
on the
HOMEFRONT

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Village Center with Ice-Skating Pond, North Base

UPDATE ON ENVIRONMENTAL REVIEW PROCESS & TIMELINE

Despite the current uncertainties of our local, state, and national economies, Homewood Mountain Resort remains committed to the ongoing planning process that will ultimately lead to a revitalized and sustainable resort. The Environmental Review Process began in earnest during the fall of 2008 with the Notice of Preparation (NOP) of an Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) for the Homewood Mountain Resort (HMR) master plan. Two public hearings were held last fall to solicit input from the public on the EIR/EIS analysis and those areas that were of particular interest or concern

to the public. One of the NOP hearings was sponsored by the Tahoe Regional Planning Agency (TRPA) and held at their offices and the other was sponsored by Placer County and held at the Granlibakken Resort. The EIR Process is mandated by the California Environmental Quality Act (CEQA) which is a California law passed in 1970. CEQA became a state law shortly after the Federal Government passed the National Environmental Policy Act, NEPA. CEQA requires development projects to submit documentation of their potential environmental impact; hence the EIR Process. Given that the TRPA is a federal agency, a similar

mandate for environmental analysis applies in the form of an Environmental Impact Statement or EIS. In the case of the Homewood Mountain Resort master plan, a joint EIR/EIS is being produced by the TRPA and Placer County.

As mentioned above, the process began via a "Notice of Preparation of a Draft Environmental Impact Report", which was filed in the fall of 2008 by both TRPA and Placer County to the California State Clearinghouse, the Nevada State Clearinghouse, Responsible and Trustee Agencies, Interested Parties and Organizations, and Affected Property Owners. The primary function of this Notice of Preparation was to inform the aforementioned agencies that an EIR/EIS would be developed to analyze any potential environmental effects of the proposed HMR Master Plan.

The EIR/EIS document is essentially a four-party document between Placer County, Homewood Mountain Resort, the Tahoe Regional Planning Association, and the third party environmental consultant hired to write the EIR/EIS. The environmental consulting firm utilized to complete this report is Lake Tahoe-based Hauge Brueck Associates, LLC. Hauge Brueck specializes in the management and preparation of these types of environmental and planning documents for public and private clients. The firm has completed a number of similar such

documents in full compliance with the CEQA, NEPA, and TRPA Rules of Procedure. Note that the draft EIR/EIS is prepared directly by (or under contract to) the lead agency, in this case TRPA. So, in other words, Hauge Brueck is working directly for TRPA on this project, however, their costs are being borne by the Homewood project, who in turn pays the TRPA the necessary funds for the EIR/EIS analysis so that the TRPA can in turn pay the consultant.

The timeline for this documentation is as follows: the Draft EIR/EIS Documentation is expected to be published for public review and comment by late summer 2009 dependent upon the consultant schedule and prior agency review. Upon completion of this draft document and production of the final EIR/EIS, public hearings are expected to be held towards the latter part of this year or during the first quarter of 2010, again depending on the final consultant and public agency timelines.

This EIR/EIS document includes a range of study of potential environmental impacts including economic and social impacts, impacts to historical resources, impacts related to traffic, biological resources, etc. It will also include an analysis of a reasonable range of project alternatives as mandated by the CEQA and NEPA process.

OVERVIEW OF RECENT PLAN REFINEMENTS / PROPOSED MASTER PLAN REVISIONS

As part of the Master Planning Process and in response to continuing public input, several modifications to the proposed master plan have been made.

At the South Base, the modifications focus on optimizing building positioning and utilization of existing topography. In response to neighborhood feedback, the rubber tire vehicle maintenance facility that was located at the South Base has been removed from the plan. The rubber tire vehicle maintenance building, which provides services and support to small vehicles and equipment, is now planned to be off-site at an existing garage and work is to be performed through a 3rd party contract. Large equipment is still proposed to be serviced at a new, up-mountain facility, away from the base area and neighborhood homes. As some of the South Base is located within a relatively narrow flood plain zone that abuts the Ellis Creek, two residential condominium buildings were moved slightly to the north and south in order to completely avoid any portion of building footprints encroaching into this sensitive zone.

The mountain maintenance road connection has been aligned with the existing maintenance road to minimize further disruption to the ski area. Lastly, consideration is being given to potentially petition to install a gate for residents only at Tahoe Ski Bowl Way after the stream crossing at the north, subject of course to additional neighborhood input. The idea is to help insure the continued privacy of the neighborhood street.

At the North Base, we have also made a number of modifications to the development plan that we believe will help to further minimize potential impacts. In order to minimize the amount of excavation and grading required, the underground parking garage has been modified to one single level below-grade in lieu of two below-grade levels. In addition, the West Wings (residential condominiums) of the hotel have been reduced in size so that they do not step up the hill to the extent that was called for in the initial project application. A further refinement of the North Base plan condenses the 11 single family residential lots into 16 townhomes. Another area of focus was on the

workforce housing structures. In response to neighborhood feedback, the plan now calls for a shifting of the workforce housing apartments to the east side of the day skier parking structure, which is located away from the street edge. The initial plan had the apartments on the west side of the day skier structure fronting the existing neighborhood and homes. Additionally, the plan calls for one supplemental workforce

housing apartment unit for a total of 13 units (increased from previous count of 12 units), reflecting a more efficient plan layout and further reinforcing our commitment to on-site employee housing. To better facilitate ingress/egress and reduce impacts to the existing neighborhood, both the entry and exit to the day skier parking structure is now from Fawn Street on the north side in lieu of the prior plan which had an exit onto



Existing (Lodge at Tahoe Ski Bowl, South Base)



Proposed (Condos at Tahoe Ski Bowl, South Base)



Current Conceptual Master Plan

Sacramento Street. This will allow for improved pedestrian access between the day skier parking facility and the skier services building. This change will also reduce potential noise impacts to residents along Sacramento by eliminating vehicular traffic in front of their residences. The day skier parking facility has also been pulled further away from the Stream Environment Zone (SEZ) to the south and will allow for wetland restoration of this area to occur. The adjusted plan also creates space for the

potential relocation of the existing Homewood wildlife refuge center, which is located a block to the south, within the proposed day skier parking structure at the south elevation. Lastly, we plan to work with the neighborhood to study the potential for making a portion of Sacramento Street private (ie gated) to help prevent day skier access to the neighborhood and help insure the privacy of street.

LEED FOR NEIGHBORHOOD DEVELOPMENT OVERVIEW & UPDATE

HMR is at an exciting step in the development: the Leadership in Energy and Environmental Design (LEED) for Neighborhood Development Certification Process. The project proposes state-of-the-art forest health/fire protection measures, watershed management, and storm water runoff management. In February 2009, HMR received a Preliminary Review from the "LEED for Neighborhood Development, Pilot Version" in Stage 1 LEED Testing. The results of the initial review were encouraging and we believe that the Project is on track for achieving a LEED Gold certification.

Given the Project's unique location in the Lake Tahoe Basin – a majestic, yet environmentally sensitive region – HMR has created a unique sustainability plan known as "The Homewood Mountain Resort Green Guide", a "Whole Systems" approach to the sustainable development process. Sustainable development, which is frequently referred to as the "Triple Bottom Line" refers to the ancillary benefits of the project on the environment, and on social and economic factors. To date, we have already demonstrated contributions to the Triple Bottom Line: environmental (road restoration and fuels reduction), social (hosting the Lake Tahoe Music Festival, Farmer's Market, community ski days, and implementing dial-a-ride), and economical (continuing the ski operation and related jobs during this process). We view the

development process as a natural step forward in the long-term sustainability process.

HMR is confident that we are working on a project that will maintain a sustainable future. Through collaboration and dialogue with the Homewood and West Shore communities and groups like the Sierra Business Council, League to Save Lake Tahoe, Sierra Club, and others, HMR is confident that we can utilize this tremendous opportunity in employing proper land use planning to foster smart and responsible growth and positive development.

We invite area residents and other interested parties to visit our "drop-in" center located at Obexer's Marina. The center has a model of the proposed development along with architectural presentations for almost every element of the program. Of particular interest is the traffic simulator which was developed by traffic engineers and graphically presents the before and after traffic patterns for the project.

For more information, please feel free to visit the Homewood Mountain Resort Preview Center, 5290 West Lake Blvd, Homewood, located in the small beige house adjacent to the Obexers Marina off of State Highway 89 at Homewood. You can also check out the latest at www.skihomewood.com/masterplan.



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