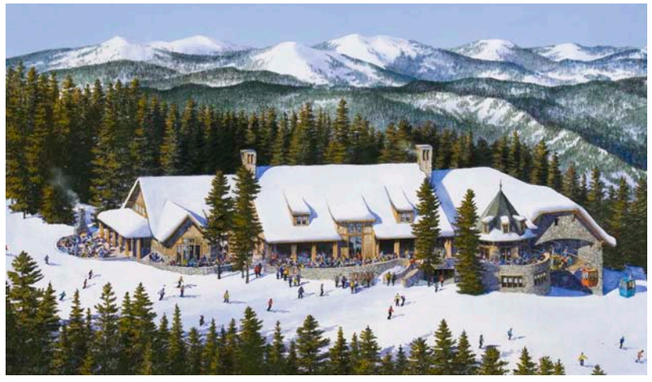
The South Base will include access to 16 proposed townhomes located slightly above the North Base off of an extended Tahoe Ski Bowl Way.

Alternative 1A:

Alternative 1A was developed in response to public comment during the review period of the public draft environmental impact report. There were specific concerns expressed about the planned location of the day skier parking/employee housing facility at the north base and it's proximity to the existing residential neighborhood. At the south base, concerns centered on the size and scale of the proposed condominium buildings and compatibility with the existing neighborhood. Additional concerns focused on proximity of the condominium buildings to existing homes and removal of existing tree canopy. The following changes to the plan were designed to address these concerns.

North Base

Alternative 1A relocates the day skier parking structure and employee housing to the corner of Highway 89 and Sacramento Avenue providing a stronger relationship between parking and Village access. Retail is proposed on the ground floor. Up to 15 Residential units have been relocated to the previous parking structure location. These modifications have not changed the proposed Alternative 1 program with the exception of an additional 11 surface parking spaces.



Proposed Mid-Mountain Rendering

South Base

As a way of improving the site design and architectural character for the South Base area, Alternative 1A reduces the massing of the residential units by creating smaller buildings with fewer units. This has resulted in a reduction of proposed units from 99 to 95 in alternative 1A . All residential parking is either underground at the central condominium lodge building or self-contained within each of the chalet residences.

Mid-Mountain:

The new mid-mountain lodge replaces the white tent structure and the existing concrete foundation located near the mid-mountain. This new facility could serve as an activity hub for the resort during both the winter and summer seasons. The proposed plans for the mid-mountain facility include:

An 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 existing composting toilet/rest room will be replaced with a facility connected to the public sewer system as required by Placer County Health and Human Services Department.

Up to an approximately 15,000 square foot vehicle shop/maintenance facility (coverage relocated from the south base area) along with two water storage tanks that will be located above the vehicle shop/maintenance facility. There will also be two water storage tanks located to the west of the maintenance facility.

Accessory buildings:

Several small accessory buildings will be associated with improved snowmaking operations (e.g., new/updated pump houses) and micro-hydro generation. All buildings will be situated to minimize disturbance to existing grade, but in some areas retaining walls and slope stabilization will be required to minimize the impacts associated with new construction.

Roads:

On-site roads that are not decommissioned and restored will be used for mountain operations during the summer. The extension of Tahoe Ski Bowl Way will be available for year round private use. Off-site roads to be evaluated for potential improvements include SR 89, Silver, Fawn, Sacramento, and Tahoe Ski Bowl Way. Per Placer County standards, roadway plans shall include existing and proposed right-of-way extents, appropriate street improvements (e.g., existing pavement limits and proposed), and any necessary measures (e.g., drainage facilities, cut and fill slopes, street cross sections)

Linkages:

The project will integrate a Tahoe City Public Utility District (TCPUD) bike path into the north base area. A proposed 8-passenger gondola will bring guests up to the mid-mountain area from the north base. The existing TART stops will be furnished with shelters, and proposed dial-a-ride, shuttle, and water taxi services will expand alternative transportation options and reduce vehicle miles traveled (VMTs). Offsite improvements necessary to mitigate identified impacts, if any, will also be included in the environmental analysis.

Additional Recreation:

A new outdoor earthen amphitheater is proposed for hosting outdoor concert events during the summer season. A cross-country ski connection, which is an extension of the old Olympic course, is proposed at the South Base. Existing downhill skiing and snowboarding, fishing, and five miles of hiking trails will continue to be available. Proposed recreation includes ice skating, a community swimming pool, biking, and a miniature golf course during the summer months where the ice pond is located.

Restoration and Water Quality:

Water quality improvements are planned to be coordinated with Caltrans water quality improvements and Placer County Homewood Erosion Control Project to treat runoff from SR 89, local streets, and HMR. HMR is exploring the potential for reuse of this treated water. Homewood creek, which is currently collected and piped under the north-south extension of Tahoe Ski Bowl Way will be day-lighted and the adjacent riparian habitat restored. The current conceptual plan includes removal of

Double Troubles
Cedar Ridge
Exhibition
Quail Chair
Residential
Residential
Tahoe Ski Bowl Way
Townhomes
The Face
Gondola
Ore Car
Earthen Amphitheatre
Skier Services / Residential
Hotel Lodge
Shuttle Stop
Shuttle Stop
Residential
Retail
Retail
Ice Skate Pond
Parking
Employee Housing
Residential
Silver Street
Shuttle Stop
Hwy 89
Museum
Lagoon Road
Sacramento Ave
Sacramento Ave
Tahoe Ski Bowl Way
South Street
Hwy 89
Homewood Marina
West Shore Cafe Marina
Obexers Marina
HKS
HILL GLAZIER STUDIO
DESIGNWORKSHOP

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

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

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

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

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

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

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

Social Opportunities

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

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

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

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

Master Plan Implementation Phasing

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

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

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

1b Residential Building Adjacent to Highway 89

1c Residential Building Adjacent to Highway 89

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

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

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

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

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

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

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

1b Scenic enhancement strategies are employed

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

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

2a All permanent BMPs installed as construction is completed

2b Project Area is fully BMPed, landscaped, revegetated

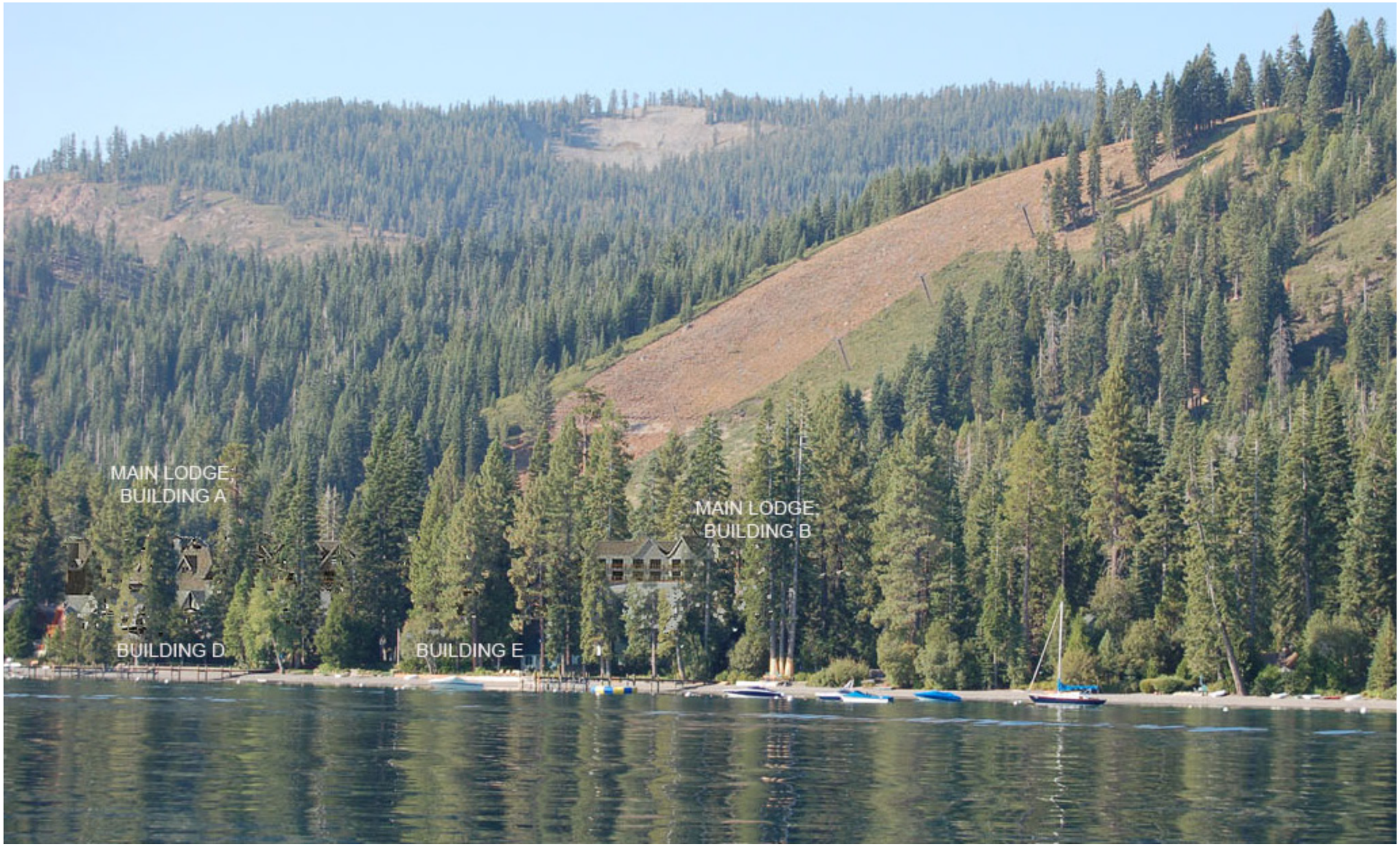
2c Same as 2b

Proposed Project (Alternative 1) Building Heights and Setbacks

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

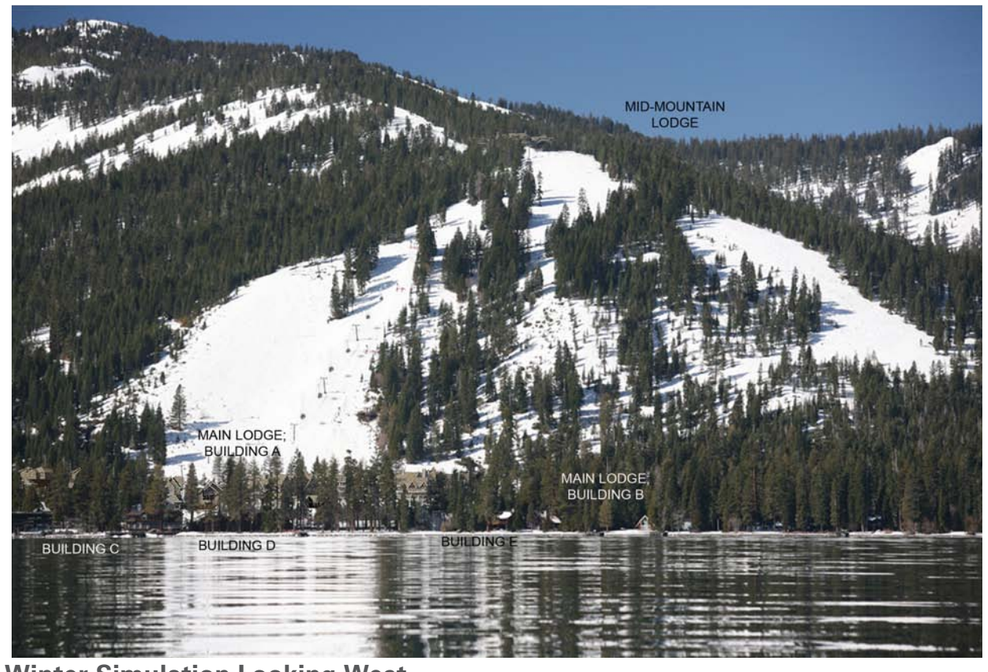
Notes:
* Allowable Height as calculated using the proposed TRPA Code of Ordinances Chapter 22 height amendment. .
** Proposed Height based on the method for calculating height included in the proposed TRPA Code of Ordinances Chapter 22 height amendment (Appendix F).

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



Summer Simulation Looking South West

Summer Simulation Looking West Over West Shore Cafe



Winter Simulation Looking West

Summer Simulation Looking West over Obexer's Marina

View of entrance at corner of Sacramento and Highway 89

View toward main entrance of hotel

View looking south along Highway 89 in Homewood

Amphitheater and Slope Side of North Base Lodge/ Hotel

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

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

Operations and Management

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

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

Parking Best Management Practices
Drainage improvements being installed for the north base parking area.

Forest Health
Unhealthy forest prior to fuel reduction.

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

Parking Best Management Practices
Final BMP's for the north base parking area.

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

MASTER PLAN VISION

Vision & Goals

The vision of the Homewood master plan ~~is~~ was to raise the bar for responsible resort redevelopment in the Western United States and to do so by redeveloping Homewood into a four-season resort that will exemplify concepts of social, economic and environmental responsibility. Environmental, economic and social sustainability are important considerations in the design and redevelopment of Homewood Mountain Resort.

The overall vision includes improving the Homewood resort property by updating aging infrastructure and creating a bed base that does not exist today. The vision also includes preserving Homewood's basic personality as a small, un-crowded, family-friendly enclave for those who love winter sports and spending summers at Lake Tahoe. A central goal of that plan is to restore Homewood as a key gathering center for Lake Tahoe's West Shore and to maintain the heritage of a ski resort that can be enjoyed equally by local residents and visitors. A primary objective of the master plan is to minimize impacts to traffic on the West Shore – if necessary, by limiting the number of ski tickets that are sold on any given day.

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- Restore Homewood as the community center of the west shore of Lake Tahoe
- Preserve the character of Homewood by developing new facilities that both reflects the existing architec-

Summer Time View Above Quail Lake

- Removal of rubber tire maintenance facility from South Base
  - Immediate neighbors of the South Base maintenance facility expressed concern over the plan to relocate this facility further to the south of the existing building (concerns about equipment noise, etc.). In response, it was decided to completely remove the planned “rubber tire” maintenance facility and contract maintenance out to existing local garage.

- Removal of snow-based maintenance equipment from South Base to mid-mountain location
  - In response to neighborhood concerns about equipment noise, etc., the master plan relocates all snow-based equipment to a new mid-mountain snow-based maintenance equipment facility away from the residential area.

- Removal of day-skier parking and access at South Base
  - The original 2006 master plan had both residential and day-skier parking located at the south base. Public input indicated a preference for removal of day-skier access and associated traffic and the creation of a more private, residential enclave. The proposed master plan has all day-skier parking and access located at the north base in response.

- Relocation of workforce housing units from fronting Sacramento Street to back side of parking facility.
  - Immediate neighbors of the proposed day skier parking and workforce housing facility were concerned about potential noise emanating from the workforce housing apartments. The original scheme had housing fronting the street in order to give a more residential appearance from the street and to help mask/conceal the day skier parking structure behind the apartments. The scheme was changed in response to neighborhood comment and now the workforce housing apartments are on the back side of the day skier parking facility and do not front the street.

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  - In response to community concern over density/numbers of units, the current master plan reflects a reduction in density from the original 2006 concept master plan.

- Enhanced day skier amenities and services at the North Base
  - Community input expressed a long-standing desire for upgraded and expanded skier facilities at the North Base, which is exactly what the proposed master plan includes.

- Improved view sheds
  - Community input expressed positive feedback on the reduced massing of the buildings at the North Base now, consistent with the neighborhood character.

- Improved design of parking structure
  - Community expressed positive feedback on the improved design of the day skier parking structure, which has a more residential look and feel now.

- Improved positioning of the Gondola base terminal
  - Community provided positive feedback on the improved location of the Gondola Base Terminal at North Base to improve the skier experience.

- Improved North Base layout and appearance
  - Improved North Base layout with reduced density and building massing to better fit into the neighborhood which was positively received by the community.

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Proposed North Base Rendering

Proposed South Base Rendering

A base lodge consisting of a high-quality boutique style condo hotel with up to 75 ~~"traditional" hotel rooms~~ condo hotel units. ~~An additional 40 two bedroom/condo/hotel units, 20 of which with lock offs, are also planned within the building. The top floor of the base lodge will include up to 30 individually owned, penthouse units.~~

Up to ~~36~~ 64 residential condominium units ~~and up to 20 fractional ownership units~~ will be spread between ~~2 and 3 story~~ a few multi-level buildings carefully sited throughout the north base. A few of the total units will also be located in mixed-use buildings above the village retail space.

~~Up to~~ 13 on-site workforce housing units will be attached to the exterior of the parking structure to both screen it and to provide housing for some full-time employees of the resort.

Up to 25,000 square feet of retail space (commercial floor area) that will ~~likely~~ include a grocery store, hardware store and ice cream parlor.

~~A n~~New~~, approximately 30,000 square foot~~ base mountain facility~~ies~~, will replace the existing day skier services. The base facility~~ies~~ will include food and beverage services, adult and children's ski school services, rental shop, locker facilities, rest rooms, first aid, and mountain administration and operations offices.

Approximately ~~730~~ 685 total parking spaces (inclusive of 400 day skier parking stalls) will be provided at the North Base Area. This number includes approximately 270 day use parking spaces in a ~~three~~ multi-level parking structure, approximately ~~50~~ 10 limited surface parking spaces at the retail and skier drop-off area, and around ~~410~~ 370 underground parking spaces directly below the building footprints of the ~~base lodge and skier services facility~~ condo hotel and other north base structures.

In 2014, HMR entered into a settlement agreement which reduced the residential units at the Fawn Parcel (Lot 3) from 15 to 8 units. HMR further reduced units from 8 to 7 within the final approved permitted design for Lot 3.

~~**Proposed Mid-Mountain Rendering**~~

South Base Area:

The approximately 6-acre south base will be transformed into a residential area that compliments the existing neighborhood. The proposed improvements for the south base area include:

Up to ~~99 (95 for Alt. 1A)~~ 51 residential condominiums will be spread throughout the south base area ~~in three buildings that will not exceed three stories (in Alt. 1A, 1 main condo building and 48 chalets).~~ The residential units will replace the current children's facilities, ski school and day lodge buildings. All existing South Base day-skier access will be relocated to the North Base to reinforce the sense of a neighborhood residential area.

Up to ~~150~~ 118 underground parking spaces located directly below or adjacent to the residential footprints, which utilize the excavation required for the building foundations and allows for more pervious landscape surfaces around the buildings in lieu of surface parking.

Snow based maintenance equipment will move to a new mid-mountain located facility, whereas rubber tire vehicle maintenance will be moved off-site and contracted out to an existing third party garage.

The South Base will include access to up to 16 ~~proposed townhomes~~ entitled residences located slightly above the North Base off ~~of~~ a~~n~~ to-be-extended Tahoe Ski Bowl Way.

Alternative 1A:

Alternative 1A was developed in response to public comment during the review period of the public draft environmental impact report. There were specific concerns expressed about the planned location of the day skier parking/employee housing facility at the north base and it~~'~~s proximity to the existing residential neighborhood. At the south base, concerns centered on the size and scale of the proposed condominium buildings and compatibility with the existing neighborhood. Additional concerns focused on proximity of the condominium buildings to existing homes and removal of existing tree canopy. The following changes to the plan were designed to address these concerns.

North Base

Alternative 1A relocates the day skier parking structure and employee housing to the corner of Highway 89 and ~~Sacramento~~ Fawn Avenue providing a stronger relationship between parking and Village access. Retail is proposed on the ground floor. ~~Up to~~ 15 entitled Residential units ~~have been~~ were relocated to the previous parking structure location. Seven homes are currently being constructed at this site. ~~These modifications have not changed the proposed Alternative 1 program with the exception of an additional 11 surface parking spaces.~~

South Base

As a way of improving the site design and architectural character for the South Base area, Alternative 1A reduces the massing of the residential units by creating smaller buildings with fewer units. This has resulted in a reduction of proposed units from 99 to 95 in the 2011 approved alternative 1A and down to 51 units in the current master plan Amendment. All residential parking is either underground at the central condominium lodge building or self-contained within each of the chalet residences.

In 2014 HMR entered into a settlement agreement which obligated the further reduction of (6) additional units (to be selected by HMR) at the south base of the project.

The 2024 HMR Master Plan Amendment makes no changes to lots 12 and 13 (which are owned by others), located between the north and south base areas.

Mid-Mountain:

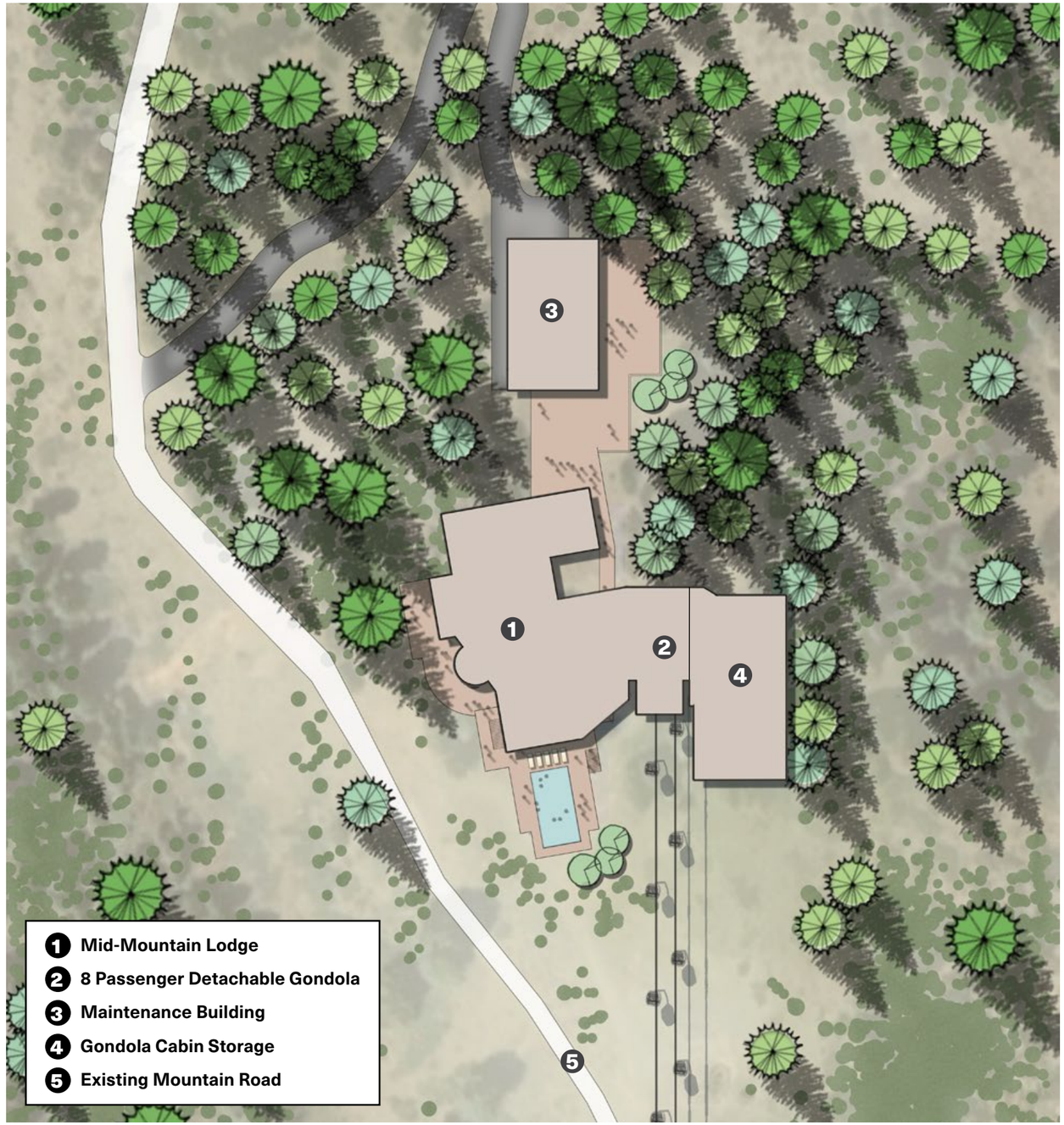
The new mid-mountain lodge replaces the white tent structure and the existing concrete foundation located near the mid-mountain. This new facility could serve as an activity hub for the resort during both the winter and summer seasons. The proposed plans for the mid-mountain facility include:

An approximately ~~15,000~~ 20,000 square foot day-use lodge (with spaces for both dedicated HOA use and general mountain public use) 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 existing composting toilet/rest room will be replaced with a facility connected to the public sewer system as required by Placer County Health and Human Services Department.

Up to an approximately ~~15,000~~ 7,500 square foot vehicle shop/maintenance facility (coverage relocated from the south base area) along with two water storage tanks that will be located above the vehicle shop/maintenance facility. There will also be two water storage tanks located to the

LOT 1
LOT 2
LOT 9
LOT 5
LOT 6
LOT 3
LOT 4
LOT 8
LOT 7



Mid Mountain ~~Plan~~ Concept

In addition to the new day use lodge the maintenance center will be relocated to Mid Mountain. The Mid-Mountain Day Lodge offers dining and a scenic gondola ride and summer operations for special events such as weddings, limited conferences, and meetings.

Mid-Mountain Day Lodge

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

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

Gondola to Service New On-mountain Activity Center

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

Through engineering review, the gondola base facility location at north base is proposed to be shifted off the uphill face of the mountain further north and east down slope. This realignment has been shared with hundreds of members of the community over the course of 2023 and 2024. This proposed shift will help improve the day skier experience with a more accessible path of travel to parking and the community gathering center.

The gondola also would best be served to utilize an additional car barn storage facility adjacent to the mid mountain lodge where the cabins can be pulled off the line nightly or in inclement weather conditions extending their useful life. This cabin storage facility was not originally contemplated in the 2011 approval but will provide overall benefits to the skier experience for years to come.

Maintenance Center

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

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

Mid-Mountain Day Lodge

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

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

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

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

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

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

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

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

Social Opportunities

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

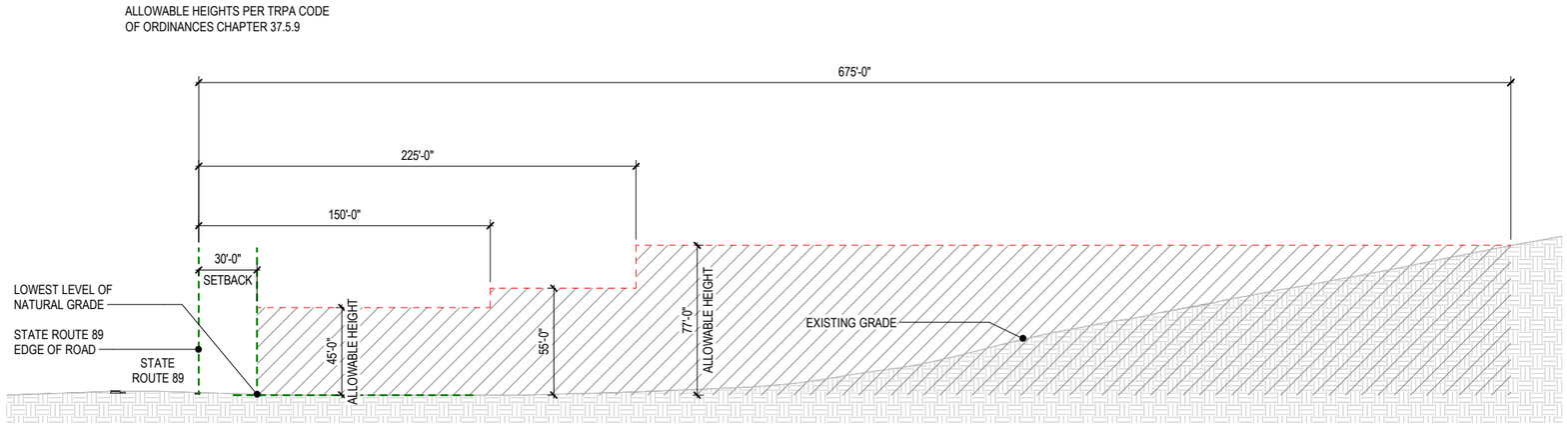
The community of Homewood plays a vital role in the success of this project. By locating mixed-use buildings along State Route 89 South, the architecture of the Resort establishes a vibrant commercial and residential presence. The resort will act as the 'Village Core' for the greater community. Neighborhood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

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

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

Master Plan Implementation Phasing

It is expected that a project being constructed under a Master Plan will be accomplished over time. TRPA's master



Graphical Representation of Allowable Building Heights in Relation to Distances from State Route 89 and as defined in approved TRPA Code of Ordinances

~~Notes:~~

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

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

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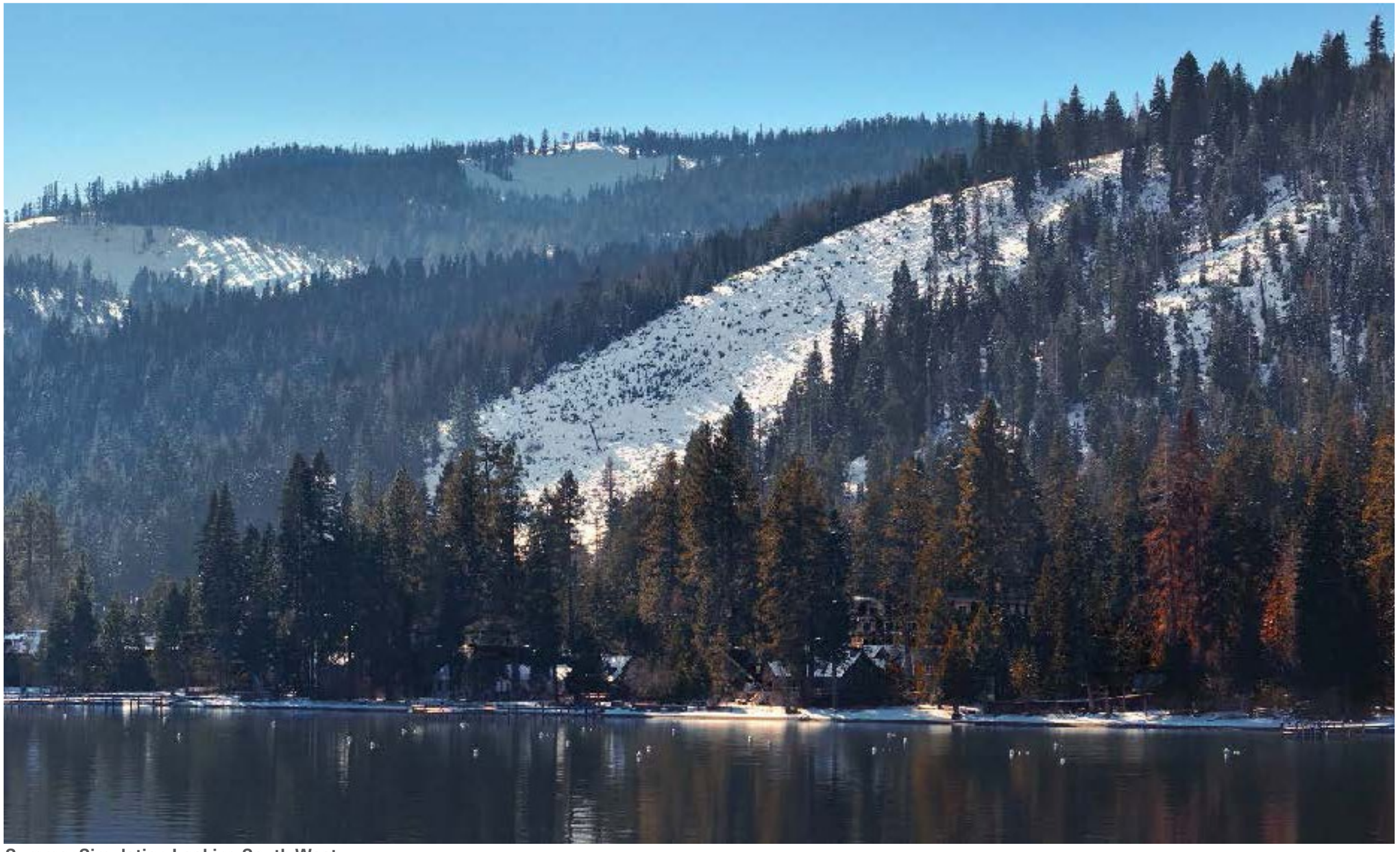
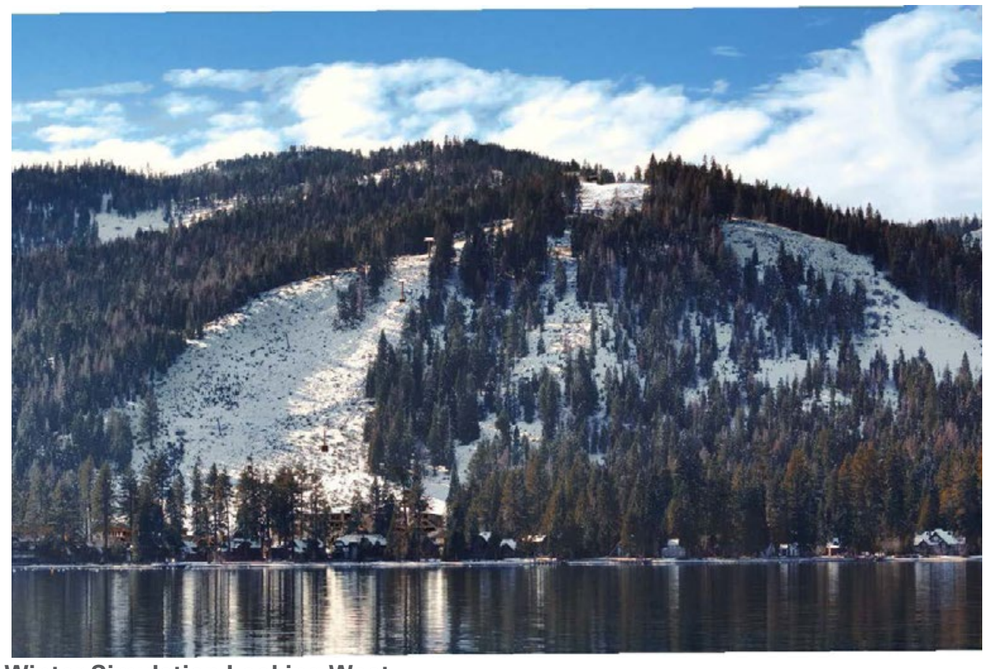
North Base

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

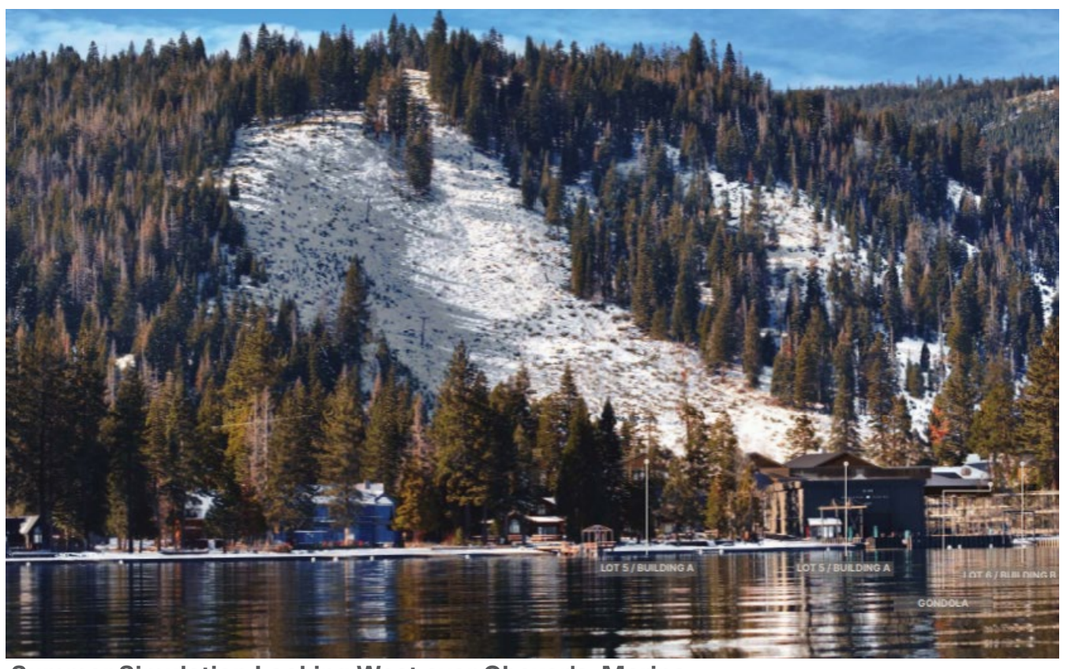


~~Summer~~ Simulation Looking South West

~~Summer~~ Simulation Looking West Over West Shore Cafe



~~Winter~~ Simulation Looking West



~~Summer~~ Simulation Looking West over Obexer's Marina

View of entrance at corner of ~~Sacramento~~ Fawn and Highway 89

View toward main entrance of condo hotel

View looking south along Highway 89 in Homewood

~~Amphitheater and Slope Side of~~ North Base Village and ~~Lodge/~~Hotel

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

Ice Pond Village Center North Base

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

OPERATIONS ~~AND~~, MANAGEMENT, AND EMERGENCY PLANNING

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

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

Decommissioned Road

Since 2006, HMR has restored over ~~240,000~~ 340,000 square feet of TRPA-verified roads ~~and trails on the mountain and plans to continue to restore unnecessary roads and trails.~~

Parking Best Management Practices

Drainage improvements being installed for the north base parking area.

Parking Best Management Practices

Final BMP's for the north base parking area.

Forest Health

Unhealthy forest prior to fuel reduction.

Forest Health

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

ABOVE ARE THE ONLY TWO IMAGES REPLACED TO SHOW RESTORATION AND FOREST CONDITION PRE 2024 FUELS REDUCTION

Attachment M

Site Plans Showing Spatial Breakdown of Uses

1 Key Community Gathering Center
To be enjoyed by local residents and visitors alike
- Community gathering & events
- Farmers market
- Arts & crafts fair

2 8 Passenger Detachable Gondola
Includes food and beverage facility with indoor/outdoor dining, serves as an activity hub in the winter and summer. Connection to future mid-mountain lodge location with additional F&B & amenities, as well as access to beginner ski area in winter and mid mountain pool & public trails in the summer.

3 Shuttle Stop
Shuttle drop-off | passenger drop-off | parking access

4 Commercial Floor Area
- **4.A** - Cafe/Deli
- **4.B** - General Store/Retail
- **4.C** - General Store/Retail
- **4.D** - Hotel Restaurant & Spa

5 Skier Services
- **5.A** - Ski Patrol
- **5.B** - Ski Shop & Rentals
- **5.C** - Day-Skier F&B
- **5.D** - Food & Beverage
- **5.E** - Tickets
- **5.F** - Ski Lockers & Restrooms

6 Earthen Amphitheater
Accommodate seasonal outdoor concert events

7 Garage Building
277 stall parking structure

8 Boutique Hotel

9 Residential Condo Units
Condo and residential use buildings

10 Workforce Housing Units

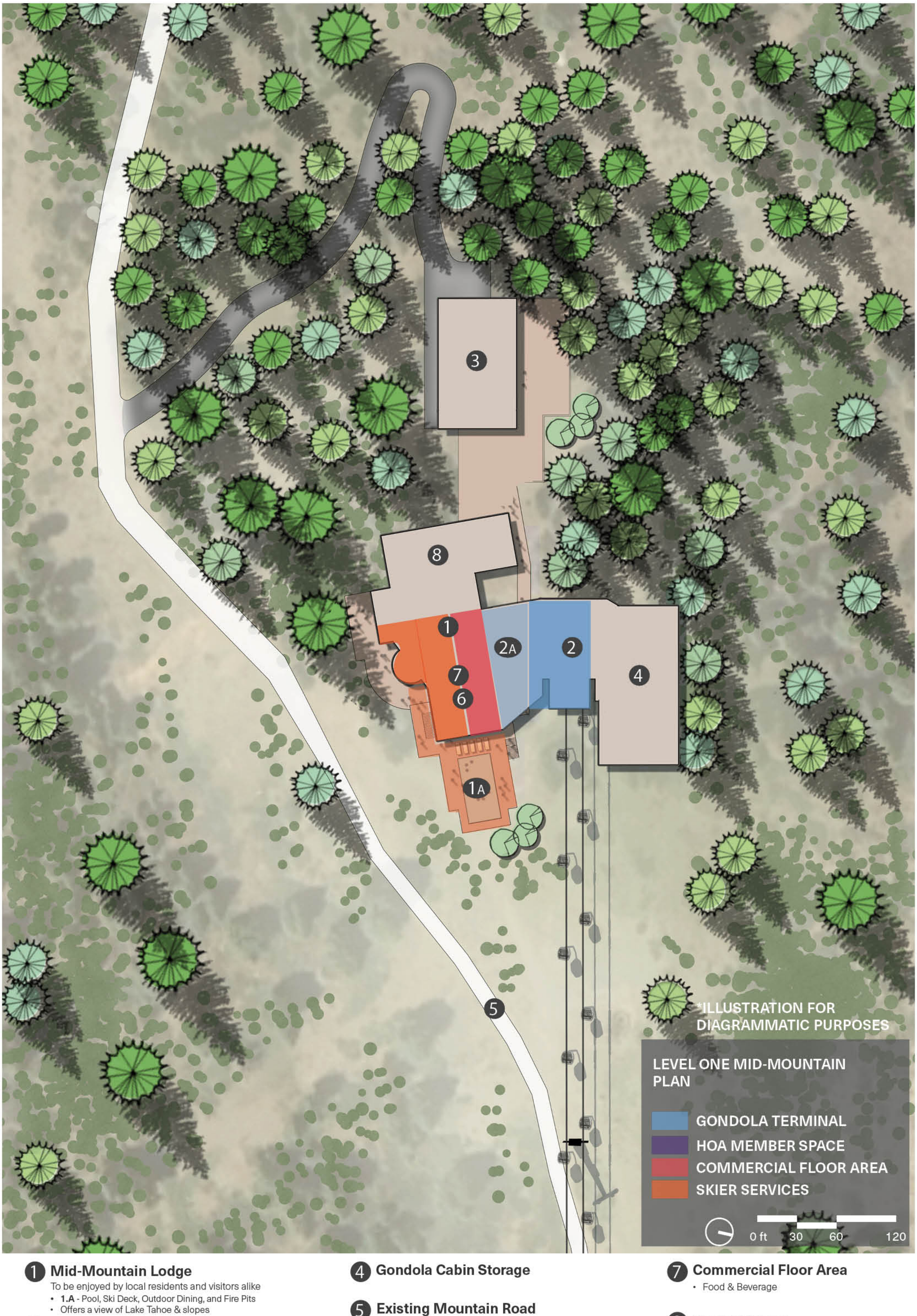
11 Bus Stop

12 Future Lot 9
Presented for Master Plan conformance only, future TRPA Conditional Permit application required

13 Stream Environment Zone (SEZ) Boundary

Future Lot 1 and Lot 2
Presented for Master Plan conformance only, future TRPA Conditional Permit application required

1. **South Base Lodge**
   Condo and residential use buildings
2. **Residential Chalets**
   Condo and residential use buildings
3. **Existing Chairlift**
4. **Residential Stacked Flats**
   Three story, four-car garage residences
5. **Tahoe Ski Bowl Way**
   Runs from South Base to Future Lot 9
6. **Pedestrian Bridge Across Homewood Creek**
7. **Stream Environment Zone (SEZ) Boundary**
8. **Skier Services**



1 Mid-Mountain Lodge

To be enjoyed by local residents and visitors alike

- **1.A** - Pool, Ski Deck, Outdoor Dining, and Fire Pits
- Offers a view of Lake Tahoe & slopes

2 8 Passenger Detachable Gondola Terminal

- **2.A** - Covered passage to Mid-Mountain Lodge

3 Maintenance Building

4 Gondola Cabin Storage

5 Existing Mountain Road

6 Skier Services

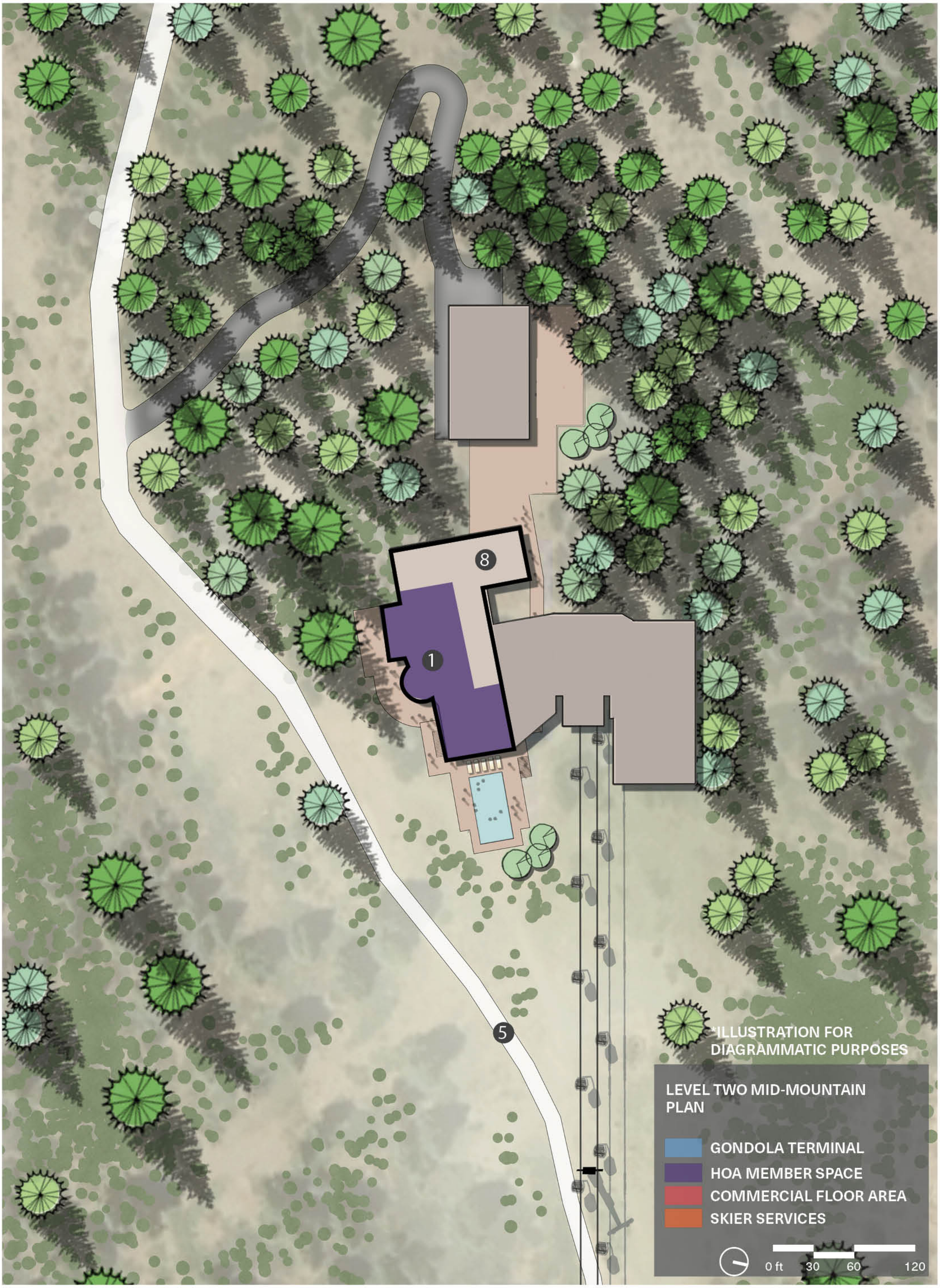
- Food & Beverage, Sundries, Restrooms
- Ski Patrol, First Aid, IT, Mountain Operations, and Administration Offices

7 Commercial Floor Area

- Food & Beverage

8 Back Of House

- Mountain Support Spaces, Storage



1 Mid-Mountain Lodge

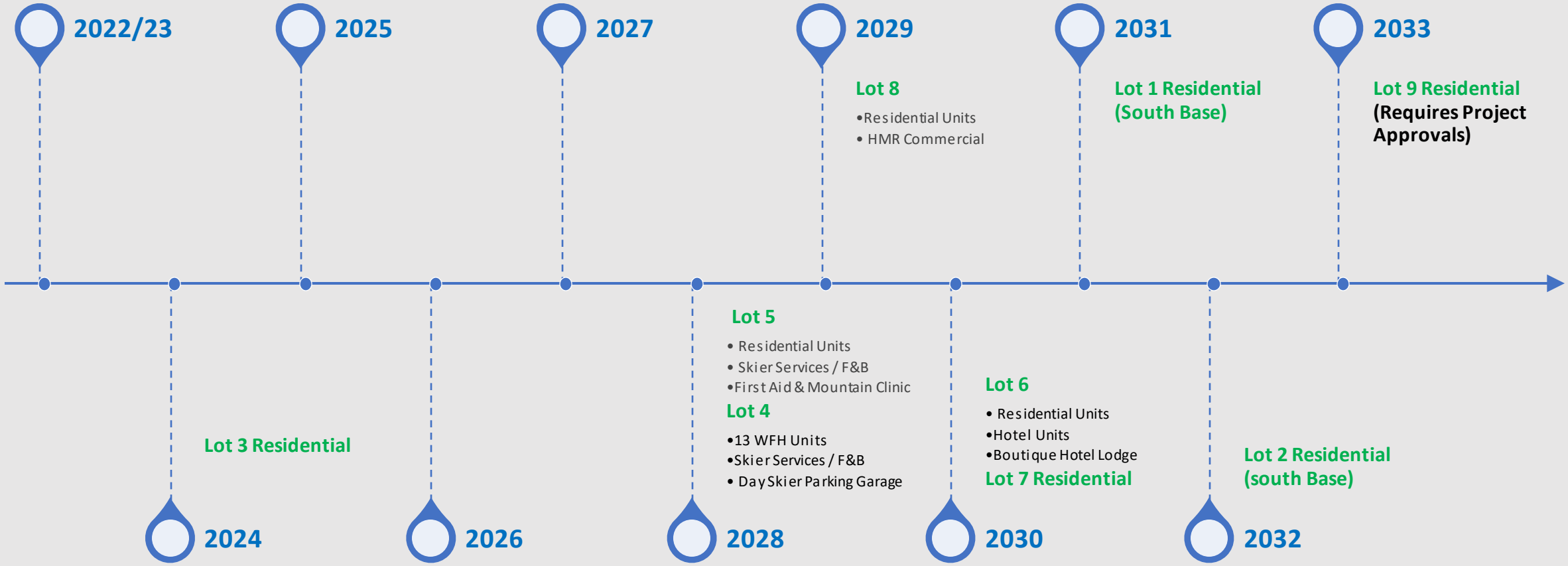
8 Back Of House

- Mountain Support Spaces, Storage

Attachment N

Implementation schedules

Timeline Overview – Potential Delivery Timeline Residential Lots (Draft)



Timeline Overview – Potential Delivery Community Benefits