



**COUNTY OF PLACER**  
**Community Development/Resource Agency**

**PLANNING  
SERVICES DIVISION**

Michael J. Johnson, AICP  
Agency Director

Paul Thompson, Deputy Director

**MEMORANDUM**

**TO:** Honorable Board of Supervisors

**FROM:** Michael Johnson, Agency Director  
Community Development/Resource Agency

**DATE:** November 15, 2011

**SUBJECT:** **Third-Party Appeal of the Planning Commission's Approval of the Homewood Mountain Resort Ski Area Project (PSUB 20080052) and Final Environmental Impact Report (SCH No. 2008092008)**

**ACTION REQUESTED:**

The Board of Supervisors is being asked to consider a third-party appeal of the Planning Commission's action to approve the Conditional Use Permit, Planned Development Permit and the Vesting Tentative Subdivision Map for the Homewood Mountain Resort project, and to approve amendments to the West Shore Area General Plan and to approve a Development Agreement for the Homewood Mountain Resort project. Staff recommends the November 15, 2011 hearing be conducted pursuant to those procedures outlined on pages 33 and 34 of this staff report, including a continuance to the December 6, 2011 Board agenda at which time staff recommends the following actions:

1. Deny the third-party appeal filed by Friends of the West Shore, the League to Save Lake Tahoe and the Tahoe Area Sierra Club;
2. Certify the Final Environmental Impact Report for the Homewood Mountain Resort project (SCH No. 2008 092008));
3. Approve the proposed amendments to the Plan Area Statement Uses and Boundaries in the West Shore Area General Plan;
4. Approve a Development Agreement with the Homewood Village Resorts, LLC, for the Homewood Mountain Resort project;
5. Uphold the action of the Planning Commission and approve the Conditional Use Permit and Planned Development Permit, and
6. Uphold the action of the Planning Commission and approve the Vesting Tentative Subdivision Map for the Homewood Mountain Resort project.

**EXECUTIVE SUMMARY:** The applicant is requesting approval of Amendments to the West Shore Area General Plan, a Conditional Use Permit for a Planned Development, a Vesting Tentative Subdivision Map, and a Development Agreement to allow for the development of a mixed-use ski resort project at the existing Homewood Mountain Resort Ski Area.

The proposed project is a joint development application with Placer County and the Tahoe Regional Planning Agency (TRPA). The project is a conceptual plan to redevelop the North Base area, which would include a variety of residential and resort-related improvements; the South Base area, which would include residential and Stream Environment Zone improvements; and the Mid-Mountain area, which would include a variety of ski facility and resort improvements.

A joint Environmental Impact Report/Environmental Impact Study has been prepared for the proposed project. Based upon comments received during the public review of the Draft EIR, the applicant revised the proposed project to address concerns raised by the community. The revised project (referred to as Alternative 1A in the environmental document), was analyzed as part of the Final EIR process, and the text for the Draft EIR was modified to incorporate this alternative, lower impact project.

Because of the project's location within the Lake Tahoe Basin, County staff and the applicant wanted to assure that the highest level of public outreach was provided. More than 10 County-sponsored meetings have been held to discuss the project, and the applicant has held more than 60 individual and community meetings to present the project. It was through comments received during this public outreach process, as well as during the comments received on the Draft EIR, that led the applicant to modify the design and placement of structures on the project site.

The Environmental Impact Report prepared for the proposed project identified a variety of impacts that may result from the implementation of the project. Mitigation measures have been identified to reduce the identified impacts to less than significant levels where feasible. Several identified impacts could not be reduced to less than significant levels. For such occurrences, the impacts were concluded to be significant and unavoidable. As required by the California Environmental Quality Act, special findings (i.e., Statement of Overriding Considerations) have been prepared for these significant and unavoidable impacts.

The proposed project was considered by the Planning Commission at its October 18, 2011 meeting. After receiving public testimony, the Planning Commission concluded that the proposed project was an appropriate design solution for the project site and recommended that the Board of Supervisors certify the Final Environmental Impact Report for the project and approve the General Plan Amendments and Development Agreement as proposed by the applicant. The Planning Commission also took separate actions to approve the Conditional Use Permit, Planned Development Permit and Vesting Tentative Subdivision Map for the project.

On October 26, 2011, the Friends of the West Shore, the League to Save Lake Tahoe and the Tahoe Area Sierra Club filed a third-party appeal of the actions taken by the Planning Commission at its October 18, 2011 meeting.

## **BACKGROUND**

The project site is within the West Shore Area General Plan boundaries. The General Plan designates the Homewood Mountain Resort as a major ski resort with related year-round development. The property is an active ski resort that opened in 1962 as a family run operation with simple tow lifts, but now has eight ski lifts and a full complement of 60 ski runs from beginner to advance. The resort has expanded over the years to include four main chairlifts and two distinct lodge areas at the base of the resort (the South Base off Tahoe Ski Bowl Way and the North Base located between Silver Street and Fawn Street west of Highway 89). The North Base lodge includes ticket sales, a restaurant, offices and ski patrol station and a substantial surface parking area. A small accessory pavilion is located at the mid-mountain section of the Madden lift above the North Base lodge. The mid-mountain area includes a membrane/tent structure that serves as a commissary. An abandoned concrete building foundation is directly to the east of the pavilion that was to be a commercial building to replace the temporary tent. The south lodge contains a three-

story building with a restaurant, resort offices, and commercial storage. The ski maintenance yard and above ground fuel tank for the snow cats, groomers and snowmaking equipment are located directly south of the commercial South Base location.

Directly to the west and uphill from the resort buildings is Lake Louise, which is bisected by the United States Forest Service (USFS) jurisdiction boundary. The USFS land is part of the Homewood ski area but is under a USFS special use permit. The urbanized areas with existing neighborhoods along Highway 89 include "Homewood Residential" (Plan Area Statement 160) to the north and the "McKinney Tract" (Plan Area Statement 158) to the south, both of which straddle the highway and terminate at Lake Tahoe.

In July 2007, TRPA and Pathway 2007 partners launched the Community Enhancement Program (CEP) – formerly known as the Demonstration Projects Program – which was designed to provide incentives to developers interested in creating mixed-use, transit-oriented development in the Lake Tahoe basin. The overriding goal of the CEP is to seek out projects that will demonstrate revitalization opportunities for local communities in a manner and context consistent with the needs of those communities in which they are being proposed. In order to participate in the CEP, projects are required to provide details and commitments on how their redevelopment project will provide these environmental improvements, above and beyond the normal project mitigation requirements. In early January 2008, the applicant submitted an application for participation in the program and to pursue the Master Plan Development through the CEP process. The environmental benefits proposed with the project include water quality improvements, retirement of sensitive lands, and an overall reduction in land coverage.

On February 27, 2008, the TRPA Governing Board approved the reservation of allocations for the Homewood Mountain Resort and eight other CEP projects through the adoption of Resolution 2008-11. The reserved allocations were initially set to expire on February 25, 2009 unless extended by TRPA upon a showing of adequate progress toward project approval. The Governing Board granted a one-year extension for all nine CEP projects in February 2009 and granted a second extension to all but one CEP project (KB Resorts) in February 2010. Earlier this year, TRPA received request letters from the project applicants and/or letters of support from the local jurisdictions to extend the reservation of allocations until the CEP projects completed their project review and approval process.

In response to comments received during the Draft EIR public review period, the applicant modified the project proposal and identified Alternative 1A as the proposed project. Changes to the project included moving the proposed parking structure from the existing gravel parking lot to the Highway 89 frontage just north of Fawn Street. The proposed commercial and residential building was moved to the existing gravel parking lot and will include only residential condominiums and some associated parking spaces. The modifications do not change the number of proposed multi-family residential or Tourist Accommodation Units (TAU's) or the amount of proposed Commercial Floor Area (CFA) at the North Base area. The total parking provided on-site increased by 11 surface spaces.

#### North Tahoe Regional Advisory Council

The proposed project was considered by the North Tahoe Regional Advisory Council (NTRAC) at its October 13, 2011 meeting. More than 100 persons were in attendance at the meeting. Concerns raised by the public during this meeting included the scale and mass of the project, traffic impacts at the intersection of Granlibakken Road and Highway 89, and how the off-site Environmental Improvement Project (EIP) and the Tahoe City Fanny Bridge by-pass were being funded by the project applicant. After receiving public testimony, the members of NTRAC expressed its support of the project, and unanimously adopted a motion (7-0) to recommend the project to the Planning Commission.

## Planning Commission

On October 18, 2011, the Planning Commission conducted a public hearing on the entitlements proposed for the Homewood project. As with the NTRAC meeting, there were over a 100 people in attendance at the meeting, and 29 members of the public (including community groups) provided testimony to the Planning Commission. In general, almost all of the speakers supported the proposed project, although six speakers requested that a reduced-scale project be approved.

After considering the comments provided by the public and the information provided by staff, the Planning Commission unanimously adopted a motion (7-0) and recommended that the Board of Supervisors certify the Final Environmental Impact Report for the project and approve the General Plan Amendments and Development Agreement as proposed by the applicant. The Planning Commission also took separate actions to approve the Conditional Use Permit, Planned Development Permit and Vesting Tentative Subdivision Map for the project.

As part of the Planning Commission's action on the Homewood project, the applicant had requested a modification of Mitigation Measure CC-1 (Condition of Approval 187), which requires that the project obtain Leadership in Energy and Environmental Design (LEED) – Neighborhood Design (ND) Gold certification. The Planning Commission agreed with the proposed modification, and Condition of Approval 187 was modified.

Subsequent to the Planning Commission's action, the Placer County Air Pollution Control District raised some concerns regarding the modified Condition of Approval 187. APCD was concerned that the modified language in the condition may not fully implement the mitigation measure included in the EIR. After meeting with staff and the applicant, all concurred that it would be best to change the language in Condition of Approval 187 back to the original language that followed the language in the mitigation measure/EIR. Accordingly, the language in Condition 187 is proposed to be modified to reflect the language in the mitigation measure/EIR, and both the applicant and the APCD concur with this proposed modified language.

## **EXISTING SITE CHARACTERISTICS**

### Overall Site Characteristics

The majority of the existing Homewood ski facility is a mixture of forested second-growth trees with shrub understory. The area was previously logged, and very few of the largest trees remain. There are three perennial creeks that flow in an easterly direction into Lake Tahoe: Madden Creek which borders the north property line of Homewood with its headwaters starting at Ellis Peak (8,740 foot elevation) and flows through Lake Louise; Homewood Canyon (Ellis) Creek with its headwaters starting at Knee Ridge (8,416 feet); and Quail Creek which is the most southerly tributary on the Homewood property with its headwaters to the south of the property and flowing to Lake Tahoe through Quail Lake. There is also an unnamed intermediate creek between Madden and Homewood Canyon creeks. The creeks support riparian vegetation with mountain alder and willows.

### North Base Area

The North Base site contains a two-story main ski lodge with a restaurant, ski rentals, and offices. There is a one-story building used for snowboard and ski rentals to the north of the lodge. Along with the buildings, there is a large parking area that includes approximately 700 surface parking spaces. To the west is a former schoolhouse building used for storage.

### South Base Area

The South Lodge is a wooden three-story building containing a restaurant, offices, restrooms, and food storage area. There are also two smaller two-story buildings with offices, ticket sales, and a children's ski school. The base of the Quail Ski Lift is located west of the office building and the main maintenance building for the ski facility is located to the south balance of the lodge. Ellis Creek

bisects the South Base area in an easterly direction, flowing into Lake Tahoe. The balance of the site is covered with asphalt and accommodates approximately 242 surface parking spaces.

### **Mid-Mountain Area**

The mid-mountain area is located above (to the west) of the North Base and has a temporary white tent structure that is used during the winter. There is a concrete foundation for a previously approved 10,000 square foot restaurant that was never completed just to the east of the temporary tent.

### **PROJECT DESCRIPTION**

The Homewood Mountain Resort Ski Area Master Plan is a mixed-use project developed under the TRPA Community Enhancement Program (CEP) guidelines adopted in August 2007. Placer County, as the lead agency under CEQA, jointly prepared an EIR/EIS for the project with TRPA. In its entirety, the documents consist of the January 2011 Draft EIR/EIS and the October 2011 Final EIR/EIS (State Clearinghouse No. 2008 092008). The EIR/EIS prepared for the Project is both a program and project EIR. The EIR/EIS addresses the environmental impacts associated with adoption of the Homewood Mountain Resort Ski Area Master Plan covering the approximately 1,253-acres within the County.

The project proposes to develop and upgrade mixed-uses at the existing North Base project area, residential uses at the exiting South Base project area, a lodge at the Mid-Mountain Base area, and support facilities within Homewood Mountain Resort Ski Area Master Plan Area. These findings have been prepared to comply with the requirements of the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.) and the CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.).

See Chapter 3, Proposed Project and Alternatives, of the Final EIR/EIS for a complete and detailed description of the Project. This includes figures, diagrams, and tables illustrating and describing the proposed Project. (Final EIR/EIS, pp. 3-1 to 3-54.) The following text describes briefly the Project.

### **Project Location**

The approximately 1,253-acre Homewood Mountain Resort Ski Area Master Plan Area, the project area, lies on the western shore of the Lake Tahoe Basin of the Sierra Nevada Mountains, approximately six miles south of Tahoe City in Placer County, California. The project area is bound by State Route 89 and Lake Tahoe to the east, Ellis Peak to the southwest, and Blackwood Ridge to the north. Access to the project area is via State Route 89 (West Lake Boulevard), from either Interstate 80 from the north or U.S. Highway 50 from the south. The project area includes 20 contiguous parcels of varying sizes. The project area is characterized as a "mountain," and the topography has a wide-range of values. The portions of the project area proposed for development range from reasonably level (1 to 10 percent) up to 30 percent slopes. Special features on-site include watersheds (Homewood Mountain contains a portion of three watersheds and one intervening area), lakes (Quail Lake and more than half of Lake Louise), and mixed-conifer forests. (Final EIR/EIS, pp. 3-1 - 3-8.)

### **Project Overview**

The proposed project is described in the Homewood Mountain Resort Ski Area Master Plan dated October 2010, which is a conceptual plan to redevelop a mixed-use base area in the north project area, a residential base area in the south, and a mid-mountain lodge and beginner ski area. The proposed project would provide for up to 155 tourist accommodation units, 181 residential units and 13 workforce/employee housing units at the North and South Base areas.

The original proposed project was identified in the Draft EIR/EIS as "Alternative 1." Following the circulation of the Draft EIR/EIS and community meetings on the project, the project applicant proposed modifications to Alternative 1 based on input from neighbors at the north and south base areas. The purpose of the project revisions was to address community concerns regarding the project. The revised project is identified as "Alternative 1A" in the Final EIR/EIS. Section 3.5 of the Final EIR/EIS describes Alternative 1A. The project applicant is requesting approval of Alternative 1A. Alternative 1A thus represents the project approved by the Planning Commission pursuant to these findings. When these findings use the term "Project", that term refers to Alternative 1A.

The project area, existing zoning, existing facilities, and proposed redevelopment is shown on Figures 3-1 through 3-10 of the EIR/EIS. Alternative 1A proposed several changes to address community concerns regarding the project. In summary, at the North Base area, the proposed parking structure (Building P) was moved from the existing gravel parking lot location in Alternative 1 to the State Route 89 frontage just north of Fawn Street. The proposed commercial and residential building (Building C) proposed for the Alternative 1A parking structure location would be moved to the existing gravel parking lot and will only include residential condominiums and some associated surface parking spaces. The modifications do not change the number of proposed multi-family residential or tourist accommodation units, nor the amount of proposed commercial floor area, as compared to Alternative 1. The total parking provided onsite is increased by nine spaces. (Final EIR/EIS, p. 3-16; Figure 3-8A of the EIR/EIS documents the proposed changes included in Alternative 1A.)

The South Base modifications include the elimination of two of the three large multi-family residential condo buildings at the south base area (the most northerly and most southerly two buildings). These two buildings will be replaced with 24 smaller chalet buildings each containing two condo units and their associated parking in first floor garages. The total number of multi-family residential units would be reduced from 99 in Alternative 1 to 95 in Alternative 1A (48 in chalets and up to 47 in the remaining multi-family residential condo building). (Final EIR/EIS, p. 3-16; Figure 3-9A documents the proposed changes included in Alternative 1A.)

### **Removal of Existing Structures**

The initial step of the project development would be to remove existing structures and ski area facilities. At the North Base area, the proposed project will remove four existing ski lifts (including beginner lifts and the base of the Madden Ski Lift) and associated pads, footings and utilities; buildings and concrete foundations; storm drain structures; asphalt parking surfaces; overhead transmission lines; and a pumphouse. (Final EIR/EIS, p. 3-16; buildings and facilities at the North Base area to be removed are shown in Figure 3-5 of the EIR/EIS.)

At the South Base area, the proposed project 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. (Final EIR/EIS, p. 3-16; structures and facilities at the South Base area to be removed are shown in Figure 3-6 of the EIR/EIS.)

### **North Base Area**

The approximately 17-acre North Base area will include six new mixed-use structures and eight new townhouse structures to provide up to:

- 56 residential condominiums (multi-family residential units with up to 20 potentially as fractional ownership) (TAUs with 10 percent or more units with kitchens);
- 16 townhouses (multi-family residential units);
- A resort lodge with:

- 75 traditional hotel rooms (TAUs with less than 10 percent of units with kitchens),
- 40 two-bedroom for sale condominium/hotel units (up to 20 of which could have one-room lock-offs, which means the units could be used as two rentals instead of one for a total of 60 TAUs with 10 percent or more units with kitchens), and
- 30 penthouse condominium units (TAUs with 10 percent or more units with kitchens located on the upper floors of the hotel);
- 25,000 square feet of commercial floor space (a portion of which may be provided at the Mid-Mountain lodge);
- 13 employee/workforce housing units (multi-family residential bonus units);
- A 272-space day skier parking structure on four levels (one level partially below grade, 3 above grade); and
- 30,000 square feet of skier services to provide food and beverage service, adult and children's ski school services, rental shop, locker facilities, restrooms, first aid, and mountain administration and operations offices.

Under the proposed project, day-skier access and ski resort amenities and services will be relocated to the North Base in Buildings A and B (Figures 3-7 and 3-8 of the EIR/EIS). The Proposed Project (Alternative 1A) provides 738 parking spaces, including 272 day use parking spaces in a four-level parking structure in Building P (located at Highway 89 north of Fawn Street), 58 limited surface parking spaces in two locations adjacent to Buildings A and C, and 410 underground valet parking spaces. The commercial/retail areas are designed to be accessible from the adjacent residential neighborhood, employee/workforce housing, and the day-skier parking structure.

The up to 75-room boutique-style hotel (Building B, Figure 3-7 of the EIR/EIS) will feature resort amenities that are expected to include full service restaurant, spa and fitness facility. Hotel rooms will be combined with up to 40 two-bedroom, two-bath condominium/hotel units and up to 30 individually owned penthouse condominium units (top floor of Building B). The condominium/hotel units and penthouse condominium units will be individually owned and owners will be offered full hotel services.

The 56 residential condominiums, 20 of which may be fractional ownership units, will be spread between north base residential buildings (Buildings B, C, D and E, Figure 3-7 of the EIR/EIS). Alternative 1A locates Building C within the existing gravel parking area south of Fawn Street and across from existing single-family homes along Sacramento Avenue. The commercial floor area included in Building C under Alternative 1 will be included on the southwest and northwest side of the parking structure (Building P) under Alternative 1A, to remain adjacent to the proposed pedestrian plaza. Some of these units will be located in buildings with village retail space on the ground floor. Thirteen employee/workforce housing apartments the majority of which will have up to four bedrooms each, will be located adjacent to the above ground parking structure accessed from Fawn Street to the south of the hotel and condominium units in Building P.

Vehicle access to 16 townhouses in eight buildings in the North Base area would be via an approximately 1,500 foot long 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 extension, as dead end roads must not be more than 1,320 feet long for parcels 1 to 5 acres in size or 2,640 feet long for parcels 5 to 20 acres in size. The secondary access will for emergency use only and gated and will utilize the South Street easement located between Sacramento Avenue and the extension of Tahoe Ski Bowl Way. 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. (Final EIR/EIS, pp. 3-18 to 3-19.)

## **South Base Area**

Under the Proposed Project Alternative 1A, 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 24 Chalet buildings, each containing two multi-family residential units for a total of 48 units. Nine of the Chalets would be located to the south of the Homewood Creek and 15 of the Chalets would be located north of the creek (units B1 to B15). The northern most Chalets would be located farther up the hillside from Tahoe Ski Bowl Way providing for greater separation from existing single-family homes. Up to 47 additional multi-family residential condominiums would be provided in the three-story central lodge, Building A, for a total of up to 95 residential units under Alternative 1A.

Under Alternative 1A, up to 49 parking spaces would be provided underground below Building A; along with two-car garages for each multi-family residential unit located in the Chalets, totaling 145 parking spaces. During peak seasons, the area will include a small snack bar and skier support in the central lodge residential building. 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, the project applicant will be required to comply with Placer County Procedures for Abandonment of County Easements and Public Resources Code section 4290. 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. (Final EIR/EIS, pp. 3-19.)

## **Mid-Mountain Area**

The Mid-Mountain area will include:

- A 15,000 square feet day-use lodge with a detached gondola terminal linked to the lodge by a covered passage;
- A learn-to-ski lift;
- A food & beverage facility with indoor & outdoor dining (part of day lodge);
- A small sundry outlet (part of day lodge);
- An outdoor swimming facility for use during the summer months by West Shore residents (adjacent to day lodge);
- A snow-based vehicle (e.g., grooming equipment) maintenance facility; and
- Two water storage tanks located uphill from the day-use lodge.

The Mid-Mountain lodge, as shown in Figure 3-10 of the Final EIR/EIS, will replace the white tent structure and the concrete foundation located at the Mid-Mountain near the top of the Madden ski lift. As part of the proposed project, the composting toilet/restroom will be removed and replaced with a facility that is connected to the public sewer system. The learn-to-ski lift will be located north of the proposed lodge on gently sloping terrain. The snow-based vehicle shop/maintenance facility (i.e., no rubber-tired vehicles) will be relocated from the South Base area to the Mid-Mountain area in an 8,000 square feet facility directly behind the gondola terminal. Two 250,000-gallon water storage tanks will be constructed at Mid-Mountain area on the slope above the vehicle shop/maintenance facility to serve the entire Homewood Mountain Resort project area.

Mid-mountain lodge will include accessory uses: 1) Office of Emergency Services (OES) communication room, repeater antennas and emergency generator room; 2) An emergency cache room (fire-fighting equipment) for North Tahoe Fire Protection District (NTFPD) and; 3) possibly Homewood ski patrol office. NTFPD will work with the project applicant to determine the size and equipment requirements for the cache room, including the maintenance of any equipment proposed to be located in the room. (Final EIR/EIS, p. 3-29.)

### **Master Plan Phasing**

The project applicant anticipates a ten-year time frame for the build out of the Ski Area Master Plan. The following outlines the anticipated development phasing.

Phase 1 – North Base area - Implementation in years 1 through 5:

- 1a. Mid-Mountain Day Lodge and accessory structures (two 250,000-gallon water tanks and Gondola terminal), Mid Mountain Learn to Ski Lift, Mid-Mountain Maintenance Facility, Gondola, North Base Amphitheater, North Base Hotel/Lodge (Building B), North Base Day Skier Services Building and Residential Units (Building A), North Base Commercial and Residential Units (Building C) and Landscape/Ice Pond Area, North Base Employee/Workforce Housing and Day Skier Parking Structure (Building P), TCPUD bike trail extension, and LEED Commissioning;
- 1b. North Base Residential Building Adjacent to Highway 89 (Building D); and
- 1c. North Base Residential Building Adjacent to Highway 89 (Building E).

A Phase 1 construction staging and parking plan will be prepared at the beginning of Master Plan implementation. HMR plans to shut down the entire North Base area for Phase 1 construction and utilize the existing parking areas according to a detailed construction logistics plan. The selected general contractor would be required to put such a logistics plan together as one of their first tasks. The focus of the first phase 1a would be the hotel, day skier facility, and parking/workforce housing structure, which would leave the existing paved parking area fronting Highway 89 open and available for staging of materials and construction parking. During Phase 1a construction, winter ski operations would continue to operate out of the South Base area.

Phase 2 – South Base – Implementation in years 6 through 10:

- 2a. Culvert Removal, Tahoe Ski Bowl Way road realignment and SEZ Restoration; South Base Residential Buildings A and A1 (southern buildings) (under Alternative 1A, Building A1 is replaced with Chalets A1-1 to A1-9);
- 2b. South Base Residential Building B (northern building) (under Alternative 1A, Building B is replaced with Chalets B1 to B15); and
- 2c. Tahoe Ski Bowl Way roadway extension and Townhouses (located above North Base area, but accessed from the South Base area). Additional project-level environmental review is required prior to acquiring project entitlements to complete this phase. (Final EIR/EIS, pp. 3-53 to 3-54.)

### **DISCUSSION OF ISSUES**

The West Shore Area General Plan identifies the Homewood Ski Resort as a place for tourism and recreation, and any new development of the ski resort should take into consideration the historic mixed-use development of the west shore. Previous resort development included the Tahoe Tavern as a landmark development that identified the project area as a resort destination. The site is also located on one of the largest privately-owned tracts of land in the Basin that is open to the general

public as an outdoor recreational use. With its large tract of land and central location on the west shore along a State highway, the Homewood Mountain Resort property represents a unique opportunity to construct a mixed-use resort. The resort concept would also include year-round amenities that could be utilized by nearby residents as well as visitors to the resort. With the development clustered near the existing infrastructure and road system, the remaining portion of the site will be restricted from development and kept as a high quality, undeveloped recreation area for the public. The development will also serve as a general location where small-scale commercial opportunities are created for immediate neighborhoods rather than having to drive into Tahoe City.

The buildings have been designed and located so as to maximize the preservation preserve of trees, scenic vistas, and lake views. The buildings have also been designed in a manner to function like the historic mixed-use buildings that once stood on the west shore and will function as a meeting and gathering place that visually landmarks the property as a place of destination for a west shore visitor.

The Planning Commission concluded the proposed Homewood Mountain Resort project meets the intent of a regional ski area as defined by the Placer County General Plan and County Code. Specifically, the Homewood project would improve the supply of visitor accommodations on which the economy for the Tahoe area runs. Furthermore, the Planning Statement for the zoning district encourages mixed residential and commercial uses. Based on today's regulations in the Basin and using this project as a model to test today's regulations, it is necessary for the proponents of the project to obtain General Plan Amendments to comply with the mixed-use vision identified in the West Shore Area General Plan. By the project requesting these Amendments (as described in detail below), the site will focus development on the existing disturbed areas of the property, while at the same time reducing the amount of hard coverage on the property.

#### **ENTITLEMENTS REQUIRED FROM OTHER AGENCIES**

In addition to the entitlements identified above for Placer County, the applicant will be required to obtain the following permits from other agencies:

- Amendment to the Water Table – Tahoe Regional Planning Agency
- TRPA Regional Plan Amendments (Plan Areas, Code of Ordinances, and Goals and Policies) – Tahoe Regional Planning Agency
- TRPA Ski Area Master Plan Adoption – Tahoe Regional Planning Agency
- TRPA Construction Permit – Tahoe Regional Planning Agency
- Commercial Service Permit – Tahoe City Public Utilities District
- Commercial Service Permit – Madden Creek Water Company
- Section 404 Permit – U.S. Army Corps of Engineers
- Section 401 Permit – Lahontan Regional Water Quality Control Board
- Section 402 (NPDES Compliance – Lahontan Regional Water Quality Control Board
- Streambed Alteration Permit – California Department of Fish and Game
- Amendment to the NTFPD Service Boundary – Placer County LAFCo
- Water Service District Annexation – Placer County LAFCo
- Encroachment Permit – Caltrans
- Other Permits that may be required with the implementation of the proposed project

## **PROJECT ENTITLEMENTS FROM PLACER COUNTY**

Approval of the project as requested by the applicant will require the following entitlements from Placer County:

- West Shore Area General Plan Amendments (e.g., add multi-family dwelling, increase residential density, expand Plan Area boundary)
- Conditional Use Permit / Planned Development Permit
- Vesting Tentative Subdivision Map
- Development Agreement
- Minor Boundary Line Adjustments

### **West Shore Area General Plan Amendments**

The applicant proposes to amend the West Shore Area General Plan allowable uses as shown below. The West Shore Area General Plan Amendment and this project's Conditional Use Permit will establish the density between the various lands within the project area and will result in an overall density that is compatible with multi-family zoning within the Plan Area Statements. Overall, the residential density is proposed in disturbed areas of the site near existing infrastructure and roadways at a density of 15 units per acre - the maximum zoning density permitted in the West Shore Area General Plan.

The amendments to the zoning and permitted uses are shown on Attachment B and will include:

Homewood Mountain Resort (mid-mountain)

- A. Amendment to Plan Area Statement 157 to create a "Special Area 1" at mid-mountain;
- B. Add allowable uses within the newly created Special Area 1 of Plan Area Statement 157 "Homewood/Ski Homewood Area" to include:
  1. Personal Services (S) (To allow for weddings and other events)
  2. Participating Sports (S) (Would allow various outdoor sports and recreation activities including, but not limited to tennis courts, swimming and tennis clubs, ice rinks, and athletic fields)
- C. Add the mid-mountain area as a commercial receiving area for the mid-mountain lodge and maintenance facility for the Ski Resort. Plan Area Statement 157 "Homewood/Ski Homewood Area" to be amended to include Special Area of the mid-mountain area to allow development of a resort restaurant as an incidental use to Homewood Mountain Resort.
- D. Modify Special Policy 6 to allow commercial use at mid-mountain lodge.
- E. Modify Special Policy 8 to allow commercial use at mid-mountain lodge pursuant to a ski area master plan.

North Base:

- A. Modify Plan Area Statement 159 "Homewood/Commercial" with its permissible uses to include the North Base proposed project area in its entirety (16.4 acres).
- B. Amendment to Plan Area Statement 159 boundary to create Special Area 5 at the North Base to also allow the following additional uses:
  1. Multi-family (S) at a density of 15 units per acre

2. Privately owned assembly and entertainment (S) (To allow for commercial-operated facilities for public assembly and group entertainment with a capacity of greater than 300 persons such as auditoriums, exhibition and convention halls, theaters, meeting halls, amphitheatres)
  3. Increase employee housing maximum density from 8 units per acre to 15 units per acre
- C. Add Transfer Development Right (TDR) receiving area to allow multi-family units to the newly created Special Area #1

South Base:

- A. Modify Plan Area Statement 158 "McKinney Tract" to include the South Base proposed project area in its entirety (6.6 acres) into a newly created Special Area 1
- B. Plan Area Statement 158 "McKinney Tract" to include Special Area #1 with the following language: "Special Area #1: In addition to the uses listed in the general list in PAS 158, the following list of permissible uses is also applicable in Special Area #1 of the Homewood South Base:

Multi-family (S) at a density of 15 units per acre

Add Transfer Development Right (TDR) receiving area to allow multi-family units to the newly created Special Area #1

The West Shore Area General Plan that was adopted in 1998 anticipated that the existing Homewood Ski Facility would eventually be upgraded and redeveloped. Even though the adopted Plan Area Statements specify permissible land uses within the geographical area, a majority of the Ski Facility is located within a classification that limits land uses to recreational only. Plan Area amendments for the zoning boundaries at the North and South bases as well at mid-mountain would allow a set of land uses to be permitted within these special areas and allow the resort to be upgraded and redeveloped with a variety of land uses in a mixed-use type of development such as commercial, residential, and tourist accommodation uses. The zoning amendments are only proposed in areas that are already disturbed and are in need of redevelopment that would include removing older structures, paved parking, and replacing them with uses that meet the current codes and regulations of the County. The proposed project is changing the zoning designation for the three areas listed above to include the appropriate mixture of land uses to build a resort facility.

Plan Area Statement (PAS)	Allowable Uses	Special Use	Amended Use
157 (Mid Mountain)	-Day Use Areas	-Cross Country Skiing Courses  -Skiing Facilities -Eating and Drinking Places -Food and Beverage Retail -General Merchandise  -Recreation Services	-Personal Services (S)  -Participation Sports Facilities(S)

<p>158</p> <p>(South Base)</p>	<p>-Single family dwelling</p>		<p>-Multi-family Dwellings (S)</p> <p>-Skiing Facilities (A)</p> <p>-TDR Receiving Area for existing development and multifamily units</p>
<p>159</p> <p>(North Base)</p>	<p>-Hotel Motel Transient dwelling</p> <p>-Participant Sports Facilities</p> <p>-Outdoor Recreation Concessions</p> <p>-Day Use Areas</p> <p>-Eating and Drinking Places</p> <p>-Food/beverage Retail</p> <p>-General Merchandise</p>	<p>-Employee Housing</p> <p>-Single-family Dwelling</p> <p>-Timeshare (hotel and residential design)</p> <p>-Skiing Facilities</p> <p>-Outdoor Retail</p> <p>-Amusement and Recreation Services</p> <p>-Outdoor Amusements</p> <p>-Personal Services</p>	<p>-Multi-Family Dwelling (S)</p> <p>-Privately owned Assembly and entertainment (S)</p> <p>-TDR Receiving Area for Multi-family Units</p> <p>-TDR Receiving Area for TAU Bonus Units (Special area at North Base Only)</p>

In reviewing the proposed project, the Planning Commission concluded the proposed West Shore Area General Plan Amendments are in keeping with the intent of the West Shore Area General Plan for the "Ski Homewood" area and its designation as a ski facility. Additionally, the hotel, single-family, and multi-family uses do not exceed the density allowed elsewhere on the north shore of Lake Tahoe. Adding the specific uses identified above will promote and encourage a mixture of housing options and density within a location concentrated on the existing Homewood Resort developed areas. The West Shore Area General Plan Amendment will establish the density between the various lands within the project area and result in an overall density that is compatible with multi-family zoning within the Plan Area Statements.

**Conditional Use Permit/Planned Development**

The project requires a Conditional Use Permit (CUP) to establish a Planned Development and approval of a phased Tentative Subdivision Map that divides the project site into 10 large lots and 2 remaining parcels for phasing and financing purposes. Future subsequent project applications beyond Phase 1 will be processed in accordance with the CUP and Large-Lot Vesting Tentative Subdivision Map for the Homewood Ski Area and will be subject to separate environmental review. The CUP includes the following features:

- 1) A Planned Development (per Section 17.54.080 of the Placer County Zoning Ordinance) for up to 221 clustered multi-family residential units located on Large Lots 1 through 8;
- 2) Employee housing consisting of multi-family structures with a total of 13 units within Lot 4. Project level development of the remaining employee housing will be identified off site through a housing program prior to construction of the project;
- 3) Vehicle parking garage for approximately 682 vehicles;
- 4) A hotel with up to 75 rooms and approximately 15,000 square feet of retail/commercial development space spread around a pedestrian-oriented central plaza;
- 5) An outdoor grass amphitheatre with a capacity of up to 1,500 people;
- 6) Relocation of a maintenance operations facility for the ski area to the mid-mountain facility
- 7) A 13,850 square foot year-round mid-mountain lodge;
- 8) Changing the "Face" ski lift (the existing Madden Chair) to a 6- to 8-passenger high-speed gondola lift from the North Base to the proposed mid-mountain lodge.

The General Development Standard's Section 17.54.100.A.3 of the County Zoning Ordinance establishes the amount of open space required for planned developments proposing the subdivision of air space. The applicant proposes the development of up to 221 residential units (combination of whole or fractional ownership) on approximately 28.2 acres for a density of 7.83 units an acre on the new lots. Based on the proposed density, Section 17.54.100.A.3 requires that 45 percent of the project site be maintained as open space with a maximum building coverage of 26 percent for projects that are designed at five units an acre. Overall, the Phase 1 project area includes 68 percent open space and approximately 23 percent lot coverage. The relatively greater open space and low lot coverage is attributed to the below surface garages and clustered buildings. While the subterranean parking garage will result in greater excavation, the parking structure will reduce the overall footprint of the project, maintain open space, and preserve trees to the greatest extent possible.

The height standard for the project is proposed at no higher than 50 feet to the ridgeline of the roof as measured from the average midpoint of natural grade. Even though the height of the proposed structures would meet County standards for height, the applicant would need a TRPA height amendment through the Governing Board to allow for a height of 50 feet to the ridgeline of the roof. The Planning Commission concluded that the resulting heights of the structures is an appropriate design solution for the project site. Where possible, the applicant has proposed that facilities (primarily parking) be placed below grade to minimize potential visual impacts. Additionally, the applicant has designed the structures into the existing slope of the land as opposed to creating flat development pads. The resulting site design is one that fits into the natural character of the project area.

Building setback requirements for structures will be regulated by the project CUP per Zoning Ordinance Section 17.54.100(B). The proposed project has zero-foot setbacks from property lines for the subterranean parking garage in addition to varied setbacks along the street and side property lines in order to break up roof lines, provide varied and articulated elevations and soften appearances. As shown on the submitted plans, the closest an proposed building will be located to an existing residential lot is 15 feet (from the property line) at the northwest corner of the North Base development. In general, the applicant has worked with surrounding property owners to minimize the intrusion of any of the proposed buildings to existing residences.

The EIR reviewed the watercourse setbacks and the 100-year floodplain of Ellis Creek, which is located through the South Base site. All the proposed structures in the Homewood project will be located outside the 100-year floodplain, and any existing structures within the 100-year floodplain will

be removed and the site restored back to its most native condition with Lahontan Water Quality Control Board and Fish and Game approvals. The Planning Commission supported the development setbacks for the project and the watercourse setbacks as shown on the submitted plans because the proposed structures are outside the 100-year floodplain and pose no danger to the health, safety, or welfare of the community.

As discussed above, the development of the ski resort buildings will be limited to very specific locations on lots with specific uses contained within them. The Conditional Use Permit will restrict the scale, intensity, density, and the type of uses that would be appropriate on these lots. Clustering the development at the base of the mountain will limit the amount of grading for roads and prevent a stepping of building pads up the mountain. Clustering will also allow the buildings to be in proximity to one another with reduced setbacks for energy efficiency and provide other amenities to make a walkable community. The Planning Commission supported the proposed Conditional Use Permit for the project as the approval will create new housing opportunities as well as enhance and redevelop the existing site, and will not endanger the health, safety, and welfare of the surrounding properties. Furthermore, the Conditional Use Permit provides for an orderly phased development to occur as the remaining ski resort continues to be left as a place to recreate.

### **Special Discretionary Uses – Plan Area Statement**

Even though there are permissible uses that are zoned correctly throughout the Homewood properties, there are some uses that must be considered under the provisions for special use as set forth in the Plan Area Statement for this project site. Through the Conditional Use Permit being processed for this project, the project applicant is requesting approval to allow certain discretionary uses within its Resort Development, which includes the following:

#### **North Base:**

- Multifamily Dwelling (S) at a density of 15 units per acre (*added by code amendment*);
- Privately Owned Assembly and Entertainment (S) (To allow for commercial-operated facilities for public assembly and group entertainment with a capacity of greater than 300 persons such as auditoriums, exhibition and convention halls, theaters, meeting halls, amphitheaters) (*added by code amendment*);
- Employee Housing (S);
- Hotel, Motels, and other Transient Dwelling units, more than 20 units (S);
- Outdoor Concert Events (more than one) (S);
- Outdoor amusements (S)(which includes miniature golf courses)
- Amusement and Recreation (S);
- Ski Facility (S) (Modification to an existing site);
- Vehicle Storage and Parking (S)
- Water transit at the West Shore Café (S)

#### **South Base:**

- Multifamily (S) at a density of 15 units per acre (*added by code amendment*)

#### **Mid-Mountain**

- Personal Services (S) (to allow for weddings and other events)
- Participating Sports (S) (Would allow various outdoor sports and recreation activities including, but not limited to tennis courts, swimming and tennis clubs, ice rinks, and athletic fields)

The uses described above are consistent with the West Shore Area General Plan by continuing to provide opportunities for a mixture of residential and commercial uses and having the resort users stay at the site rather than leaving the facility. The Planning Commission supported the proposed uses, as these uses are in keeping with the intent of the West Shore Area General Plan for the "Ski Homewood" area and its designation as a ski facility, as well as providing overnight accommodations of single-family and multi-family uses that do not exceed the density allowed on the north shore of Lake Tahoe. The Planning Commission also concluded that a mixture of uses at the resort will encourage a mixture of quality housing options, tourist accommodations with outdoor amusement and events. Furthermore, the uses are consistent with the land use classification by providing permanent and second home options for west shore visitors while also improving the quality of the Homewood resort.

### **Vesting Subdivision Tentative Map**

Phase 1 includes a Vesting Subdivision Tentative Map (Lots 3 through 9) for the North Base area, which will include multiple phases within the 18.04-acre area on the west side of Highway 89 (West Lake Boulevard) between Fawn and Silver Streets. The first phase will include up to seven large lots with one remainder lot. Each of the large lots will be a part of the Planned Development project for Homewood with one future phased development with Lot 9. The Phase 1 development requests are included with this application while projects for the remaining lot will be submitted at a later time and require additional environmental review and approvals for the future 14 townhome units.

The future roadway extension of Tahoe Ski Bowl Way to the new Lot 9 will be included with future project applications and would be subject to separate environmental review, hearings, and approvals. The recordation of the Final Map will require the street improvements of Silver and Fawn Streets along with undergrounding the overhead utilities on these streets.

The construction of six buildings will occur along the existing paved parking lot and the lot-and-block subdivision that already exists along San Souci Terrace and Sacramento Avenue, as well as construction of the mid-mountain lodge on an already disturbed area that has an existing distressed membrane tent. The construction is proposed on previously disturbed areas, and will minimize impacts to maintain the overall natural slope and mountain attributes the Homewood Mountain Resort possesses.

The Planning Commission took action to approve the Phased Vesting Tentative Subdivision Map and concluded the map is only redrawing the existing lot lines and creating the lots that are consistent with the Zoning Ordinance, Placer County General Plan, and the County's Subdivision Ordinances. The Planning Commission concluded that the site is physically suitable for the type and proposed density of development proposed on the tentative map and the design of the subdivision and proposed entitlements are not likely to cause environmental damage or cause serious public health and safety problems

### **Development Agreement**

Development Agreements are authorized by California Government Code Section 65864 et seq. and Section 17.58.210 of the Placer County Zoning Ordinance. A Development Agreement sets forth the property owners' specific obligations relating to infrastructure construction, fee payment, financial contributions for infrastructure maintenance and public services and other obligations that may be imposed by the County as conditions of approval. A Development Agreement also provides the property owner with certain vested development rights. Development Agreements are recorded documents that obligate future property owners to the terms of the agreement.

The proposed Development Agreement between the County and Homewood Village Resorts, LLC, is attached to this staff report as Attachment C. Consistent with the size of this project, this Development Agreement has significantly fewer obligations than the development agreements which the County has entered into with developers for other projects in the County, but it does establish the level of funding for the Fanny Bridge improvements and for additional environmental improvements projects in the area, and ongoing funding for public trail and beach maintenance and EIP project operations. The Development Agreement also verifies public access to the trails within the project and compliance with all of the Conditions of Approval and mitigation measures. In exchange for the provision of these amenities, the Development Agreement provides the developer with a 20-year term to complete its development in accordance with the approvals.

## **DEVELOPMENT STANDARDS**

Section 17.54.100 of the Planned Development Ordinance establishes setback standards for buildings and parking requirements. The proposed project will set the building setback standards for the development to the new lot lines that are proposed in the tentative map. Heights in the Tahoe Basin are regulated by TRPA. The proposed project has been reviewed for a TRPA height amendment that would meet the typical County standards on how the County reviews and approves height to buildings outside the Basin.

### **Signage**

As part of the development standards proposed with this project, the applicant is proposing to develop a detailed signage program that would be reviewed by the Tahoe City Design Site Review Committee and approved by County staff prior to any signs being erected. To assure that the signage is designed in a manner to complement the overall project, the required sign program will be submitted at a later date. Under the development standards proposed with this project, the applicant can propose a sign program to be reviewed and approved by the County as part of its development standards. As set forth in the conditions of approval, the applicant will be required to submit a detailed sign program to be reviewed by the Tahoe City Design Site Review Committee and approved by County staff prior to any signs being erected at the site.

### **Parking**

Section 17.54.060.C.2.a (Ski Facilities) and Section 17.54.100.C.2 (Planned Residential Development) of the Placer County Code establish the general parking requirements that were used as the basis for the analysis of the proposed project.

A parking demand analysis for the proposed project was performed by LSC Transportation Consultants to evaluate the project land uses, mixed-use attributes and to determine the peak parking demand for the project. The LSC parking study for the revised Homewood Mountain Resort project (Alternative 1A), identified the parking demand of the project (including all employee and day skiers) on a peak ski day at the north and south bases. On a peak ski day, the North Base uses would require a total of 837 parking spaces and the South Base project would require 56 parking spaces for a total demand of 893 parking spaces. The study also took into account a parking adjustment of 39 parking spaces for North Base guests traveling for other purposes (such as skiing at other resorts). With this adjustment, an overall parking demand of 798 spaces would result at North Base. As the proposed project includes 738 on-site parking spaces, there is a deficit of 60 net on-site parking spaces. JMA, as part of its Parking Management Plan, will offset the deficit at peak demand by having up to 62 employees park off-site.

All parking associated with the project will be in the valet subterranean parking garage, surfaced parking, or approved through a parking management plan that will be reviewed and approved for off-site parking prior to the issuance of any permits for the project. The management plan will take into account the off-site parking locations, zoning/environmental compliance, snow storage, and that the proposed shared parking does not increase, or reduce the parking demand for other uses at the site

and provide a connection of a shuttle or transit service during the hours of operation. The applicant is proposing below ground valet stacked parking spaces that are elevated and "cubby holed" with their project at the North Base. The stacked parking has been developed in areas where parking is hidden underground to create a pedestrian and scenically friendly environment at ground level. A typical flow plan would have the guest of the resort arrive in the parking garage where a parking attendant would park the vehicle in a predetermined space that is mechanically cubby holed.

The applicant is requesting to have its number of parking spaces and design approved as part of the Conditional Use Permit. Section 17.54.100.C.2 of the County Zoning Ordinance allows the reduced amount of parking for residential planned developments if approved by the County. Section 17.54.060.C.2 of the Zoning Ordinance and the adopted 1994 "Standards and Guidelines for Signage, Parking and Design" also allows a Use Permit to determine the parking requirements. The Planning Commission concluded that the parking solution proposed by the project applicant addressed the actual parking demands of the project, and that the Parking Management Plan to be prepared by the applicant will address the site-specific parking issues of the project. On this basis, the Planning Commission supported the parking solution proposed by the applicant.

### **Setbacks**

Section 17.54.100.B (Planned Residential Development) of the Placer County Code sets forth the general requirements for setbacks that may be established through the approval of a Conditional Use Permit. When designing the proposed project, it was the applicant's desire to minimize the intrusion of any of the proposed structures on existing residences. While the current zoning designations allow for some of the proposed buildings to be as little as five feet from the property line, the applicant has designed the project so that the proposed buildings will be set back a minimum of 15 feet from property lines when adjacent to existing residences. Some of the structures proposed with the project, when not near existing residences, are proposed to have a 0-foot setback to facilitate the construction of sub-surface parking facilities. Along Highway 89, the buildings have been designed with varied and articulated elevations, setbacks and rooflines to soften the appearance along the highway. The setbacks along Highway 89 will range between 12.5 feet and 240 feet. The applicant has designed the project in a manner that none of the proposed structures will encroach closer to Highway 89 than the original North Base lodge.

### **Off-site Easements Required for Construction**

The project as proposed will require the applicant to obtain a number of off-site easements prior to Improvement Plan approval. To complete Phase 1, a trail easement will need to be acquired from the adjacent Tahoe Maritime Museum property (APN 097-140-004) in order to construct the proposed Class I Bike Trail connection along the south side of Fawn Street. To develop Phase 2, an off-site access easement is needed from TCPUD to access the proposed relocated fuel tank that will be located just south of the Lot 2 Chalet condominiums. The North Tahoe Fire Protection District has analyzed the location of the fuel tank, and the Fire District has concluded the fuel tank is in an appropriate location and will not pose an immediate life or safety hazard to any adjacent residences. Also, the project applicant will need to realign the TCPUD's existing 30-foot wide reciprocal access road and easement over proposed Lot 2 to the adjacent TCPUD property (APN 097-050-018) south of the South Base area, which includes a portion of new offsite access easement.

If the applicant is unable to successfully obtain an easement, the applicant may choose to redesign the project to accommodate the improvements on-site and avoid the need to obtain the easement. However, the applicant may choose to request that the County use its power of eminent domain to obtain necessary real property interests to accommodate the proposed public facilities at the applicant's expense.

## **EMPLOYEE HOUSING**

Placer County General Plan Policy 2.A.18 requires that all resort projects provide housing for 50 percent of the employees generated by a project. This policy provides four means under which a project proponent may satisfy this obligation:

1. Construction of employee housing on-site
2. Construction of employee housing off-site
3. Dedication of land for needed units
4. Payment of an in-lieu fee

Employment generated factors for Homewood is based on the Placer County Housing Element and the review of a previous project at Northstar Highlands. The Homewood Final EIR indicated that the proposed project at build-out will generate 182 Full Time Equivalent (FTE) employees, of which 91 FTE employees (50 percent) would be required to be mitigated as part of the project under the Placer County General Plan Policy 2.A.18. The project applicant proposes to construct 13 on-site employee housing units as part of the North Base development with capacity to accommodate 26 FTE employees. Additionally, the project applicant will be required to develop a detailed employee/workforce housing program that would be in compliance with the Placer County General Plan Policies. The Conditions of Approval for this project require that an Employee Housing Mitigation Plan be approved by the Planning Director prior to the issuance of any building permits for the project or the recordation of the Final Map, whichever occurs first. The Housing Mitigation Plan would also provide a final verified account of the number of net new FTE's expected to be created by the constructed phasing, number of units, locations, and occupancy of dedicated housing for the employee/workforce requirements. The Housing Mitigation Plan will also include an implementation schedule to ensure that sufficient housing is available for the new employees as project construction is being completed and operations begin.

## **ENVIRONMENTAL ANALYSIS**

Consistent with the requirements of the California Environmental Quality Act, an Environmental Impact Report has been prepared for this project. As the proposed project also requires separate approvals from TRPA, and EIS was also prepared for this project. To assure the highest level of public review of this project, the Draft EIR for this project was circulated for a 90-day period from January 21, 2011 through April 21, 2011 (which exceeds the State requirement of a 45-day circulation period). All comments on the Draft EIR were addressed in the Final EIR prepared for this project, and the Final EIR was circulated for public review on October 3, 2011.

Following public review of the Draft EIR, and based upon comments received on the document, the applicant modified the proposed project to identify a new alternative (Alternative 1A) that responded to specific issues raised regarding the originally proposed project. As noted above, Alternative 1A was developed to reduce the amount of excavation required to accommodate the proposed project, and resulted in additional clustering of the residential units to reduce the overall footprint of the project. Alternative 1A has since become the applicant's proposed project.

The following analysis provides information about the environmental issues that are addressed in the project EIR.

### **Transportation/Circulation**

Primary access to the project site is provided by Highway 89. As proposed by this project, the existing Fawn and Silver Street intersections at Highway 89 will be realigned. The realignment will provide better access to and from the project and must be completed prior to occupancy of the first building phase of North Base. All other minor roads providing access will be constructed as part of the subdivision and/or project improvements.

Development of the project would generate new vehicle trips and potentially impact traffic operations on nearby roads and at nearby intersections. The number of vehicle trips that are expected to be generated by the proposed development were estimated using typical trip generation rates for single-family and condominium residential units, commercial uses, hotel/motels, day skiers, and employee housing within the project study area by Fehr and Peers. While it is estimated that the number of winter trips will decrease with implementation of the project, it is estimated that the project will generate 1,466 "Total Net New External Roadway Trips" per day during the peak summer period. Of that total summer increase in trips, an estimated 176 trips would be generated during the PM peak hour.

#### Summer LOS

The traffic study completed for the project indicates that, under the existing plus project scenario, the incremental increase in traffic generated by the project could substantially increase the summer Level of Service (LOS) standard at the Highway 89/Granlibakken Road intersection. The overall intersection LOS is within the LOS standards (LOS C and D); however, the side-street approach (eastbound left-turn) operates at LOS F. The number of eastbound, left-turning vehicles for Alternative 1A for existing plus project conditions is 77. Mitigation Measure TRANS-3 will reduce this impact to a less than significant level by requiring the project applicant to implement intersection improvements at the Highway 89/Granlibakken Road intersection. If construction of the improvement is in place prior to being need for this project (as is expected), the project applicant will be required to make a fee payment for its proportional share of the required improvements. The remaining study intersections will operate at acceptable LOS with the addition of the proposed project.

#### Summer Queuing

The traffic study completed for the project indicates that, under the existing plus project scenario, the incremental increase in traffic generated by the project could substantially increase the summer queuing at the Highway 89/Highway 28 and Highway 89/Pedestrian Crossing intersections. The queuing analysis results indicate that the project will increase the queue lengths at the Highway 89/Pedestrian Crossing intersection by approximately 10 feet (one vehicle) in the northbound direction, and 15 to 20 feet in the southbound direction (1 vehicle). As discussed in the EIR/EIS, other studies (e.g., Highway 89 Fanny Bridge Alternatives Traffic Study) have identified improvements to relieve congestion and reduce queuing on Fanny Bridge. Once these improvements are implemented the Project's impact on these intersections will be less than significant.

The Fanny Bridge improvement project is identified in the Lake Tahoe Regional Transportation Plan's Project Strategies (Short Term), and is partially funded by two sources: the Federal Transportation Improvement Program for the work being done by the Tahoe Transportation District and Placer County Capital Improvement Program traffic impact fees. More recently, following publication of the Draft EIR/EIS, the TMPO (Tahoe Metropolitan Planning Organization) and TRPA released the NOP for the Tahoe Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) Program EIR/EIS on August 24, 2011.

The RTP includes a long list of projects from the Tahoe Transportation District's (TTD) Capital Improvement Program. The Fanny Bridge improvement project is identified as a First Phase High Priority project. TTD and Caltrans have determined the Fanny Bridge improvement project will require an EIR/EIS. TTD is the lead agency under CEQA and Caltrans (under delegation authority from FHWA) will be the lead agency under NEPA.

The NOP/NOI for the Fanny Bridge improvement project is currently scheduled to be released later this year. Level of service impacts at Fanny Bridge are still considered significant and unavoidable despite HMR's obligation to pay its fair share fees for the cost of this improvement because the record does not indicate sufficient funding is in place to guarantee construction of the Fanny Bridge

improvement project. Construction of these improvements is likely, and the Proposed Project will contribute its share. Because these improvements are not assured, however, the impact is considered significant and unavoidable in the EIR/EIS.

#### Winter LOS Analysis

The traffic study completed for the project indicates that, under the existing plus project scenario, the incremental increase in traffic generated by the project could substantially increase at the Highway 89/Granlibakken Road intersection. Although the overall trip generation for the Proposed Project is less than the existing HMR trip generation, the distribution of vehicle trips is expected to change, causing an increase in some turning movements at the Highway 89/Granlibakken Road intersection. It should be noted that the overall intersection LOS is A. Compliance with Mitigation Measure TRANS-3, will reduce this impact to a less than significant level, by requiring the project applicant to implement intersection improvement at the Highway 89/Granlibakken Road intersection. If construction of the improvement is in place prior to being needed by the proposed project (as is expected), the project applicant will be required to make a fee payment for its proportional share of improvements. The remaining study intersections are expected to operate at acceptable LOS with the addition of the Proposed Project.

#### Winter Queuing Analysis

The winter queue lengths at the Highway 89/Highway 28 and Highway 89/Pedestrian Crossing intersections are not expected to exceed the existing storage lengths with the addition of project traffic from each alternative.

#### Cumulative LOS and Queuing

Under the cumulative scenario, the summer and winter LOS at the Granlibakken Road/Highway 89 winter LOS at Highway 89/Fawn Street intersections and winter queuing at Highway 89 across Fanny Bridge will be impacted and the intersections would not operate at acceptable levels.

Implementation of mitigation measure TRANS-C1 will improve summer operations at the Highway 89/Granlibakken Road intersection to better than cumulative conditions. This mitigation does not improve LOS to D or better at the side-street approach, however it does improve intersection operations to better than 2030 cumulative conditions. If construction of the improvement is in place prior to being needed by the proposed project (as is expected), the project applicant will be required to make a fee payment for its proportional share of improvements.

Implementation of mitigation measure TRANS-C1 will improve winter operations at the Highway 89/Granlibakken Road and the Highway 89/Fawn Street intersections to within LOS standards. If construction of the SR 89/Granlibakken Road improvement is in place prior to being needed by the proposed project (as is expected), the project applicant will be required to make a fee payment for its proportional share of improvements.

The cumulative queuing analysis indicates that the incremental increase in traffic generated by the project could substantially increase the cumulative summer queuing at the Highway 89/Highway 28 and Highway 89/Pedestrian Crossing intersections. As discussed above and in the EIR/EIS, improvements to relieve congestion and reduce queuing on Fanny Bridge have been proposed. Mitigation measure TRANS-C2, requires the project applicant to make a fee payment for its proportional share of improvements. Once these improvements are implemented the Project's impact on these intersections will be less than significant. However, funding for the improvement project (particularly State funding) has not been secured; therefore, cumulative summer queuing impacts are considered significant and unavoidable.

### Parking

The proposed project will construct three primary on-site parking facilities. These parking areas will include below grade parking within the various buildings that house the North and South Base uses. There is also an above-grade three-story parking garage that is part of the North Base phased development. The above-grade parking garage will incorporate 13 employee housing units. The Homewood Master Plan is proposes a parking management plan and parking demand study by Gordon Shaw to consider on-site parking demand for the proposed units, commercial uses as well as day time skiers. Additional required parking is proposed by the applicant off-site as part of the parking management plan.

### Biologic Impacts

The EIR evaluated the biological resources known to occur or potentially occur on the project site. The EIR describes potential impacts to the resources and identifies measures to eliminate or substantially reduce impacts to less-than-significant levels.

The project could conflict with local policies and ordinances regarding protection of natural resources and are considered potentially significant for the following: impacts to habitat, wetland, and bat roosting, raptors and migratory bird species, possible special-status bat species, and jurisdictional waters or other waters of the U.S. Implementation of mitigation measures as conditions of approval, as well as compliance with applicable goals and policies in the Placer County and the West Shore Area General Plans would reduce the project's incremental contribution toward the cumulatively considerable biological impacts to a less-than-significant level.

The document includes mitigation measures requiring pre-construction surveys shall be conducted to identify active raptor nest sites, migratory bird nests, mammal den sites, and bat roost sites in the proposed construction area prior to project construction to confirm the project will not impact protected species ( e.g. American pine marten, bald eagle, and California wolverine) . If these special species are present, mitigation measures are proposed to reduce these impacts to a less-than-significant level.

The Homewood ski facility is crossed by three perennial streams, Madden Creek, Homewood Canyon (Ellis) Creek, and Quail Creek as well as one unnamed ephemeral stream that generally drain from east to west into Lake Tahoe. Other hydrologic features on the site include smaller streams, seasonal wetlands and two lakes - Louise and Quail. The Homewood South Base project includes the removal of an existing culvert under Ski Bowl Way that will be replaced with a bridge and includes mitigation in the form of restoration of riparian vegetation along the creek

### Visual Impacts

Aside from traffic and water quality impacts, the largest public policy issue addressed in the Homewood EIR is visual aesthetic impacts, which relate to compatibility with the surrounding community. While the architecture of the proposed project buildings will adhere to design standards that reflect a Tahoe-Sierra style of heavy timber and stone construction, many project features will be located on scenic Highway 89 and will be visible because of their height and scale. It is important to note that visual quality is not just the measure of the natural landscape within a viewshed, but also includes man-made features, architecture, and other features. Structures and architecture that can enhance the visual quality are those that represent the style of the area or region and that compliment the natural features and blend into the natural landscape. On the North Base site, a large existing ski run called "The Face" will be partially replaced with architecturally designed buildings below the existing tree canopy but still represent the Homewood Resort rather than a parking lot for drive-in drive-out skiers.

Section 10.1.5 of the EIR/EIS "Scenic Resources" includes a comprehensive review of visual changes associated with the project. This section included photographs of the existing conditions,

computer-generated photographs/visual simulation focused on the North and South Base, and balloon simulations of the proposed height of structures. Staff evaluated the project in relationship to the surrounding neighborhoods and buildings which included single-family properties, the Tahoe Maritime Museum, West Shore Café, the High-and-Dry Marina, and the mixture of natural vegetation and topography in the area. In addition to the surrounding developments and neighborhoods, staff also took into account the existing conditions of the ski facility with its expansive parking lots, existing lodges, and ski lifts and above-ground utilities. The common theme in the immediate area is land developments that are very visible and dominate the highway corridor.

The Planning Commission concluded that the applicant's proposal to remove existing/dated structures and replace the structures with newly designed structures that follow the existing contour of the land is a superior design solution. The removal of the existing paved parking area and replacing it with a well-designed parking structure will actually result in a positive change the visual environment of the resort. To further blend the development into the natural terrain, the applicant will be required to meet the County adopted "Design Standards and Guidelines." It is one of many implementation tools beyond the mitigation measures that ensures this project will be designed to comply with night-sky lighting, glare, tree retention buffers and design of the structures to blend into the hillside with landscaping and earth tone building colors and materials. While it is noted in the EIR/EIS that the project will result in visual modifications to the site, all effort should be taken to preserve the visual integrity of the scenic Highway.

Visual impacts from removing approximately 200 trees, 33 of which are 30 inches in diameter-at-breast height, could be significant when looked at from street level. Of these 33 trees, a total of nine trees have been noted to be saved in the North Base areas based upon a memorandum from Nichols Consulting Engineers dates May 21, 2009. Alternative 1A would include the removal of one additional 30-inch or greater tree at the North base area (associated with Building P) compared to Alternative 1. However, at present, it cannot be determined with certainty that these trees can be retained based on potential modifications to construction activities or building locations and potential damage to tree roots and adjacent topography. The project applicant is required to prepare a Forest Plan and Tree Protection Plan as mitigation that reduced the impact to a less than significant level. Additionally, the development is built into the mountain side in existing disturbed areas, which itself will reduce the amount of surface area disturbed and serve to preserve trees.

### **Soils, Geology and Seismicity**

The EIR/EIS included an analysis to identify and assess potential geologic hazards at the Homewood Mountain Resort project site. According to the geologic hazards and geotechnical evaluations reports contained in the EIR/EIS, the majority of the project site is underlain by Quaternary glacial moraines and Miocene volcanic rocks. The majority of site soil consists of granular soils; fine grained soils composed of clay and silt are present in the area of the North Base gravel parking lot. To construct the project, cut and fill slopes of approximately 20.5 feet (maximum) would occur. To accommodate the proposed water tanks at mid-mountain, retaining walls with a maximum height of 29 to 32 feet are proposed with the North Base underground parking structure, and 18 to 21 feet for the South Base underground parking. Above-ground retaining walls range from 15 feet to one foot in height. The project will result in disturbance of approximately 40 acres of the 1,253 acre project area. Grading activities for the proposed improvements and buildings are estimated at approximately 138,500 cubic yards of cut material, with approximately 67,000 cubic yards of fill used for proposed structures. Up to 71,500 cubic yards of net cut material will potentially be used within the Project area for road restoration projects.

According to the geotechnical evaluations report contained in the EIR/EIS, shallow groundwater exists at depths ranging from approximately 1 to 7 feet below ground surface at the North Base parking areas and groundwater is encountered at depths greater than 18 feet in the South Base area. Groundwater will be intercepted during underground parking facility construction. Mitigation

Measure GEO-4g requires a dewatering plan from the construction contractor be reviewed and approved by Lahontan RWQCB and the County prior to excavation activities. Additionally, after construction, groundwater will continue to be intercepted due to some proposed building foundations at or below the seasonal high groundwater table. This groundwater will be collected and recharged back to the groundwater table in infiltration galleries planned in numerous locations on-site. Mitigation measure HYDRO-3a, included in the EIR/EIS, requires that a special geotechnical engineering evaluation report be prepared by a Registered Civil Engineer for ESD review and approval for each groundwater infiltration/recharge system to ensure that soils are adequate for this proposal and that no detrimental effects occur downstream to structures or properties.

The geotechnical studies prepared for the EIR/EIS determined that two Quaternary-age faults are mapped across the project area. The mapped faults do not cross the proposed development at the North Base and mid-mountain. One mapped fault crosses the upper portion of the proposed development at the South Base. Prior to actual siting of planned buildings at the South Base, additional geotechnical engineering site investigation will be performed to investigate the location and evaluate the potential activity of the fault. New structures are required to be designed and constructed in accordance with the California Building Code to perform well and be safe in the event of a seismic event. The geotechnical engineering studies for the Homewood resort project concluded that the site is suitable for the proposed development and there are no geologic constraints that would preclude project development, given the mitigation measures included in the EIR/EIS.

### **Hydrology and Surface Water Quality**

The Homewood Mountain Resort is located within the Madden Creek, Homewood (Ellis) Creek, and Quail Lake Creek watersheds and intervening areas that drain the project area. The project proposes to restore Homewood Creek at the South Base (Phase 2) with realignment of Tahoe Ski Bowl Way and construction of a new bridge crossing. With both project phases, stormwater treatment and bioretention areas will be constructed to treat, at a minimum, the 20-year, 1-hour storm event and reduce pollutant concentration levels to levels that comply with Lahontan and TRPA discharge limits through pretreatment and infiltration. The project has demonstrated through a Preliminary Drainage Report prepared for the EIR/EIS that no inundation on private property occurs downstream of the project site as a result of peak flow runoff leaving the project area. Mitigation Measures contained in the EIR/EIS will require submittal of a Final Drainage Report with each phase of project Improvement Plans to ensure Placer County Storm water Management Manual requirements and Land Development Manual standards are being met. No significant project-level impacts to hydrology or surface water or groundwater resources from construction or long-term operation of the project are identified that would persist after implementation of compliance measures, Placer County standard mitigation measures and impact-specific mitigation measures.

Improvement upon existing channel conditions, surface water quality and stormwater quality will result from implementation of the Project, and as such, potential incremental effects will not result in cumulatively considerable impacts to hydrology and water resources. Cumulatively the Project is expected to provide direct beneficial effects to beneficial uses and surface water quality in the Homewood, California area through reductions in impervious surfaces and resultant runoff quantity and the active treatment of stormwater prior to infiltration to groundwater. Other benefits of the Project include: participation in the Placer County-Homewood Mountain Resort WQIP, reduced effects from surface parking and snowmelt from parking lots, landscaping with goals of water conservation and bioretention for stormwater treatment, along with indirect effects from improved site management that reduces airborne contaminants.

## **Water Supply and Distribution**

### **Background**

As noted in the Project Description for the Homewood Mountain Resort Ski Area Master Plan CEP Project EIR/EIS, the project area is served by two independent water purveyors, Tahoe City Public Utility District (TCPUD) and Madden Creek Water Company (MCWC). Present boundaries of the respective service areas for each water purveyor restrict TCPUD to serving the South Base Area and MCWC to the North Base area. Barring a future acquisition of MCWC or a portion of MCWC's service area by TCPUD (which is a process entirely controlled by those two entities independent of this project) staff expects these respective service areas to remain as described.

Currently, the Mid-Mountain Lodge area is outside of either service area. If the project applicant proposes to have that facility served by either utility, the area would have to be annexed into the respective service area. As an alternative, the Lodge could be served by a private water system owned and operated by the project applicant with supply through a connection to either TCPUD or MCWC.

### **Water Availability**

As part of the EIR/EIS process, Nichols Consulting Engineers prepared a Water Supply Assessment (September 2011) that analyzed the availability of potable water to the project. That Assessment concludes that *"there is a reasonable likelihood that sufficient water will be available to meet project water demands through 2030, in addition to existing and planned future uses within the McKinney/Quail Sub-district (TCPUD's service sub area) and the MCWC service area under normal, dry and multiple dry year conditions under either water supply alternative."*

Based upon the Water Supply Assessment, the Planning Commission concluded a sufficient quantity of water (water rights) is likely available to provide potable water to the project.

### **Water Infrastructure**

While there are sufficient water services for the proposed project, what is less certain is the availability of adequate infrastructure to treat and transmit that water to the project site. Information available from the TCPUD indicates that capital facilities, potentially including a new water treatment plant and an undefined amount of new and/or upgraded transmission pipelines, will be necessary to serve the South Base area. Similarly, MCWC has indicated in preliminary comments that an undefined level of new or upgraded infrastructure will be required to provide service from its system to the proposed development at North Base. Both utilities have indicated that construction of new facilities required to serve the project will be the responsibility of the project applicant. Whether this responsibility takes the form of funding only or construction of specific facilities will remain an issue between the applicant and the utilities.

To assure that an appropriate water supply is available to each portion of the project site, staff has included a condition of approval that requires the project applicant to provide a "will serve" letter from the respective utility prior to approval of any improvement plans or issuance of any building permit for the project. This "will serve" letter and approval of any improvement plans that include facilities to be owned by either utility will provide evidence to Placer County that potable water will be provided to the project.

### **Snowmaking**

The Water Supply Assessment for the proposed project also addressed water availability for snowmaking within the project. The assessment concluded that there are sufficient water rights available to the property to provide non-potable water for that use. As indicated in the FEIR/EIS, the analysis of any expansion of snowmaking systems was done at a program level. Therefore, any application for expansion of the snowmaking program would most likely require subsequent entitlement application(s) and assessment under CEQA.

### Other Public Services

Cal Fire is responsible for wildfire suppression in the upper mountain portion of the project area, while the lower portion of the project area is within the service boundary of the North Tahoe Fire Protection District (NTFPD), which has primary responsibility for structure fire protection and related emergency services. Amendment of the NTFPD service boundary is required in order for NTFPD to respond to the Mid-Mountain Lodge area. The proposed new buildings will be equipped with sprinkler systems, and fire hydrants will be installed at various locations in the project area for fire protection.

The applicant will be required to obtain a will-serve letter from NTFPD prior to Improvement Plan approval and building permit issuance for each project phase. Similarly, other public service provider's will-serve letters are required as a condition of approval to be submitted to the County prior to Improvement Plan approval for each project phase of development.

### Noise

The project site is located in a relatively urbanized setting, approximately five miles south of the State Route 28 traffic corridor on Highway 89. The existing noise sources associated with the project include automobile traffic, snowmaking, and occasional outdoor concerts. J.C. Brennan and Associates conducted ambient noise monitoring for existing conditions with and without snow-making at various locations around the project.

The single-family residences that surround the project represent the noise sensitive land uses in the vicinity; however, with implementation of the mitigation measures provided in the EIR/EIR, impacts would be reduced to a less-than-significant level. Cumulative impacts associated with an increase in noise levels in the project vicinity were determined to be less-than-significant.

The EIR also addressed a temporary increase in the ambient noise levels from site preparation and construction activities (e.g., clearing, excavating, grading, etc.). This will be mitigated through limiting the days and hours allowed for construction and through equipment maintenance. The method by which the potential impacts are analyzed is discussed followed by the identification of potential impacts and the recommended mitigation measures designed to reduce significant impacts to less-than-significant levels.

### Hazards and Hazardous Materials

The project site has supported commercial and industrial development and there is evidence that hazardous materials were used or stored on the site. A Phase One environmental site assessment was conducted by Robison Engineering Company on December 2005, but did not note any improper use or storage of materials or negative impacts.

Project construction would require the storage, use, and handling of various hazardous materials such as gasoline, diesel fuels, oils, plaster, cement, herbicides, etc. In order to mitigate this impact, Best Management Practices (BMP's) will be implemented during all phases of construction on the project site. These BMPs include, but are not limited to, proper storage techniques, employee training, separate storage of recyclable construction materials, storing hazardous materials in portable metal sheds with secondary containment and contracting with a certified waste collection contractor to collect and remove hazardous wastes.

### Greenhouse Gas (GHG) Emissions

Consistent with Appendix G of the 2010 State CEQA Guidelines and guidance provided by Placer County Air Pollution Control District (PCAPCD) and Tahoe Regional Planning Agency (TRPA), the climate change analysis completed for the proposed project evaluated potential impacts to greenhouse gas (GHG) emissions and climate change that would occur as a result of project construction and operation.

### **Construction and Operations Emissions**

Impact CC-1 in the Draft EIR provides a project-level analysis of GHG emissions that would be generated by project construction and operation. Construction of the project would generate short-term emissions of carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrogen dioxide (N<sub>2</sub>O) from heavy-duty equipment and employee vehicle exhaust. The operational analysis quantified GHG emissions that would be generated by project traffic, area sources, refrigeration and air conditioning units, electricity and natural gas usage, water consumption, and wastewater treatment. Tables 19-27 and 19-28 in the Draft EIR/EIS list annual GHG emissions for project construction and operation. Because GHG emissions are most appropriately evaluated on a regional and global scale, project-level emissions were concluded to be less than significant. Further, it is unlikely that the GHGs emitted as part of this project would have an individually discernable effect on global climate change.

### **Project Emissions**

Impact CC-C1 provided a cumulative-level analysis of GHG emissions that would be generated by the project. Neither the PCAPCD nor the TRPA have quantitative thresholds for the evaluation of GHG emissions in CEQA documents. The County, PCAPCD, and TRPA determined that rather than identifying a specific quantitative threshold, any substantial increase in project-generated GHG emissions relative to existing conditions would result in the project having a significant impact on the environment. As shown in Tables 19-27 and Table 19-28 in the Draft EIR/EIS, the proposed project would result in net increases of GHGs. Based on consultation with the PCAPCD, Placer County, and the TRPA, the magnitude of these emissions would result in the project having a significant cumulative impact on the environment. The following mitigation measures were proposed to address these impacts:

- Mitigation Measure CC-1: Document and Verify Implementation of the Project GHG Reduction Commitments – Requires the project applicant to document and verify the project commitments outlined in Table 19-30 of the Draft EIR/EIS have been incorporated into the final project design.
- Mitigation Measure CC-2: Implement Project Design Features to Further Reduce Project Contribution to Climate Change – Requires the final project design to incorporate applicable GHG reduction strategies outlined in *CEQA: Addressing Global Warming at the Local Agency Level*.

While the above measures will result in lower GHG emissions levels than had the mitigation not been incorporated, the possibility exists that the project will contribute to global GHG emissions and global climate change. Therefore, based on consultation with the County, PCAPCD and TRPA, the project's cumulative impact to climate change after mitigation is considered to be significant and unavoidable.

### **AB 32 Compliance**

Impact CC-C2 analyzes project consistency with State goals and policies for reducing GHG emissions in compliance with Assembly Bill 32. Because the project would result in a substantial net increases of GHG in comparison to the No Project Alternative (see Impact CC-C1), project-generated GHG emissions may conflict with the State goals listed in AB 32. Mitigation Measures CC-1 and CC-2 will result in lower GHG emissions levels than had it not been incorporated, but it is unlikely to achieve reductions consistent with the requirements of AB 32. As a result, this impact considered to be significant and unavoidable.

### **Cultural Resources**

The cultural resources study that was conducted on the site did not identify any cultural resources eligible for listing in the California Register of Historic Resources; therefore, no significant impacts to cultural resources need to be mitigated. However, there may be resources that are buried on the site that could be unearthed during development activities.

Consistent with standard County conditions, if any archaeological artifacts, exotic rock (non-native), or unusual amounts of shell or bone are uncovered during any on-site construction activities, all work must stop immediately in the area and a qualified archaeologist retained to evaluate the deposit. If the discovery consists of human remains, the Placer County Coroner and Native American Heritage Commission must also be contacted. Work in the area may only proceed after authorization is granted by the Placer County Planning Services Division and the impact to cultural resources is less than significant.

### **Cumulative Impacts**

The Homewood EIR includes mitigation measures to reduce most project-specific impacts to a less-than-significant level. The EIR also identifies impacts which will be cumulatively significant as a result of the build-out of the Plan's land use diagram. These cumulatively significant impacts include land use, biological resources, visual resources, transportation and circulation, global warming, noise, soil, geology and seismicity, hydrology and water quality, public services and utilities and air quality. All these impacts can be reduced to a cumulatively less-than-significant level with the adoption of the mitigation measures set forth in the attached findings, with the exception of the following impacts: TRANS-C1 (cumulative contribution to congestion at Fanny Bridge and "Y" at summertime PM peak hour); CC-C1 (direct or indirect GHG emissions); CC-C2 (conflict with applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions).

### **Significant and Unavoidable Impacts**

Section 2100(b)(2)(A) of the CEQA Statutes requires that an EIR identify any significant environmental effects that cannot be avoided if the project were implemented. Significant and unavoidable impacts (i.e., impacts that remain significant even after the implementation of recommended mitigation measures) for individual resources are identified in Chapters 6 through 19 of the Final EIR. Although the project has the potential to result in a number of significant environmental effects, most impacts can be mitigated through the application of standard practices and the adoption of appropriate mitigation measures that will reduce the identified impact to a less than significant level. These identified mitigation measures are included as Conditions of Approval for this project.

As described above and in the EIR/EIS, all of the environmental impacts associated with Alternative 1A – the Proposed Project – may be substantially lessened or avoided with the adoption of the mitigation measures set forth in these findings, with the exception of the following impacts:

- TRANS-3 (contribution to congestion at Fanny Bridge and "Y" at summertime PM peak hour)
- TRANS-C1 (cumulative contribution to congestion at Fanny Bridge and "Y" at summertime PM peak hour)
- CC-C1 (direct or indirect GHG emissions)
- CC-C2 (conflict with applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions)

### **Alternatives to the Proposed Project**

In accordance with Section 15126.6 of the State of California CEQA Guidelines, the environmental document prepared for this project included an analysis of alternatives that would feasibly attain most of the project's objectives but would avoid or substantially lessen any of the significant effects of the Project, a review of a "No Project" alternative, and a discussion of off-site and on-site alternatives considered but determined to be infeasible. The analysis provided a comparison of a reasonable range of alternatives that feasibly avoid or lessen at least one significant effect of the Project and still achieve most of the project's objectives as outlined above. The alternatives described include variations in development intensity, residential type, and land use locations to provide flexibility to Placer County in selecting the alternative that best meets the needs of the community and the environment. The CEQA Guidelines state that the range of alternatives is governed by the "rule of

reason,” requiring evaluation of only those alternatives “necessary to permit a reasoned choice”; further, an EIR “need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative.”

Alternatives to the proposed project that were considered in the EIR included:

- Alternative 1/1A (The proposed project)
- Alternative 2 (The No Project alternative)
- Alternative 3 (No TRPA Code Amendment for Building Height)
- Alternative 4 (Close Ski Area, Develop Estate Lots)
- Alternative 5 (Compact project area); and
- Alternative 6 (Reduced Project)

#### Alternative 1/1A

From an environmental perspective, Alternative 1 is environmentally comparable to the Proposed Project. Alternative 1 is feasible and attains the objectives for the Project. By comparison, the Proposed Project (Alternative 1A) is more responsive to land-use compatibility concerns of neighbors, is feasible, and also attains the objectives for the Project.

#### Alternative 2 (No Project Alternative)

Alternative 2 avoids the Project’s significant and unavoidable impacts with respect to traffic at Fanny Bridge and GHG emissions. In this respect, Alternative 2 is environmentally superior to the Project. However, Alternative 2 would also result in the following significant and unavoidable impacts: LU-1; SCENIC-1; SCENIC-2; GEO-3; HYDRO-1; HYDRO-2; HYDRO-4; and HYDRO-C1. These impacts relate to the fact that visual, geological and hydrological improvements proposed as part of the Project would not occur, such that existing problems would remain. Consequently, the No Project Alternative is not considered to be environmentally superior alternative. The Planning Commission rejected Alternative 2.

#### Alternative 3 (No TRPA Code Amendment for Building Height)

Impacts associated with Alternative 3 are generally comparable to those of the Project, and the same mitigation measures would apply. With respect to air quality, however, Alternative 3 would result in the following significant and unavoidable impacts: AQ-1 (PM10 and PM2.5 emissions during construction); AQ-4 (conflict or obstruct with implementation of the applicable air quality plans); and AQ-C1 (cumulative emissions during construction). The Project, as mitigated, avoids these impacts. In that respect, the Project is environmentally superior to Alternative 3. Alternative 3 does not avoid the Project’s significant and unavoidable impacts (TRANS-3, TRANS-C1, CC-C1, CC-C2). Because Alternative 3 does not offer any environmental advantages over the Project, and results in significant and unavoidable impacts that would not occur under the Project, the Planning Commission recommended rejecting Alternative 3.

#### Alternative 4 (Close Ski Area, Develop Estate Lots)

Alternative 4 would generate less traffic, and would therefore avoid the Project’s significant and unavoidable impacts with respect to traffic and climate change. (TRANS-3, TRANS-C1, CC-C1, CC-C2.) In this respect, Alternative 4 is environmentally superior to the Project. However, Alternative 4 would result in the following significant and unavoidable impacts: LU-1; LU-C1; REC-2; and REC-C1. As addressed in Chapter 4 of the EIR/EIS (Relationship to Existing Land Use Plans, Policies, and Regulations), Alternative 4 is not consistent with many TRPA or Placer County land use plans, goals, policies, and provisions adopted for the purpose of avoiding or mitigating environmental effects. In addition, long-term environmental impacts may also result, such as water quality impacts from the on mountain roadway network. Therefore, this impact is considered to be significant and unavoidable. Moreover, Alternative 4 would meet none of the objectives for the Project. The existing

ski facility would be closed, and the site would be redeveloped for estate residential uses. The project objectives focus on ensuring the continued viability of the ski resort. For, these reasons, the Planning Commission concluded to reject Alternative 4.

#### Alternative 5 (Compact project area)

Alternative 5 would result in impacts to traffic and climate change that would be comparable to those of the Project (TRANS-3, TRANS-C1, CC-C1, CC-C2). Alternative 5 would also result in the following, additional significant and unavoidable impacts: LU-1; LU-2; LU-C1; AQ-1; AQ-4; and AQ-C1. Alternative 5 is also less consistent with TRPA policies related to building heights. Thus, as compared to the Project, Alternative 5 avoids no significant impacts, and results in additional significant impacts that the Project does not. For this reason, the Planning Commission rejected Alternative 5.

#### Alternative 6 (Reduced Project)

Alternative 6 would result in the same significant impacts as the Project, and the same mitigation measures would apply. In particular, Alternative 6 would result in significant and unavoidable impacts to traffic and climate change (TRANS-3, TRANS-C1, CC-C1, CC-C2). Alternative 6 includes a lower number of residential units, and therefore results in incrementally lower impacts with respect to traffic and climate change (although these impacts remain significant and unavoidable). Alternative 6 would result in significant and unavoidable air quality impacts during construction. Although mitigation measures are available to address this impact, PM10 emissions remain significant and unavoidable under this alternative. The Project, as mitigated, avoids this impact. In this respect, Alternative 6 is not the environmentally superior alternative.

From an environmental perspective, Alternative 6 represents a trade-off as compared to the Project. Alternative 6 would result in incrementally fewer traffic and climate change impacts, although certain of these impacts would remain significant and unavoidable. At the same time, Alternative 6 would result in significant and unavoidable air quality impacts during construction, whereas the Project would avoid these impacts. From an environmental perspective, the long-term impacts related to traffic and climate change are of greater weight than short-term impacts related to construction. For this reason, the Planning Commission concurred with the EIR that, taken as a whole, Alternative 6 is the environmentally superior alternative.

However, while the EIR states that Alternative 6 would meet the project objectives, the Planning Commission disagreed with this conclusion based on a determination that Alternative 6 is infeasible. Economic analyses have been provided to the County concluding that Alternative 6 will generate an insufficient rate of return to finance long-term operations and capital improvements necessary to ensure the viability of the ski resort. Based on reasonable estimates of occupancy rates and per-skier revenue, Alternative 6 does not provide enough residential units to support the resort. This information is summarized in Final EIR/EIS Master Response 3. The Planning Commission reviewed the master response, and the information submitted in support of the master response, and concurs with its analysis. For this reason, the Planning Commission rejected Alternative 6.

#### **LETTER OF APPEAL**

On October 26, 2011, the County received a third-party letter of appeal from the Friends of the West Shore, the League to Save Lake Tahoe and the Tahoe Area Sierra Club challenging the Planning Commission's actions regarding the Homewood Mountain Resort project based on the following issues:

- The Final EIR's analysis of alternatives and the assertion that Alternative 6 or smaller project versions are infeasible is not supported by the required analysis or substantial evidence.

- The DEIS fails to analyze an adequate range of alternatives that would reduce the environmental impacts of the proposed project.
  - The FEIR must be circulated for a full 45-day comment period and responses prepared because the County did not possess or make available the financial feasibility document prepared by the project applicant during the 45-day review period for the DEIR.
  - Because the agencies added new, significant financial information to the EIR requires the recirculation of the DEIR because its inclusion in the FEIR precluded the public from commenting on an alternative that was not selected.
  - Neither the project applicant's financial document nor the Bay Area Economic's document provide information and analysis that meet the minimum criterion established in *Burger v. County of Mendocino*.
  - Alternative 4 should not have been considered because it is infeasible under the current TRPA Regional Plan.
- The County and TRPA cannot dismiss the serious noise impacts that will result to the project's neighbors over the next eight years.
    - The Agencies' claim that no significant construction noise impacts will result to adjacent residents between 6:00am and 8:00pm because the project complies with the County's noise ordinance which exempts construction from the noise limits during the day simply defies reality.
    - CEQA preempts the County's effort to exempt construction noise from CEQA review via local ordinance.
    - Incorrect distances result in inaccurate description of noise levels that will occur at nearest sensitive receptors.
    - Other operational noise levels cannot be the same as the current ski area as claimed.
    - The DEIS fails to apply a proper baseline to the analysis of operational noises.
    - The DEIS fails to discuss amplification and echoing of noise from the project's proximity to the mountains.
- The EIR's descriptions of numerous aspects of the project are inadequate to evaluate the effects of the project.
    - The DEIR/DEIS fails to accurately describe the project's road usage related to transport of fill.
    - The description of the amphitheater's proposed use is inadequate.
    - The EIR does not contain an adequate description of summer operations.
    - The EIR fails to disclose adequately the snow-making guns component.
    - The coverage numbers used in the EIR's project description and analyses are wrong.
    - The EIR fails to disclose the energy generation components in sufficient detail.
- The FEIR improperly piece-meals the analysis of the whole project and fails to analyze the impacts of important project components.
    - The newly identified access road location must be evaluated now, not in the future.
    - The new off-site vehicle maintenance and storage facility must be described in more detail and its impacts evaluated now.
    - Off-site parking and its potential impacts have not been identified.
- The EIR continues to defer mitigation of numerous significant impacts.
    - The EIR improperly defers mitigation of the amphitheater's noise impacts.
    - The EIR defers establishing mitigation for the project's significant traffic noise.
    - The EIR defers mitigation to address noise from proposed expansion of snow-making guns.

- The EIR continues to defer identifying the mitigation for groundwater impacts at the North Base.
- The EIR still defers mitigation of water supply impacts.
- The EIR defers mitigation of impacts resulting from the lack of adequate parking on peak days at the resort.
- The DEIS's analysis of significant impacts resulting from inconsistencies with the current TRPA Regional Plan, Code of Ordinances and Plan Area Statements is circular and relies on an illegal baseline.
- The DEIS's traffic analysis is flawed and not supported by substantial evidence.
- The DEIS's analysis of the project's parking impacts is inadequate and fails to disclose and mitigate all of the potential parking impacts associated with the project.
- The DEIR's analysis of water quality is inadequate.
  - The DEIS fails to adequately address the impacts to groundwater that will result from the location of the proposed storm water infiltration galleries.
  - The DEIS improperly defers to the future determining mitigation of the infiltration galleries' impact on groundwater.
  - The DEIS general description of possible treatment chambers for re-routed groundwater will not assure compliance with TRPA and RWQCB numeric standards.
- The DEIS's analysis of impacts to the water supply is deficient and improperly defers mitigation.
- The DEIS improperly dismisses the significance of inconsistencies between the proposed project and TRPA and County land use regulations.
  - The DEIS fails to adequately analyze inconsistencies between existing land uses and the proposed project.
  - The DEIS fails to evaluate the full regional impacts of its proposed amendments to the Code of Ordinances TAU provisions allowing additional TAUs in Ski Area Master Plans.
  - The DEIS does not adequately analyze the impacts of transferring TAUs from the North Shore Community Plan area.
- The DEIS's discussion of earthquake risk misrepresents the risks associated with the earthquake faults running through the project site.
- The FEIR's response to Dr. Gath's and Friends of the West Shore's fault hazard comments is not responsive.
- The EIR fails to evaluate impacts of the 142 to 196 truck trips per day on dirt roads to and from fill deposit locations located throughout the mountainside.
- The DEIS's discussion of impacts to scenic vistas and TRPA's scenic threshold is inadequate.
- The FEIR fails to respond to many of Tom Brohard, P.E.'s comments regarding the project's traffic and parking impacts.

- The EIR must be recirculated based on Dr. Gath's supplemental comment and new information regarding risks of active faults that may be present in the project area.
- The DEIS's proposed Statement of Overriding Considerations is not based on substantial evidence.
  - The DEIS fails to identify all of the proposed project's significant and unavoidable impacts, including but not limited to inconsistencies with the current General Plan, Regional Plan, the Code of Ordinances, and the applicable Plan Area Statements; inconsistency with adjacent land uses; impacts to scenic resources, noise levels, and impacts to groundwater.
  - The DEIS fails to identify the specific considerations that it believes make infeasible mitigation measures or alternatives to the proposed project.

### **RESPONSE TO THE LETTER OF APPEAL**

As noted above, the appeal raises 18 issues, many of which are broken into various sub-issues. The appeal also attaches several letters that were previously submitted to the County and the Planning Commission during the CEQA process.

Most of the issues raised in the appeal focus on particular resources or analyses in the EIR. If the comments were submitted during the public review period for the Draft EIR/EIS, then the Final EIR/EIS provides responses to those comments. County staff believes the Final EIR/EIS provides good-faith responses to all substantive environmental issues raised in comments submitted on the Draft EIR/EIS during the public review period.

The appeal also refers to a letter submitted by Michael Lozeau on behalf of the appellants, dated October 12, 2011, shortly before the Planning Commission hearing. Mr. Lozeau's letter attaches comments from Matt Hagerman (October 12, 2011), Tom Brohard and Associates (October 11, 2011), T.A. Barnebey (October 12, 2011) and Eldon Gath (July 21, 2011). Although these letters contain various dates, all of the letters were all submitted to the County as attachments to Mr. Lozeau's October 12, 2011, letter.

Prior to the Planning Commission's hearing on October 18, 2011, County staff and consultants reviewed Mr. Lozeau's October 12 submittal. After the review, County staff and the County's consultants concluded that the issues raised in Mr. Lozeau's letter had been adequately addressed in the Final EIR/EIS.

Upon receipt of the appeal, County staff forwarded the appeal to Hauge-Brueck, the County's lead CEQA consultant for the Homewood Mountain Resort project. Hauge-Brueck has forwarded the appeal to the various technical sub-consultants who assisted with the preparation of the EIR/EIS. Hauge-Brueck is in the process of compiling responses, together with input of its sub-consultants. The purpose of this effort is to document systematically where the EIR/EIS addresses the various issues set forth in the appeal. Staff will forward Hauge-Brueck's analysis to the Board of Supervisors as soon as it is completed.

### **ADDITIONAL CORRESPONDENCE FROM APPELLANT**

The County received a subsequent letter from the appellant's counsel, dated November 2, 2011, questioning the November 15<sup>th</sup> appeal hearing date (Attachment J). The appellant's counsel seeks a continuance of the hearing date based on his interpretation of Sections 17.60.110(C)(1) and 17.60.110(D)(1) of the Placer County Code (Appeals). County Counsel has reviewed the concerns raised by the appellant's counsel, and formally responded to the appellant's counsel's letter (Attachment K). As discussed in the County's November 9, 2011 response, Section 17.60.110(C)(1) of the Placer County Code is intended to ensure that an appellant's materials are received prior to the date of a hearing so the County and that the appellee have an opportunity to review the materials prior to the hearing. The intent is not to provide appellant the right to have a full 30 days to submit

materials. Additionally, Section 17.60.110(D)(1) (Appeals) does not require the Planning Director to have a staff report prepared prior to the scheduling of a hearing date, but that the report must be completed prior to the hearing date so the public may have an opportunity to review the report. Therefore, County Counsel has concluded that the November 15<sup>th</sup> appeal hearing date has been scheduled in compliance with the intent of Sections 17.60.110(C)(1) and 17.60.110(D)(1) of the Placer County Code, and moving forward with the hearing on that date will not result in any detriment of appellants' rights.

Nonetheless, in order to afford the appellant's the fullest opportunity to participate in the Homewood Mountain Resort project appeal, staff recommends the Board of Supervisors proceed as follows at the November 15, 2011 appeal hearing:

1. Hear the staff presentation on the Homewood Mountain Resort project;
2. Open the public hearing;
3. Receive testimony from the appellant;
4. Receive testimony from the applicant;
5. Receive general public testimony;
6. At the conclusion of public comment, close the public hearing to further public testimony, but keep the hearing open to allow the appellants to submit further documentation up through November 28, 2011;
7. Continue the hearing to the December 6, 2011 Board meeting in Auburn.

On December 6, 2011, staff recommends the hearing be reopened for the limited purpose of receiving any further public comment by the appellant on the materials submitted, and any response to those materials by the County and the applicant. After receiving this additional information (if any), the hearing will be closed and the Board will commence deliberations on the appeal and consider the recommended actions outlined at the beginning of this staff report.

#### **PUBLIC NOTICES**

Because of the public interest in this project, the County and the applicant concluded there was merit in increasing the County's standard public notification standards for this project. To assure that most, if not all, residents in the vicinity of the proposed project were notified of the project, public notices for all public meetings were mailed out to property owners of record within 1,000 feet of the project site (as opposed to the County's standard 300-foot mail-out radius). Additionally, the County has assembled an interested parties list of more than 460 persons who wanted to be notified of issues associated with this project, and these interested parties were sent electronic mail notices of all public hearings and community meetings associated with the proposed project. As required by State law, all public hearing notices were published in the *Sierra Sun*, *Tahoe Daily Tribune*, and *Sacramento Bee* newspapers to assure that the greatest number of persons were made aware of this proposed project.

Because of the project's location within the Lake Tahoe Basin, County staff and the applicant wanted to assure that the highest level of public outreach was provided. More than 10 County-sponsored meetings have been held to discuss the project, and the applicant has held more than 80 individual and community meetings to present the project. It was through comments received during this public outreach process, as well as during the comments received on the Draft EIR, that led the applicant to modify the design and placement of structures on the project site.

#### **CONCLUSION / STAFF RECOMMENDATION:**

As discussed above, staff recommends the Board of Supervisors proceed with the following procedures for the November 15, 2011 appeal hearing:

1. Hear the staff presentation on the Homewood Mountain Resort project;
2. Open the public hearing;
3. Receive testimony from the appellant;
4. Receive testimony from the applicant;
5. Receive general public testimony;
6. At the conclusion of public comment, close the public hearing to further public testimony, but keep the hearing open to allow the appellants to submit further documentation up through November 28, 2011;
7. Continue the hearing to the December 6, 2011 Board meeting in Auburn to consider the recommended actions set forth at the beginning of this report.

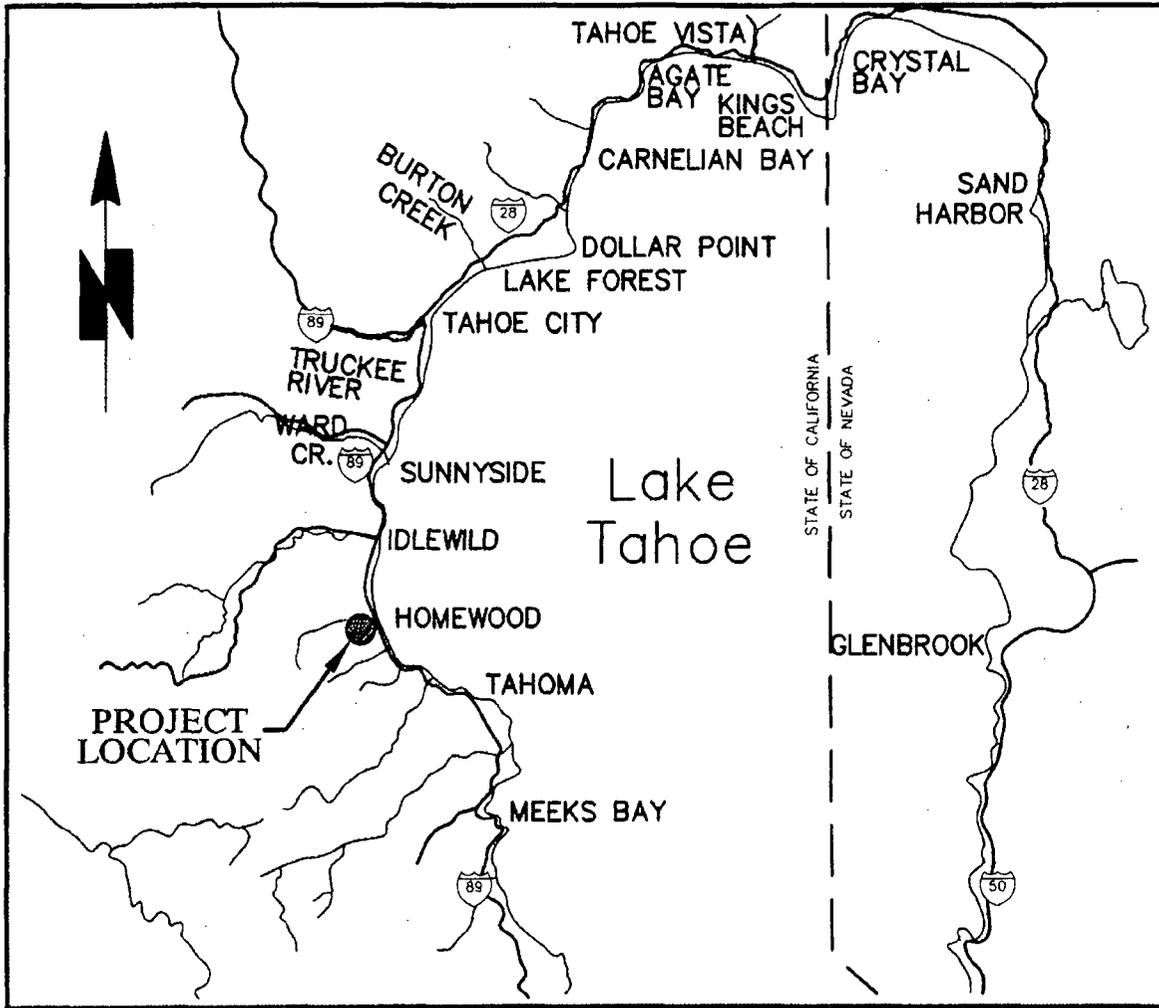
**ATTACHMENTS:**

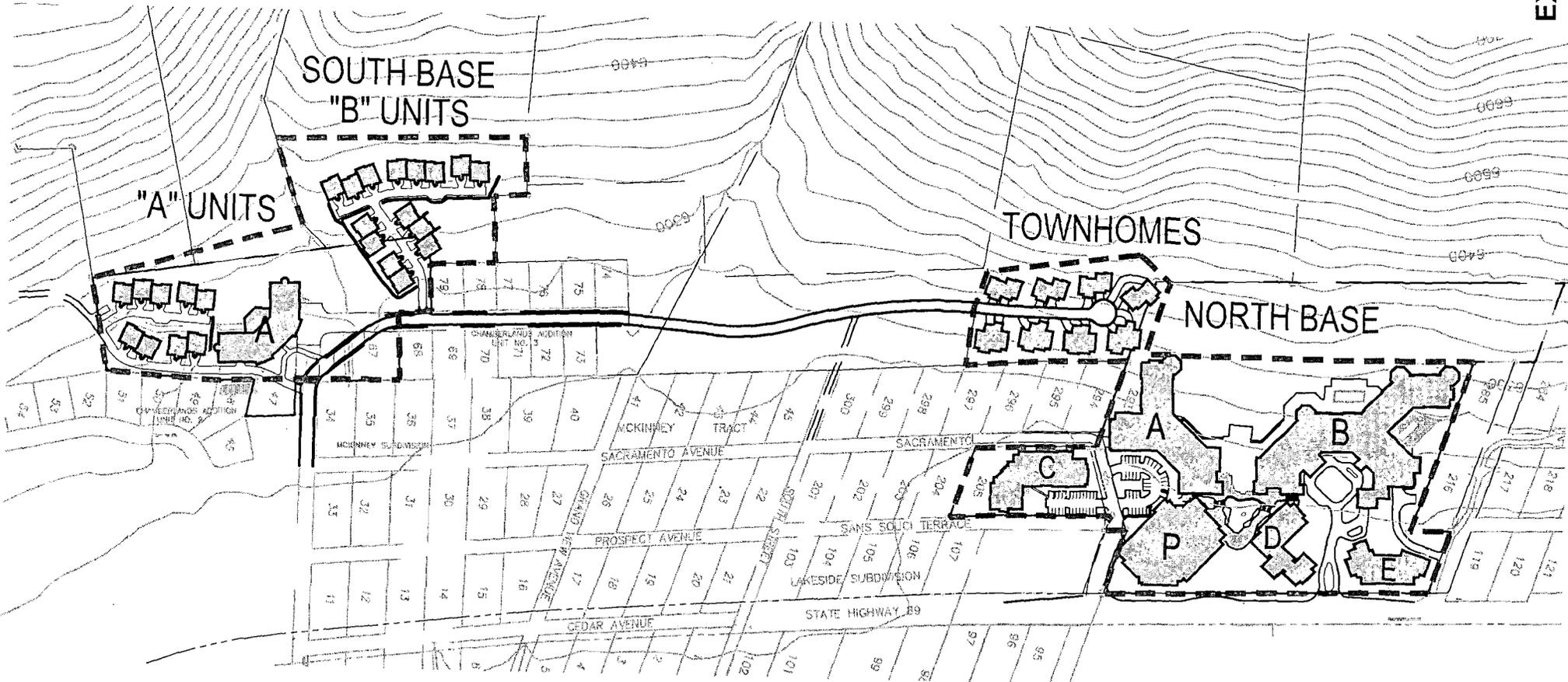
- Exhibit 1: Project Vicinity Map
- Exhibit 2: Project Site Plan
- Exhibit 3: Proposed Building Elevations

- Attachment A Resolution Certifying the Final Environmental Impact Report, Adoption of a Statement of Findings, a Statement of Overriding Considerations, and Mitigation Monitoring Plan
- Attachment B Resolution Approving Amendments to the West Shore Area General Plan
- Attachment C Ordinance Adopting a Development Agreement for Properties within the Homewood Mountain Resort
- Attachment D Recommended Conditions of Approval
- Attachment E Planned Development / Vesting Tentative Subdivision Map
- Attachment F Draft EIR/EIS (sent under separate cover in January 2011, a copy of this document is lodged with the Clerk of the Board)
- Attachment G Final EIR/EIS (sent under separate cover in October 2011, a copy of this document is lodged with the Clerk of the Board)
- Attachment H Correspondences (sent under separate cover / available at Clerk of the Board)
- Attachment I Letter of Appeal, dated October 26, 2011, from Friends of the West Shore, the League to Save Lake Tahoe and the Tahoe Area Sierra Club (including previously submitted letters)
- Attachment J Letter from Michael Louzeau, Counsel for the appellants, dated November 2, 2011
- Attachment K Letter from County Counsel, dated November 8, 2011.

cc: Art Chapman and David Tirman, Homewood Village Resorts, LLC, Applicant  
 Michael Johnson – CD / RA Director  
 Paul Thompson - Deputy Planning Director  
 Scott Finley - County Counsel's Office  
 Yu Shuo Chang - Air Pollution Control District  
 Rebecca Taber - Engineering and Surveying Department  
 Andrew Gaber - Department of Public Works  
 Mohan Ganapathy - Environmental Health Services  
 Andy Fisher - Parks Department  
 Allen Breuch - Supervising Planner  
 Placer County Environmental Coordination Services  
 David Landry - TRPA Project Planner  
 Subject/chrono files

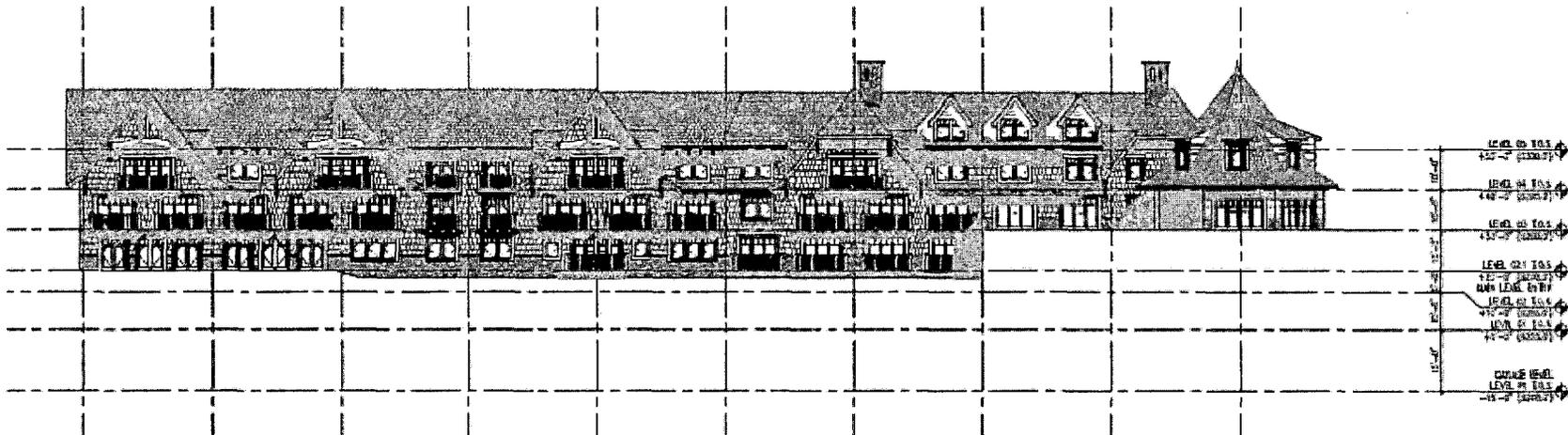
# VICINITY MAP



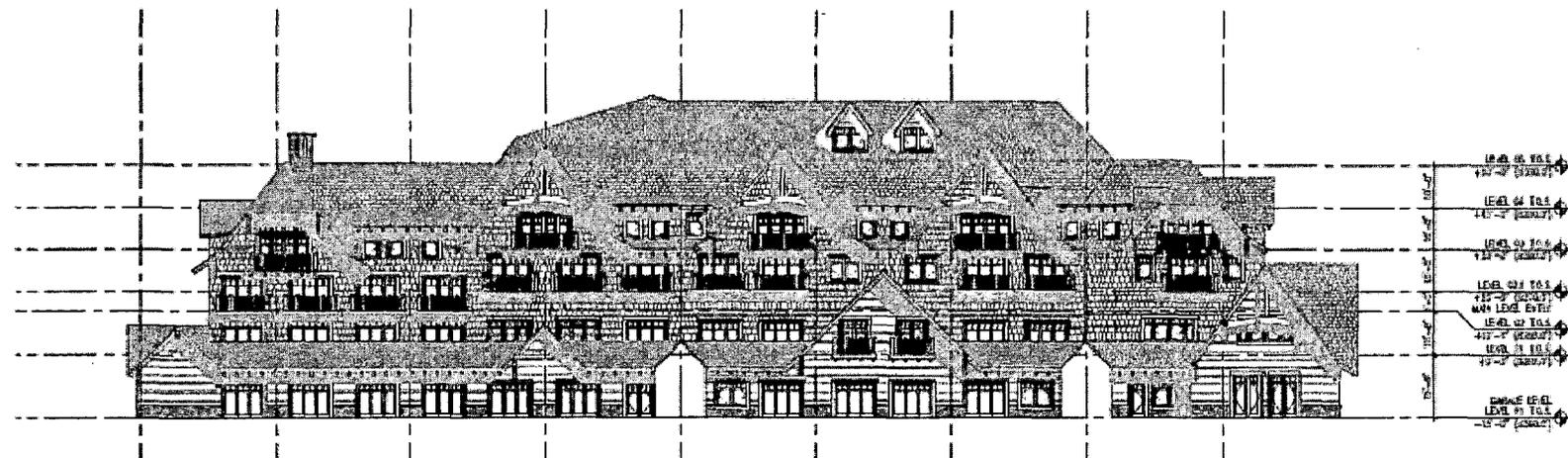


# North Base-Building A

(Day Skier Base Facility & Residential)



**EAST OVERALL ELEVATIONS** SCALE 1/8" = 1'-0" **2**

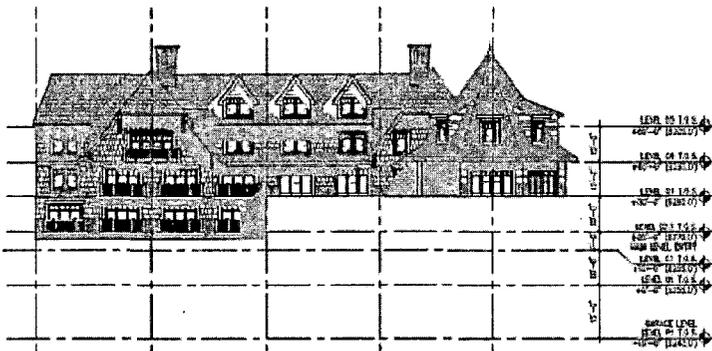


**NORTH OVERALL ELEVATIONS** SCALE 1/8" = 1'-0" **1**

EXHIBIT 3  
38

# North Base-Building A

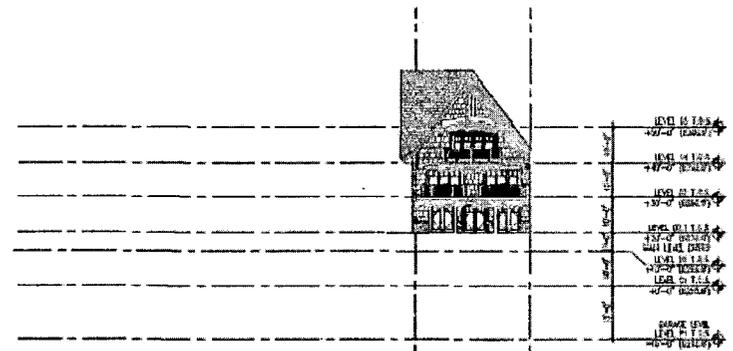
(Day Skier Base Facility & Residential)



**SOUTH ELEVATION**  
BUILDING A - HOTEL

SCALE: 1/8" = 1'-0"

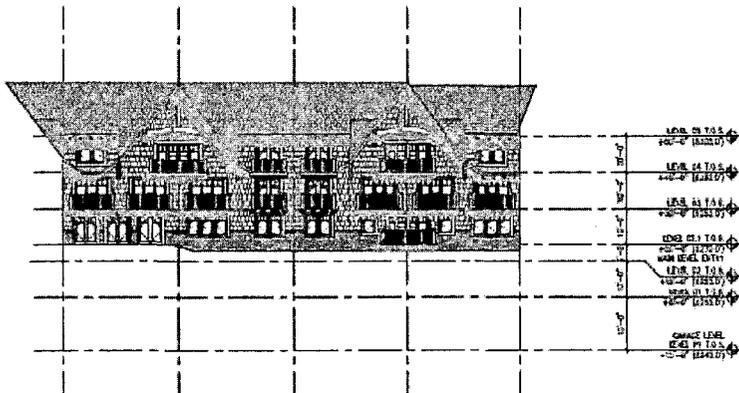
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**EAST ELEVATION**  
BUILDING A - HOTEL

SCALE: 1/8" = 1'-0"

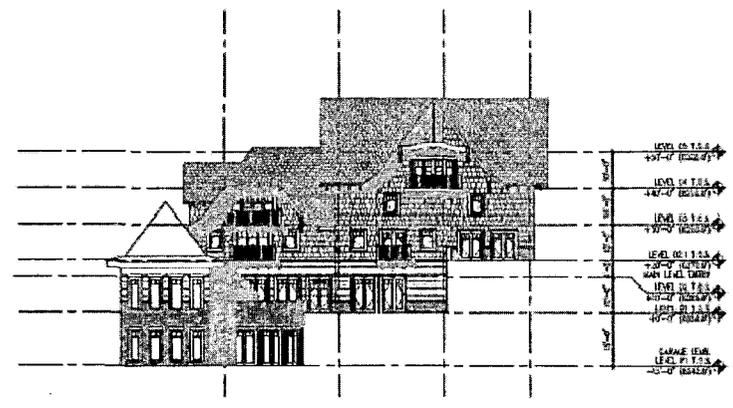
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**NORTHEAST ELEVATION**  
BUILDING A - HOTEL

SCALE: 1/8" = 1'-0"

3

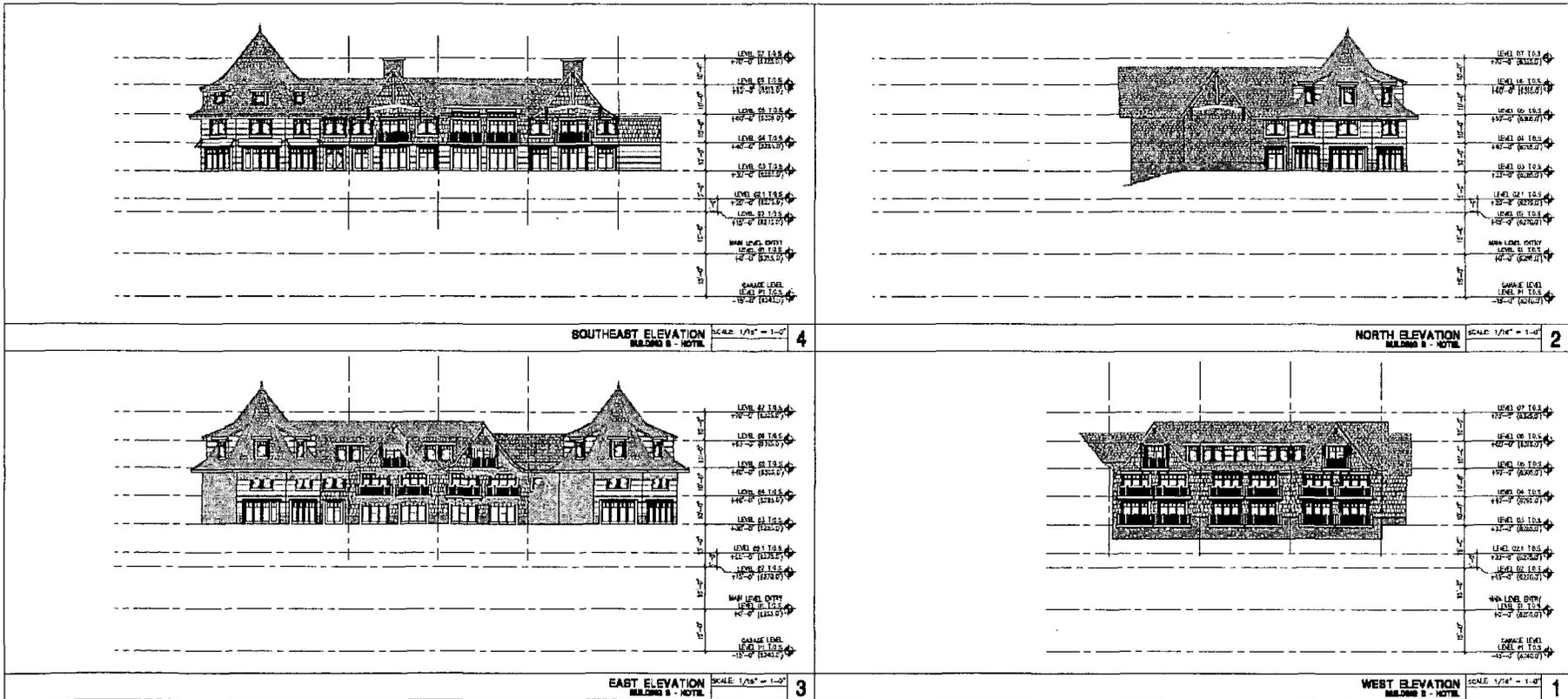


**SOUTH ELEVATION**  
BUILDING A - HOTEL

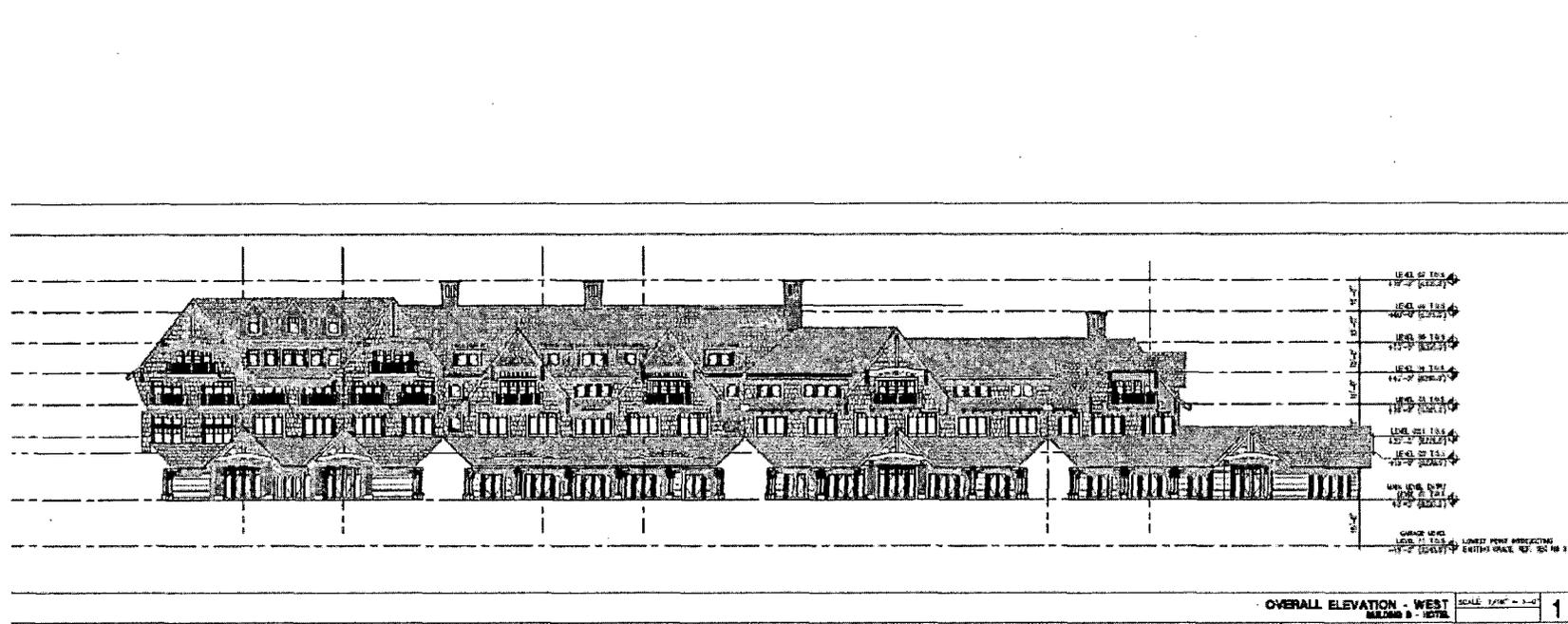
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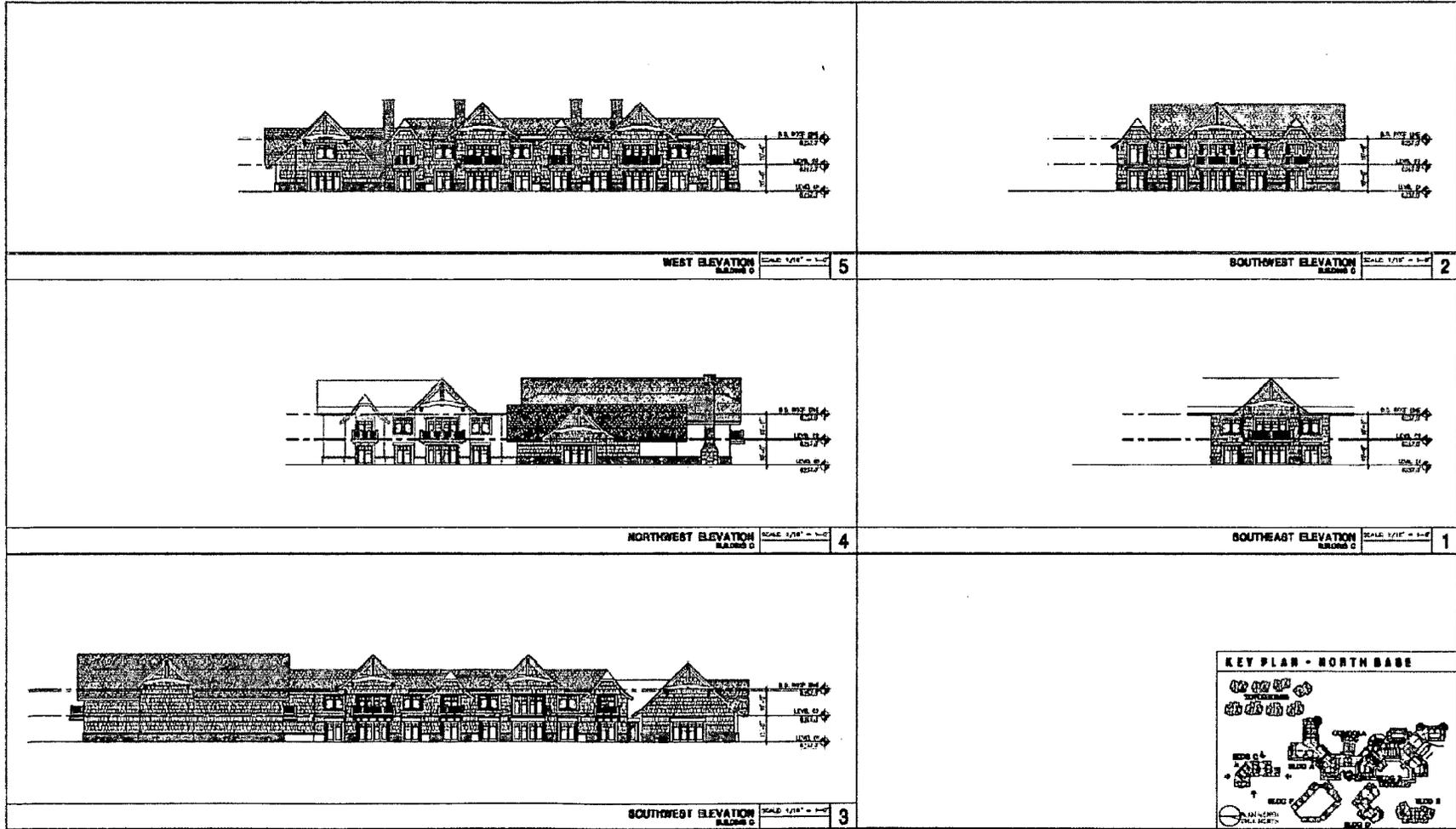
# North Base-Building B (Hotel Elevations)



# North Base-Building B (Hotel)



# North Base-Building C elevations

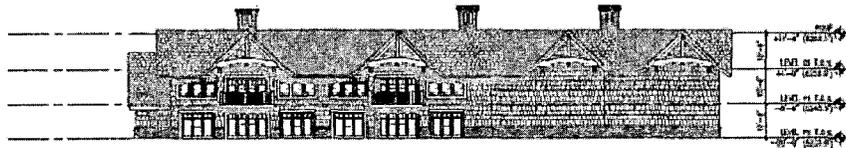


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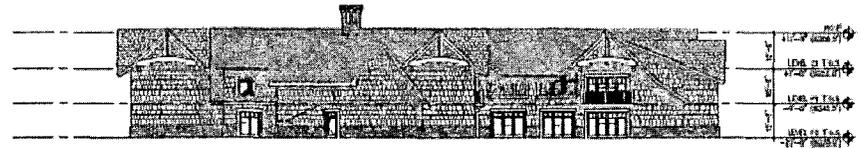
# North Base-Building D

## (Elevations)



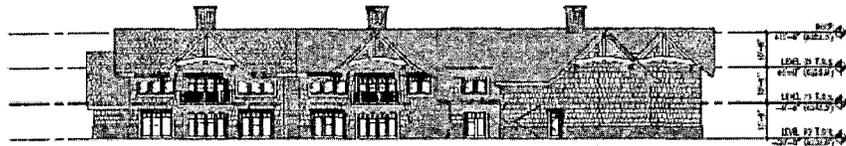
NORTHEAST ELEVATION  
BUILDING D

SCALE 1/8" = 1'-0"  
4



SOUTHWEST ELEVATION  
BUILDING D

SCALE 1/8" = 1'-0"  
2



SOUTHEAST ELEVATION  
BUILDING D

SCALE 1/8" = 1'-0"  
3

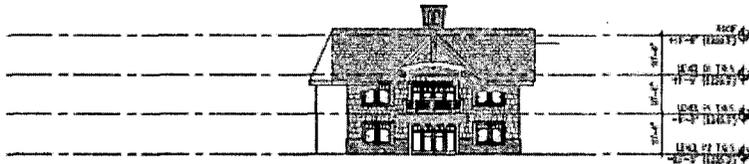


NORTHWEST ELEVATION  
BUILDING D

SCALE 1/8" = 1'-0"  
1

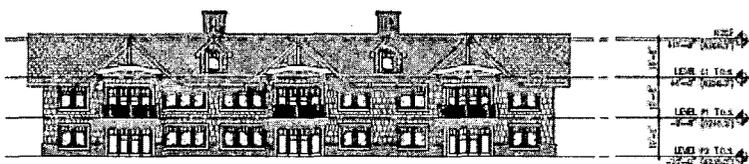
# North Base-Building E

## (Elevations)



**NORTHEAST ELEVATION**  
BUILDING E      SCALE: 1/16" = 1'-0"      4

**SOUTHWEST ELEVATION**  
BUILDING E      SCALE: 1/16" = 1'-0"      2

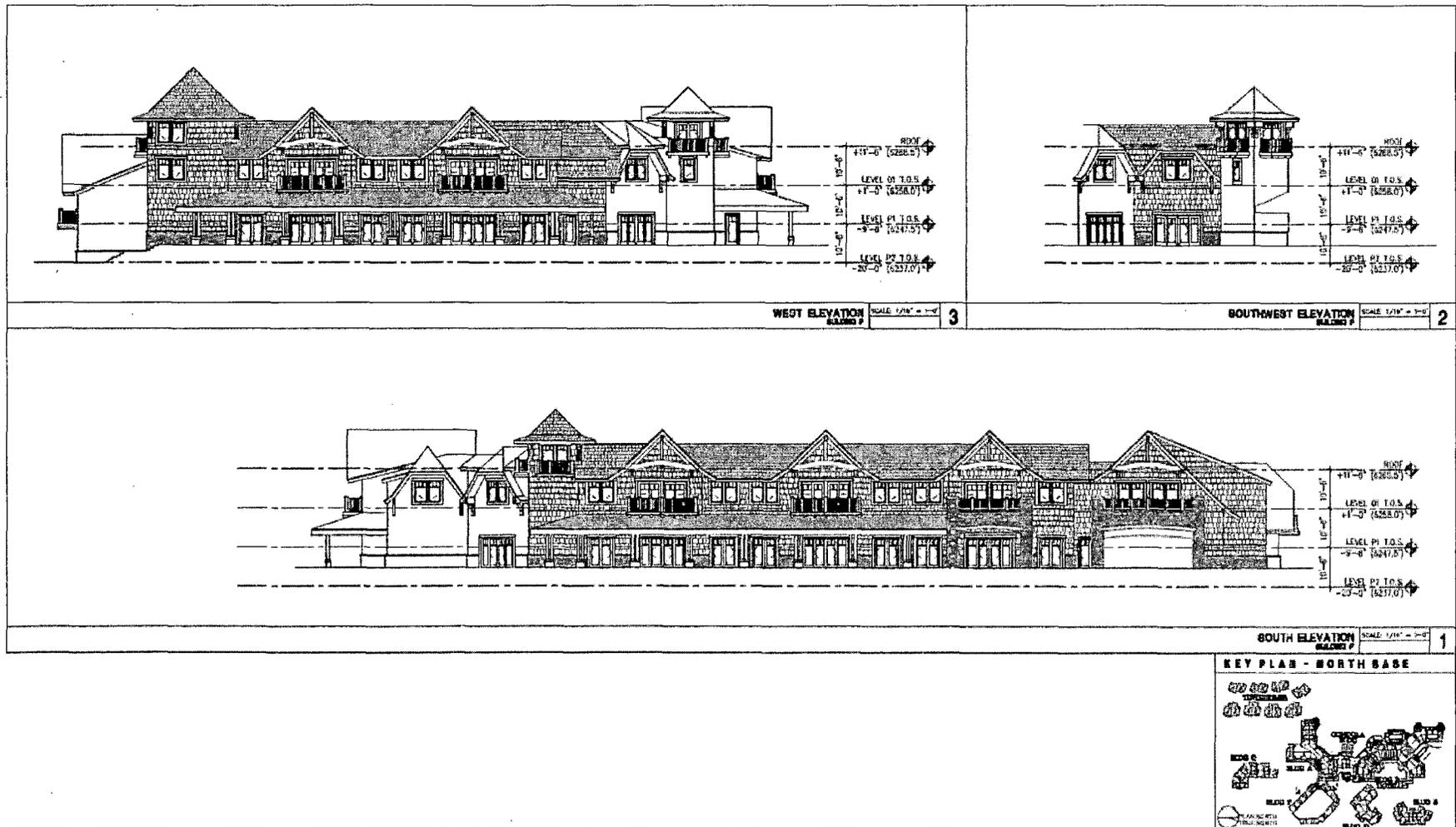


**SOUTHEAST ELEVATION**  
BUILDING E      SCALE: 1/16" = 1'-0"      3

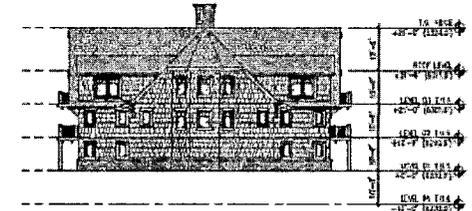
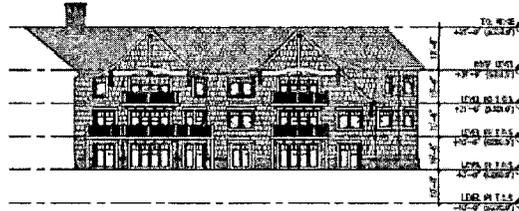
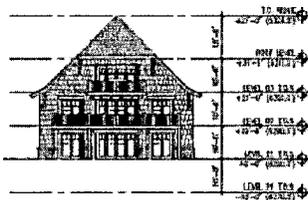
**WEST ELEVATION**  
BUILDING E      SCALE: 1/16" = 1'-0"      1

# North Base-Building P elevations

(day skier parking, employee housing, shop space)



# South Base-Building A elevations (central condominium lodge)



BLDG A ELEVATION

SCALE 1/8" = 1'-0"

6

BLDG A ELEVATION

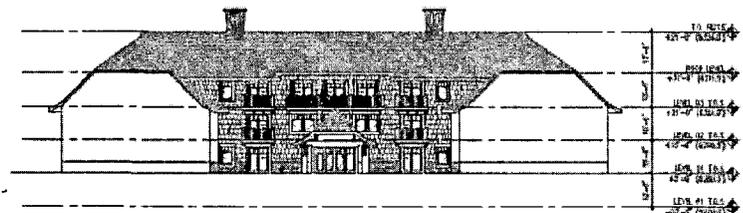
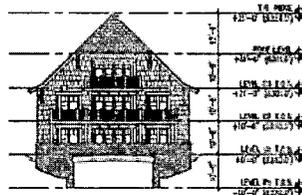
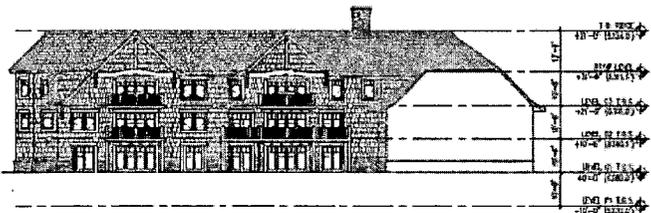
SCALE 1/8" = 1'-0"

5

BLDG A ELEVATION

SCALE 1/8" = 1'-0"

4



BLDG A ELEVATION

SCALE 1/8" = 1'-0"

3

BLDG A ELEVATION

SCALE 1/8" = 1'-0"

2

BLDG A ELEVATION

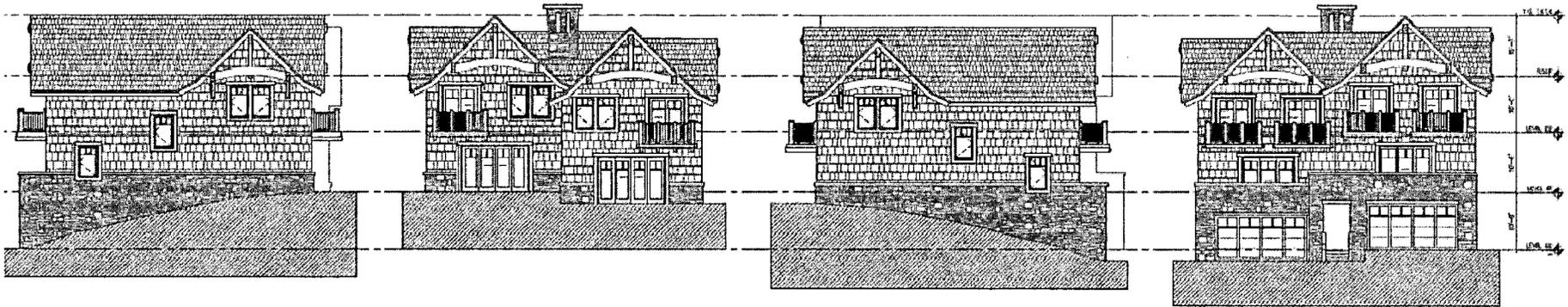
SCALE 1/8" = 1'-0"

1

17

# South Base-Chalets

(chalet duplex building elevations)

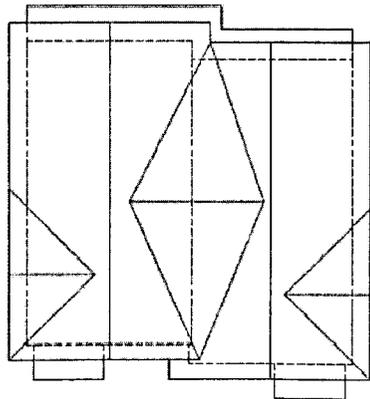


ELEVATION 4

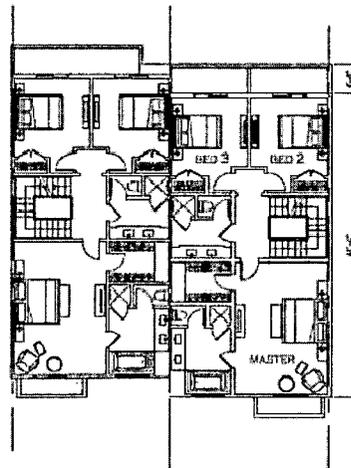
ELEVATION 3

ELEVATION 2

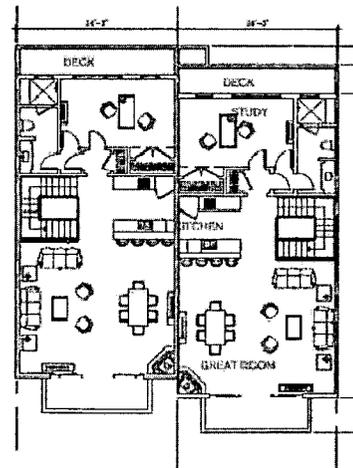
ELEVATION 1



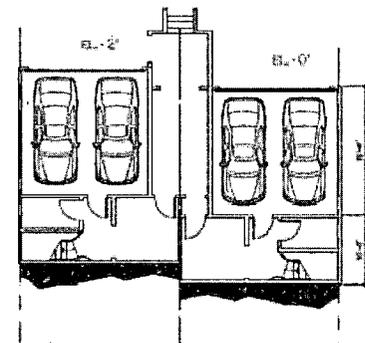
ROOF



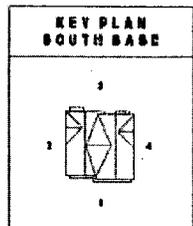
LEVEL 2



LEVEL 1

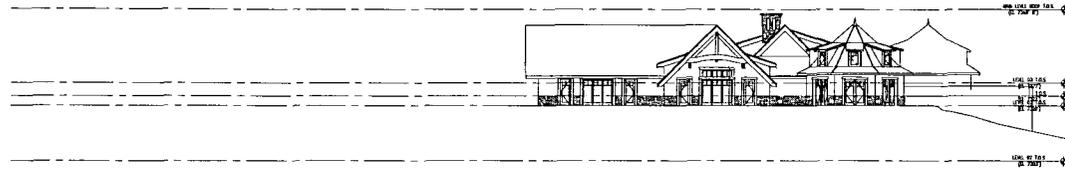


LEVEL OC

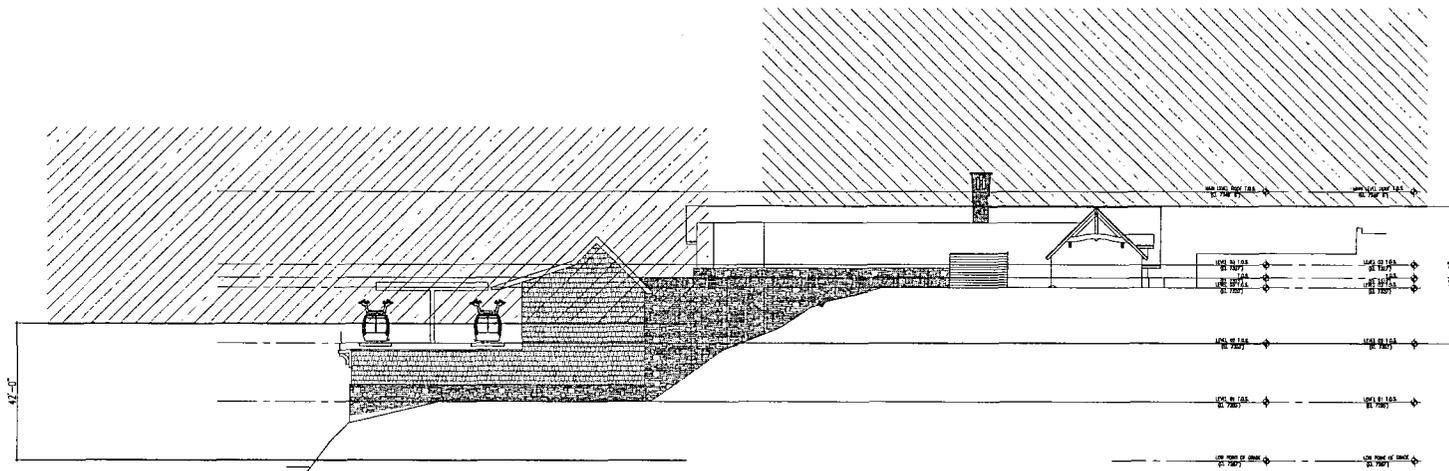


South Base  
Town House Elevations  
Building B  
SCALE: 1/8" = 1'-0"

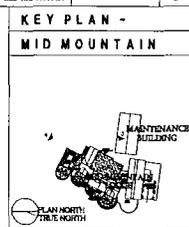
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WEST ELEVATION  
MID-MOUNTAIN SCALE: 1/16" = 1'-0" 4



SOUTH ELEVATION  
MID-MOUNTAIN SCALE: 1/16" = 1'-0" 3



Mid-Mountain  
Elevations  
SCALE: 1/16" = 1'-0"

**HKS**  
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**HOMWOOD RESORT & RESIDENTIAL**  
Lake Tahoe, California  
SCHEMATIC DESIGN SET - MAY 22, 2009

**NISKIAN**  
ENGINEERS

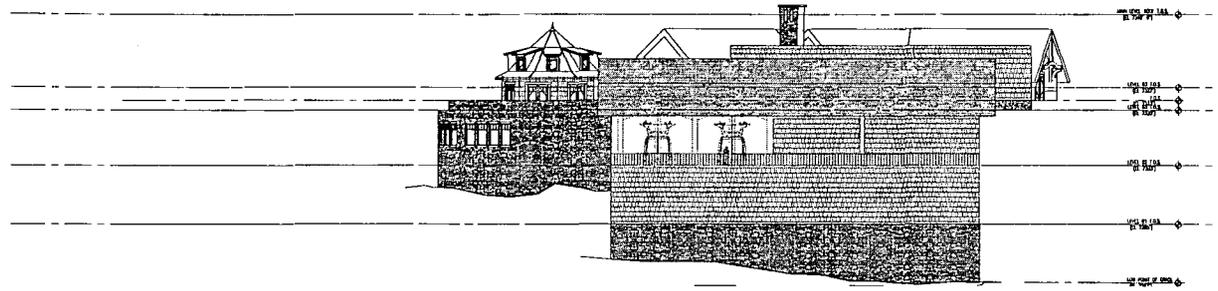
CONSULTING AND STRUCTURAL  
ENGINEERS, INC. 1915  
1900 PASCADORE ROAD, SUITE 100  
SAN FRANCISCO, CA 94116

**BLUN**  
CONCRETE WORKERS  
SHELF TESTS

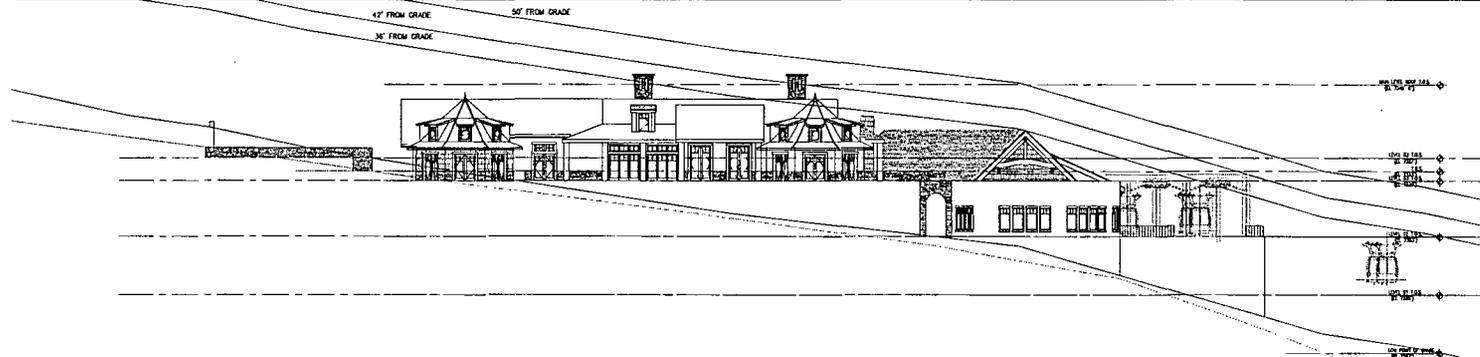
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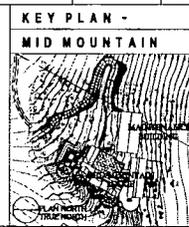
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NORTH ELEVATION  
MID-MOUNTAIN SCALE: 1/16" = 1'-0" 2



EAST ELEVATION  
MID-MOUNTAIN SCALE: 1/16" = 1'-0" 1



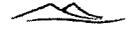
Mid-Mountain  
Elevations  
SCALE: 1/16" = 1'-0"

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SCHEMATIC DESIGN SET - MAY 22, 2009

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CONSULTING ARCHITECTS SINCE 1915

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**BLLAI**  
CONSULTING ENGINEERS  
DALLAS TEXAS

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Date: JANUARY 22, 2010  
Scale: AS NOTED  
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