Homewood DEIS Comments

Larry Petersen [larry@lpmarketing.com]
Sent: Tuesday, April 19, 2011 10:14 AM
To: Homewood DEIS Comments

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Tahoe Regional Planning Agency
Tahoe Regional Planning Agency
Boulder Bay CEP
PO Box 5310
Stateline, NV 89449-5310
US

Dear TRPA,

Dear TRPA

The Homewood project to expand to Condos,Hotel and Lodge is very invasive to the West Shore of Lake Tahoe. It furthermore is very taxing on the community services and facilities and safety of the area. It's chance of success is also very unlikely.

To build such a project would put a huge strain on the specific environment of the Homewood are involved. It would also be a huge strain on the roadway around the lake feeding into Tahoe City from the Truckee and Nevada directions. The heavy truck traffic would clog an already slammed traffic artery and put a lot of wear and tear on the roadways for at least a year and after as the resort was used. In July and August and times in the winter, the traffic from Tahoe City is backed up with idling vehicles to Tahoe Tree Company and Sunnyside. We all must understand that well over 95% of the traffic to build, use and support this project will be going through the North on 89. If this is a ski project isn't Hwy 89 closed or very slow most of the winter. This is also EXTREMELY dangerous in an emergency like a fire or storm as you are trying to get emergency vehicles in and out along with residents and the many people using the resort residents at risk.

I am sorry this one person has had a bad business investment. Is this something that all of us must support? Was his bad business investment from the resort at Homewood or the West Shore Cafe ?? The West Shore Cafe and Lodge failed because of many reasons. Not the least of which was location. It is very hard to see a one way traffic location. Are tourists going to drive Hwy 50 and bypass an already over built and under booked South Shore to go another hour to Homewood in the winter?

Please do not approve this project of anything such as it. If he wants to get his investment back, it is not fair to cause irreversible changes and damage to this whole side of the lake.

Thank you

Larry Petersen
1575 Sequoia Ave.
Tahoe city, CA 96145

TRPA Agency
P.O. Box 5310
128 Market St.
Stateline, Nev
89449

Feb. 2, 2011

TRPA members:

I am writing this letter to protest the Homewood Mountain Resort plans for development. As one who has owned our cabin for fifty plus years it sickens me to think of how detrimental this development would be to our area. Environmentally it would be a disaster. Their plans for a tiered garage across from me (5225 Sacto Ave) would be a health hazard for me and members of my family.

I'm sure you are aware of the many other reasons why this project should not go forward. Put me down for a NAY vote!

Sincerely,
Kathryn Peterson

Peterson
2212 Waldon Way
Sacto, Ca. 95825

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Homewood Mountain Resort
Placer County Planning Commission
February 17, 2011

Please accept the following written comments on behalf of my mother, Mrs. Kathryn Peterson, a cabin owner of 5225 Sacramento Street in Homewood for (60) sixty years.

For reference purposes, please see attached Environmental & Geologic Assessments letter dated 2/9/2011 and EIR Parking Structure Slide.

1. Approval to proceed with the Homewood Resort in the absence of a Community Plan violates the established Plan Area Statement 157 for Homewood.

2. Adoption of the developer's resort proposal in substitution for a Community Plan is inappropriate for all of the following reasons:

   a. A development of the scale in Alternatives 1, 3, 5, or 6 irreversibly changes the small town character of Homewood.

   b. The proposed development physically divides the North and South ends of the community, yet this issue was not analyzed in the EIR/EIS in spite of requests by The Sierra Club and others.

   c. Some of the proposed use of TAU and hard coverage credits for the proposed resort are questionable, particularly the banking of existing dirt trails for additional land coverage.

   d. The proposed multi-level parking structure is incompatible with surrounding residential uses and inconsistent with the established Homewood community.

   e. Fully 300 members of the community have signed a petition opposing the multi-level parking structure.

   f. The traffic impacts generated from a new resort of this scale are not capable of mitigation, and the parking structure only supports those impacts by allowing for increased density.

   g. What will happen to a community under construction for 10 years? Noise impacts before and after construction are significant and without adequate mitigation. At a minimum, the developer should be required to produce a development schedule to further address significant noise impacts over the period of construction.

8 **h.** Given the speculative nature of a resort development in these times, if the developer is allowed to proceed with the project, he should be required to fully fund or bond any mitigation measures.

9 **i.** Employee housing should be included with the development footprint of the proposed residential development not within the surroundings of the parking garage.

10 **j.** Convert the proposed location for the parking garage to single unit cabins to be compatible with the existing cabins on Sacramento St.

11 **k.** EIR states that construction noise impacts are as high as 85 dBA (id).

l. EIR fails to address construction phasing schedule noise impacts.

12 **m.** EIR fails to address potential for 2 existing contamination plums in the North and South Base to move during construction.

13 **n.** EIR fails to include site work to establish age of two unnamed faults running under portions of the proposed development.

14 **o.** EIR fails to recognize that the North Base of Homewood ski hill was a local refuse (dump) for the Homewood community up to 1960. Soil testing needs to be done to determine the potential environmental impacts that may exist.

p. EIR fails to address 15 noise, 16 traffic, 17 light transfer impacts and 18 emissions on Sacramento St. generated by the project and the parking structure. In addition, the impacts from the 16 townhouses to be built on the extension of Tahoe Ski Bowl Way.

q. The impacts of the development relating to noise, traffic, light (natural and artificial), dust, ground vibration, road widths need to be evaluated. Evaluation comparisons need to be preformed for impacts during day vs. night, summer vs. winter relating to residence on Sacramento Street, Tahoe Ski Bowl Way and surrounding Homewood community.

19 3. Given the magnitude of the proposed development and EIR/EIS, we request an extension of the review period to a minimum of 90 days and preferably 120 days.

20 4. In closing, a historic community is at risk of redefinition without community approval. We respectfully request that TRPA/Placer County mandate that a Community Plan be implemented before any final determination can be made, or, at the very least, that the parking structure be eliminated from the project.

Sincerely,

Ted Peterson

Ted Peterson

April 18, 2011

Tahoe Regional Planning Agency
128 Market Street
Stateline, NV 89449
Contact: David Landry

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

RE: Homewood Mountain Resort Ski Area Master Plan Draft EIR/EIS - Public Comments

Dear TRPA & County of Placer,

Enclosed with this letter please find the following documents:

1. Comments to Homewood Draft EIR/EIS Requesting Further Action.
2. McCloskey Consultants letter regarding "unnamed faults" and hazardous materials (Exhibit A).
3. Copy of Geotracker Map indicating Hazardous Materials locations (Exhibit B).
4. 219 sample petitions opposing the proposed multi-story parking garage (Exhibit C).
   (Disc copy of e-mailed signatures and hardcopies enclosed)

The enclosed documents are being delivered in response to the Homewood Mountain Resort Ski Area Master Plan draft EIR/EIS public comment period. Please accept these documents as a request for additional information, clarification, and action to be taken on the Homewood Mountain Resort Ski Area Master Plan draft EIR/EIS before it can be issued in final draft form.

As you are aware, the Tahoe Regional Planning Compact (the "Compact") serves to inform the public and to protect the environment in a general sense. The Compact goes further, however, by commanding TRPA to improve environmental quality, in some instances dramatically, by setting and attaining environmental thresholds. See League to Save Lake Tahoe and Sierra Club v. Tahoe Regional Planning Agency.

The proposed Homewood Mountain Resort Ski Area Master Plan is a dramatic, sweeping change to an existing Tahoe community, and as can be expected with such a proposal, significant and permanent environmental impacts are unavoidable. Meaningful and complete disclosure of all potential impacts and proposed mitigations is essential to preserving the public right to participate in this process.

The enclosed documents clearly outline the additional actions that are requested before a final EIR/EIS is issued. Your diligence and hard work on this project and in addressing each of these requests is very much appreciated.

Thank you,

Ted Peterson

Ted Peterson
5225 Sacramento Ave.
Homewood, CA 96141
Phone: 858-449-0042

April 18, 2011

Tahoe Regional Planning Agency
128 Market Street
Stateline, NV 89448
Contact: David Landry

Community Development Resource Agency
Environmental Coordination Services
3091 County Center Drive, Suite 190
Auburn, CA 95603
Contact: Maywan Krach

County of Placer

RE: Comments to Homewood Draft EIR/EIS Requesting Further Action

Dear TRPA & County of Placer,

Below you will find Section by Section comments to the draft EIR/EIS (hereafter the "Report"). At the end of each comment are corresponding actions requested. Please review this document in its entirety and address each of the actions requested before a final EIR/EIS is issued.

SECTION 1.0: INTRODUCTION

Failure to Address CEQA and TRPA Checklist Items

In response to the Notice of Preparation for the Homewood Mountain Resort Community Enhancement Plan Project, the Tahoe Area Sierra Club and others requested that the draft EIR/EIS address *CEQA Checklist Item X* as to the potential of the project to physically divide an established community.

Unfortunately, the draft EIR/EIS fails to address this issue in spite of the fact that the proposed development clearly divides the existing community between the North and South Phases of the development and the generally radical change to the existing community.

Further, the Report states that it does not address *TRPA Environmental Checklist Item 11* because "There are no residents on-site and the Project does not propose to displace surrounding residents." *See page 1-5*. Yet, other Sections of the report indicate that construction would occur over a 10 year period during which residents may experience noise exceeding 80dbl, as well as dust, exhaust, and ground shaking. How it is possible that the Report concludes existing residents would not be displaced due to these impacts?

SPECIFIC ACTION REQUESTED:

The Report should be amended to address in full *CEQA Item X* regarding the potential division of an existing community and *TRPA Environmental Item 11* regarding the Project's potential to displace existing residents.

SECTION 2.0: EXECUTIVE SUMMARY

Summary of Impacts Should Not Include Amended Regulations as "Mitigation"

2

As discussed in greater detail below, the Report seems to analyze certain impacts on the basis of Amended, as opposed to currently enforceable regulations, for example, building height regulations. It is unclear whether the *Summary of Impacts Table 2-1* also assumes Amended, as opposed to existing and enforceable regulations.

SPECIFIC ACTION REQUESTSED:

Amend *Table 2-1* to reflect only existing, currently enforceable regulations and not the proposed Amendments to existing regulations. Do not allow proposed Amendments to existing regulations to be treated in the Report or Summary Table as a "mitigation."

SECTION 3.0: DESCRIPTION OF PROPOSED PROJECT AND ALTERNATIVES

HMR Financial Analysis for Agency Review – Reduced Size Alternative

3

This Section of the Report asserts that three main types of Project Alternatives were suggested by the public during a number of workshops held with residents of the Lake Tahoe West Shore communities: A Reduced Size Alternative, an Existing Coverage Alternative, and a Conservation Alternative.

The same Section also states that "HMR prepared a financial analysis for agency review to justify the number of tourist accommodation and residential units they have proposed in their Master Plan application" (emphasis added). Further, while "Alternative 6 (the Reduced Size Alternative) fails to meet the minimum number of residential/tourist accommodation units required for HMR to feasibly achieve the number of skier visits needed...TRPA decided to analyze an alternative [Alternative 6] that would reduce development proposed in the HMR Master Plan by approximately 15 percent."

The last sentence of *Section 3.4.1* states that, in spite of public requests, "...Reduced Size [Project] Alternatives proposed for fewer units than Alternative 6, which only has 282 units, have been rejected from further consideration."

Therefore, TRPA has apparently reviewed financial analysis documentation prepared by HMR in order to determine the set of Reduced Size Alternatives that would be presented to the public and has concluded that the Reduced Size Alternative (Alternative 6) would be limited to one that is just 15% smaller than what HMR wants.

Perhaps not surprisingly, Section 20 of the report concludes that Alternative 6 is the "Environmentally Superior Alternative" in accordance with the CEQA requirements. Thus, the Reduced Size Alternative is both the environmentally superior alternative and the public preference. However, the public was not given the opportunity to participate in the decision about what level of Reduced Size Alternative would be most appropriate for the existing community.

SPECIFIC ACTION REQUESTED:

Since the public has made clear the size of the proposal is a critical issue, the HMR financial analysis documentation referenced in the Report and apparently relied upon to respond to public comments regarding the proposed Project Alternatives should be made available for public review.

3

Also, an additional Alternative that alleviates the need for a multi-level parking structure should be added to the Report in response to the overwhelming public objection to this element of the proposal (*See attached Exhibit C sample list of 219 signatures opposing the multi-level parking structure*).

Proposed PAS Amendments to Boundary Lines and Allowable Uses Must be Consistent with PAS

The Regional Plan Goals and Polices are TRPA's overall approach to meeting Environmental Threshold Carrying Capacities. "The Plan Area Statements (PAS) provide a description of land use for each area, identify planning issues, and establish specific direction for planning to meet the policy direction of the Goals and Policies Plan... Master plans, redevelopment plans, and specific plans consistent with the PAS may be adopted to replace the PAS." *TRPA Goals and Polices, Chapter 1, page 5 – emphasis added.*

The Report suggests that TRPA may simply Amend Plan Area Statement Boundary Lines and Plan Area Statement Allowable Uses in order to satisfy its own Regional Plan Goals and Policies – an assertion analogous to the idea that one may quit smoking cigarettes by taking up chewing tobacco.

The plain language of the Goals and Policies cited above is that a Master Plan proposal (such as the Homewood Ski Area Master Plan) must be consistent with the established PAS. "Consistent" means "agreeing or accordant; compatible; not self-contradictory." *See Dictionary.com.*

4

Altering PAS boundary lines such that neighboring Plan Area Statements become interchangeable, such that Community Plans are not longer required, and such that Residential areas become Tourism areas is not consistent with the established PAS and therefore fundamentally contradicts not only the plain language of the Goals and Policies Plan, it also stands in contradiction to the Goals and Policies themselves. *See Report Section 3.5.25.*

SPECIFIC ACTION REQUESTED:

Provide an analysis of how each of the proposed amendments to PAS boundary lines and allowable uses are consistent with the existing PAS for that area.

Proposed Amendments Must be Shown to Achieve/Maintain Thresholds

At a minimum, TRPA must ensure that the Regional Plan and all its elements, as implemented through agency ordinances, rules and regulations, achieves and maintains the thresholds. *See League to Save Lake Tahoe and Sierra Club v. Tahoe Regional Planning Agency.*

5

The Report proposes multiple Amendments to existing regulations, including to the TRPA Code of Ordinances Chapter 22 Building Height, Chapter 33 Allocation of Development, and Chapter 35 Bonus Unit Incentive Program.

To approve any amendment or adoption of the Code, Rules, or other TRPA plans and programs which implement the Regional Plan, TRPA must find, in addition to the findings required pursuant to *TRPA Code of Ordinances Section 6.3*, and in accordance with *Sections 6.1 and 6.2*, that the Regional Plan and all of its elements, as implemented through the Code, Rules and other TRPA plans and programs achieves and maintains the thresholds. *TRPA Code of Ordinances, Section 6.5*.

TRPA Code of Ordinances Section 6.5 requires a finding that the proposed Amendments implement the plan in a way that achieves the thresholds. *See League to Save Lake Tahoe and Sierra Club v. Tahoe Regional Planning Agency*.

It is not enough to show that the proposed Amendments do not make the problem worse. TRPA must ensure that the ordinances, *as amended*, implement the regional plan in a way that will actually achieve the thresholds.

With regard to thresholds not presently in attainment, TRPA's finding that the Amendments will not aggravate the problem is inadequate. *See League to Save Lake Tahoe and Sierra Club v. Tahoe Regional Planning Agency*. Amendments to the ordinances face a higher burden than individual projects. Id.

SPECIFIC ACTION REQUESTED:

For each Amendment proposed in the Report, an analysis should be provided showing how the proposed Amendment (not the Project) would or would not support achievement of the thresholds.

Proposed Amendments to TRPA Code of Ordinances Bypasses Need for Community Plan

The Report suggests that multiple *Chapters of the TRPA Code of Ordinances* may be amended such that "Ski Area Master Plan" OR "Community Plan" will suffice. Yet, it is axiomatic that a developer proposed Master Plan IS NOT the equivalent of a Community Plan, or the proposed Amendments would not be necessary.

In each of the *TRPA Code of Ordinance Chapters* for which an Amendment is proposed, the existence of a Community Plan is a clearly stated prerequisite:

22.7(6):	"The building is located within an approved community plan..."
33.4A(3):	"After January 1, 2007, TRPA shall allocate the 200 tourist accommodation bonus units, (with 170 units remaining) to projects within adopted community plans...
35.3:	"Tourist accommodation bonus units may be approved by TRPA only on parcels located within an adopted community plan..."

Further, the Plan Area Statement (PAS) is clear that no new or additional commercial uses shall be permitted to occur in the absence of an established Community Plan. *See PAS 157 Special Policy #9*. Community reaction to a proposed development Master Plan is not the equivalent of a Community Plan.

It should be noted that TRPA has previously refused to approve a project that is incompatible with the character of the surrounding neighborhood and lack of a Community Plan. *See TRPA decision in the Sherman House project on the lake at McKinnney Bay.* It should also be noted that in response to the Notice of Preparation The Sierra Club and others demanded that the Community Plan issue be addressed.

6

SPECIFIC ACTION REQUESTED:

Require a clear statement of how the proposed Master Plan satisfies or under what authority and process it may replace the need for an established Community Plan.

Master Plan Phasing – 10 Years of Homewood Under Construction?

Section 3.5.26 indicates that "implementation" (i.e. construction) of the North Base Master Plan Phasing is scheduled to occur over a period of 5 years and that "implementation" of the South Base Master Plan Phasing is scheduled to occur over a period of an additional 5 years for a total of 10 years of potential construction duration to complete the North and South Master Plan development!

Given the impacts of construction on noise, traffic, dust, etc. a more specific Master Plan Phasing construction schedule should be required. It is impossible to accurately assess the environmental impacts without a more specific understanding of their duration.

7

SPECIFIC ACTION REQUESTED:

Require a detailed timeline for construction phasing in order for the public to clearly understand potential environmental impacts. Particular importance should be placed on detail for construction near existing residential uses such as those on Sacramento Ave.

SECTION 4: RELATIONSHIP TO EXISTING LAND USE PLANS, POLICIES, AND REGULATIONS

Community Enhancement Program Analysis

Section 2 of the Report states that "The HMR Ski Area Master Plan is a mixed-use project developed under the guidelines included in the Tahoe Regional Planning Agency's (TRPA) Community Enhancement Program (CEP) in August 2007." *See Section 2, page 2-1.*

Yet, *Section 4* of the Report which deals with the Project's relationship to existing land use policies completely fails to address how the Project is consistent with the CEP. The *Table 2-2* "Summary of Environmental Benefits under the CEP Alternatives" is inadequate because it fails to address the stated CEP Goals in a balanced treatment that addresses both the Project Benefits as well as the areas where the proposed Project is incompatible or does not advance a CEP Goal. *See Section 2, page 2-37.*

8

SPECIFIC ACTION REQUESTED:

If the Report asserts that the Project is developed under the CEP guidelines, an analysis of how the Project meets or does not meet those guidelines should be provided for public review.

Consistency Analysis – "Consistent as Amended"

The magnitude of the Ski Area Master Plan proposal is underscored by the fact that it is inconsistent with significant elements of each of the land use regulations it analyses: the TRPA Regional Plan Goals and Policies, TRPA Plan Area Statements 157, 158, and 159, the 1998 West Shore Area General Plan, and the 1994 Placer County General Plan.

The Report attempts to mitigate this situation by presenting areas where the Master Plan is inconsistent as instead being "Consistent with Amendment" (Amendment referring presumably to the host of PAS boundary line changes, allowable use changes, TRPA Code changes that are presented in Section 3 of the Report) – which seems to be a terribly nice way of saying that the Project is in fact totally inconsistent with these elements.

It is patently misleading to state that something is "Consistent with Amendment" when the "Amendment" has not proposed or approved by the governing body. A more forthright presentation would state clearly that it is inconsistent with the current policy or regulation and *then* refer to a proposal that would resolve that inconsistency. The current presentation is confusing to the public understanding.

An approach using hypothetical allowable conditions results in illusory comparisons that can only mislead the public as the reality of the impacts and subvert full consideration of the actual environmental impacts, a result at direct odds with the purpose of the environmental review process. *See Environmental Planning & Information Council v. County of El Dorado.*

9

Another related area of the Report that is misleading appears in the *Section 21 Mitigations and Monitoring Program* which discusses the applicant having to "redesign" buildings in order to comply with the proposed Building Height Code Amendment – it's the applicant's Amendment so why did the buildings have to be "redesigned"?

Analyzing the effects of the proposed Project on the basis of hypothetical (Amended) regulations infects much of the entire Report – for example, do the scenic environmental impacts assume that the height Amendment for the parking garage has been passed or does it assume the existing height restrictions apply?

SPECIFIC ACTION REQUESTED:

Clearly state for the public where the Project is inconsistent with current (not proposed to be Amended) policies and regulations and republish all impacted Sections of the Report.

SECTION 6: LAND USE

Changing Content and Boundaries of Plan Areas is "Less Than Significant Impact?"

10

Section 6 of the Report concludes that drastically changing the content and boundaries of Plan Areas (to permit a multi-story parking garage) is a "less than significant" impact since the existing conditions are inconsistent with land use and recreation goals.

The first problem with this analysis is that the proposed Project must be evaluated on what it proposes, without "taking credit" for "inconsistent" existing conditions. The second problem is the conclusion reached on this basis that changing the content of and boundaries for a Plan Area could ever be considered a "less than significant" impact, especially when we are talking about building a multi-story parking garage next to an existing single family residential neighborhood.

Further, the Report states that "it must be found that the [proposed] amendment [to the PAS] will make the plan area consistent with an adopted policy or standard of the Regional Plan, and that the amendment will satisfy the following criteria: The amendment is to enable TRPA to make progress toward one or more environmental thresholds without degradation to other thresholds as measured by the Chapter 32 indicators..." *See Chapter 6, page 6-20.*

10

While the Report provides a list of Environmental Improvements/Benefits it argues are associated with the proposed Project, it fails to address how the proposed boundary and content Amendments allowing for construction of a multi-story parking garage would "enable TRPA to make progress toward one or more environmental thresholds without degradation to other thresholds."

SPECIFIC ACTION REQUESTED:

Revise the Report to analyze how the proposed Amendments to allow a multi-story parking garage would enable TRPA to make progress towards one or more environmental thresholds.

SECTION 7: POPULATION, EMPLOYMENT, AND HOUSING

What if the Development is not Successful?

In analyzing population, employment, and housing impacts from the Project, there seems to be an underlying assumption that the Project will be a success. Given the generally negative economic climate for housing (especially second home housing) and employment, the Report should also address what the impacts will be if the Project is a failure.

The Report also states that it relies on a JMA Ventures, LLC study to estimate the number of new full-time equivalent jobs (FTEs) that will be generated by the Project, yet, this study is not included for public review.

11

SPECIFIC ACTION REQUESTED:

The Report should be amended to address the economic and social consequences if the Project were approved but was not successful (stopped construction before completion, could not sell timeshare or housing units, could not rent hotel, etc.). Also, disclose the JMA Venture's study on FTEs for public review and comment.

SECTION 8: BIOLOGICAL RESOURCES

Existing Wetland – Future Multi-Story Parking Garage

12

Section 3 of the Report states that "At the North Base area SEZ, the parking structure and the employee/workforce housing units will be located within the existing gravel parking lot area partially delineated as a SEZ. Although the site is partially delineated as a SEZ, the site is developed as a gravel parking lot and has diminished habitat value" *See Section 3, page 3-11.*

The Report should not ignore the existing effects of unauthorized action; damage resulting from existing but unauthorized projects must be acknowledged by the Report. *See Friends of Yosemite Valley v. Scarlett*. An agency may not escape its duty by ignoring that duty and then presenting the result as a fait accompli. *See Swab View Coalition v. Barbouletos*.

SPECIFIC ACTION REQUESTED:

Provide a complete permitting authorization and approvals history as to how and under what authority the existing North Base wetland became a gravel parking lot (and is now proposed to become a multi-story parking garage).

Public Review Timing Does Not Allow for Adequate Field Verification of Biological Resources

13

The public comment period for the Report was scheduled to occur from January 21 until April 21, 2011. During this period of time, it is impossible for the public to field verify the existence or non-existence of biological resources in the Project area due to the winter weather conditions.

While the Report does address the existence/non-existence of biological resources, the public should also have the opportunity to verify any specific concerns.

SPECIFIC ACTION REQUESTED:

Extend the public review period through June 21, 2011 to allow for independent and public verification of biological resources or republish the Report in draft form with an additional public comment period. Also, provide a Table of the Protocol relied upon for each resource and the time of year the survey was conducted for each resource.

SECTION 9: CULTURAL AND HISTORICAL RESOURCES

Aged Facilities or Just Bad Timing?

14

This Section of the Report asserts that "The resort in its current state has low economic viability due to the age and condition of the lifts, lodges, and other facilities resulting in the resort loosing money annually for the past few years. In mid-2006, the current owners, Homewood Village Resorts, LLC (Art Chapman, President), purchased the property from Jeff Yurosek and began evaluating the existing resort and its facilities with a goal for redeveloping the property into an economically viable destination resort." *See Section 9, page 9-4.*

The assertion and conclusion quoted above, that the resort has low economic viability due to the age and condition of the lifts and lodges is a curious one. Couldn't it also be that the resort has been "loosing money" because the purchaser overpaid for it at the height of the market in 2006? Couldn't it be loosing money just for the very same reasons so many other resorts have been loosing money in this economy? What expertise and purpose does the author of the Report have to reach this conclusion? Could it be that what is economically viable for a developer that paid current market value would be different than what is economically viable for a developer that paid market value in 2006?

14 SPECIFIC ACTION REQUESTED:

It is well known that the Project applicant has implied that the existing facilities may be shut down if the Project is not approved – this implication has no rightful place in the draft EIR/EIS and all such references should be removed from the Report. Neither should what is economically viable for an individual developer dictate the approval process for a Project that fundamentally changes an entire community.

SECTION 10: SCENIC RESOURCES

Scenic Viewpoint of North Base Parking Structure (Figure 10-13) is Incomplete

The Scenic Viewpoint 4 of North Base Parking Structure (*Figure 10-13, page 10-22*) is incomplete to the degree that a proper public review of the negative impact to this scenic resource is not possible.

The "Proposed Conditions" simulation photo referenced above does not adequately address (show) the full height of the proposed multi-level parking structure and its relation to public scenic views and existing single story, single family homes.

15 Since the applicant is requesting an amendment to the TRPA Code of Ordinances Height Standards, an accurate representation of the visual impact of this structure is vital to a fair public review opportunity.

SPECIFIC ACTION REQUESTED:

Provide additional photos of the multi-level parking structure that show the full height proposed. Additional photos should also be provided showing the structure from the viewpoint from the ski hill and existing single family residential on Sacramento. Further, require "story poles" of the parking garage structure for public review.

Building Heights in Relation to "Amended" TRPA Height Standards

16 The Report misleads the public by failing to analyze building heights for Alternatives 1, 5 and 6 in relation to the standards that are currently enforced. *See Table 10-5*. Instead, the Report analyzes building heights in relation to a proposed Amendment to building Height standards that has not yet been adopted by any governmental authority.

It is impossible to have a fair public review by presenting Tables and so called regulatory "analysis" based on proposed Amendments that do not reflect what is currently enforceable to the Project.

16 SPECIFIC ACTION REQUESTED:

The Report should present a complete analysis and revised Table exhibits reflecting the Master Plan proposal in relation to existing and currently enforceable regulations.

SECTION 11: TRANSPORTATION AND CIRCULATION

Impact of Proposed Parking Structure on Neighboring Residential Streets

Table 11-19 indicates that Project Alternatives 1, 3, 5 and 6 do not provide enough parking supply to meet projected demand, in spite of the proposed construction of a multi-story parking garage structure and states that, "Based on Table 11-19 the Project (Alternative 1) and Alternative 3 parking supply is less than the demand, therefore this impact is considered to be significant." *See page 11-60.*

17 The Report suggests a mitigation of this parking deficit may be handled by way of a Parking Management Plan, the analysis of this impact fails to address the most obvious concern, that if the proposed multi-story parking structure still is not enough to manage the projected traffic impacts of the project, cars will naturally overflow onto the surrounding residential streets.

SPECIFIC ACTION REQUESTED:

Conduct an analysis of existing traffic regulations and circulation on residential streets neighboring the proposed multi-story parking structure and assess the projected impacts to those streets.

SECTION 12: AIR QUALITY

Employee Housing Units in Proposed Parking Structure

The Project proposes 12-13 employee residential units inside of a 270 space parking garage with the potential that children may reside in one or more of these units.

18 SPECIFIC ACTION REQUESTED:

Carbon Monoxide Concentration estimates should be done for the employee residential units associated with the proposed parking structure to ensure safe air quality for employees and their children.

SECTION 13: NOISE

Noise Impacts of Proposed Parking Structure Construction on Neighboring Residential

19 According to *Table 13-8*, residential use allowable noise levels are 50 dBA. Noise impacts from construction of the proposed parking structure on neighboring residential are significant: "The nearest

residences to the North Base area are located along Sacramento Avenue south of the existing gravel parking lot... As shown in Table 13-17, noise at these locations could reach 85 dBA... Construction would occur seasonally between May 2011 and December 2020... Noise from pile driving would reach maximum levels of 93 dBA at the nearest residences to the Project Area..." *See Table 13-17 and page 13-22, emphasis added.*

19

SPECIFIC ACTION REQUESTED:

Require detailed analysis and schedule for construction of the structure and its impact on existing neighboring residential. Given the substantial noise impacts (and ground shaking) indicated in the Report, provide an analysis of whether existing residents will be displaced during construction.

Potentially Ongoing Noise Impacts of Proposed Parking Structure on Neighboring Residential

Section 13 of the Report fails to address the ongoing noise impacts of the proposed parking structure/employee housing on the existing adjacent residential homes.

SPECIFIC ACTION REQUESTED:

20

The Report should address ongoing noise impacts from the multi-level parking structure. Additionally, the parking structure design should be reviewed for the potential to create wind tunnels, mechanical equipment location, trash dumpsters and pickup locations and all other potential noise impacts from the parking garage structure should also be analyzed.

SECTION 14: SOILS, GEOLOGY, AND SEISMICITY

Land Coverage Comparison & Proposed Land Banking

Table 14-6 purports to provide a comparison of proposed land coverage for the Project alternatives. However, *footnote #2* indicates that the total "Existing Land Coverage to Remain" "reflects a commitment by the Project Applicant to remove and restore approximately 500,000 square feet of existing land coverage.

21

Since the Table assumes restoration of 500,000 square feet of existing land coverage, the accuracy of the public's ability to review the Table depends on whether the Project Applicant actually has 500,000 square feet of existing land coverage.

As *Section 6* of the Report indicates, "...HMR reports that it has restored approximately 240,000 square feet of roads and trails on the mountain. This restoration has not yet been inspected by TRPA for completion and to determine whether it is eligible for land coverage banking" *See page 6-2*. Therefore, the Land Coverage Comparison Table apparently relies upon some future TRPA approval.

SPECIFIC ACTION REQUESTED:

21 Revise the Land Coverage Comparison Table based only on actual, approved land restoration numbers or have the additional land restoration areas approved first. To present the Table in this manner is misleading and does not allow for a fair and proper public review.

Need for Further Investigation of "Unnamed Faults"

Section 14.1.4 of the Report concludes that "the Project area is not located in an Alquist-Priolo active fault zone." *See Page 14-6*. Yet, in the same Section, the Report identifies two "Unnamed Faults." *See Figure 14-1*.

The purpose of the Alquist-Priolo Earthquake Fault Zoning Act is "...to provide policies and criteria to assist cities, counties, and state agencies in the exercise of their responsibility to prohibit the location of developments and structures for human occupancy across the trace of active faults." *Alquist-Priolo Earthquake Fault Zoning Act Section 2621.5(a)*.

22 It is inadequate to identify two Unnamed Fault lines yet conclude that the Project area is not located in an active fault zone without conducting any site specific investigation to ensure that structures for human occupancy will not be located across active faults.

Surface geophysical and trenching methods are available to evaluate the activity along the Unnamed Faults and recommend appropriately wide setbacks if necessary. *See Exhibit A – McCloskey Consultants*.

SPECIFIC ACTION REQUESTED:

It is imperative to ensure the public safety that a site specific geophysical and trenching analysis of the Unnamed Fault lines should be completed and the findings of the additional analysis should be published for public review and comment.

SECTION 15: HYDROLOGY, WATER RIGHTS, SURFACE WATER QUALITY, AND GROUNDWATER

Water Taxis

The Project applicant proposes to, in part, off-set traffic and air quality pollution caused by the project with water taxis. Yet, this Section of the Report fails to analyze the impacts in terms of additional water pollution caused by the proposed water taxis service.

23 SPECIFIC ACTION REQUESTED:

Provide an analysis of potential water pollution increases caused by the use of a water taxis service, including the number of taxis, number of trips per day, and projected quantity of additional pollution into the lake.

SECTION 17: HAZARDOUS MATERIALS AND PUBLIC SAFETY

Need for Further Investigation of Known Hazardous Materials Releases

24 In response to PS-5 (*page 17-18*) regarding whether the Project has the potential to encounter contaminated soils, the Report Analysis states "The Phase I ESA searched regulatory databases and conducted a site investigation, and did not find other potential sources of hazardous materials or waste that would pose a health hazard for residents, visitors, or construction workers in the Project Area (*Robinson Engineering Company 2005*).

Yet, according to the *State of California Geotracker Database* of known hazardous material releases, there are multiple identified leaking underground tank cleanup sites in the Project area or in an areas such that contaminates may travel from their current location as a result of the proposed soil dewatering and disturbance from construction of the Project. *See Exhibit A – McCloskey Consultants and Exhibit B Geotracker Report.*

SPECIFIC ACTION REQUESTED:

A complete analysis of the existing known contamination sites should be conducted, together with an analysis of the potential for known contaminates to travel due to the proposed dewatering and construction activities of the Project.

SECTION 21: MITIGATION AND MONITORING PROGRAM

Air Quality Mitigation Fee – Cannot Blindly Assume Money Will Solve Problems

25 Because the Report contains no discussion of whether and how the air quality mitigation fee will suffice to offset the impacts of increased traffic and air pollution, the Report fails to take a hard look at how the fees will counterbalance the impacts of the proposed development such that the Project can be approved when it is contrary to threshold attainment. *See Robertson v. Methow Valley Citizens Council.*

SPECIFIC ACTION REQUESTED:

The Report should include a reasonably complete discussion of mitigation measures including analytical data regarding whether the available measures (such as payment of fees) would achieve the required result.

Mitigation Measures Generally

26 All assertions of mitigation must be supported by a "hard look" at supporting analytical data provided by the applicant. Mere assertions of mitigation or payment of mitigation fees are not enough. Bare assertions of mitigation through future plans and agreement, and enforcement are not enough.

SPECIFIC ACTION REQUESTED:

26 All proposed mitigations (parking management plans, water taxis, etc.) should be fully vetted with corresponding supporting analytical data.

CONCLUSION

The Compact's EIS provision obliges TRPA provide information sufficient to enable meaningful public participation this process. *See League to Save Lake Tahoe and Sierra Club v. Tahoe Regional Planning Agency*. Complete responses to the above requested actions are appreciated.

Also, it is our understanding that the Project applicant may have received grant money tied ultimately to Federal actions (i.e. American Recovery and Reinvestment Act) for certain work related to land road/restoration projects in the proposed Project Area.

27 The applicant should be required to affirm that any and all applicable Federal, State, and Local requirements were satisfied in connection with any grant money received. Additionally, if General Conformity is required under the Clean Air Act, the Report should analyze the proposed Project's performance under those requirements as the South Shore of Lake Tahoe is a carbon monoxide maintenance area.

McCloskey Consultants
ENVIRONMENTAL & GEOLOGIC ASSESSMENTS

EXHIBIT "A"

February 9, 2011

Mr. Alex Eagle
Asset Management Group
440-B Sycamore Valley Road West
Danville, CA 94526

Dear Mr. Eagle,

In accordance with your request, I have performed a preliminary technical review of two portions of the Draft EIR (DEIR) that is out for public comment regarding the proposed development at the Homewood Resort area in Lake Tahoe, California. My review included only the Soils, Geology, and Seismicity Section 14.0, and the Hazardous Materials and Public Safety Section 17, both of which I have expertise and am qualified to provide a technical peer review of the findings.

Soils and Geology

The Soils, Geology, and Seismicity section of the document includes a discussion of the presence of faulting at the proposed development and the possible affect it may have of the project. The DEIR summarizes findings by the project geotechnical engineer that two unnamed faults have been mapped through the North Base project area. The discussion includes statements that these faults are not within a State of California Alquist-Priolo fault rupture hazard zone and therefore surface rupture at the North Base site is not a concern and no further investigation is warranted nor is a building setback needed to protect the planned structures from potential surface rupture along the faults.

Because of the large number of faults in California, the Alquist-Priolo mapping was designed to zone faults as potentially active that were judged (in 1975) to have a relatively high potential for ground rupture. To facilitate this, the terms "sufficiently active" and "well defined" were used as criteria for placing faults in a fault rupture hazard zone. It appears that the two unnamed faults on the project site are "well-defined" because a qualified geologist recognized features indicative of fault surface rupture, but that no site-specific fault exploration was done to evaluate if the faults are sufficiently active to provide with better certainty that no surface rupture has occurred in the last 11,000 years, which is the accepted period defining "active" faults.

It is notable that many local jurisdictions for public safety reasons designate additional faults as potentially active that do not appear on the State Alquist-Priolo Earthquake Fault Maps. Such faults can be shorter faults like those on the North Base site, and may have less activity or smaller surface displacements, however, it can be can be difficult

420 Sycamore Valley Road West, Danville, CA 94526 • Phone: (925) 786-2667 • tom@McCloskeyConsultants.com

and expensive to design structures strong enough to withstand surface ruptures and therefore building setbacks are established to avoid the surface trace of such faults.

Surface geophysical and the trenching methods are available to evaluate the activity along fault traces and should be considered at the North Base site to evaluate the safety of constructing habitable buildings across these faults.

Hazardous Materials and Public Safety

The Hazardous Materials section of the DEIR included a discussion of a Phase I Report and database review performed for hazardous materials releases in the project area that could affect the planned development, and none were identified. However, the State of California maintains an on-line database of known hazardous materials releases (Geotracker) which I reviewed and identified two underground fuel tank releases in the immediate area of the planned North Base development, one just south of the planned development, and one just to the north. I did not review the State database for releases in the South Base area, but this should be done for the reasons described below.

Very little information is available on-line regarding the northern release adjacent to the North Base site, but a plume of groundwater contaminated with fuel hydrocarbons is present at the site to the south. The concern with these plumes relates to the planned below grade parking that is proposed and the dewatering that is proposed to control groundwater infiltration around the structure. Groundwater extraction around these structures will alter groundwater flow and thereby could affect contaminant migration if the influence of pumping reaches the plume of contaminated groundwater. In a worst-case scenario, groundwater extraction could cause contaminants to migrate beneath previously unaffected properties adjacent to the releases thereby affecting other property owners including vapor migration and indoor air quality concerns.

An additional concern of dewatering and contaminant migration is the potential to draw in chemicals to the dewatering system that may have to be treated before reaching their discharge point. It is not clear in the DEIR sections reviewed where the groundwater will be discharged, but groundwater treatment may be necessary prior to discharge. For the concerns described, the locations of the structures needing dewatering in relation to the documented releases should be evaluated, and the affect of groundwater extraction on the local flow regime and contaminant migration would be prudent to include in the EIR. A similar evaluation should be done for the South Base area if areas with shallow contaminated groundwater exist in the area of subgrade parking that may need dewatering.

I hope this preliminary review provides you with information that is useful. Please let me know if I can be of additional assistance. I can be reached by phone at (925)786-2667, or by e-mail at tom@mccloskeyconsultants.com.

Best regards,

Thomas F. McCloskey, P.G., C.E.G., C.Hg
President

EXHIBIT "B"

GEOTRACKER

LAYERS

- ☒ SIGNIFIES A CLOSED SITE
- ☑ Leaking Underground Tank (LUST) Cleanup Sites
- ☑ Other Cleanup Sites
- ☑ Land Disposal Sites
- ☑ Military Sites
- ☑ Permitted Underground Storage Tank (UST) Facilities
- ☑ Monitoring Wells
- ☑ DTSC Cleanup Sites
- ☑ DTSC Haz Waste Permit

MAP SIZE

OPTIONS

☑ Site List - EXPORT TO EXCEL

13 Sites

☐ SHOW SITES WITHIN 1000 FEET OF THE FOLLOWING ADDRESS: lake tahoe, ca

SITE LIST

SITE NAME	GLOBAL ID	CLEANUP STATUS
☒ BEERY RESIDENCE	T0606100347	COMPLETED - CASE CLOSED
☐ HOMEWOOD HIGH AND DRY MARINA	16054	
☐ HOMEWOOD IMPORT REPAIRS	16141	
☐ HOMEWOOD MOUNTAIN RESORT	SL0606159933	OPEN - SITE ASSESSMENT
☒ HOMEWOOD MOUNTAIN RESORT	SL0606156596	COMPLETED - CASE CLOSED
☐ HOMEWOOD SKI AREA	16057	
☐ OBEXER ABANDONED SERVICE STATION	T060618664	OPEN - REMEDIATION
☐ OBEXER MARINA USTS	T060616013	OPEN - REMEDIATION
☐ OBEXER'S (HOMEWOOD IMPORT)	T0606100341	OPEN - REMEDIATION
☐ OBEXER'S BOAT & MOTOR SALES	16142	
☐ OBEXER'S MARKET	T0606100372	OPEN - REMEDIATION
☒ PORTER RESIDENCE	T0606100366	COMPLETED - CASE CLOSED
☒ SKI HOMEWOOD FUEL FACILITY	T0606100359	COMPLETED - CASE CLOSED

MAP AN ADDRESS:

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

To the attention of TRPA Governing Board Representatives regarding Homewood Mountain Resort development May 27, 2010 meeting.

I'm writing on behalf of my mother, Kathryn Peterson, owner of the cabin located at 5225 Sacramento Street, Homewood CA, directly to the south of the Homewood ski hill. My parents John (deceased 6/07) and Kathryn Peterson have owned their cabin for 60 years. I personally have been coming to our cabin my entire life (53 years), as have all of my brothers and sisters.

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

2 1. **Traffic:** Highway 89 is not able to support the added traffic this project will create.

3 2. **Destroying of Wetlands:** The area currently covered with gravel across from our cabin is wetlands. This wetlands must properly preserved and maintained.

4 3. **Parking Garage:** The proposed location for a three (3) story parking garage is directly across from our cabin and in the wetlands area. The ingress and egress point on Sacramento Street will have an overwhelming impact on this neighborhood road. A 5 "Parking Garage" is completely out of character with Homewood/Lake Tahoe community. Please take the responsible action by preserving the integrity of Homewood/Lake Tahoe and eliminate this outrageous concept. The sounds of car alarms, horns and motors reverberating from a parking structure out into the thin 6 mountain air is beyond imagination.

7 4. **Employee Housing:** In addition to the parking garage this project calls for employee housing (apartments). Under the name of "Director Housing" apartments are to be built in combination with a "Parking Garage". The employees that will reside in these apartments will NOT be living with the same compatible interests as the long established surrounding mountain community. Now we will have late night parties to go along with the car alarms.

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

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

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

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

Thank you,

Ted Peterson

Ted Peterson

On behalf of my mother:

Kathryn Peterson
5225 Sacramento Street
Homewood, CA 96141

Parking Structure – Specific impact study of emissions and noise to residence on Sacramento Avenue.

Peak hour stop, start and acceleration testing of 270 cars within 150 yards

A) Emissions due to idling while in queue to exit the structure. Acceleration from STOP sign exiting the building. Also, idle while in queue to enter HWY 89.

C) Emissions due acceleration from the STOP sign at the intersection of HWY 89.

D) Traffic, noise and emissions due to cars turning left out of the parking structure and traveling on Sacramento Ave.

271

Judy Nikkel

271

From: Eric Petrosky <e.petrosky@hotmail.com>
Sent: Monday, April 18, 2011 10:15 AM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

1 I totally support the League to Save Lake Tahoe's position on this issue. The project is too big and would be envirementally harmful and should not be approved!

Eric Petrosky
270 Booth Streeet # K
Reno, NV 89509

Judy Nikkel 272

272

From: Kymberly Pipkin <kmpipkin@suddenlink.net>
ent: Monday, April 18, 2011 10:25 AM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

We are homeowners on the West Shore, and traffic is already HORRIBLE during winter and summer. PLEASE follow the rules on height--once abrogated, the lake will be forever changed. DON'T succumb! Such a unique place on earth should not be infested with high-rises.

Kymberly Pipkin
PO Box 277
Tahoe City, CA 96145

Homewood DEIS Comments

273

margret smetana pittavino [marsmetana@comcast.net]
Sent: Monday, April 18, 2011 12:20 PM
To: Homewood DEIS Comments

Tahoe Regional Planning Agency
Tahoe Regional Planning Agency
Boulder Bay CEP
PO Box 5310
Stateline, NV 89449-5310
US

Dear TRPA,

The Lake Tahoe area's environmental status continues to be too fragile to allow for a large development such as the Homewood expansion.

This is another case of of incoming economic interests in a short term profit "selling" the beauty and serenity of Tahoe - something that cannot be for sale if it is to survive. Everyone knows this.

ONLY projects that revitalize Tahoe's communities while following region-wide rules meant to protect the lake and enhance the environment can be considered.

Thank You.

Ms. margret smetana pittavino
507 Montecito Blvd.
napa, CA 94559

707-257-6609

Homewood DEIS Comments

Gerald Plummer [plums2@astound.net]

Sent: Monday, April 18, 2011 1:36 PM
To: Homewood DEIS Comments

274

274

Tahoe Regional Planning Agency
Tahoe Regional Planning Agency
Boulder Bay CEP
PO Box 5310
Stateline, NV 89449-5310
US

Dear TRPA,

The idea is to preserve the lake and its natural beauty through a reduction in pollution, congestion while adhereing to existing rules and laws. Highway 89 on summer weekends is as congested as it might get. Think of the potential impact on Bliss park, Emerald Bay and other immediate and beautiful locations. Also consider continuing urbanization of the lake will only reduce the value and attraction of the site for tourists wishing to escape for vacations which I might add is a vital source of income for the area.

No Growth!

Mr. Gerald Plummer
3825 LaCrosse
Carnelian Bay, CA 96145

630-583-9351

Reply Reply All Forward

275

275

Homewood DEIS Comments

Laurie Poage [lhpoage@aol.com]

Sent: Tuesday, April 19, 2011 10:15 AM

To: Homewood DEIS Comments

Tahoe Regional Planning Agency
Tahoe Regional Planning Agency
Boulder Bay CEP
PO Box 5310
Stateline, NV 89449-5310
US

Dear TRPA,

I am very concerned about the Homewood Resort project that is being proposed. The traffic issue needs to be seriously addressed. Driving into Tahoe City on a weekend is already impossible. I am also concerned about the size and scope of the project. The last thing Lake Tahoe needs is more congestion.

Laurie Poage
5540 West Lake Blvd.
Homewood, CA 96141

Maywan Krach

From: David Powell [JDPowell@stanford.edu]
Sent: Wednesday, February 23, 2011 9:39 PM
To: Placer County Environmental Coordination Services
Subject: Fwd: Comments to the Planning Commission re Homewood Mountain Resort
Attachments: Powell Remarks to Placer County 2-21-11.doc; Remarks to Placer County 2-21-11.docx

Paul, or to whom it may concern,

I noticed after I returned home that there are specific instructions on where to send comments, so just to make sure, here they are again, in both docx and doc file formats. Also, the sheet asks for complete contact info, which is:

David Powell
PO Box 661
Homewood, CA 96141
530-525-7913

or--
1200 Pilarcitos Ave
Half Moon Bay, CA 94019
650-712-9015

Regards,

David

>Date: Mon, 21 Feb 2011 22:28:31 -0800
>To: Paul Thompson <pkthomps@placer.ca.gov>
>From: David Powell <JDPowell@stanford.edu>
>Subject: Comments to the Planning Commission re Homewood Mountain
>Resort
>
>Paul,
>
>I have attached a copy of my verbal comments presented to the
>commission presented on Feb 17. I have also learned a few things
>since that day, and revised my views. The revised statement that I
>wish to be part of the record to the Commission is attached on the
>second page of the attachment.
>
>Thank you.
>
>David Powell
>530-525-7913

Remarks made at the Placer County Hearing on February 17, 2011, concerning Homewood Mountain Resort.

My name is David Powell and I have a home about 150 ft from Homewood Mountain Resort (5095 Sacramento Ave.) I am very much in favor of developing the ski area so that it becomes a viable business that can survive over the long term. I ski there often and never get tired of the beauty of the area and am certain that it is one of the best views of any ski area in the world. I view a transformation of the ski area into a viable business as a way to share this gem with others from around the country and world. As to the alternate plans, I would prefer the smallest alternate that creates a financially viable ski area in the long term. Alternate 6, with 282 units, would provide the extra 400 skiers per midweek day and financial viability if the occupancy was increased from the historical average of 55% to 63%. This seems a more cost effective strategy than constructing ~320 units, assuming 45% of the units would be empty, as envisioned by the proposed project of Alternate 1. However, I would prefer to keep the North Base area similar to Alternate 1 rather than moving the multifamily housing to that location as we just saw in the presentation. But more importantly, Alternate 6 would lessen the impact on the Homewood community, which is a concern to me and many in the community.

As to the other alternates, I am firmly opposed to 2 and 4, i.e., do nothing or close the ski area. I also feel that Alternates 3 and 5 are less desirable than 6 or 1; in my view they are both inferior projects.

I have previously expressed concern about increased summer traffic and I encouraged mitigation by suggesting that HMR financially support a revised intersection at the Tahoe City Y. I am pleased to see in the latest version of the EIR that such mitigation is part of the project.

Bottom Line: My primary message is to express my strong support for the approval of a project that will provide long term viability of the ski area.

Thank you.

(Subsequent to the Planning Commission hearing, I became aware of some facts related to occupancy averages that have caused me to modify my views. Therefore, I wish to modify my statement to the Planning Commission to be the one on the following page)

Comments to the Placer County Planning Commission concerning the Homewood Mountain Resort.

277

February 21, 2011

My name is David Powell and I have a home about 150 ft from Homewood Mountain Resort (5095 Sacramento Ave.) I was a member of the West Shore Citizens Advisory Committee that helped generate the West Shore General Plan adopted on October 19, 1998, and I have been a member of the Homewood Homeowners' Association Board of Directors since 2002, currently serving as President. However, these remarks are my own personal views and do not represent the views of the Association.

I am very much in favor of developing the ski area so that it becomes a viable business that can survive over the long term. I ski there often and never get tired of the beauty of the area and am certain that it is one of the best views of any ski area in the world. I view a transformation of the ski area into a viable business as a way to share this gem with others from around the country and world. I am convinced that the level of development presented in Alternate 1 is required in order to create a viable business so as to preserve the ski area for the foreseeable future. As to the other alternates, I am firmly opposed to 2 and 4, i.e., do nothing or close the ski area. I also feel that Alternates 3 and 5 are less desirable than 1 or 6; in my view they are both inferior projects. I do not believe that Alternate 6 will provide sufficient revenue to support continued operation of the ski area. In addition, Alternate 6 has a denser and less desirable north base design with the addition of the multifamily housing.

I previously expressed concern about increased summer traffic at the May 2010 meeting of the TRPA BOG and I encouraged mitigation by suggesting that HMR financially support a revised intersection at the Tahoe City Y. I am pleased to see in the latest version of the EIR that such mitigation will become part of the project when the intersection design is complete.

Bottom Line: My primary message is to express my strong support for the approval of a project that will provide long term viability of the ski area. I see no reason to extend the public comment period.

Thank you.

Dave Powell

Comments to the TRPA Board of Governors concerning the Homewood Mountain Resort.

278

February 22, 2011

My name is David Powell and I have a home about 150 ft from Homewood Mountain Resort (5095 Sacramento Ave.) I was a member of the West Shore Citizens Advisory Committee that helped generate the West Shore General Plan adopted on October 19, 1998, and I have been a member of the Homewood Homeowners' Association Board of Directors since 2002, currently serving as President. These remarks are my own personal views and do not represent the views of the Association.

1,2 I am very much in favor of developing the ski area so that it becomes a viable business that can survive over the long term. I ski there often and never get tired of the beauty of the area and am certain that it is one of the best views of any ski area in the world. I view a transformation of the ski area into a viable business as a way to share this gem with others from around the country and world. I am convinced that the level of development presented in Alternate 1 is required in order to create a viable business so as to preserve the ski area for the foreseeable future. As to the other alternates, I am firmly opposed to 2 and 4, i.e., do nothing or close the ski area. I also feel that Alternates 3 and 5 are less desirable than 1 or 6; in my view they are both inferior projects. I do not believe that Alternate 6 will provide sufficient revenue to support continued viable operation of the ski area. In addition, Alternate 6 has a denser and less desirable north base design with the addition of the multifamily housing. 4

I often hike through the ski area in the summer and have witnessed firsthand the large effort that JMA has been doing to create a healthier forest and to restore some of the roads back to their natural state.

I previously expressed concern about increased summer traffic at the May 2010 meeting of the TRPA BOG and I encouraged mitigation by suggesting that HMR financially support a revised intersection at the Tahoe City Y. I am pleased to see in the latest version of the EIR that such financial support will be provided when the intersection design is complete by CalTrans.

Bottom Line: My primary message is to express my strong support for the approval of this project that will provide long term viability of the ski area in an environmentally friendly manner.

Thank you.

Dave Powell

Reply Reply All Forward

279

Homewood DEIS Comments

marty putnam [marty@putnamlexus.com]

Sent: Tuesday, April 19, 2011 2:56 PM

To: Homewood DEIS Comments

Tahoe Regional Planning Agency
Tahoe Regional Planning Agency
Boulder Bay CEP
PO Box 5310
Stateline, NV 89449-5310
US

Dear TRPA,

Please require all property owners in Tahoe follow the same rules.
Thank you.

marty putnam
4886 north lake boulevard
carnelian bay, CA 96140

280
280

Reply Reply All Forward

Homewood DEIS Comments

kent putnam [kent@putnamauto.com]

Sent: Monday, April 18, 2011 11:08 AM

To: Homewood DEIS Comments

Tahoe Regional Planning Agency
Tahoe Regional Planning Agency
Boulder Bay CEP
PO Box 5310
Stateline, NV 89449-5310
US

Dear TRPA,

Please hold devloper to the current standards without any variance. If a variance is given then there will be no stopping the next project.

kent putnam
721 Golfers Pass Rd
Incline Village, NV 89450

281

Judy Nikkel

281

From: Charles Rapp <igmpfc@sanbrunocable.com>
ent: Wednesday, April 20, 2011 1:33 PM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

1 I am against this project. It is too big for its surrounding area. The roads are already too crowded in that area. This area is filled with single family dwellings and has a nice country feel to it. A project this size is out of scale for the area.

Charles Rapp
1640 Monterey Dr.
San Bruno, CA 94066

282

Reply Reply All Forward

Homewood DEIS Comments

Rudolph M Reich [rmreich@pacbell.net]

Sent: Monday, April 18, 2011 9:14 PM

To: Homewood DEIS Comments

Tahoe Regional Planning Agency
Tahoe Regional Planning Agency
Boulder Bay CEP
PO Box 5310
Stateline, NV 89449-5310
US

Dear TRPA,

1 We object to the this huge development because of the size of the project, the height of the buildings, environmental impact and the increased traffic on #89.

Rudolph M Reich
808 Ironbark Place
Orinda, CA 94563

Homewood DEIS Comments

283

Toby and Steve Rhine [steverhine@yahoo.com]
Sent: Monday, April 18, 2011 10:26 PM
To: Homewood DEIS Comments

Tahoe Regional Planning Agency
Tahoe Regional Planning Agency
Boulder Bay CEP
PO Box 5310
Stateline, NV 89449-5310
US

Dear TRPA,

Please preserve the integrity, beauty and environment of our precious area. We beg of you: no more development.
Lake Tahoe's greatest asset is its natural beauty. More development will only continue to compromise this fragile ecosystem.

Sincerely,
The Rhine Family
Kings Beach

Toby and Steve Rhine
8800 Loch Levon
Kings Beach, CA 96143

284

284

FEB 7 4 2011

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

Attention : David Landry, Project Manager

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

Attention: Maywan Krach, Community Development

Re: Homewood Mountain Resort Ski Area Master Plan

Gentlemen:

This letter is in response to the Notice of Availability dated January 21, 2011, and contains comments regarding the above referred to development.

The undersigned have been property owners in Homewood for over 49 years and have put forth great effort to maintain the cherished beauty and serenity of the area, the prized Homewood on the "West Shore".

Now we are faced with our greatest challenge, the continuation of the existence of this pristine spot, where for generations our families have enjoyed the marvels of nature, the majestic large trees, the gentle lapping of the Lake waters on the uncrowded beaches, hiking, boating and fishing, to name a few of the pleasures.

It is inconceivable that your agencies would believe that the local long time generation after generation of property owners are so naive as to think this proposod development will enhance quality of life, heighten visitor experience, improve the environment or contribute to any long-term vitality of the region.

We are fully aware of the sequence of events in this kind of "enhancement". The developer convinces officials that development should take place. The decision makers do not own property in or near the proposed development so they are not emotionally or monetarily involved. Development takes place. Project is completed. Developer leaves, trots to bank with huge profits. Problems immediatly arise - traffic congestion, crime, vandalism, pollution, and environmental hazards, and who is left to solve the problems?? of course, the local property owners. It is easy to determine the winners and losers.

In addition to the loss of all that the Homewood area now offers, the property owners

1 will suffer a tremendous depreciation in the value of their properties - who wants to live or vacation at Lake Tahoe where it is crawling with automobiles, people, litter and debri. The agencies involved in making this very important decision on this development should consider the damaging effects on the local property owners and act responsibly, so as not to destroy the existing property values.

2 The people of Homewood want the area to remain as it has always been - it is not an "under utilized site", but part of the "West Shore" of Lake Tahoe and a sought after location. Please do not contribute to its ruination.

Very truly yours,

Dorothy Rhoads
DOROTHY RHOADS

TODD RHOADS

Kathleen Rhoads
KATHLEEN RHOADS

Ann Marie Brooks
ANN MARIE BROOKS

Ruth Rippon
RUTH RIPPON

Dorothy Rhoads
1740 Danielson Ct.
Carmichael, CA 95608

February 2, 2011

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RE: Homewood Ski Resort Redevelopment Proposal....

JimARice@aol.com [JimARice@aol.com]

285

Sent: Saturday, February 26, 2011 9:56 PM
To: Homewood DEIS Comments

We are owners of property at 215 Fountain Ave., Tahoe City, CA, 96145, on the West Shore....and we would like to offer our support ***for the Homewood Ski Resort proposal***.

We think it will benefit the whole West Shore and that it will not be the traffic problem envisioned by those who oppose it.

Susan P. Rice
James A. Rice

Connected to Microsoft Exchange

Homewood DEIS Comments

Christine Rich [flwrgirl66@yahoo.com]
Sent: Tuesday, April 19, 2011 10:18 AM
To: Homewood DEIS Comments

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286

Tahoe Regional Planning Agency
Tahoe Regional Planning Agency
Boulder Bay CEP
PO Box 5310
Stateline, NV 89449-5310
US

Dear TRPA,

To whom it may concern,
Preservation of this area will increase property values over the long term. There is already too much development happening in that area that is affecting the natural beauty and natural habitats that make Lake Tahoe a sought out place for vacationing and tourism. Turning Tahoe into a city like place to visit is like selling out to the masses. If it is a money issue get with the current trends and modify budgets and plan accordingly to preserve that which was valued initially - beautiful rustic scenery!!! No more condos, no more buildings, no more removal of the beautiful trees!! Please, do not let this happen. Lake Tahoe lovers everywhere implore you to do what is right to keep Tahoe Blue!!!

Christine Rich
5915 Riverside Blvd
Apt 26
Sacramento, CA 95831

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Gmail by Google

David Riegels <dave@riegelslaw.com>

Homewood Mountain Resort Ski Area Master Plan Draft EIR/EIS

287

8 messages

David Riegels <dave@riegelslaw.com> Tue, Jan 25, 2011 at 1:48 PM
To: David Landry <dlandry@trpa.org>
Cc: abreuch@placer.ca.gov
Bcc: Adele Riegels <ariegels@gmail.com>

Dear Mr. Landry:

I have a second home at 155 Tahoe Ski Bowl Way (Lot 77). I am in the process of reviewing the draft EIR/EIS and I have some questions that I would like to have you help me with if you will.

First, I am trying to gauge the impact of proposed South Base Building B on the area north of Homewood Creek. The project description is lacking any details regarding the location or size of Building B. The only description I can find is the following at page 3-19:

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

1

The implication that Building B is to be located at the present location of the day lodge building is misleading in as much as the day lodge is located within Parcel 15 while Building B is shown on the Figure 3-9 "South Lodge Grading and Drainage Plan" as extending some 40 feet west and and some 150 feet north of Parcel 15. In which case Building B will be situated in substantial part on Parcel 11, which is previously undeveloped land.

Do you have any additional information regarding the location or size of Building B? I note that there is apparently now a HMR Ski Area Mater Plan dated October 2010. Does that version of the contain any additional information?

2

Second, can you explain why it is that Parcels 11 and 15 are to be rezoned from Plan Area Statement 157 to Plan Area Statement 158, and then a Special Area will be created to permit multi-family housing within Plan Area Statement 158? It would seem to be much more straightforward to propose a multi-family Special Area in Plan Area Statement 157 if that is what the applicant's plan is.

3

Lastly, I don't understand the following explanation regarding the failure to include any analysis of the impact of the Ski Bowl Way extension:

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

3 According to my rough calculations the Ski Bowl Way extension will be approximately 1,500 as the crow flies, which, if the county requires a 40 foot width, works out to be 60,000 square feet of pavement serving some four previously landlocked parcels of land (11, 12, 6, and 7) totaling more than 84 acres. The impact of this extension, which will facilitate the eventual development of so many additional acres, not to mention the new traffic circulation resulting from its connection with a secondary access road (presumably to Sacramento Street), surely requires TRPA/CEQA analysis.

As I said at the outset I would appreciate any answers you might have to these questions. Thank you for your time.

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

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

David Riegels <dave@riegelslaw.com> **Tue, Jan 25, 2011 at 2:18 PM**
To: David Tirman <dtirman@jmaventuresllc.com>

For our discussion on Thursday.

[Quoted text hidden]

--

[Quoted text hidden]

Maywan Krach <MKrach@placer.ca.gov> **Tue, Jan 25, 2011 at 3:38 PM**
To: "dave@riegelslaw.com" <dave@riegelslaw.com>
Cc: Allen Breuch <ABreuch@placer.ca.gov>, David Landry <dlandry@trpa.org>

Comments received and have been forwarded to the planner. Your comments will be responded to in the Final EIR/EIS. Should you need further information, please contact TRPA planner, David Landry, 775-589-5214, or County planner, Allen Breuch, 530-581-6284.

Thanks. Call or email for questions.

.....

Maywan Krach

Community Development Technician

Environmental Coordination Services

530-745-3132 fax 530-745-3080

8am-5pm, Mon-Fri

.....

THE PROPOSED SOUTH BASE CONDOMINIUM BUILDING ON THE NORTH SIDE OF HOMEWOOD CREEK

EXISTING DEVELOPMENT ON THE NORTH SIDE OF HOMEWOOD CREEK

DAVID A. RIEGELS
Attorney at Law
4208 H Street
PO Box 19579
Sacramento, California 95819-0579

Telephone: (916) 739-0988
Fax: (916) 739-0998
E-Mail: Dave@RiegelsLaw.com

MAR 15 2011

Friday, March 11, 2011

Mr. David Landry
Project Manager
Tahoe Regional Planning Agency
PO Box 5310
Stateline, NV 89448

Ms. Maywan Krach
Community Development Technician
County of Placer
3091 County Center Drive, Suite 190
Auburn, CA 95603

Re: ***Homewood Mountain Resort Ski Area Master Plan****, Community Enhancement Program Project, Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS)*

Dear Sir and Madam:

This is to expand upon my e-mail message of January 25, 2011 and my comments at the February 23, 2011 TRPA hearing pointing out the inadequacies of the Draft EIR/EIS as it relates to the "South Base" area development of the Project. My focus on the "South Base" area development should not imply that I find the Draft EIR/EIS as it relates to the "North Base" area development of the Project to be adequate. Rather my focus is explained by the fact that my second home at 155 Tahoe Ski Bowl Way (Lot 76 of Chamberlands Addition Unit No. 3/APN 097-017-004) is directly impacted by the proposed construction of the fifty-foot tall three-story 40-unit condominium Building B less than fifty yards from my property and by the prospect of Tahoe Ski Bowl Way being changed from a dead-end street into a thoroughfare. Personal impacts aside, the purpose of this letter is to explain, in order to facilitate informed decision-making by your respective agencies, why the Draft EIR/EIS is inadequate.

APPLICABLE LEGAL PRINCIPLES

The following requirements of California case law, arising out of litigation over the adequacy of environmental impact reports mandated by statute and by regulation, are relevant to any consideration of the adequacy of the Draft EIR/EIS.

• "The EIR is an informational document with the stated purpose of providing public agencies and the public with 'detailed information about the effect which a proposed project is likely to have on the environment; to list ways in which the significant effects of such a project might be minimized; and to indicate alternatives to such a project.'[citations]". [citation]. "An EIR should be prepared with a sufficient degree of analysis to provide decisionmakers with information that enables them to make a decision which intelligently takes account environmental consequences." [citations]. *Rio Vista Farm Bureau Ctr. v. County of Solano*, 5 Cal. App. 4th 351, 368 (1992).

• An accurate description of the proposed project is "the heart of the EIR process." *Rio Vista Farm Bureau Ctr. v. County of Solano*, 5 Cal. App. 4th 351, 369 (1992).

• "[R]easonably anticipated future projects" must be considered in an EIR and discussed in a cumulative analysis. *Rio Vista Farm Bureau Ctr. v. County of Solano*, 5 Cal. App. 4th 351, 370 (1992).

• A "good faith, reasoned analysis" is required; "[c]onclusory statements unsupported by factual information will not suffice." [citation]. *Rio Vista Farm Bureau Ctr. v. County of Solano*, 5 Cal. App. 4th 351, 374 (1992).

• Where a description of the existing environment in the vicinity of the project is incomplete or misleading, an EIR fails to meet CEQA Guidelines. *San Joaquin Raptor/Wildlife Rescue Ctr. v. County of Stanislaus*, 27 Cal. App. 4th 713, 722-24 (1994).

• Aesthetic issues are properly studied in an EIR to assess the impacts of a project. *Pocket Protectors v. City of Sacramento*, 124 Cal. App. 4th 902, 936-38 (2004).

• [Where] the impact creates the change in the aesthetic environment and interferes with scenic views of the public in general by introducing into the primarily single-family, residential neighborhood a large, high density, residential building, which includes mixed two-story and three store structures, aesthetic issues, such as public views, "are properly studied in an EIR to assess the impacts of a project." [citation] *Citizens for Responsible & Open Gov't v. City of Grand Terrace*, 160 Cal. App. 4th 1323, 1337-38 (2008).

THE DESCRIPTION OF THE "SOUTH BASE" AREA DEVELOPMENT

As the Draft EIR/EIS appears to relate principally to the proposed "North Base" development, the description of proposed "South Base" area development found at page 3-19 is relatively limited:

> 3.5.3 South Base Area
>
> Under the Proposed Project (Alternative 1), the South Base area will be converted to a neighborhood residential area, with day-skier access and skier amenities re-located to the North Base area. The approximately six-acre South Base area will include up to 99 residential condominiums (multi-family residential units). The condominiums will be spread throughout the South Base area in Buildings A, A1, and B (Figures 3-7 and 3-9) that will be up to three stories in height. The condominium structures will be located at the present location of the children's facilities, ski school, and day lodge buildings that would be removed.
>
> There will be 117 underground parking spaces provided, with up to 150 underground parking spaces ultimately provided based on final parking layout design, located directly below the residential footprints, which utilizes the excavation required for the building foundations and allows for more pervious landscape surfaces around the buildings in lieu of surface parking. During peak seasons, the area will include a small snack bar in one of the residential buildings. The South Base area will include access to 16 new townhouses located slightly above the North Base area off of an extension of Tahoe Ski Bowl Way. At its crossing of Homewood Creek adjacent to the existing base lodge, Tahoe Ski Bowl Way will be realigned slightly to the east and the existing culvert will be removed and replaced with a bridge span. In order to relocate the roadway, HMR must comply with Placer County Procedures for Abandonment of County Easements. County requirements for the realigned segment of Tahoe Ski Bowl Way include a 40- foot minimum width and a turnaround (Plate U-22.1 or U-22.2) with public road easement dedication at the end of the Tahoe Ski Bowl Way public road easement (just north of the proposed South Base area buildings). The existing maintenance facility and surface parking areas will be removed from the South Base area.

DETAILED ANALYSIS OF THE PROPOSED "SOUTH BASE" AREA DEVELOPMENT

1 These sketchy details of the proposed conversion of the "South Base" area "to a neighborhood residential area" are inadequate to inform a decision-maker of the nature and scope of the proposed "South Base" development. In the following I will attempt to piece together the additional details that should be plainly articulated in the EIR/EIS so that your agencies will have readily available the required detailed information concerning the effects that the proposed project will have on the environment.

First, what are the present "South Base" area improvements and where are they located?

The existing "South Base" development, which is characterized as Parcel Number 15 in Table 3-2 "Assessor Parcel Numbers and Existing Zoning" at page 3-3 of the Draft EIR/EIS, is comprised of three assessor's parcels containing a total of 5.67 acres. The property information and maps obtained from the Placer County Assessor's web site for these three parcels, being APN 097-210-024, APN 097-170-013 and APN 097-050-072 , are attached at Tab 1 and colored yellow for the reader's convenience.

According to the Draft EIR/EIS at page 2-2, the "[f]acilities at the existing South Base area include food services/bar, restrooms, retail sales, daycare/nursery, ticket sales, ski patrol, employee lockers, storage, mechanical rooms, and administrative offices."

As far as can be ascertained from records, the present use of these three parcels is as follows:

097-210-024 – Parking Lot and Maintenance Facility South of Tahoe Ski Bowl Way
097-170-013 – Seasonal Employee Parking Lot across from Lodge Building
097-050-072 – Ticket Office, Ski School and Lodge Building

2 While the Draft EIR/EIS states at page 3-8 that the existing land coverage in the "South Base" area is approximately 117,000 square feet, it should be noted that among the Land Coverage Verifications found at Appendix U to the Draft EIR/EIS only the TRPA's September 19, 2001 letter lists any of these three parcels – that being APN 097-170-013 which is stated to have 15,487 square feet of AC paving. The nature and extent of the coverage on the other two parcels is unstated.

3 Looking carefully at "Parcel 15" on Figure 3-4 "Current Parcel Boundaries – HMR" at page 3-7 of the Draft EIR/EIS, it will be seen that the ticket office, ski school and lodge building are on either flank of Homewood Creek as it runs west to east through the area of the development, with the lodge building being on the north side of Homewood Creek. These buildings are also shown on Figure 3-6. "Proposed Project (Alternative 1) South Base Area Demolition Plan" at page 3-21 of the Draft EIR/EIS.

According to the Draft EIR/EIS, the lodge building on the north side of Homewood Creek is 7,300 square feet in size. [Page 3-8]. The sizes of the ticket office and ski school on the South side are unstated.

Second, what is to happen to the present "South Base" area improvements?

The Draft EIR/EIS is more explicit as to the fate of the existing improvements in the "South Base" area: "At the South Base area, the Proposed Project (Alternative 1) will remove one existing ski lift (the beginner surface lift) and associated pads, footings and utilities; buildings and concrete footings; asphalt parking surfaces; and overhead transmission lines. Structures and facilities at the South Base area to be removed are shown in Figure 3-6." (Page 3-16)

4

Thus Figure 3-6. "Proposed Project (Alternative 1) South Base Area Demolition Plan" at page 3-21 of the Draft EIR/EIS, has an arrow with the note "Existing South Base Buildings, Concrete Pads, Footings, and Associated Utilities To Be Removed" pointing at the lodge building on the north side of Homewood Creek and an arrow with the note "Remove Existing Buildings, Concrete Pads, Footings, Deck and Fence" pointing to the ticket office and ski school buildings on the South side of the creek. Similarly the maintenance building at the South end of the parking area has the note "Existing Structure To Be Removed."

Third, what are the proposed "South Base" area improvements and where are they to be located?

5

The summary of the plan for the "South Base" at page 2-2 of the Draft EIR/EIS is that "[t]he 6-acre South Base area will be converted to a 99-unit neighborhood condominium complex," — described as a "neighborhood residential area" at page 3-19 quoted above. As further described at page 3-19, the 99 "neighborhood" condominiums "will be spread throughout the South Base area in Buildings A, A1, and B (Figures 3-7 and 3-9) that will be up to three stories in height."

6

At page 3-19 of the Draft EIR/EIS, it is represented that "[t]he condominium structures will be located at the present location of the children's facilities, ski school, and day lodge buildings that would be removed." This is misleading. As will be explained below, the condominium structure north of Homewood Creek (Building B) is not located only at the present location of the lodge building (APN 097-050-072), but is also located in substantial part on an adjacent previously undeveloped 8.9-acre parcel (APN 097-050-059).

Given the focus of the TRPA Community Enhancement Program on environmental improvement through the rehabilitation of substandard development, why is it not essential for the decision-makers to know that a substantial portion of Building B is to be located on previously undeveloped

ground?

7 That Building B of the "neighborhood condominium complex" is to be constructed in part on previously undeveloped land, which is nowhere stated in the Draft EIR/EIS, is revealed upon a close study of three diagrams: (1) Figure 3-7. "Proposed Project (Alternative 1) Overall Site Plan" at page 3-22, (2) Figure 3-9 "Proposed Project (Alternative 1) South Base Area Site" at page 3-24, and (3) Figure 14.7. "Alternative 1 – Existing and Proposed Land Coverage at the South Base Area" at page 14-57.

What can we infer from these diagrams? Buildings A-1 and A, the condominiums to be constructed South of Homewood Creek, appear to be located on APN 097-210-024 (the present Parking Lot and Maintenance Facility South of Tahoe Ski Bowl Way) and on APN 097-050-072 (the Ticket Office, Ski School and Lodge Building parcel). However, Building B moves north and west from APN 097-050-072 onto APN 097-050-059, which contains 8.9 acres of undeveloped land according to the assessor's records attached at Tab 1. This new parcel is part of the 18.59 acre parcel which is characterized as Parcel Number 11 in Table 3-2 "Assessor Parcel Numbers and Existing Zoning" at page 3-3 of the Draft EIR/EIS.

The recent photograph of the parcel attached at Tab 2 perhaps explains why there is no explicit information given in the Draft EIR/EIS regarding the present state of APN 097-050-059. That the forest shown in the attached photograph is to be cut down in order to construct Building B is confirmed by Table 8-6 "Estimated Tree Removal by Alternative (diameter at breast height)" at page 8-55 stating that the "South Base" development would require the removal of 13 trees having a diameter of 30 inches and greater and 6 trees having a diameter of 15 to 29 inches – all these trees being located north of Homewood Creek.

8 It passing it should be noted that the location and dimensions of the new snowmaking pump house building and cooling tower to be located at the "South Base" area according to the statement at page 3-29 of the Draft EIR/EIS are not depicted on any of the diagrams and thus are anybody's guess.

9 What is to be the size of Building B of the "neighborhood condominium complex"? The size of Building B, other that it is to be a three-story building, is not articulated in the Draft EIR/EIS. Nor is the number of condominiums to be located in Building B. However, looking at Figure 15-12. "Stormwater Treatment Systems – South Base Area (Alternative 1)" page 15-82 of the Draft EIR/EIS, it would appear that footprint of Building B is somewhere between 39,771 and 44,527 square feet, and that, based on the ratio the stated sizes of other two buildings, Building B containes some 40% of the 99 "neighborhood" condominium units.

10 What are the other dimensions of Building B? According to Table 3-7 "Proposed Project (Alternative 1) Building Heights and Setbacks" at page 3-42 of the Draft EIR/EIS, the proposed height of Building B is 49 feet, using the proposed TRPA Code of Ordinances Chapter 22 height amendment. Just how high this building actually will be above Tahoe Ski Bowl Way can be calculated using the contour lines shown on Figure 3-9 "Proposed Project (Alternative 1) South Base Area Site" at page 3-24 of the Draft EIR/EIS. Thus the elevation of the building site for Building B averages around 6290 feet contrasted with Tahoe Ski Bowl Way which is shown as having an elevation of 6270 in front of Building B. When one adds the proposed height of 49 feet to the average site height of 6290, as the proponent would have the TRPA ordinances amended to allow, the ridgeline of Building B would reach at least elevation 6339, towering over Tahoe Ski Bowl Way by some 69 feet or more. Note the passing comment at page 10-29 of the Draft EIR/EIS ("The height amendment, if approved, will allow building heights up to 77 feet as currently measured using TRPA Code Chapter 22 height measurement methods.").

That Building B is to be massive is further revealed by extent of the excavation required to construct the portion of the 117 to 150 underground parking spaces to be located directly below it. (See page 3-19 of the Draft EIR/EIS). According to the Draft EIR/EIS at page 14-74 the depth of the excavation at the "South Base" area ranges from 19 to 21 feet. In addition the Draft EIR/EIS discloses at page 14-70 that retaining walls of 19 to 21 feet will be "associated with the South Base underground parking structure."

11 Given that aesthetic issues are properly studied in an EIR to assess the impacts of a project, why is there nothing in the Draft EIR/EIS to disclose the aesthetics of Building B? In stark contrast, the aesthetics of the "North Base" development are explored in detail through various renderings and photographs. We know from the developer's presentation to the TRPA Board on February 23, 2011 that the development team possesses computerized graphics programs that could be employed to reveal the aesthetics of Building B as well. The explanations at pages 10-12 and 10-16 of the Draft EIR/EIS that the "South Base" area is set back from State Route 89 and is not visible from identified scenic resources do not excuse the failure to include any information regarding the aesthetics of this massive and overpowering building that is otherwise represented to be a "neighborhood condominium complex".

12 Finally, the statement at page 6-19 of the Draft EIR/EIS that "[t]he character of the area is maintained by limited [limiting?] higher density units to the area at the South Base where adjacent land uses include higher density and more commercial uses" cannot go unchallenged. The massive condominium project is

many times the size of the existing "South Base" buildings, and the three proposed condominium buildings will themselves occupy as many square feet as does the entire existing "South Base" development including parking lots. The Draft EIR/EIS states at page 3-8 that the existing land coverage in the "South Base" area is approximately 117,000 square feet. Adding up the square footage of the "neighborhood condominium complex" as shown at Figure 15-12. "Stormwater Treatment Systems – South Base Area (Alternative 1)" page 15-82 of the Draft EIR/EIS shows that the footprint of the of the three building comprising the condominium complex will total 116,639 square feet. Even then, the massive condominium project could not be shoe-horned into the 5.67 acres occupied by the existing "South Base" development, but had to be expanded into another 8.9 acres of undeveloped forest land directly adjacent to the residential lots along the West side of Tahoe Ski Bowl Way. The Draft EIR/EIS' representation to your decision-makers that there are "higher density and more commercial uses" adjacent to the proposed "South Base" "99-unit neighborhood condominium complex" is ludicrous and should not be permitted. There are no high density or other commercial uses in the area.

12

THE PROPOSED EXTENSION OF TAHOE SKI BOWL WAY

Tahoe Ski Bowl Way begins at State Route 89, runs directly to the front of the Homewood South Lodge, turns 90° to the right where it continues only to serve the 12 residential lots that comprise Chamberlands Addition Unit No. 3 before it dead-ends just before a seasonal creek. There is no vehicular traffic beyond the end of the pavement except for, after the snowmelt, when noisy all-terrain vehicles operated by Homewood Mountain Resort's mechanics use it as a short cut between their "North Base" and "South Base" maintenance facilities, to the annoyance of the neighborhood.

The Draft EIR/EIS is unclear as to whether the extension of Tahoe Ski Bowl Way is to be considered part of the Homewood Mountain Resort Ski Area Master Plan. The stated purpose of extending Tahoe Ski Bowl Way to the north is to provide vehicular access to some 16 townhouses in eight buildings to be constructed in the "North Base" area. (Draft EIR/EIS at page 3-18). This road extension would be significant, as I calculate its length be at least 1,500 feet as the crow flies.

13

Yet at page 3-18 of the Draft EIR/EIS the following statement appears: "Per Placer County requirements, a secondary access road is required to be constructed to serve these townhomes due to the length of Tahoe Ski Bowl Way, however, the project has not included details for a secondary access to allow analysis of potential impact of this road construction in this EIR/EIS".

Even so there are numerous other references to the extension of Tahoe Ski Bowl Way in the Draft EIR/EIS:

• "For the extension of Tahoe Ski Bowl Way to serve the proposed Townhouses, there is no alternative but to cross a small SEZ drainage way that is located between the North and South Base areas." (Page 3-12)

• "The privately funded extension of Tahoe Ski Bowl Way, the roadway that will provide access to the townhouses at the North Base area from the South Base area, will be used year round." (Page 3-28)

• "Phase 2 – South Base – Implementation in years 6 through 10: .....
13 2c. Tahoe Ski Bowl Way roadway extension and Townhouses (located above North Base area, but accessed from the South Base area)." (Page 3-48)

• "There is little natural vegetation in the North and South Base areas and along Tahoe Ski Bowl way because land coverage such as roads, ROW's, and parking lots." (Page 14-59)

• *"For the Proposed Project (Alternative 1) a total of 195 trees will be removed for the construction of the North Base Townhomes, Tahoe Ski Bowl Way Extension , and the development in the North Base, South Base and Mid-Mountain Areas."* (Page 14-75).

• "Alternative 1 would require the extension of Tahoe Ski Bowl Way from the South Base area to the proposed Townhomes located above the North Base area. However, construction of this Roadway would not provide access to parcels currently inaccessible from other existing roadways." (Page 24-15)

Which way is it? Is or is not the extension of Tahoe Ski Bowl Way part of the Homewood Mountain Resort Ski Area Master Plan? It if is then it should be treated in further detail in the Draft EIR/EIS.

14 Also if, as indicated at page 3-18 of the Draft EIR/EIS, in order to extend Tahoe Ski Bowl Way to the townhouses it must connect with another road, what is that road? How are the two to be connected? Will this connection permit vehicle circulation between the "South Base" and "North Base" developments? If so what are the traffic implications of that?

15 Finally, the statement that the construction of the extension of Tahoe Ski Bowl Way will not provide access to currently landlocked parcels cannot go unchallenged. Superimposing the route of the extended Tahoe Ski Bowl Way

15 shown in Figure 3-7. "Proposed Project (Alternative1) Overall Site Plan" at page 3-22 over Figure 3-4. "Current Parcel Boundaries – HMR" at page 3-7 demonstrates that the road will run through Parcel No. 13 containing 15.05 acres, Parcel No. 12 containing 15.58 acres and Parcel No. 6 containing 12.52 acres –none of which have any frontage on any public or private road. In that these three parcels comprise at least six assessor's parcels according to Table 3-2 at page 3-3, the likelihood exists that the proposed extension of Tahoe Ski Bowl Way will open some six parcels containing some 43 acres to future development. Surely the environmental impact of that likely development must be treated somewhere in the Draft EIR/EIS if the extension of Tahoe Ski Bowl Way is part of the Homewood Mountain Resort Ski Area Master Plan either now or in the future.

16 I have tried to articulate the numerous ways in which the Draft EIR/EIS does not adequately address the environmental impacts of the proposed "South Base" development. The Board of the Tahoe Regional Planning Agency and the Placer County Board of Supervisors are entitled to a detailed and reasoned analysis of the proposed project that facilitates their informed decisions on the Homewood Mountain Resort Ski Area Master Plan. Any decision on their parts to approve this project will be vulnerable upon judicial review if based upon this inadequate Draft EIR/EIS.

Please do not hesitate to contact me should you require any additional information from me.

Very Truly Yours

David A. Riegels

Enclosures:
Tab 1 – Assessor's Records
Tab 2 – Photograph of Building B Expansion Area

Placer County Assessor

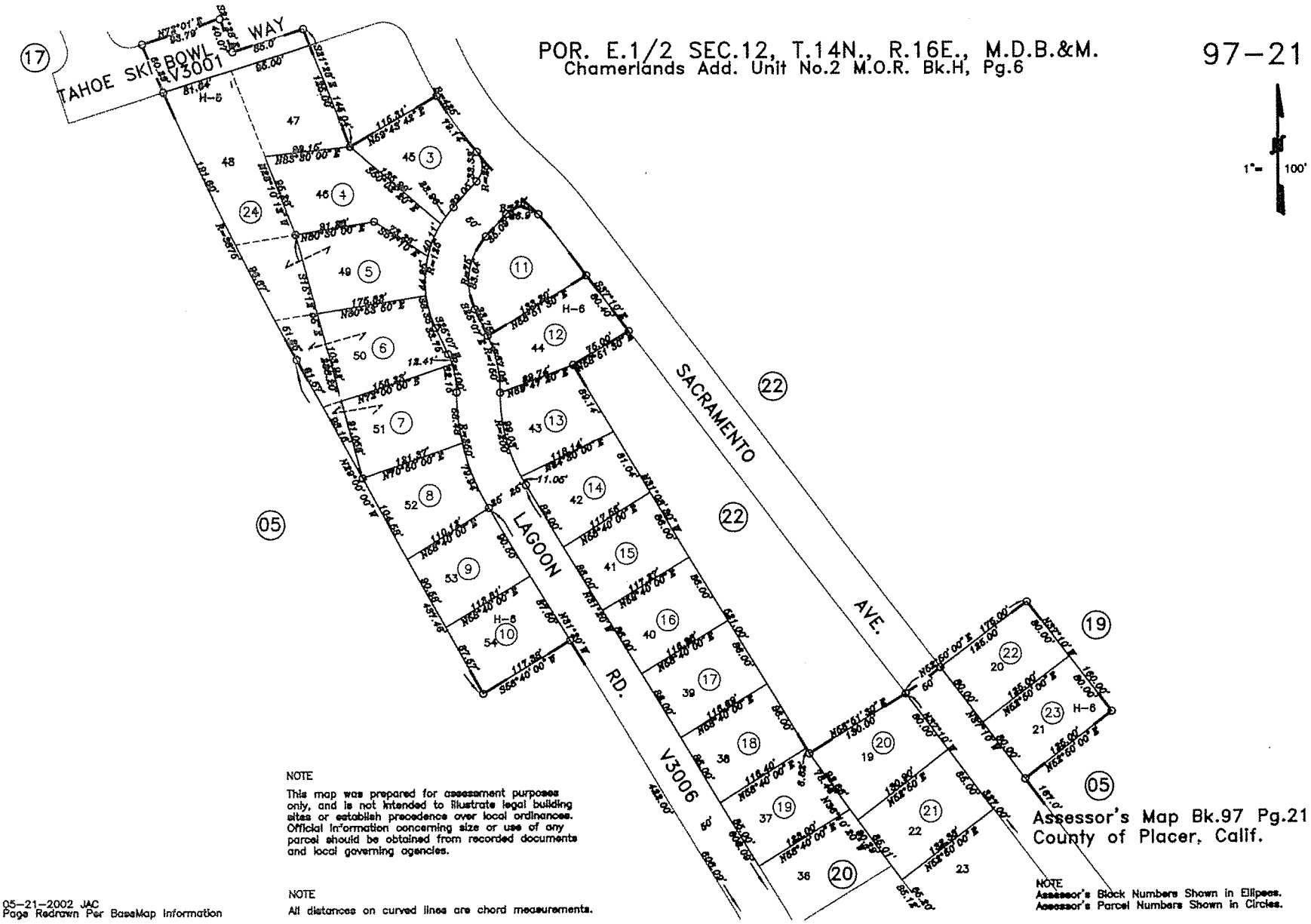
Information as of Lien Date — January 1st 2010

View Maps

Property Information	
Assessor ID Number	097-210-024-000
Tax Rate Area (TRA)	091-003
Last Recording Date	06/01/2006
Assessee	HOMEWOOD VILLAGE RESORTS LLC
Property Type	PARKING LOTS
Acres	0
Asmt Description	LOT 47 48 & POR L 49 50 &51 CHAMBERLANDS ADD#2 H-6
Asmt Status	ACTIVE
Roll Values	
Land	24,750
Structure	118,391
Fixtures	
Growing	
Total Land and Improvements	143,141
Manufactured Home	
Personal Property	
Homeowners Exemption	
Other Exemption	
Net Assessment	143,141
Ownership	
HOMEWOOD VILLAGE RESORTS LLC	100.000000%
Building Description(s)	
Building Number	
Building Square Footage	
Garage Square Footage	
Year Built	
Bedrooms	
Full Baths	
Half Baths	
Fireplaces	
Pools	

POR. E.1/2 SEC.12, T.14N., R.16E., M.D.B.&M.
Chamerlands Add. Unit No.2 M.O.R. Bk.H, Pg.6

97-21



NOTE
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NOTE
All distances on curved lines are chord measurements.

NOTE
Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles.

Assessor's Map Bk.97 Pg.21
County of Placer, Calif.

05-21-2002 JAC
Page Redrawn Per BaseMap Information

Placer County Assessor

Information as of Lien Date January 1st 2010

View Maps

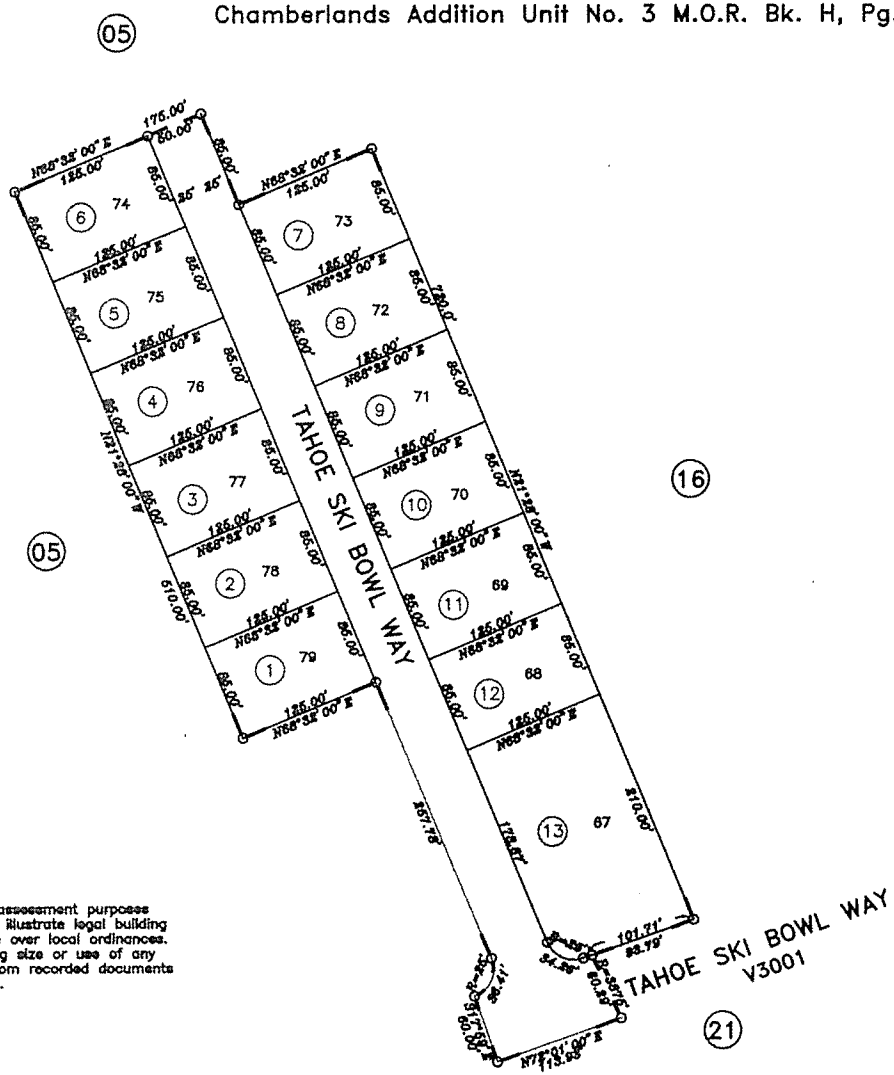
Property Information	
Assessor ID Number	097-170-013-000
Tax Rate Area (TRA)	091-003
Last Recording Date	06/01/2006
Assessee	HOMEWOOD VILLAGE RESORTS LLC
Property Type	PARKING LOTS
Acres	0
Asmt Description	L 67 CHAMBERLANDS #3
Asmt Status	ACTIVE
Roll Values	
Land	20,622
Structure	34,417
Fixtures	
Growing	
Total Land and Improvements	55,039
Manufactured Home	
Personal Property	
Homeowners Exemption	
Other Exemption	
Net Assessment	55,039
Ownership	
HOMEWOOD VILLAGE RESORTS LLC	100.000000%
Building Description(s)	
Building Number	1
Building Square Footage	0
Garage Square Footage	0
Year Built	
Bedrooms	
Full Baths	
Half Baths	
Fireplaces	
Pools	

POR. SEC.24, T.11N., R.6E., M.D.B.&M.

Chamberlands Addition Unit No. 3 M.O.R. Bk. H, Pg. 58

97–17

1"= 100'



NOTE

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Assessor's Map Bk.97 Pg.17
County of Placer, Calif.

03–24–2006 MMG
Map Redrawn Per BaseMap Information

NOTE
All distances on curved lines are chord measurements.

NOTE
Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles.

Placer County Assessor

Information as of Lien Date January 1st 2010

View Maps

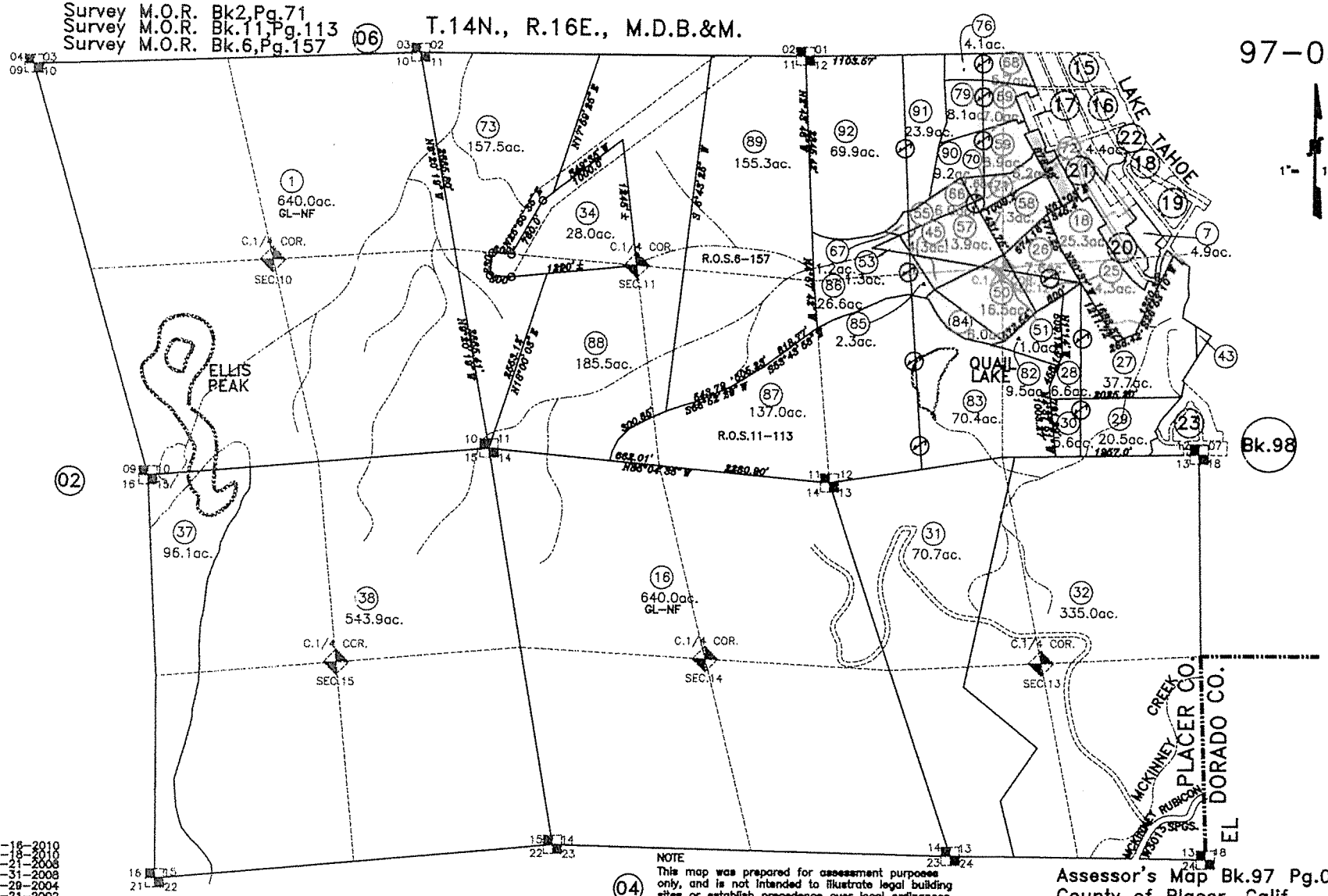
Property Information	
Assessor ID Number	097-050-072-000
Tax Rate Area (TRA)	091-003
Last Recording Date	06/01/2006
Assessee	HOMEWOOD VILLAGE RESORTS LLC
Property Type	SKI FACILITY
Acres	4.4
Asmt Description	4.4 AC SEC 12 14 16
Asmt Status	ACTIVE
Roll Values	
Land	112,728
Structure	10,136,571
Fixtures	
Growing	
Total Land and Improvements	10,249,299
Manufactured Home	
Personal Property	
Homeowners Exemption	
Other Exemption	
Net Assessment	10,249,299
Ownership	
HOMEWOOD VILLAGE RESORTS LLC	100.000000%
Building Description(s)	
Building Number	
Building Square Footage	7251
Garage Square Footage	0
Year Built	
Bedrooms	
Full Baths	
Half Baths	
Fireplaces	
Pools	

Survey M.O.R. Bk2,Pg.71
Survey M.O.R. Bk.11,Pg.113
Survey M.O.R. Bk.6,Pg.157

T.14N., R.16E., M.D.B.&M.

97-05

1" = 1200'



08-16-2010
02-18-2010
05-21-2008
07-31-2008
12-29-2004
05-21-2002
03-27-2002
03-11-2002 JAC
Page Redrawn Per BaseMap Information

NOTE
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Assessor's Map Bk.97 Pg.05
County of Placer, Calif.
NOTE
Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles.

Placer County Assessor

Information as of Lien Date January 1st 2010

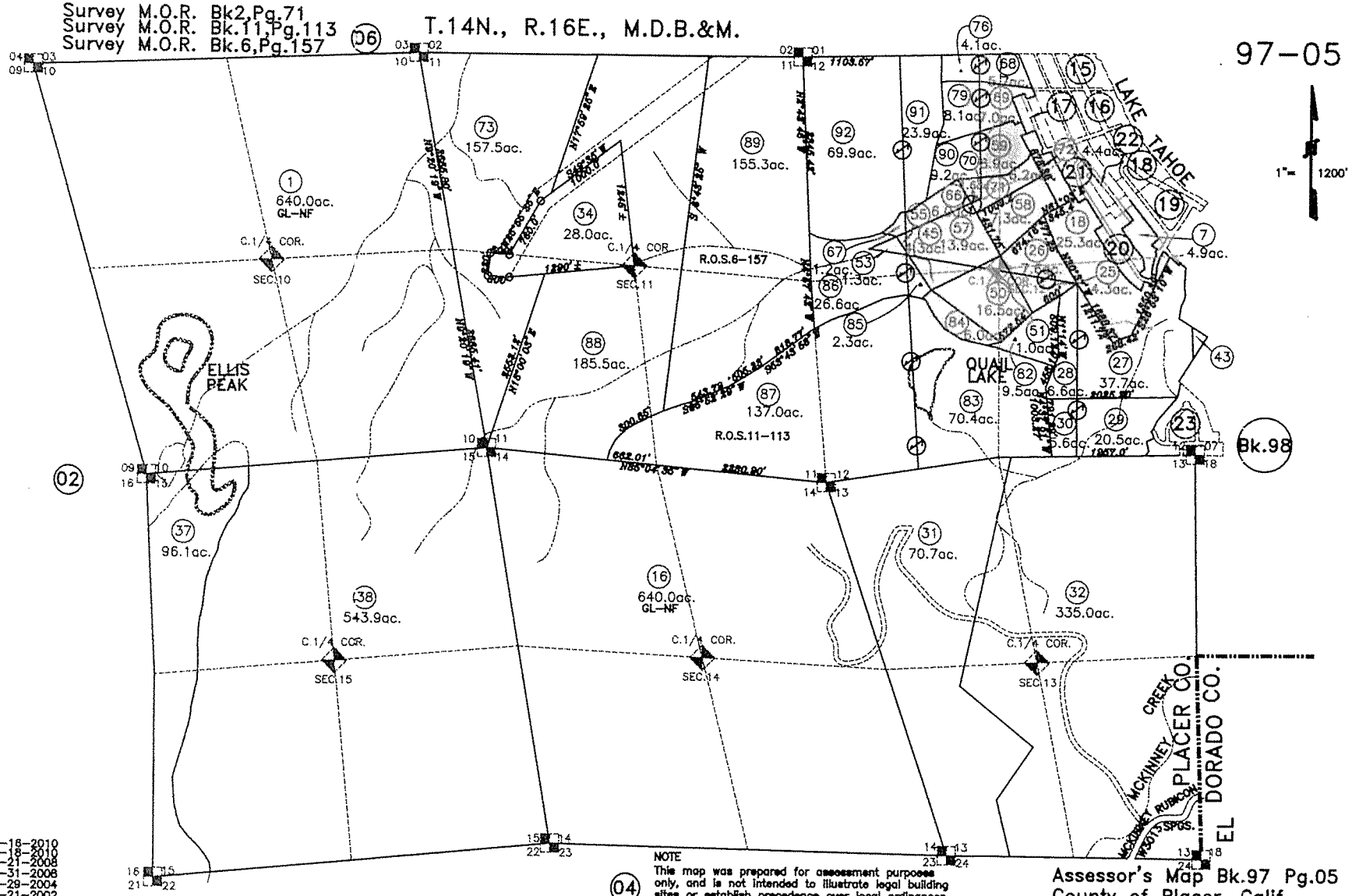
View Maps

Property Information	
Assessor ID Number	097-050-059-000
Tax Rate Area (TRA)	091-003
Last Recording Date	03/26/2010
Assessee	HOMEWOOD VILLAGE RESORTS LLC
Property Type	SKI FACILITY
Acres	8.9
Asmt Description	8.9 AC SEC 12 14 16
Asmt Status	ACTIVE
Roll Values	
Land	228,042
Structure	
Fixtures	
Growing	
Total Land and Improvements	228,042
Manufactured Home	
Personal Property	
Homeowners Exemption	
Other Exemption	
Net Assessment	228,042
Ownership	
HOMEWOOD VILLAGE RESORTS LLC	100.000000%
Building Description(s)	
Building Number	
Building Square Footage	
Garage Square Footage	
Year Built	
Bedrooms	
Full Baths	
Half Baths	
Fireplaces	
Pools	

Survey M.O.R. Bk2,Pg.71
Survey M.O.R. Bk.11,Pg.113
Survey M.O.R. Bk.6,Pg.157

T.14N., R.16E., M.D.B.&M.

97-05



06-16-2010
02-18-2010
08-21-2008
07-31-2006
12-29-2004
05-21-2002
03-27-2002
03-11-2002 JAC
Page Redrawn Per BaseMap Information

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NOTE: All distances on curved lines are chord measurements.

Assessor's Map Bk.97 Pg.05
County of Placer, Calif.
NOTE
Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles.

March 17 2

289

To: Tahoe Regional Planning Agency
PO BOX 5310
128 Market St.
Stateline NV 89449

attention: David Landry
Project Manager

Ruth M Rippon
98 Sandburg Dr
Sacramento, CA 95819

MAR 21 2011

Dear Sir,

This is in response to your letter of February 24th, 2011 re: Homewood Mountain Ski Resort meeting plan. I am opposed vehemently to this whole scheme. I do not feel that this plan enhances the quality of life for the current residents of Homewood. To the contrary. It will completely disturb the peaceful, quiet environment that now exists. A 4 storey garage structure besides being visually oppresive will add pollution, noise and an influx of people to the area which has up to this point been an oasis for the contemplation of the natural beauty of Lake Tahoe. Multiple dwellings on the mountain side exacerbates the crowded roadways and pollution that such development brings. Automobile + Truck exhausts will fill the pure air of the region. It will change

the whole character of the Homewood area and impact not only winter traffic but summer roads as well. Sacramento St & South St. & Sans Souci Terrace will change from a bucolic restful retreat to a crowded, over populated dusty mega resort, full of cars & trucks with boat trailers creating parking problems on small county roads & on private properties. It will be a hateful situation for long time residents of Homewood, one of the oldest & best tracts on the West Shore of Lake Tahoe & one of the most beautiful.

Thank you for your consideration of my protest & opposition to the ruinous and greedy plans of the Homewood Ski resort. It will ruin forever our peaceful environment.

Copy to: County of Placer
3091 County Center Dr. Ste. 190
Auburn CA 95603
ATTN: MAYWAN KRATCH

Sincerely,

Ruth M. Rippon
355 South St.
Homewood CA
916-451-4249
530-525-6234

From: Hamilton Rogers <[illegible]>
Date: Wed, 27 Feb 2008 07:52:36 -0800
To: <jnikkel@trpa.org>
Subject: JMA Homewood project

Dear TRPA, I have been a resident of the west shore for over 35 years...We
1 need this project to bring Homewood alive again! I have run both The Homewood Marina and Ski Hill, this would help all on the west shore, jobs,
2 housing and be a great addition. What would be better then riding your bike
3 from Tahoe City to Homewood ride up the hill or take the gondola have a nice
lunch and swim and ride home....PLEASE approve this project!

Hamilton Rogers
City Graphics, Inc.
(415) 247-1654

291

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A new Homewood

Hamilton Rogers [ham@brixgraphix.com]

291

Sent: Wednesday, February 09, 2011 5:17 PM
To: Homewood DEIS Comments

TRPA,

I have lived on the West Shore for over 30 years....Please pass this! Homewood/ Lake Tahoe needs a shot in the arm. We can not think we are still living in 1950. Look at Tahoe City...it is dyeing on the vine, we need some type of progress to get people excited about coming to the lake, or they will go somewhere else. As you can see by my business address I have to go to the bay area 3 days a week to make a living. I would love to stay on the west shore and work! Please Pass this sooner then later!

Thank you,
Hamilton Rogers

BRIX GRAPHIX

Hamilton Rogers
Post Office Box 97
Sausalito, California 94966
t:415.264.2659 f:530.581.3272
www.brixgraphix.com

ham@brixgraphix.com

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Judy Nikkel

292

292

From: Elizabeth B. Ross Ross <boardier@comcast.net>
ent: Wednesday, April 20, 2011 10:57 AM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

As a long time Tahoe homeowner and want to keep tahoe blue and beautiful I strongly oppose a development of this huge size especially on the narrow road through Homewood.

Elizabeth B. Ross Ross
501 Portola Road
Portola Valley , CA 94028

293

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in favor of economic prosperity-- Homewood redevelopment

293

MCSabarese@aol.com [MCSabarese@aol.com]

Sent: Sunday, March 06, 2011 9:20 AM
To: Homewood DEIS Comments
Cc: MCSabarese@aol.com

I wish to express my support for the Homewood Revitalization and Development Plan. The area is a staple of the west shore and part of the overall economic stability of the Tahoe basin.

The JMA ventures have improved the environmental standards in their area. JMA is a reputable developer and will continue to improve and maintain those standards.

We all understand and see how Tahoe City has been impacted and this would give it a real boost. There is lots (discussion about maintaining economic prosperity, JMA is willing to invest millions of dollars - we should allow that.

It is becoming increasingly obvious that all of the ski resorts are going to be working together to attract customers from outside of California in order to maintain a viable economy. Homewood is a magnificent ski area that is part of the chain that will help attract individuals to the Tahoe Basin.

Respectfully submitted,

Michael F. Sabarese

PO Box 10507
Truckee, CA. 96162

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294

Judy Nikkel

294

From: curtis sanders <csand1949@aol.com>
ent: Monday, April 18, 2011 10:05 AM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

This project should be prohibited completely and permanently. We must stop death by a thousand cuts for Lake Tahoe. No more development like this should ever be approved again. The very rare and fragile beauty here is to important and is being lost with this type of so called 'devlopment' which is nothing other than destruction and a permanent loss of the ever disappearing natural environment. Stop development now. Stop it tomorrow. No more excuses and devlopment rationalizations. Save Lake Tahoe!

Mr. curtis sanders
PO Box 1283
615 Stanley Cir.
Zephyr Cove, NE 89448

775-588-0194

Homewood DEIS Comments

295

Karen Sanford [ksanford@athenian.org]
Sent: Tuesday, April 19, 2011 6:33 AM
To: Homewood DEIS Comments

Tahoe Regional Planning Agency
Tahoe Regional Planning Agency
Boulder Bay CEP
PO Box 5310
Stateline, NV 89449-5310
US

Dear TRPA,

Dear TRPA,
The proposed resort expansion at Homewood must not happen. This wood put an incredible strain on all of the west shore of Tahoe and be an environmental disaster to the lake. If we cannot seriously control building practices, it seems we should go back to the building moritorium of years past in order to save Lake Tahoe and control the greed of the people. Lake Tahoe is an amazing natural resource for all to use very carefully. Please help save the Lake for future generations. Do not allow this project.
Sincerely,
Karen Sanford
My family has had a home on the west shore since 1933

Karen Sanford
1575 Sequioa Ave
Tahoe City, CA 96145

296

TAHOE REGIONAL PLANNING AGENCY
P.O. BOX 5310
Stateline, Nevada 89449-5310
Phone: (775) 588-4547
www.trpa.org

COUNTY OF PLACER - Comm. Dev. Resource Agency
3091 County Center Drive, Suite 190
Auburn, CA 956603
Phone: (530) 745-3132
www.placer.ca.gov/planning

Public Comment Form for Homewood Mountain Resort Ski Area Master Plan Project Draft EIR/EIS

296

Date: 3/3/11

Name: JAN Sargent

Address: 101 Prospect Ave
Sausalito, CA 94965 & Also 120 St. Michaels Ct Homewood (but not a mailing Address

Phone: 415-332-3575

Email: JB Sarge@aol.com

Comment(s):

I [We think this is a good plan

Please mail comments to TRPA, attention David Landry at the address provided above, or email comments to homewooddeiscomments@trpa.org.

297

TAHOE REGIONAL PLANNING AGENCY
P.O. BOX 5310
Stateline, Nevada 89449-5310
Phone: (775) 588-4547
www.trpa.org

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Auburn, CA 956603
Phone: (530) 745-3132
www.placer.ca.gov/planning

297

Public Comment Form for Homewood Mountain Resort Ski Area Master Plan Project Draft EIR/EIS

Date: 3/4/11

Name: David Sahgrat

Address: St Michael Court & Sacramento Ca
Homewood Ca

Phone: 415-332-3592

Email: DCSalg@AOL.Com

Comment(s):

1 I think this Master plan is great and as a neighbor I look forward to seeing it happen —

Please mail comments to TRPA, attention David Landry at the address provided above, or email comments to homewooddeiscomments@trpa.org.

298

Judy Nikkel

298

From: Jason Scharpf <jscharpf@sbcglobal.net>
Sent: Monday, April 18, 2011 11:47 AM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

There is already too much traffic congestion through Tahoe City and on Hwy 89. Please follow the standards and rules that have already been set and do NOT allow this project to go forward.

Thank you,

Jason Scharpf
Partner, SV2: Silicon Valley Social Venture Fund
408-230-2728
jscharpf@sbcglobal.net
www.sv2.org

Jason Scharpf
PO Box 9113
San Jose, CA 95157

Judy Nikkel

299

299

From: Craig Scheidt <rustycds@aol.com>
ent: Monday, April 18, 2011 1:03 PM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

The proposed Homewood expansion project is simply too large, too dense, out of scale, and does not fit in with the character of the balance of the west shore area and surrounding communities. While many would certainly like to see the area improved, this proposal does not fit the bill. This project will just contribute to the already unbelievable traffic problems on the existing two lane road, degrade the environment by increasing air and water pollution and contribute mightily to continual problems with the Lake itself. As a nearby homeowner, we cannot support this proposal.

Mr. Craig Scheidt
315 Grand Ave
Homewood, CA 96141

300

Reply Reply All Forward

Homewood DEIS Comments

Paula Scholer [powderkeg@charter.net]

Sent: Tuesday, April 26, 2011 12:32 PM

To: Homewood DEIS Comments

Tahoe Regional Planning Agency
Tahoe Regional Planning Agency
Boulder Bay CEP
PO Box 5310
Stateline, NV 89449-5310
US

Dear TRPA,

When will the developers learn they can't BUY the lake and its residents?
When the TRPA does the RIGHT THING and protects the lake!
Vote no on this project!

Paula Scholer
15155 Western Springs Drive
Reno, NV 89521

301

Judy Nikkel

301

From: david scholz <scholz@mcn.org>
ent: Tuesday, April 19, 2011 5:53 PM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

Dear TRPA,
The proposed Homewood expansion project is so oblivious of its setting as to make one wonder if the applicant is really serious. Either that or the applicant is trying very hard to destroy the reason my family has for generations (since the thirties) had wonderful winter (my kids learned to ski at Homewood) and summer (Camp Richardson, Meeks Bay) vacations at Lake Tahoe.

Unfortunately, Lake Tahoe has been changing over the last twenty years and its not been for the good. Is Tahoe's degradation INEVITABLE?

Proposals like this will certainly trigger "the inevitable."

david scholz
548 klamath drive
sunnyvale, CA 94087

302

Judy Nikkel

302

From: Ed Schommer <ejschommer@aol.com>
ent: Monday, April 18, 2011 5:30 PM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

1 Another project that is far to large for the area, is to high and will dominate and commercialize the west shore. I urge you to vote to have the developer return with a plan that compliments the area.

Ed Schommer
1122 Regency Wy
Tahoe Vista, CA 96148

303

Judy Nikkel

303

From: Jane Seaman <edwardjane@comcast.net>
ent: Thursday, April 21, 2011 6:17 PM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

This project is too massive!!! We don't want this area to become another South Shore Casino Mecca! Relaxing height limits will lead to other barriers being broken.

Traffic on the west shore road is terrible now. This would add to the misery. Major construction will only add further to the polution of the lake as well as the atmosphere.

TRPA is supposed to be a protective agency! Please do what you were selected to do

Jane & Ed Seaman

Jane Seaman
1512 Tirol Drive
.ncline Village, NV 89451

304

Judy Nikkel

304

From: marcy Segre <marcydutton@yahoo.com>
ent: Monday, April 18, 2011 9:11 AM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

I support the development of the Homewood ski area, under the following conditions:

* The project should follow rules that all other property owners at Tahoe must follow.
* The project should NOT permanently change the rules for height allowing for taller development throughout Tahoe in the future, though an exception could be made for Homewood

And of course, that environmental impact is assessed and minimized.

Thank you,
Marcy Segre

marcy Segre
30 W. Santa Inez Ave.
Hillsborough, CA 94010

305

Reply Reply All Forward

Homewood DEIS Comments

Linda seymour [lcseymour@hotmail.com]

Sent: Tuesday, April 19, 2011 7:15 AM

To: Homewood DEIS Comments

Tahoe Regional Planning Agency
Tahoe Regional Planning Agency
Boulder Bay CEP
PO Box 5310
Stateline, NV 89449-5310
US

Dear TRPA,

Please stop this over commercialization of Tahoe!
remodels are fine, but adding more sewer load, traffic, lighting and people is a huge mistake. No condos, no exclusive, only for the wealthy, tourist clubhouses. Keep Tahoe blue... not green and brown.

Linda seymour
brockway vista
kings beach, CA 96143

306

306

From: Maywan Krach
To: Maywan Krach;
Subject: FW: Homewood Mountain Resort Master Plan
Date: Monday, January 24, 2011 8:48:41 AM

From: Woody Shackleton [mailto:wood2905@gmail.com]
Sent: Saturday, January 22, 2011 6:50 PM
To: Maywan Krach
Subject: Re: Homewood Mountain Resort Master Plan

Where do wend comments?

In section #11.0 the following seems very difficult to implement--I'd really like to understand how they will do that after our experience this year December 30th when dozens of cars parked illegally along Hiway 89/West Lake Blvd? While they already claim to limit ticket sales to mach parking, that was obviously not the case that day!

Section 11.0
Limitation of total maximum ticket sales during the winter season and limiting day skier parking to 400 on-site parking spaces; electronic sign at Tahoe City "Y" alerting travelers when ski parking is full, use alternative means of transportation. **Project would limit ticket sales to those arriving via transit only once parking lot at site is full.**

307

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Homewood ski upgrade

307

david slusser [david.slusser@wildblue.net]

Sent: Thursday, March 10, 2011 3:41 PM
To: Homewood DEIS Comments

Dear Sirs,

You must recognize the remarkable difference between Homewood and the really big resorts. I am an intermediate skier. Have been for years. In the few years I was able to ski regularly I went to several places in the west, both the big places and small. The smaller places usually have a cultural difference to the bigger places. Its the small neighborhood grocery vs. the Mall. The small grocery to survive, upgrades its services, but it won't be a Mall. No matter how up to date the smaller places are, they are still the smaller places, and they meet a critical need for budget skiing. The other small businesses on the west shore support and are supported by The Homewood ski resort. These businesses too, only improve with success. Use a common sense approach to affecting the future of this ski area. Than you. Dave Slusser

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Maywan Krach

From: david slusser [david.slusser@wildblue.net]
Sent: Thursday, March 10, 2011 4:12 PM
To: Placer County Environmental Coordination Services
Subject: Homewood resort

Dear Sirs,

I am a cross country skiier today but I started down Hill back in the sixties. In the years I downhill skiied, I experienced Vail, Aspen, Highlander, Snowmass, Steamboat, Park City, Snow bird, Lake Louise, Hoodoo, Mr Baker, Lassen, Teton, Alta, Breckingridge, Mt Bachelor, Angel Fire, North Star, Heavenly, Squaw, Sugarbowl, Homewood and a few others. Its easy to distinguish the big places from the small. Upgrading a facility is something different altogether from efforts to grow big. Common sense tells you if Homewood wants to upgrade or become big. the Lake Tahoe community is big. So you know what big is. You have a responsibility not to obstruct improvements to the Tahoe community but to see that it's done right. It's important not to disrupt the businesses that keep your permanent residents employed. Homewoods success effects many businesses. Please take the appropriate steps. thank you, Dave Slusser

309

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Help

Mike Smart [mdsmart1@att.net]

309

Sent: Thursday, March 10, 2011 7:19 PM
To: Homewood DEIS Comments

Please allow the parking lot to be built.

Mike Smart

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Judy Nikkel

310

310

From: Rosalee Smith <rosale@aol.com>
ent: Thursday, April 21, 2011 7:17 AM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

I have been watching the plans for Homewood and attended some very "smooth" meetings held by the developers. My two big concerns are for traffic and changing the building laws to allow for this tremendous growth on the quiet West Shore. We don't need more unfilled buildings anywhere in the basin. The impact will be overwhelming to all the west shore communities. Stay with the rules that should be enforced. Do not raise the height restriction. And do not double the traffic on the west shore. Especially in summer when we have bikers as well and also high snow banks in the winter. Be careful. Do not damage the lake anymore with developers that pay hugh fines and for permits to do what is wrong for the area. TRPA - DO you job. And do it well. Save the lake.
Rosalee Smith

Rosalee Smith
331 Crestview Ct.
Glenridge
ahoma, CA 96142

311

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Homewood Project

scanman37@comcast.net [scanman37@comcast.net]

311

Sent: Monday, March 21, 2011 10:44 AM
To: Homewood DEIS Comments

Dear TRPA,

I am the owner of an "old Tahoe" property between Homewood and Tahoma. The property has been in my family for over 70 years and I hope to be able to pass it on to the next generation of my family. I thus feel a strong stake in the future of the Homewood area.

Because of my long experience at Tahoe (I am 73), I am familiar with how the Homewood area has developed over many years. As someone involved in satisfying TRPA's BMP requirements, I am also familiar with TRPA's mandate to protect the lake from the negative effects of existing and planned development.

At the same time, I realize TRPA must be sensitive to the needs of tax-paying property owners. This is especially true at a time when the recession is having a strong impact on tax payers and government tax revenues. (Will such pressures bring gambling casinos to the West Shore? And what better location than the presently underdeveloped Homewood area?)

1

I have reviewed materials and correspondence related to the proposed JMA Homewood Resort (and JMA's fallback plans for construction of residences should the Resort plan be rejected). I object to the Resort project for two fundamental reasons: increased traffic and the scale of the project.

2

1) Increased traffic. I do not currently use my property in the winter. However, I am very aware that, because of the heavy traffic during the summer, considerable time can be lost traveling to Tahoe City from the Homewood area. Both the Resort and its fallback alternative o new single family homes would increase this problem, for which, the developer seems to lack a mitigating solution. (I am skeptical about any claim that adding more cars on the road from users of the Resort will not make much of an increase in the traffic jam backing up from Fanny Bridge since widening the highway at the Bridge does not seem realistic within the near future.)

2) Scale.

JMA says it has designed the Resort to blend in with the existing Homewood area. However, the scale of the Resort itself is, in my opinion, completely out of character with the small-village nature of the West Shore. While the proposed Resort would bring new shopping outlets for Homewood area residents and the variance on building height would reduce the

footprint on the land near the lake, it could also usher in the beginning of what I can only characterize as the "South-Shoreization" of the West Shore...taller buildings, more traffic, mor commercialization.

3

Though shopping is limited on the West Shore, the area's unique uncluttered character is a small price I gladly pay for its relatively undeveloped character. If people want better shopping dining, and entertainment, such amenities are easily found on the North and South shores. In contrast to these more developed parts of The Lake, the uncluttered nature of the West Shore is still consistent with TRPA's goal to retain the unique natural beauty of The Lake. This project has the potential not only to alter the character of the Homewood area, but of the character of the West Shore and "The Lake" as well. Keep the "South-Shore" where it is.

Finally, let me say that I am not opposed to development, nor would I describe myself as an environmentalist. As a pro-private enterprise person, I am sorry that JMA was not able to achieve the financial goals of its original plans for its investment in the Homewood skiing facility...a risk always present in ventures in the private sector.

I am also sympathetic to the need for TRPA to strike a workable balance between development and preservation of the natural environment. In my opinion, the Resort project should be scaled back substantially (particularly regarding building height and occupation density) or abandoned. In short, the Project is entirely out of scale with the small-village character of the West Shore...something worth preserving as much as the clarity of the Lake.

Jim Smith

Connected to Microsoft Exchang

Homewood DEIS Comments

312

Susan Smith [susanfsmith@exwire.com]
Sent: Monday, April 18, 2011 12:54 PM
To: Homewood DEIS Comments

Tahoe Regional Planning Agency
Tahoe Regional Planning Agency
Boulder Bay CEP
PO Box 5310
Stateline, NV 89449-5310
US

Dear TRPA,

Please downsize this project so that it fits into the community character, does not increase the ozone from traffic congestion, stays within the community plan height limits,does not destroy the scenic resources and does not destroy groundwater quality through the requested groundwater amendment.
You, TRPA, are charged with land use planning and Regulation in collaboration with local, state and federal partners in the Tahoe Basin. You are charged with working toward achievement of environmental thresholds within the context of a regional plan and corresponding code of ordinances.
Thank you very much for protecting our home. I have lived in the Basin for 27 years.

Susan Smith
9158 Scenic Drive
Rubicon Bay
Tahoma, CA 96142

Boulder Bay FEIS Comments

313

Margaret Snyder [margbill1@comcast.net]
Sent: Monday, April 18, 2011 4:51 PM
To: Homewood DEIS Comments

Tahoe Regional Planning Agency
Tahoe Regional Planning Agency
Boulder Bay CEP
PO Box 5310
Stateline, NV 89449-5310
US

Dear TRPA,,

The members of my family have enjoyed the beauty of Lake Tahoe and the magnificent surrounding area for four generations and have left a gentle footprint throughout these years so that those who will follow us will have the same beauty and pristine glory to love and enjoy. We are against the proposed developments for all of the reasons so well expressed by The League To Save Lake Tahoe. Kindly think carefully of the risks to this great environment that will occur with the acceptance of this proposal

Margaret Snyder
1879 Joseph Drive
Moraga, CA 94556

Judy Nikkel

From: Carsten & Rebecca Sorensen <carsten@xaccorp.com>
ent: Monday, April 18, 2011 4:22 PM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

please consider scaling down the plans for the Homewood redevelopment by JMA.

We would support the project, if the scale and impact on the West Shore would be decreased. We assume that you have received very specific requests from various constituencies, so we simply want to add our voice to the list.

Homewood is getting a bit long in the tooth and a little modernization is definitely called for. However, it needs to be on a scale and scope that does not impact the Tahoe landscape adversely.

Thank you for your consideration.

Respectfully,

Carsten & Rebecca Sorensen
1384 Kings Vista Road
Tahoe Vista, CA 96148

315

Judy Nikkel

From: Jack and Mary Stirton <stirton1@sbcglobal.net>
Sent: Monday, April 18, 2011 11:43 AM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

We object to the Homewood project that is under review. We own property in Tahoma and have enough trouble with traffic as is. This project will make it much greater and will cause significant problems as we leave our cabin and head to Tahoe City. The West Shore is more pristine than other areas around the lake. We need to reduce rather than increase the density of the Lake community rather than making it more commercial. Please help keep our area as it is and do not allow the Homewood project.

Jack and Mary Stirton
225 West Stadium Drive
Stockton, CA 95204-3136

209-463-2719

Homewood Ski Bowl Development

John Strain [bigstrains@sbcglobal.net]

Sent: Tuesday, April 19, 2011 11:42 AM

To: Homewood DEIS Comments

316

Gentlemen:

I have a home at 296 Snowbird Loop in Homewood about 1 mile from the subject Development.At times during the Summer it takes me more than 30 minutes to get to Tahoe City.If this development goes through as planned it will take me more than an hour all year round to go the same 6 miles.With all the Condos and Time Shares proposed Highway 89 will be completely impacted. A Condo will have a minimum usage of 12 weeks a year A Time Share will have a minimum use of 48 weeks a year. This usage is unsustainable over a year's period.

For those of us that bought our homes for the tranquility of the West Shore , please give us some consideration.

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

317

Judy Nikkel

From: ron sworder <team93@comcast.net>
ent: Wednesday, April 20, 2011 11:20 AM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

The Homewood area is already to crowded, we don't need any more congestion, especially in the summer.

ron sworder
1415 valley glen drive
roseville, CA 95747

Reply Reply All Forward

318

Homewood DEIS Comments

Joseph Taglang [jtaglang@sbcglobal.net]

Sent: Monday, April 18, 2011 12:25 PM

To: Homewood DEIS Comments

Tahoe Regional Planning Agency
Tahoe Regional Planning Agency
Boulder Bay CEP
PO Box 5310
Stateline, NV 89449-5310
US

Dear TRPA,

The lake is too crowded as it is now. This project would only add to the congestion and traffic problems

Joseph Taglang
441 OFarrell Dr
Benicia, CA 94510

319

Reply Reply All Forward

Homewood DEIS Comments

stephanie taylor [stefftress@hotmail.com]

Sent: Monday, April 18, 2011 5:19 PM

To: Homewood DEIS Comments

Tahoe Regional Planning Agency
Tahoe Regional Planning Agency
Boulder Bay CEP
PO Box 5310
Stateline, NV 89449-5310
US

Dear TRPA,

1 STOP go build in vegas.

stephanie taylor
504 dudley dr
roseville, CA 95678

320

TAHOE REGIONAL PLANNING AGENCY
P.O. BOX 5310
Stateline, Nevada 89449-5310
Phone: (775) 588-4547
www.trpa.org

COUNTY OF PLACER - Comm. Dev. Resource Agency
3091 County Center Drive, Suite 190
Auburn, CA 956603
Phone: (530) 745-3132
www.placer.ca.gov/planning

Public Comment Form for Homewood Mountain Resort Ski Area Master Plan Project Draft EIR/EIS

RECEIVED
APR 21 2011

Date: 4-19-11

Name: Sally Taylor
Address: PO Box 126
Homewood, CA 96141
Phone: 530 525-7817
Email: SALYTAYLOR@SBCGLOBAL.NET

Comment(s):

I am writing this letter to support the Homewood Mountain Resort Ski Area Master Plan. I have owned my home which is 2mi from Homewood for 35 years. I am a full-time resident. I feel the project will significantly improve the existing resort, give Homewood & the west shore a sense of community, build the economy, create jobs, all done with many positive envirnomental improvements. A year round resort will bring visitors to a West Shore that all who live here can be proud of. This project should be used as an example of how all projects could be built around Lake Tahoe in the future.

Sincerely,
Sally Taylor

Please mail comments to TRPA, attention David Landry at the address provided above, or email comments to homewooddeiscomments@trpa.org.

From: TAYLOR2005@aol.com [mailto:TAYLOR2005@aol.com]
Sent: Tuesday, February 26, 2008 11:20 PM
To: jnikkel@trpa.org
Cc: Richard Brown; NUNU489301@aol.com; TAYLOR2005@aol.com
Subject: Proposed Homewood Mountain Resort

Dear TRPA Board,

I am unable to attend the Wednesday, February 27 meeting but I wanted to be sure to communicate with you **my support for the development of the proposed Homewood Mountain Resort**. It is my understanding that you are reviewing the Project Application for the Homewood Mountain Resort.

I have owned a "second" home at Tahoe since 1969 (we presently own two units at Tahoe Tavern) and have vacationed at Tahoe from 1950 to present. My parents before me were Tahoe enthusiasts and my mother (born 1917) and her mother (born 1889) frequented Tahoe on a regular basis. I consider myself a "local" though my permanent home is in Sacramento. We love the Tahoe Basin and consider Tahoe City to Chambers our "home turf". We have a very personal love for the North Shore and the West Shore of Tahoe.

We have met with representatives of JMA Ventures several times and we have reviewed the plans that they have for the Homewood Mountain Resort. After careful consideration and study of the proposed Homewood Mountain Resort plans we are enthusiastically in favor of the proposed development. We believe that the project is focusing on the natural beauty of the area and that the project will bring much needed amenities and support businesses to the Homewood area. Existing homeowners are being accommodated by the project managers and it is our belief that the project will effectively and efficiently handle the additional visitors that will be attracted to the area.

We will try to attend future meetings on the proposed Homewood Mountain Resort but we wanted to be sure that **our total support of the project is communicated to you**. If you have any questions or comments on our position I invite you to call (916 296-2037) or write (Taylor2005@aol.com) and we would be happy to discuss the issues with you.

Thank you for your consideration of our comments on this matter.

Sincerely,

Chris and Lynda Taylor

2580 Sierra Blvd., Suite D
Sacramento, Ca 95825

Delicious ideas to please the pickiest eaters. Watch the video on AOL Living.

322

Judy Nikkel

From: Clark Taylor <ctaylor@optivus.com>
Sent: Tuesday, April 19, 2011 6:31 PM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

Since the early 1900â€™s, five generations of our family has enjoyed visiting Lake Tahoe, particularly on the West Shore. My own grandparents were personal friends of Dave Chambers and Jake Obexer Sr. Dick Pomin, grandson of the famous â€œTahoeâ€ steamer captain helped build our cabin in Tahoma. Among the things that makes the West Shore so special for us is the lack of large development. You can drive, bicycle or hike along the West Shore roads and paths and take in the beautiful views. With summertime and holiday exceptions, you can make you way without encountering the crowds and glitz that has blighted South Lake Tahoe and to a lesser degree the North Shore.

A trend that does upset me however has been the closing of access to lake resources. Take Homewood for example. In the early â€˜60â€™s, Helen Alrich (Blake-Moffitt & Towne relation) bought some of the lakefront Homewood property (and ski hill?). She was a very friendly, strong and hard working woman who made some terrific changes including upgrading the ski hill with new runs, and building the Homewood High & Dry marina. While she owned the property, he increased Homewoodâ€™s lake access for the public, including the pier and snack-bar. Anyone with a small sailboat was free to beach their boat there and the Homewood pier was used to stage many Tahoe Yacht Club sailboat races (including the famous Wednesday night beer can races) and water ski meets. Around 1980, Nate Topol bought the property and fairly quickly our access was barred. The snack bar became the West Shore CafÃ©, the pier became off-limits for water skiers and boaters, and sailboats were no longer allowed on the beach.

Iâ€™m afraid that the new resort, if allowed, will escalate this privatization to another level. Already the West Shore CafÃ© has closed, and the farmerâ€™s markets and art festivals have been barred from the Homewood Ski Area parking lot. It might be just my opinion, but we shouldnâ€™t continue letting Tahoe go to the wealthy, big money interests. Anyone who has driven along South Shore & up to Stateline, say in the past 5 to 10 years canâ€™t help but see that the "new" development on the CA side of Stateline isnâ€™t exactly what one thinks of when wanting to go to Lake Tahoe. The Homewood development sounds somewhat like the start of what is on the CA side of Stateline.

In addition to these personal concerns of mine, there are larger issues we should consider; the first being compliance with existing regulations that were designed to protect and preserve our beautiful lake and environment for us today and generations to come. As a homeowner and part time resident in Tahoma, I share and support the concerns of the League to Save Lake Tahoe. These are:

â€¢ The project will worsen traffic on the West Shore, which will contribute to air pollution. Tahoe is already violating standards for ozone, a gas that is harmful to people, wildlife and vegetation.
â€¢ This large project will urbanize a part of Tahoe that is treasured for its serenity and natural beauty.
â€¢ The project should follow rules that all other property owners at Tahoe must follow.
â€¢ The project wants to permanently change the rules for height, which will allow for taller development throughout Tahoe in the future.
â€¢ This project is so large that it will transform and define its surrounding community, rather than being defined by a community plan.
â€¢ Although the project provides some environmental benefits, they are outweighed by its detrimental impacts.

323

Judy Nikkel

From: Travis Thaw <travisthaw@yahoo.com>
ent: Thursday, April 21, 2011 11:54 AM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

My prime concerns are as follows:

1 * The project will worsen traffic on the West Shore, which will contribute to air pollution. Tahoe is already violating standards for ozone, a gas that is harmful to people, wildlife and vegetation.
3 * This large project will urbanize a part of Tahoe that is treasured for its serenity and natural beauty.
4 * The project should follow rules that all other property owners at Tahoe must follow.
* The project wants to permanently change the rules for height, which will allow for taller development throughout Tahoe in the future.
5 * This project is so large that it will transform and define its surrounding community, rather than being defined by a community plan.
* Although the project provides some environmental benefits, they are outweighed by its detrimental impacts.

6 support projects that revitalize Tahoe's communities while following region-wide rules meant to protect the lake. In the case of Homewood, the League could support a project that conforms with Tahoe's current regional plan, is proven to reduce traffic, and includes irrevocable commitments to enhance and protect environmental values.

Travis Thaw
2616 Cold Creek Trail
South Lake Tahoe, CA 96150

FW: Homewood ski resort

324

David Landry
Sent: Thursday, July 22, 2010 11:10 AM
To: Homewood DEIS Comments
Cc: Rob Brueck [rbrueck@haugebrueck.com]

Rob, I believe you have access to the comments email page but want to make sure.

David L. Landry
Senior Planner -
Environmental Review Services
775-589-5214

TAHOE REGIONAL PLANNING AGENCY
P.O. Box 5310
Stateline, NV 89449
fax 775-588-4527
www.trpa.org
imagine. plan. achieve.

From: Lyn Barnett
Sent: Thursday, July 22, 2010 11:07 AM
To: Dennis Oliver
Cc: Nick Haven; Lyn Barnett; John Hitchcock; Jeanne Mcnamara; Mike Elam; Dennis Oliver; Paul Nielsen; Jill Miller; David Landry; Joanne Marchetta; Julie Regan
Subject: FW: Homewood ski resort

Dennis,

Since this lady wrote to several employees, can you respond to her on behalf of the Agency so she does not get a plethora of responses from staff? I noticed David Landry and Joanne were not on the distribution list.

Lyn

From: Andrew Thompson [mailto:thompsona.m@sbcglobal.net]
Sent: Thursday, July 22, 2010 11:01 AM
To: trpa; Nick Haven; Lyn Barnett; John Hitchcock; Jeanne Mcnamara; Mike Elam; Dennis Oliver; Paul Nielsen; Jill Miller
Subject: Homewood ski resort

Gentlemen:

I just listened to a spot on National Public Radio regarding plans to build a large development at Homewood. With 75 people listed on your website's staff list, it is sad that you could not manage to also participate in this discussion.
I am appalled and very saddened that this project is even being considered as something that is good for Tahoe's west shore, even though it is being touted as "environmentally sound and good for the lake, etc". The bottom line is that it is being planned simply to make more money for the owners of the ski resort. Greed, pure and simple.

I have been going to my family's cabin at Rubicon since the 1960s. We attended the first Tahoe Music Festival concerts on the lovely lakeside lawn at Homewood for many years. Then another huge mountain mansion was built on the lawn which housed an expensive restaurant and inn. That business is now shuttered and closed but the green lawn and lake view will never return.

1 Traffic on Hwy 89 is already heavy. I have seen cars backed up almost to Sunnyside on summer weekends trying to get into Tahoe City (at least a mile). How do you plan to handle increased traffic?

2 Does Tahoe really need another ski resort? Homewood ski resort did not exist in the 1960s so it is ridiculous to claim it is "an iconic, old lake ski resort." Homewood **resort** was old but the original buildings were torn down long ago and there is nothing iconic or historic about anything that is left. Why is this huge intrusive development being planned simply to keep the ski resort in business? Businesses fail all the time and it would not be a tragedy if this ski resort simply went out of business.

3 I do not understand the logic which tries to justify commercial development to provide jobs for local residents. That is like saying it is necessary to cut down all the redwoods to make jobs for loggers. What do you do when all the trees are gone??

There is more than enough commercial development at the north and south ends of the lake to make visitors happy. Please keep the west shore the (relatively) mellow, low key destination that it is now and not another area for tee shirt shops and pizza joints.

I implore you to say NO to this obnoxious, intrusive and unnecessary project!

Sincerely,

Marylin Thompson

Judy Nikkel

From: brian thompson <jellybellymoons@yahoo.com>
Sent: Friday, April 22, 2011 2:31 AM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

no ti dont want them to make homewood bigger it big engoth dont make traffic badder too and keep thole blue 1

brian thompson
2880 tunnel st #220
#220
placerville , CA 95667

326

Tahoe Regional Planning Agency
Tahoe Regional Planning Agency
Boulder Bay CEP
PO Box 5310
Stateline, NV 89449-5310
US

Dear TRPA,

Keep Lake Tahoe Clean for everyone to enjoy including future generations.

Marla Tobey
251 24th St
Santa Monica, CA 90402

327

Judy Nikkel

From: beverly tobie <bevtobie@yahoo.com>
ent: Tuesday, April 19, 2011 12:19 PM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

Allowing the Westside to become a cliche of South Lake, would be a travesty. It would forever erase the last historic vestage of "Old Lake Tahoe" which is so difficult to find (and most certainly impossible to replicate).
Improvements are great, and needed. Another Northstar??? NO, NO, NO. People, pollution and traffic. Keep Tahoe Blue...

2 3

Beverly Tobie

Meeks Bay Vista Ave, Rubicon Bay

beverly tobie
124 Pangburn Lane
Alamo, CA 94507

328

Maywan Krach

From: Greg Tonello [tonello@williamspluspaddon.com]
Sent: Thursday, April 21, 2011 12:27 PM
To: Homewooddeiscomments@trpa.org; Placer County Environmental Coordination Services
Cc: susan@friendswestshore.org
Subject: Homewood Mountain Resort
Attachments: image001.jpg; image002.png

David and Maywan,

This is not a direct response to or commentary Homewood Mountain Resort Draft Environmental Impact Report and Statement and the "facts and figures" contained therein which may or may not represent science or ecology or the reality of unknown economic times but is are comments I expressed to my Homewood neighbors to which I received an overwhelming positive response.

1 *While we all have our personal thoughts on the proposed development I think it is grossly overscaled and as such will be a detriment rather than a enhancement to Homewood and overly optimistic in its chance of success of the residential components. Homewood is not Squaw Valley or Northstar, nor do we have the space, infrastructure, workforce or roadways to accommodate the proposed design. I understand the need to update the resort but at what cost to the local environment and quality of life in Homewood and the Basin in general.*

2 *While touted for the good of Homewood residents and basin users as a family/reasonably priced ski experience please do not forget that summer use will outweigh winter use and that nothing precludes the privatization of the resort in the future or its sale to other entities who may not be so "considerate" of Homewood or The Basin or individual desires/needs. It's all about monetary gain.*

Please consider with eyes wide open.... :

3 *The substantial increase population density and daily trip traffic in all seasons especially summer and winter, will :*

4 *Negatively impact air and water quality* 5

6 *Negatively impact emergency response time*

7 *Negatively impact utility services capacities (ie: water and sewer)*

8 *Increase maintenance needs of our already abused state and county roadways*

(9) *Increase in daily semi-truck traffic for condo/resort/commercial deliveries*

Ultimately require West Shores first traffic signalization at hiway

Are you willing to accept:

9 *300-600 more cars every weekend? At 300 more housing units and 1-2 cars per unit....How about the line of boats waiting on hiway to get to/from already overcrowded marina facilities...where will the trailers be parked?*

10 *Litter, waste, discourteous interactions...The bulk of users will be visitors – concerned about packing the most in to their vacation dollar and unfortunately not always respectful of our Homewood, or leaving the "forest" in a better condition than when they arrived...*

3 *Traffic....What will these visitors do in the summer? Drive around the Lake, drive to Tahoe City, drive to South Shore, drive to Squaw, drive to Reno...drive, drive, drive...*

11 *Construction traffic, noise, dust, runoff... seasonal construction will take years and typically starts at 7am up to 7 days a week... and concrete pours in the early morning hours...*

12 *The condo units at the extension of Tahoe Ski Bowl seem contrary to the very basics of LEED and sustainable design as they decimate green field and views from lake and will require substantial infrastructure just to get to the building sites. A quarter mile extension of Tahoe Ski Bowl the up a steep slope to steep lots subject to high runoff is not good, sensible planning? Plowing?*

13 *If approved at proposed scale it will set precedent for approvals of more over scaled commercial development in Homewood... we will become the new epicenter of the traffic jam that now plagues the hiway from Sunnyside to Tahoe City to Lake Forest.*

14 *How long to you want to let a loved one wait for emergency response?*

15 *They are attempting to justify housing to pay for larger Northstar style "Resort"...why not reduce scale of Resort? Ultimately the housing (rental units) would be vacant 6 months of the year or possibly a failure) ....both which places a virtual "ghost town" in the Homewood Community and draw for vandalism. (this low vacancy rate must be considered in their pro forma and paid for somehow*

Again, this low occupancy rate is contrary to sustainable design that would suggest the construction resources, energy used for maintenance and low-season "mothballing" and environmental disruptions and development dollars would be better utilized in a more sustainable and socially responsible project type such as a fully occupied, year round use in a more densely populated area. Affordable housing for basin residents or worker housing in the basin or Truckee?

What do you want to leave as your legacy for future generations ?

I hope that concerns expressed will resonate with rational thinking persons and hope you share them with other decisions makers.

Thank you.

GREGORY M. TONELLO, AIA
Principal
LEED™ Accredited Professional

T 916.786.8178 // F 916.786.2175

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To: Planning Commission and Board of Supervisors
County of Placer

February 16, 2011

Re: Homewood Mountain Resort Draft EIR/EIS – Special Hearing 2/17/11

We cannot attend this meeting of the Placer County Planning Commission regarding the draft EIR/EIS for Homewood Mountain Resort (HMR). In our view, the EIR/EIS fails to provide complete and adequate information regarding some areas of concern. We have the following written comments and questions:

1. **Size and Scale – Not Compatible With Character of Homewood and West Shore**
We support the revitalization of Homewood Mountain Resort but are concerned with the size and expansion of this development - height, scale and density lack compatibility with the local Homewood neighborhood and the entire West Shore. Additionally, if this development is approved, it will set a precedent for the similar massive development of other communities on the West Shore.

Question: The number of bedrooms and population by building does not appear to be disclosed in the EIR/EIS. Please provide this information as soon as possible.

2. **Lack of Community Plan**
Currently, there is no Community Plan for Homewood or other West Shore communities. Yet this proposed development will have a huge impact on the entire West Shore. The Community Plan should be determined before this project is allowed to proceed. The lack of a Community Plan makes the scale & character of Homewood even more of a concern because residents don't have a Plan to rely on. This is an example of development occurring prior to appropriate planning, with long term detrimental impacts to the local community and environment.

3. **Code**
Several variances & amendments are requested for this project, primarily for height, groundwater runoff and multi-residential use (relating to the General Plan and PAS for the West Shore). As a CEP project and without a Community Plan, the development should comply with all requirements under the Code of Ordinances, without exception.

4. **Land Coverage**
There appears to be some lack of information/full disclosure in the EIR/EIS regarding land coverage. The EIR/EIS states that existing coverage totals almost 1.8 million sf (288,277 sf of hard coverage and 1,493,170 sf of soft coverage).

Questions: The following questions relate to alternative #1.
What is the new mix of hard and soft coverage proposed under the new development? What amount of existing soft coverage from the resort will be transferred to hard coverage at the new proposed development? What is the proposed square feet of build-out by building and for all structures in total? What is the square feet of vacant land that is being developed? HMR has stated that there is a 13% reduction in total coverage – how is this calculated?

5. **Traffic**
We are highly concerned about an increase in traffic on Hwy 89 as a result of this project. Hwy 89 is only a 2 lane highway that cannot be expanded. The traffic analysis, especially for the summer, seems extremely optimistic considering the potential population increase of 1,400 people and related increase of over 700 vehicles during peak times, especially in the summer.

7

6. **Parking**
The EIR/EIS shows total proposed parking spaces for the North & South bases.

Question: What are the proposed number of parking spaces by building and underground vs above ground?

8

7. **Pedestrian Safety**
With the potential large population increase, a stop sign or stop light in Homewood should be considered, for pedestrians who wish to cross the street to visit the beach, café or for other reasons.

9

8. **Story Poles**
We support and look forward to the installation of Story Poles this spring to allow West Shore residents to be able to visualize the scale and mass of the development from their nearby homes or while standing or walking near the buildings.

9. **Unavailability of Supplemental Documents/Extension of Comment Period**
The supplemental documents referenced in the draft EIR/EIS are not yet available. This fact and the installation of Story Poles in the spring supports our request for an extension to the EIR/EIS comment period. Please look favorably on this request.

PLEASE SUPPORT A MEANINGFUL REDUCTION IN THE SIZE OF THE HMR DEVELOPMENT.

Thank you,

Judith Tornese and Jerry Winters
6770 Springs Court, Tahoma, Lake Tahoe, CA. 96142 and
224 Arguello Blvd, San Francisco, CA. 94118

330

Judy Nikkel

From: Thomas Trimble <thtjr@me.com>
Sent: Monday, April 18, 2011 9:51 AM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

I totally support the entire project. I have stopped going to Homewood at all because of it's slow lifts and general deterioration. The West Shore needs to updated badly and this project will help dramatically.

Thomas Trimble
6123 North Lake blvd
Tahoe Vista, CA 96148

Homewood DEIS Comments

331

Peter Turner [threepeter@gmail.com]
Sent: Monday, April 18, 2011 10:28 PM
To: Homewood DEIS Comments

Tahoe Regional Planning Agency
Tahoe Regional Planning Agency
Boulder Bay CEP
PO Box 5310
Stateline, NV 89449-5310
US

Dear TRPA,

My family has owned property on the West Shore dating back to when Ulysses S. Grant was President. Tahoe is a treasure because we have taken care of its natural beauty and minimized the environmental impact of development to a reasonable extent. The proposed project at Homewood is far too large for the environment and the community to accommodate. Rather than make exceptions for developers with lots of money and political influence, we should stick to the development rules that have been thoughtfully crafted over the years and apply to all current development on the Lake to ensure that it remains a treasure for generations to come.

Peter Turner
4 Madera Del Presidio
Corte Madera, CA 94925

Reply Reply All Forward

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Homewood DEIS Comments

Dan Turner [rubicondan@yahoo.com]

Sent: Tuesday, April 19, 2011 6:09 AM

To: Homewood DEIS Comments

Tahoe Regional Planning Agency
Tahoe Regional Planning Agency
Boulder Bay CEP
PO Box 5310
Stateline, NV 89449-5310
US

Dear TRPA,

As a fourth generation Westshore property owner,
I cannot think of a worse idea than adding to the horrendous traffic problems on Highway 89.

Dan Turner
130 Black Bear Road
Ketchum, ID 83340

333

333

Judy Nikkel

From: Cecily Upton <Casu33@gmail.com>
ent: Tuesday, April 19, 2011 12:57 PM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

As a resident of San Francisco and a life-long visitor to Lake Tahoe's West Shore, I am urging you not to approve the development plans for Homewood.

1 The already strained ecosystem of Lake Tahoe simply cannot handle the proposed resort. 2 Water, sewage and traffic systems are not equipped to service this proposed new resort. It would be irresponsible to move forward with these plans. 3

We all want this beautiful area to be around for generations to come. Building the resort at Homewood would surely smash that dream.

Please be the stewards of the land that you are supposed to be and reject this project.

incerely,

Cecily Upton
1020 Union St. #18
San Francisco, CA 94133

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Maywan Krach

From: Drew [change2come@mindspring.com]
Sent: Thursday, April 21, 2011 3:42 PM
To: Homewooddelscomments@trpa.org; Placer County Environmental Coordination Services
Subject: Opposition to redevelopment in Homewood

To whom it may concern,

I am very much opposed to the various redevelopment plans that have been proposed thus far for the Homewood ski area. I have spent most of my summers as a twenty five year old man in two cabins that my family has built and maintained in Homewood. My great grandfather built our first cabin over 100 years ago. The area and the cabins mean so much to me, my family, and all of the residents of Homewood that my family has grown up with and knows well. Homewood is a very unique place and and would be totally changed with the construction of the various redevelopment proposals. Approving the plans that have been proposed by the recent owner of the ski property would no doubt bring more people and therefore much more money into his bank account, but it would have much larger negative ramifications for the long time residents of the area, the natural habitat, and homewoods character. Something could and should be done to improve some of the property and i think a much smaller proposal would be accepted and even appreciated by most of Homewoods residents, but that would mean totally revamping and revisioning a future redevelopment to one that makes sense for the area in all aspects rather then what makes "financial" sense for the tax base, and the owners bank account.

Please make your decision with these ideas in mind.

Sincerly,

Drew Van Zee

5315 Sacramento Ave., Homewood, CA

Maywan Krach

From: Jmtornese@aol.com
Sent: Thursday, February 24, 2011 3:44 PM
To: dlandry@trpa.org; Placer County Environmental Coordination Services
Subject: Fwd: Employee housing/parking for HMR

For the administrative records.

From: sougasmom@aol.com
To: dtirman@jmaventuresllc.com
CC: raynlois@infostations.com, jeffsdel@comcast.net, Jmtornese@aol.com, Grasslandlady48@yahoo.com, bearsnsquirrels@sbcglobal.net, rickvanzee@earthlink.net, dennie1@juno.com, devoeone@aol.com
Sent: 11/3/2010 6:40:47 P.M. Hawaiian Standard Time
Subj: Employee housing/parking for HMR

Dear Mr. Tirman,

I just read the exchange between you and Ray Perryman and I have a few comments.

My husband's family is also a longtime resident of Homewood (next to Ray) and have owned the land since 1903. From what I hear when talking with neighbors, most actually do have a lot of concerns, the quality of the project notwithstanding.

We have several objections:

1) The employee housing/parking is being proposed to be built over a non-riparian wetland illegally graveled over several decades ago. This wetland provided a necessary 'filter' for the lake and prevented the backup of rain run-off which is now a significant problem for homeowners at that end of Sacramento. Non-riparian wetlands are rarities and are protected by California law. As far as I know, there is no 'grandfathering' of previously degraded wetlands that allows their further degradation.

2) Extending Tahoe Ski Bowl Way to service the now more dense condo complex. Currently, this is a dirt road that is rarely used except by maintenance personnel for HMR and those of us who live along it (foot traffic only for us), with the occasional ORV traffic that manages to squeeze through the barrier at the end of South Street. It is also a vital corridor for much of the wildlife in our area, who currently cross it unmolested. We have huge concerns regarding not only paving this road and thereby adding to heat island effect, but allowing through traffic in what is essentially wildlife habitat bordering long-standing private properties. For all of the homeowners whose properties back up to this road, there will be a significant reduction in quality of life and security we now enjoy. If you are somehow permitted to build these condo units on a very dangerously steep slope, why can you not put your access road in leading up from the Lodge you plan for the North Ski Hill? True, you would have to grade a road there, but the land is already severely degraded now and no wildlife would be affected. Nor would there be neighboring homes affected. A suggestion might be to purchase Topol's failed West Shore inn and restaurant and turn that into your condo project. There are already timeshares there that you could take over. This would allow life to be restored to that project and protect the north ski hill from further degradation.

3) Mid-Mountain Lodge. Again, more degradation of wildland and wildlife habitat. Is this really necessary?

4) Water use/Increased pollution.....these are self-explanatory.

I know that Art is deeply concerned about the wildlife in our area and we applaud him for his determination to not allow hunting on his property. We are also grateful for some of the tree clearance he has done to reduce the ever-present fire danger to this fragile area. JMA has made a significant investment here, we are not unaware of this. But must one really look at open space and go "ka-ching" at every turn? There is a much larger benefit to be had in saving land than ruining it. There are enormous, lifetime tax credits available for deeding land into scenic easement.

We are not opposed to a lodge project for Homewood. We would like to see some sanity, and sensitivity, to

prevail and both have been somewhat absent in all of your successive reincarnations.

Respectfully,

Ali Van Zee
5315 Sacramento
Homewood, CA 96141
(510) 517-6238

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Maywan Krach

From: Rick Van Zee [rickvanzee@earthlink.net]
Sent: Thursday, April 21, 2011 3:15 PM
To: Placer County Environmental Coordination Services
Subject: Homewood Mountain Resort Development Proposal

Importance: High

Hi Maywan,

My family owns summer cabins, the first of which was built by my grandfather and great grandfather 100 years ago. All of their descendents, including my son and me, highly value that property and what it has meant to all of us!

I am writing you concerning the above subject, and my opinion of the proposal. While I support a renovated and improved Homewood Mountain Resort, the development must be compatible with the environment and the rustic quality of Homewood and the West Shore. I strongly object to the proposed plan now under consideration. I firmly believe that the project, as proposed, is greatly over-scaled. The size and height of the proposed structures is grossly out of character for Homewood and all of the West Shore!

There is no question in my mind that the current proposal, if approved as submitted, will have substantial deleterious effects on Homewood and its current residents, and the entire West Shore. It will negatively impact the traffic on local roads and Highway 89. It would increase the already significant backup going north to Tahoe City in the summer, and would create similar conditions in the winter. As it is now, during the course of the summer, many visitors park their vehicles and boat trailers on local roads, sometimes impacting accessibility to our driveways or to other roads.

I believe that it will negatively impact air and water quality, and the effects cannot be truly "mitigated" by HMR simply paying fees for the pollution impact of this large development. The project's proposed density, height, increase in traffic and change in groundwater run-off would all be detrimental to the environment and community character. I would support an alternative that is much smaller and complies with all current building codes and follows TRPA's CEP criteria.

This proposed development would require amendments on height, multi-family residential use and change in the interception of groundwater. All of these are due to the size and scale of this development. The tallest proposed height is 4 ½ stories and these buildings would be the tallest on the West Shore, and again clearly out of character with the local "environment" and all of West Shore. I strongly oppose amending any existing codes to accommodate the proposed development. There is no doubt in my mind that if any of the Homewood residents wanted to construct a building that was not compliant with the current codes, that the request would be denied. So, why should Placer County & TRPA approve such a request from a business proposal that would be clearly over-scaled and out of character for the community?

In summary, I recommend the following:

1. The number of units be significantly decreased to reduce the density, height, traffic and environmental impacts; and

2. No amendments to current code should be approved.

Thank you for your consideration in this matter.

Sincerely,

Rick H. Van Zee

5315 Sacramento Ave., Homewood,

337

Judy Nikkel

From: Stephen Van Zee <swvz@sbcglobal.net>
Sent: Tuesday, April 19, 2011 8:33 PM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

I object to the proposed Homewood Ski Area expansion. My family has owned property in Homewood since 1911. The proposed expansion will forever scar this entire stretch of the west shore.

Stephen Van Zee
3345 pilot point road
West Sacramento, CA 95691

338

338

Judy Nikkel

From: Carolyn Vance <carolyn_vance@csaa.com>
ent: Monday, April 18, 2011 12:54 PM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

1 This expansion of the Homewood area is WRONG. South shore has already been turned into a major small city. It now has major crime and traffic problems.

Carolyn Vance
8145 Via Zapata
Dublin, CA 94568

339

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Judy Nikkel

From: Alan Vidinsky <vidinsky@pacbell.net>
ent: Monday, April 18, 2011 2:42 PM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

I have been a lake front homeowner at Chinquapin, east of Tahoe city since 1977. Our association has been successfully working with TRPA through a number of upgrades and rebuilds most recently to our aging property, often tough but largely fair. I hope you will take the same concerns for our lake and our environment as you proceed with the Homewood development assessment. Some redevelopment at the old Homewood ski site seems appropriate to me, however scale and project size at some point will be of a greater detriment to our Lake and the environment at large. Your job is not to appease or to negotiate between the developer and the community at large, but rather it's to do what is right for the Lake, the Land, wildlife, and for generations yet to come.
Respectfully
Alan Vidinsky

Alan Vidinsky
2635 Broderick Street
San Francisco, CA 94123

340

340

Judy Nikkel

From: Janice Villemaire <gvillema@verizon.net>
ent: Tuesday, April 19, 2011 11:24 AM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

As property owners in the Tahoe Basin who are following all the environmental rules, we are concerned about the magnitude of the Homewood Expansion Project. It will cause more traffic on the two lane Hwy. 89, cause more pollution to Lake Tahoe, and compromise the original beauty of the west shore with high rise buildings. More thought and planning needs to go into this project before approval to protect our beautiful lake area.
Thank you.
Janice and Gerald Villemaire

Janice Villemaire
872 Tata Ln.
South Lake Tahoe, CA 96150

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Reply Reply All Forward

Homewood DEIS Comments

Marcelo Virgolini [tetelovirgolini@hotmail.com]

Flag for follow up. Start by Thursday, April 28, 2011. Due by Thursday, April 28, 2011.

Sent: Tuesday, April 19, 2011 9:41 AM

To: Homewood DEIS Comments

Tahoe Regional Planning Agency
Tahoe Regional Planning Agency
Boulder Bay CEP
PO Box 5310
Stateline, NV 89449-5310
US

Dear TRPA,

Marcelo Virgolini
1960 Squaw valley rd
olympic valley, ot 96146

342

Judy Nikkel

From: billy volkmann <wvolkmann@gmail.com>
Sent: Monday, April 18, 2011 11:09 AM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

Homewood project:

The project will worsen traffic on the West Shore, which will contribute to air pollution. Tahoe is already violating standards for ozone, a gas that is harmful to people, wildlife and vegetation.
This large project will urbanize a part of Tahoe that is treasured for its serenity and natural beauty.
The project should follow rules that all other property owners at Tahoe must follow.
The project wants to permanently change the rules for height, which will allow for taller development throughout Tahoe in the future.
This project is so large that it will transform and define its surrounding community, rather than being defined by a community plan.
Although the project provides some environmental benefits, they are outweighed by its detrimental impacts.

Billy volkmann
1 locust st.
san francisco, CA 94118

343

Judy Nikkel

From: peter & liz waller <pwaller@sbcglobal.net>
ent: Wednesday, April 20, 2011 2:28 PM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

This is way too much development for Homewood and Highway 89. It will ruin Tahoe as a national treasure. Please stop it.

Peter Waller

Mr. peter & liz waller
3655 la calle ct.
palo alto, CA 94306

344

Maywan Krach

From: Ellie [tahoellie@yahoo.com]
Sent: Thursday, April 21, 2011 11:40 AM
To: Homewooddeiscomments@trpa.org; Placer County Environmental Coordination Services
Subject: Comments on Homewood project

TRPA and Placer County staff,

1 I am a resident of the North Shore and have concerns that the new height amendments requested for both Homewood and Boulder Bay are setting precedent for smaller communities like Tahoe Vista, Carnelian Bay, Lake Forest, etc. The recent height amendment for the Domus project at a Gateway would not be permitted under the new Regional Plan update. To continue to amendment each community defeats the purpose of a "REGIONAL" update. The height requests do not honor the current Community Plans/Master Plans that reflect community character that exists there today.

2 The CEP projects were not envisioned 20 years ago and have not been fully vetted. The additional traffic with the additional proposed densities were not envisioned by those communities either. Traffic on the West Shore will be exacerbated with the proposed size of this project.

3 The economy shifts should not be a reason to build larger village style projects. Redevelopment not "OVER-DEVELOPMENT" should be the theme.

The Tonopalo project is an example of over-development- optimizing every square inch possible and destroyed view corridor and removed a historic sand dune.

Just because the developer thinks the people will come and stay on location in Homewood isn't necessarily true. Ask yourself why people come to Tahoe ? To see the Lake- the first time visitor will drive the entire 72 miles of shoreline. The South Shore offers a different experience than the West Shore. Emerald Bay is world renown.

We need to preserve this treasure for future generations.

Thank you for this opportunity to comment.

~Ellie Waller
Tahoe Vista resident

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Office Outlook Web Access | Type here to search | This Folder | Address Book | Option

Mail
Calendar
Contacts

Deleted Items
Drafts
Inbox (225)
Junk E-Mail
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Click to view all folders

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Homewood Mountain Resort

julie wallunas [juliewallunas@me.com]

Sent: Wednesday, February 16, 2011 4:43 PM
To: Homewood DEIS Comments

I would like to confirm my support of the Homewood Mountain Resort Ski Area Master Plan.
The proposed plan will improve the existing resort, help to create jobs and support the local economy.

Thank You,
Julie Wallunas
5080 West Lake Blvd. Homewood, CA.
PO Box 574 Diablo, Ca. 94528

925-743-8579

Connected to Microsoft Exchang

JMA's HMR RE-Develpoment CEP

346

Rob Weston [westshoresports@sbcglobal.net]
Sent: Tuesday, April 19, 2011 3:33 PM
To: Homewood DEIS Comments
Cc: David Tirman [dtirman@jmaventuresllc.com]

Dear David Landry,

In response to many of the letters you have received from the Friends of the West Shore and the League to Save Lake Tahoe, I felt it necessary to point out a couple of facts.

Obviously, JMA's proposal for Homewood Mountain Resort will not "overwhelm the rural town" since it replaces all of the current asphalt with green buildings which will capture rain water, create view corridors with trees, scrubs and greenery and add previous roadways and walkways. Traffic has never been a significant problem in the last 6-8 years on Hwy 89 in summer, with the only exception being the Fourth of July weekend.

The NTCAA in their February newsletter discusses the SEZ's, of which JMA plans to completely re- vegetate all of them. I believe that is discussed in the EIR/EIS.

Your agency (TRPA) understands and admits to the fact that you are the only regulatory agency that measures height of buildings from the front plan view vs the middle of the side plan, especially on a slope. In other words NONE of the HMR's proposed buildings exceed 49' if measured by Placer County or any other agency nationwide from the side slope. Unfortunately the 77' figure from TRPA remains out there, and that's seems to be something people unfamiliar with the project keep pointing to.

The HMR CEP redevelopment is one of the most important current projects for the entire Lake Tahoe region due to the decline and decay of much of our older buildings. JMA sets the standard by which CEP projects should aspire to be. JMA has greatly surpassed all the CEP Thresholds, and yet NTCAA, the "Friends" and The League to Save Lake Tahoe continue to ignore these facts.

Please approve this project and finally allow private enterprise the opportunity to assist in the important environmental efforts of truly protecting Lake Tahoe.

Please forward a copy of this to Placer County.

Thank you,

Rob Weston
Homewood Homeowner

Judy Nikkel

rom: Jesalyn White <wjesalyn@hotmail.com>
ent: Thursday, April 21, 2011 9:21 AM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

I just received an email about the expansion of homewood. As someone who has lived on the westshore, I actually treasure the small family feel that Homewood has always given to me and my family. I would hate to see it opened up to be less than the special place it has grown to be, for so many over the years. We already deal with traffic during the summer and we actually just take to our bikes to get into town. The pollution would be devastaing to the lake and wildlife that is so sacred to the Tahoe area. I moved to Tahoe to escape all the hustle and bustle of bigger towns. I picked Tahoe over other destinations because of the peacefulness. We already have Squaw and Northstar that have been built up, and I do not feel we need to add Homewood to the list. I think the investors of Homewood could invest their money in better projects to keep up the lake, not pollute it! I will say that I appreciate the fact that these persons may be trying to bring more jobs to the area for locals, but to be honest...having a small town feel where strong family values can still be cultivated is very important to me! I would hate to see the west shore turned into a parking lot of busy and unhealthy energy. Thank you for your time in listening to my view and I hope that you will do what is best for the lake and the people who have loved and supported Homewood over the years!

Jesalyn White
P.O. Box 7165
Tahoe City, CA 96145

TAHOE REGIONAL PLANNING AGENCY
FEB 17 2011
RECEIVED

Tahoma Meadows B&B
Cozy Cottages At Tahoe
PO Box 234
Tahoma CA 96142
TahomaMeadows.com
Info@TahomaMeadows.com

Feb 15th, 2011

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

RE: Homewood Mountain Resort Project.

To whom it may concern,

We are business owners and fulltime residents of Tahoma since 1999. We would like to express our support of the proposed project at Homewood as a vital and necessary step to keeping the West Shore as a viable and thriving community.

Thank you.

Dick and Ulli White
Owners/Innkeepers

PO Box 234 – 6821 W. Lake Blvd, Tahoma California 96142
TahomaMeadows.com, info@TahomaMeadows.com
P: 530-525-1553, F: 530-525-0335

The White Family
PO Box 810
Homewood CA 96141

RECEIVED
FEB 17 2011
TAHOE REGIONAL PLANNING AGENCY

Feb 16th, 2011

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

RE: Homewood Mountain Resort Project.

To whom it may concern,

My family has had a vacation house here on the West Shore since 1959 and we have been full time residents since 1999. Our children have grown and prospered here on the West Shore. We would hate to lose our local ski area. *As such we fully support the proposed development at Homewood.*

Thank you.

Clarence and Ulrike White
Tahoma Residents.

PO Box 234 – 6821 W. Lake Blvd, Tahoma California 96142
TahomaMeadows.com, info@TahomaMeadows.com
P: 530-525-1553, F: 530-525-0335

350

Judy Nikkel

From: Ellen Whitmore <ellenwhitmore@sbcglobal.net>
ent: Monday, April 18, 2011 5:47 PM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

1 I am very upset by the size of the Homewood development at Lake Tahoe. The Lake is impacted as it is now by the numbers of people visiting it throughout the year. The traffic on the West side is considerable already, and now we are going to increase the Lake's usage with this large development, bringing more and more vehicles into this fragile area. 2 3 Moreover, we will see taller buildings in a forested environment, changing forever the character of this special place, and for what? More recreation? There are plenty of recreational opportunities around the Lake now! Please prevent further urbanization of this precious spot. 4

Ellen Whitmore
4198 Rincon Circle
Palo Alto, CA 94306

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February 21, 2011

Mr. & Mrs. Stewart Williams
P. O. Box 286
Homewood, CA 96141

FEB 24 2011

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

Attn: Maywan Krach, Community Development Technician

Gentlemen:

My name is Claudia Williams and my husband I live at 160 Tahoe Ski Bowl Way, Homewood, CA. We have owned our property since 1971 and have been full time permanent residents since 2007. We chose to retire here from the bay area because of the quiet peaceful nature of Homewood. Once here, we discovered a massive development was being planned all around us. We had received no notice of the project and were most definitely not asked for our input as to what we would want to be included. If we had, we would have voiced our objection as to the size of the project at that time. We realize the need for local jobs and a renovation of our town, but it should be within moderation. The size of the project (Alternate 1) is not viable with the quality of our mountain. A project this size is not designed to attract families or locals. It may be difficult for young families with children, locals and people who enjoy the current facilities to afford such an upscale development.

On a personal level we have the following concerns:

1. Fire/Police Protection-Infrastructure: without additional staffing/equipment how can we have the same level of service and protection? Adding a minimum of 180 new permanent residents plus hundreds of transient renters/homeowners is a tremendous strain on our entire infrastructure. Neither the state nor the community can afford to add necessary personnel or update the facilities to protect all the current plus additional residents and dwellings.

2. Traffic: while the "water taxi" sounds terrific, how practical can it be? It cannot possibly transport enough of the additional people HMR says are needed to support the project, to be considered a traffic reducer. Dial-a-ride is also extremely limited in the number of people it can bring to the resort. That leaves Hwy 89, a 2 lane road that already gets congested in the summer. Altering the traffic flow in Tahoe City will not ease the traffic problems on Hwy 89 along the West Shore.

3. We are very strongly opposed to altering Tahoe Ski Bowl Way to provide access to the 8 duplexes which are located much closer to the north rather than south base. If providing access from an extension of South Street is not possible, then why couldn't access be provided from the North base? We understand that the duplexes are part of "phase 2" so they don't want to interrupt activities at the North location with the construction of a road and duplexes, but why should we have to suffer with the noise, trucks, dust etc. We will already have been more inconvenienced than any other part of the populace; the entire construction project will have a negative impact on our lives for years. Extending the road creates more pollution, ups the noise level and disturbs the wildlife, not to mention the residents, unnecessarily.

In closing, we believe bringing new life to Homewood is commendable but this project is just too large. We do not believe that Homewood should be the home of the largest TRPA approved development in the Tahoe basin. We have attended numerous public meetings since 2007 and it is becoming more and more apparent to us that TRPA and the Board of Supervisors are only concerned about development and the tax revenue it will produce. It also seems TRPA has lost sight of its original charter and is in favor of massive development rather than remembering its mission is to save the lake and surrounding lands. Once the character of the West Shore is gone, it can never be reversed. All of us who have loved the West Shore because it is not North Star, Alpine or Squaw Valley will lose a most valuable treasure. Generations to come will never know the natural wonder that brought us all here in the first place.

Lastly, we do not believe the only alternative to the Homewood development is to "close the ski area completely" as HMR is so fond of threatening. However, if the plan does fail, converting the mountain to a housing development (Alternate 4) would create jobs, increase revenue to the county and cause less disruption to the land, wildlife and the community.
We understand your concerns but hope you will at least consider ours.

Thank You,

Claudia Williams

Cc: Mr. David Landry, Project Manager
Tahoe Regional Planning Agency
P O Box 5310
128 Market Street
Stateline, NV 89448

April 21, 2011

Mr. David Landry, Project Manager
Tahoe Regional Planning Agency
homewooddeiscomments@trpa.org

Ms. Maywan Krach, Community Dev. Tech
County of Placer
cdraecs@placer.ca.gov

Fr: Stewart & Claudia Williams
Homewood, Ca

Re: Homewood Mountain Resort Ski Area Master Plan
Draft EIR/EIS

We built a cabin on Tahoe Ski Bowl Way in Homewood 40 years ago and now live there full time. Homewood has a long history beginning in the 1880's with the first lot sold in 1895. It has always been a primarily residential community with two anchor businesses: Obexer's Boat Company since about 1915 and Homewood Ski Area in the 1960's. The ski area integrated well into the community and, as a 3-star hill, was very family oriented.

The proposed complex, which may be the largest in TRPA history, is massive by any standard and simply overwhelms the Homewood community. It will change forever the basic character of the Homewood area which has existed for over a century.

The North Base complex is total commercial over kill with its 5-star amenities (on a 3-star hill), massive 3 story garage, etc. It is, however, in a commercial area.

Of greater concern is the South Base complex that is completely out of character for the neighborhood in which it is to be located. The draft plan stipulates a huge 99 unit complex which will tower over Tahoe Ski Bowl Way, a situation accentuated by the removal of many large trees. The EIR states the land adjacent to the South Base is "higher density and more commercial uses." This could not be further from the truth in the South Base area. The South Base area is strictly a single family residential area. The condo units, as planned, would have the same capacity as all of Tahoe City proper including the Pepper Tree hotel. It would be a huge 99 unit complex, equivalent to the Truckee Hampton Inn Motel - built in the middle of a residential area. It is inconceivable to think such a massive structure could even be contemplated in a heretofore single family residential area.

Please note our specific objections are as follows:

1) The current PAS 157/158 does not allow multi-family dwellings.
2) The complex exceeds current height limits.

3) The complex expands into a currently unused parcel (not just an upgrade of existing property).

4) North Base buildings should be accessed from the North Base. An extension of Tahoe Ski Bowl Way to access town homes located at the North Base is total nonsense resulting in needless construction, noise, hard coverage, disruption of land and wildlife, tree removal, etc. It is so ludicrous it would suggest an ulterior motive such as providing access to landlocked parcels thereby exponentially increasing their value (why? So they too can be "developed" thereby creating even more disruption to the land...). This motive must be investigated and the road extension justified.

5) Regarding the South Base zoning: the premise in the EIR that "the character of the area is maintained by limited higher density units at the area at the South Base where adjacent land uses include higher density and more commercial uses" is patently false and must not be accepted.

We totally support the findings of the Placer County Review Committee (Draft Comments to EIR by Allen Breuch dated 2/17/11 – pg 8) which come to an important conclusion: "There are cumulative significant impacts on land use, biological resources, visual resources, transportation and circulation, global warming, soil, geology, seismicity, hydrology and water quality, public services and utilities and air quality." **This statement alone should be cause for a redesign and downsizing of this project.**

In summary, this project is wrong environmentally, wrong for the current economic times, wrong for the community and no longer friendly to families with limited income.

In considering this proposal, we urge you to not deviate from the density and other thresholds and guidelines already developed by TRPA to protect the national treasure that is Lake Tahoe.

Sincerely,

Stewart J. Williams
160 Tahoe Ski Bowl Way
Homewood, Ca 96141
530) 525-6781

We request acknowledgement of these comments to sjcjw@sbcglobal.net.

353

Judy Nikkel

From: Paul & Marlene Williams <marshop22@att.net>
Sent: Monday, April 18, 2011 12:46 PM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

I know that the project would bring more revenue to Homewood and the area, but I feel that it would ruin the peace and serenity that we come up to Tahoe to enjoy.
I do not think that this big of a project should go forward. Traffic is bad enough at it is during the summer, sometimes taking over 2 hours to get to Tahoe City from Tahoma and Homewood. This would only make it worse, polute the air more and also lake from all the extra cars that leak along the road.
Please do not approve this project in its current state. Something smaller scale might be doable, but even that will cause worse traffic and polution problems.
We are not full time residents, but my husband's family has owned a home in McKinney Estates since the early 1960's. We have seen so much growth to the area already, some good and some bad, and would like it to be much more controlled.
Thank you.

Paul & Marlene Williams
462 Heatherbray Court
San Jose, CA 95136

Homewood DEIS Comments

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Ross Wilson [rswilson1@att.net]
Sent: Monday, April 18, 2011 11:13 AM
To: Homewood DEIS Comments

Tahoe Regional Planning Agency
Tahoe Regional Planning Agency
Boulder Bay CEP
PO Box 5310
Stateline, NV 89449-5310
US

Dear TRPA,

1 As a longtime resident of South Lake Tahoe, I oppose the Homewood expansion project. It will worsen traffic 2 and pollution in and near our already-threatened lake.

3 Please assure that any expansion in fact lessens traffic; abides by the same construction rules that all area residents are required to follow; and provides an irrevocable and enforceable means to assure that now and in future environmental values are respected.

Sincerely,

Ross Wilson

650-576-3424 cell

Ross Wilson
3554 Bode
South lake Tahoe, CA 96150

6503211954

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Judy Nikkel

From: Bruce Wolfe <wolfeb@ohsu.edu>
ent: Thursday, April 21, 2011 4:16 PM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

Regarding the Homewood expansion project, even if environmental protection at the site is achieved, the matter of traffic impaction on Hwy89 south of Tahoe City on summer weekends must be considered. Gridlock regularly extends past Sunnyside, sometimes all the way to Homewood. This cointributes to air pollution, dangerous driving by some and other problems.

Bruce Wolfe
2338 NW Jessamine Way
Portland, OR 97229

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Judy Nikkel

From: Allison Wren <theartfulwren@yahoo.com>
Sent: Monday, April 18, 2011 11:34 AM
To: Judy Nikkel
Subject: Homewood DEIS Comments

Judy Nikkel

Dear TRPA,

I am writing to express my utmost dismay at the plans by JMA Ventures for the urbanisation and expansion of Homewood. Not only does this plan deface one of the sereenist parts of Lake Tahoe but JMA Ventures, Homewood's owner, is seeking a host of rule changes, including those relating to height, grading, density, groundwater, ski area master plans, development transfer and other environmental protections.
This cynical approach to development in protected areas of scenic beauty and wildlife protection is occuring across this nation and I want Lake Tahoe to be where it stops.
We must consign the ideology of "any development is good, even on the shores of Lake Tahoe" to where it belongs - the trash can!
Yours sincerely,
Dr Allison F Wren,
Co owner, Tahoe SUP

Allison Wren
550 W Plumb Lane
Ste B No 149
Reno, NV 89509

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FW: Homewood Development

David Landry

Sent: Tuesday, February 22, 2011 6:59 AM
To: Homewood DEIS Comments

From: Jmtornese@aol.com [mailto:Jmtornese@aol.com]
Sent: Monday, February 21, 2011 11:31 PM
To: David Landry; cdraecs@placer.ca.gov
Subject: Fwd: Homewood Development

Please include this e-mail in the packets to the TRPA Governing Board Members and the Placer County Board o Supervisor Members regarding Homewood Mountain Resort. Thank you.

Judith Tornese
415-668-7125
San Francisco and Tahoma, California

From: arianezand@gmail.com
To: Jmtornese@aol.com
Sent: 2/21/2011 6:22:54 P.M. Hawaiian Standard Time
Subj: Homewood Development

To whom it may concern,

My name is Ariane Zand. I am a resident of the Bay area and own time shares in Tahoe. I am an architect who has worked on numerous EIRs on behalf of project owners with great success and am very familiar with the process.

I was recently in Tahoe and Homewood to ski and I became very concerned with the size and scale of the proposed development of the Homewood Mountain Resort. The massiveness of the project will be incompatible with the character of the West Shore and will result in high traffic as well as other negative environmental impacts. These studies often do not show the cumulative impact of the development concurrent with other existing or proposed developments in the area. In addition, the proposed mitigations are often unrealistic and unreasonable and will not actualize.

The only way to ensure the study and proposed mitigations are realistic and will happen is to have a "Long term Monetary Guarantee" by the developer ensuring the outcome of the study concurs with the post development actual outcome for 15 years. Otherwise, this could negatively change the pristine West Shore forever and the financial and environmental burdens will fall on the residents..

In conclusion, the proposed development needs to be substantially downsized to reduce the negative impacts and should include long term monetary guarantees by the developer.

Yours Sincerely,

Ariane Zand

Connected to Microsoft Exchang

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Maywan Krach

From: cdeemarks@aol.com
Sent: Thursday, March 31, 2011 4:16 PM
To: Placer County Environmental Coordination Services
Subject: Mega resort

Follow Up Flag: Follow up
Flag Status: Flagged

1 Please do not approve this project. It is far too large for this location and will permanently alter the environment that others have worked to protect for years. Too much pollution and too much traffic will destroy Homewood and the lake.