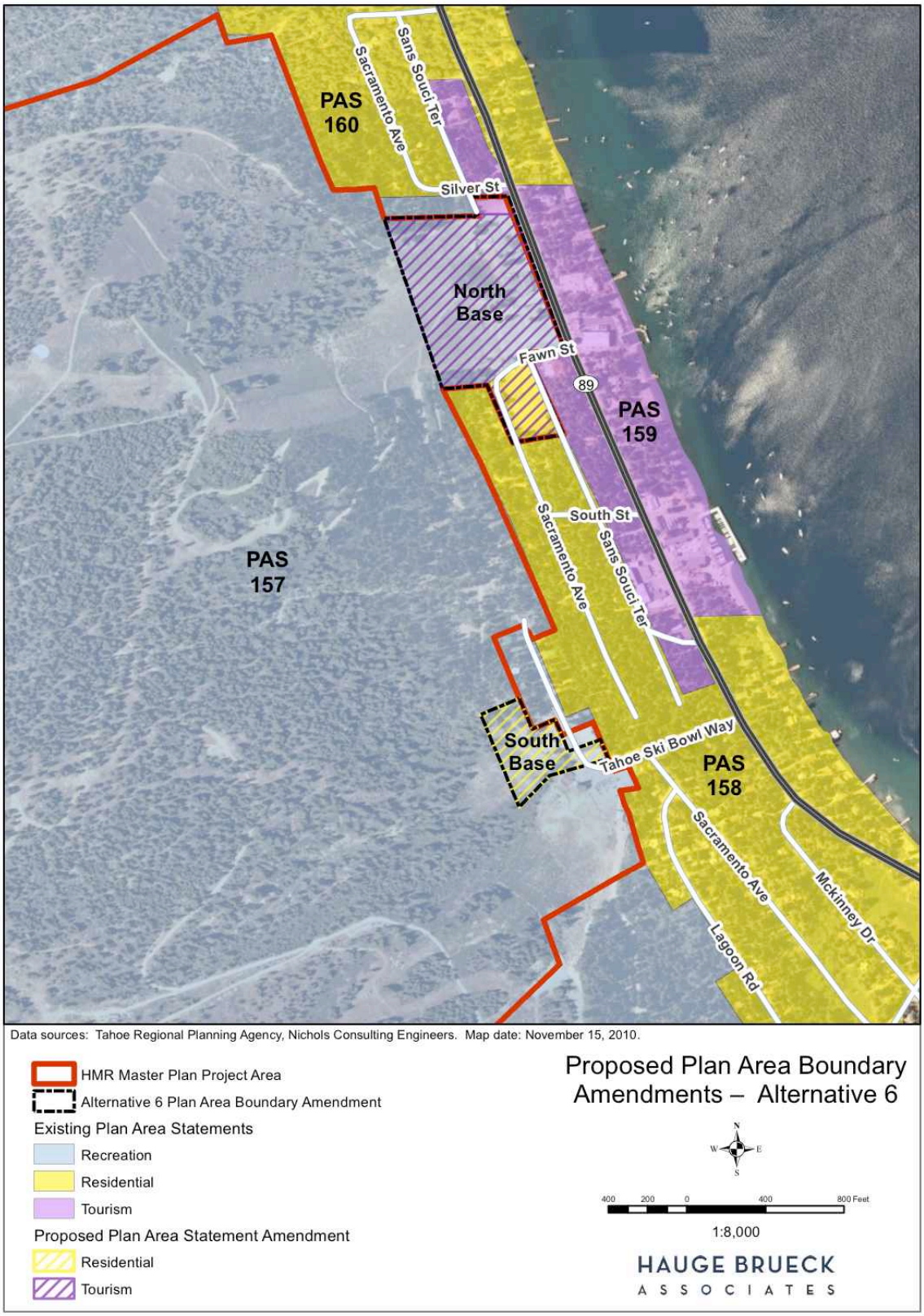
Figure 3-22. Proposed Plan Area Statement Boundary Amendments – Alternative 6



3.11 INTENDED USES OF THE EIR/EIS

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

3.12 REGULATORY COMPLIANCE MEASURES

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

3.12.1 Provide for Employee/Workforce Housing

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

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

3.12.2 Implement BMPs to Reduce Air Pollutant Emissions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3.12.3 TRPA Traffic and Air Quality Mitigation Program Fees

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

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

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

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

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

3.12.4 Time of Day Construction Restrictions

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

3.12.5 Construction Equipment Muffling

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

3.12.6 Emergency Vehicle Access During Construction

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

Law Enforcement and Fire Protection

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

Residents

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

Businesses

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

3.12.7 Utility Relocation and Construction Avoidance

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

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

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

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

3.12.8 Water Supply Assessment and Infrastructure Fees

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

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

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

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

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

3.12.9 Fire Suppression and Management Plan

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

3.12.10 Impact Fees and Design Approval and Annexation

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

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

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

3.12.11 Recreation Plans and Fees

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

3.12.12 TRPA Erosion and Sediment Control Plan

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

3.12.13 Stormwater Pollution Prevention Plan

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

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

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

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

3.12.14 Minimize Offsite Light and Glare

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

3.12.15 Environmental Review and Approval

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

3.13 REQUIRED PERMITS AND APPROVALS

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

Tahoe Regional Planning Agency

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

Federal

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

State of California

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

Placer County

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

Permits and Approvals

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

3.14 SUMMARY OF ALTERNATIVES

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

Table 3-11

Homewood Mountain Resort Ski Area Master Plan Alternatives Unit Count

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

Table 3-11

Homewood Mountain Resort Ski Area Master Plan Alternatives Unit Count

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

Source: Homewood Mountain Resort, 2010

Notes:

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

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

Table 3-12

Homewood Mountain Resort Ski Area Master Plan Alternatives Comparison

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

Table 3-12

Homewood Mountain Resort Ski Area Master Plan Alternatives Comparison

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

Source: HMR, 2010 and Hauge Brueck Associates, 2010

Notes:

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

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