
on the

HOMEFRONT

VOLUME 6

HOMWOOD MOUNTAIN RESORT PROJECT COMMUNITY INPUT MEETING SEPTEMBER 6, 2007

Below is a summary of the various questions that were posed during the Homewood Community Workshop held on September 6, 2007 followed by our responses to your questions. To all of those who attended the workshop, we very much appreciate your interest and participation in the planning for the future of Homewood Mountain Resort.

1) Can you have a community meeting just on the trails (work w/ TCPUD), and will they have bathrooms?

Good suggestion; we anticipate having a number of meetings with the TCPUD on trails and utility issues during the planning process.

2) Will you be posting the plans online?

Newsletters are already posted; additional information including conceptual plans will be posted in the near future as the website develops. Go to www.skihomewood.com home page and click on the Homewood Mountain Master Plan link for further information.

3) What are the timelines?

Timelines will ultimately depend upon the agency review and approval process. Environmental review and approvals are expected by the end of 2008 or early 2009. Construction on the first phase at the north base could start as early as summer of 2009 depending on the timing of agency approvals.

4) What is the Environmental Impact Report (EIR) Timetable? Can we please have an updated status? When will the Notice of Preparation (NOP) of an EIR be released?

The EIR timetable is dependent on the public agency process. Our goal is to submit a formal environmental questionnaire (EQ) to Placer County and a like document to the TRPA prior to the end of 2007. The agencies will then have a time period during which to review the EQ and issue a NOP for an EIR/EIS. It is our expectation that this would happen during the first quarter of 2008.

5) I am on the Board of NTCAA & Member of Homewood since 1964. What do you say when: 80% of responses via email say no development! (traffic, fire hazard, decrease in water quality), 15% agree with an increase of our census of 840 population by 210 more people, only 5% allow building by scale – 2 story + character.

We are not familiar with any such email poll. Clearly, the recent Sierra Sun poll differs from your email results as does the response from local homeowner meetings held during the summer. We assume that the email in question was an internal NTCAA communication that was not widely circulated to residents of the west shore community.

6) What are the plans to upgrade present ski lifts?

The old Quad lift is currently being replaced with a \$4 million state-of-the-art high speed quad chair lift. Future plans include replacement of the Madden triple chairlift with a high speed 8-passenger gondola. All other existing lifts will be upgraded over time. Current plans also include a new lift to connect the south base residential area with the proposed mid-mountain lodge.

7) Any plans to expand the ski area? (to Ellis Peak, etc.)?

Right now our primary goal is to improve on what we have, meaning we will work on improvements within our existing boundaries. These improvements are part of our mountain master plan. There are currently no plans to expand the ski area to Ellis Peak. The Ellis Peak area is owned by the U.S. Forest Service.

8) Will there be a connection to Alpine Meadows and what kind of impact will it have on skiing at Homewood?

There are currently no plans to connect Alpine Meadows to Homewood. The US Forest Service owns the land between the two resorts. Our goal is to try and build on the traditions of both hills, improving the skier experience as we go. We feel each location provides locals and guests with two different, but equally enjoyable skiing experiences.

9) Will you go up to Ellis Peak with a new lift?

Our current planning does not include a lift to Ellis Peak. The US Forest Service owns the land at Ellis Peak.

10) Will access to “south” lifts be permitted if not parking there?

Currently, our goal is to remove day skier parking from the south base area. The south base is intended for use by immediate residents. The lifts can be used, however, by skiers coming down the mountain that may have parked or accessed the ski mountain from the north base.

11) Where will the 100 new employees live?

We do not yet have a finalized projection on the number of new employees generated by the proposed project. Workforce housing requirements are planned to be met with a percentage on-site as well as off-site. Our current conceptual plans include a limited number of on-site units. Offsite locations are expected to be provided primarily for temp/seasonal employees.

12) Will you provide employee housing?

Current plans include up to 12 employee housing apartments at Homewood as well as additional workforce housing off site.

13) Are you planning summer sports activities like mountain biking with chair lifts?

We are currently evaluating a summer activity program including the potential for mountain biking subject to requisite permits allowing for such activity.

14) What are the plans for the summer? So far all of the discussion has been about the ski resort.

Summer activities are currently being evaluated – we do plan to continue with activities such as the Lake Tahoe Music Festival, the farmer’s market, and offering services such as weddings (at our proposed mid-mountain lodge facility).

15) Will the use of permits be conditioned on such things as maximum number of skiers/users?

It is not clear what is meant by “the use of permits.” Our goal is to limit tickets sales and tie them to the day skier parking capacity of the resort; this to help mitigate the current parking and/or crowding problem.

16) For us skiers, how are you going to limit sales tax? Cost of tax?

Sales tax is established by governmental authority and not by the resort owner.

17) Is the sale of land to the Forest Service still an option?

We are currently working on finalizing the sale of the Quail Lake area. Selling this pristine location to the Forest Service will help to ensure that the land/lake remain a part of the public domain to protect water quality while still allowing winter recreational activities in the area.

18) How many rooms in the hotel? How many condo housing units? How many timeshares/shared ownership?

There will be approximately 50-60 traditional hotel rooms with 40-two bedroom for-sale units and 30 for-sale roof top units in the hotel/lodge structure. Current plans also include approximately 42 additional residential condominium units at the north base area in separate structures. The south base is currently planned for approximately 120 residential condominium units. We are also planning on roughly 11 for-sale residential lots to the west/southwest of the north base area. A small percentage of the south base units are expected to be fractional ownership.

19) How will you communicate to day skiers that the ticket sales have reached the maximum for the day?

Limiting of ticket sales is more a function of parking. The idea is to alert day skiers through the use of strategically placed signage that the day skier parking area is at capacity.

20) How many day skier parking spots are there today? How many when project is complete?

On a peak day, there currently can be up to approximately 900 automobiles parked in both the north and south base areas. We plan to reduce the number of day skier parking spaces with the implementation of the new master plan and have not yet arrived at a final parking space figure.

21) What is the size of the hotel – how many rooms? Will there be a restaurant?

(See response to question 18 above). Yes, there will be a restaurant in the lodge/hotel that is planned to be a full service restaurant.

22) What kind of noise will come from the hotel – will service vehicles come early in AM (before 6 am)?

We are in the process of evaluating potential noise sources and sound attenuation as a part of our conceptual planning process. We are committed to working with the community in the interest of mitigating potential impacts due to operations.

23) How tall are all of the buildings going to be (height in feet, # of stories)?

The heights of buildings are still being evaluated as we develop the conceptual architectural plans. Heights are expected to vary to some degree but are planned to be based on historical precedents. The current concept is to keep a more residential/pedestrian scale on the perimeter buildings closest to existing residential and highway frontage and step up with the hotel furthest away from the highway and closer to the start of the mountain.

24) If you become a “Demonstration Project” via TRPA & the new (Community Enhancement Program) CEP – how many more commercial areas & Tourist Accommodation Units (TAUs) are you going to request? How many stories high are the 120 units in the South Homewood?

Current plans call for 15,000 square feet for neighborhood commercial areas including a grocery store, hardware store and an ice cream parlor. We have not yet determined the specific quantity of TAUs required. Architectural concept plans including number of levels are still being developed for both the north and south base areas.

25) Which specific areas of your development potentially offer your company the healthiest margins?

The sale of residential units.

26) Who can use the “community” pool? Are Rubicon residents part of the community?

We have not worked out all of the logistics yet, but the intention is to make the pool available as a local amenity.

27) How many cars can park both above & below ground?

We are currently analyzing specific parking requirements and have yet to make a final determination on numbers of spaces. The majority of parking for the residential and hotel uses are planned to be below grade.

28) Can you describe the lodge features at the top of the gondola?

A beautiful mid-mountain lodge is being planned to replace the current tent dining structure. The lodge will include indoor and outdoor dining, a lounge, skier services (first aid/ski patrol, ski school HQ), restrooms, service/storage bays, etc.

29) Why is the new mid-mountain pavilion so large?

The mid mountain lodge is planned to be approximately 14,000 square feet and will include a gondola terminal, dining, bar/lounge, kitchen, outdoor seating and room for maintenance equipment below. It is being appropriately sized to accommodate the day skier population on mountain.

30) How is this plan keeping Homewood like it used to be?

The intent of design concept is to recall the “old style” of architecture that was prevalent at Lake Tahoe such as the old Tahoe Tavern and to bring back a community center and neighborhood gathering place to Homewood and the West Shore.

31) How does a new market help existing business right up the street?

New residents, hotel guests, and day skiers are expected to frequent all local businesses including both new and existing.

32) Will you be competing with existing businesses (i.e. Obexers mkt.)?

We do not view the planned commercial as competition to existing retail at Homewood but rather complementary and a way of providing additional services at Homewood that currently require an automobile trip to Tahoe City (i.e. hardware store). We expect that new residents and visitors will help existing retail outlets.

33) Is parking actually underground?

The current concept is to locate most of the parking underground. Besides the parking structure we are planning to locate at the existing gravel lot location (North Base), and a small amount of surface parking for locals/guests who would like to use the small retail area, all other parking spaces are currently proposed below the natural grade underneath the building footprints.

34) Where will the parking lots be underground?

Parking is planned to be located directly below building footprints taking advantage of excavation required for building foundations. Day skier parking is proposed to be in a 3 level structure (one level partially below ground, 2 above).

35) What will be on the 2 parking lots on the northeast side in front of Homewood Mt. Resort South?

Our conceptual plan is to replace existing facilities with residential condominium units and landscaped areas. With that, the day skier surface parking is planned to be removed and replaced by all new residential parking placed below ground.

36) How far beyond parking lots is there excavation?

Currently we are still working on our conceptual/schematic designs, so the excavation distance beyond the parking lot has not yet been determined.

37) Do you have plot maps for the entire project?

We will be developing a preliminary master plan and a tentative subdivision map as a part of the project review and approval process illustrating how the property is to be subdivided into various parcels. These maps are still in the process of being developed.

38) You mentioned no new development on the mountain, but then went on to say all mountain machinery & diesel were going to be located on top. This is going to take buildings, waste & water. Please explain.

The idea is to have no residential or other development on the mountain other than the mid-mountain lodge and the relocation of the existing maintenance area to a more efficient mid-mountain location. The proposed mid-mountain lodge will replace the white tent structure on mountain that currently provides food and beverage service. Certain aging lift equipment is planned to be replaced. The current conceptual layout (north base, south base, mid-mountain) is one that emphasizes keeping the remainder of the mountain undeveloped.

39) What will the impact be on the 7 homes on Tahoe Ski Bowl Way?

The existing maintenance equipment and day skier parking are planned to be removed. The existing proposal for Tahoe Ski Bowl Way is to no longer use it as a base for day skiers. Day skier activity is planned to emanate from the north base. New residential units are planned for the south base area replacing the old lodge, maintenance facilities, and other ancillary ski facilities. It is our expectation that traffic and noise levels will decrease as a result of these changes.

40) Will there be any development on the land between current south and north areas?

Currently, our conceptual plans between the north and south bases include 11 single family home sites. These lots will be closest to the north base.

41) Is there going to be an increase in coverage? What offsite mitigation is taking place?

Property wide, Homewood currently has over a million square feet of verified coverage for roads alone. We are currently not planning on offsite mitigation as current plans do not anticipate an increase in overall coverage. In fact, upon completion, the area of coverage on the Homewood Mountain is expected to be significantly decreased from today's levels. We have already restored approximately 70,000 square feet of old roads on the mountain to its natural state.

42) With all of the environmental efforts you are making, have you considered solar energy as a source of power? Tahoe is blessed with 300 days of sunshine per year.

Solar is a technology that we plan on investigating. Currently we are preparing a sustainability implementation plan that will evaluate various alternative energy generation options.

43) How big is the biomass plant (unit) & can it power more than Homewood Mountain?

The size of the biomass plant has not yet been determined. Biomass units are relatively new technology, and are still being evaluated by both the public and private sectors.

44) In the past, grading on the run on the north of the ski area has caused spring run-off that flooded our homes. How will you protect us from all of the development on top of the mountain?

Please provide specific information on the past grading activities mentioned in the question. Grading activities would require appropriate agency permits and safeguards. We are currently working with a watershed and re-vegetation expert and his team to address a variety of watershed related issues including storm water runoff. Current plans include implementation of a comprehensive watershed management program combined with a Storm Water Pollution Prevention Program and associated Best Management Practices (BMP).

45) The TRPA has established a lake clarity goal of 30 meters.

Today we are hovering around 22 meters. The work that has been done by Michael Hogan contributes significantly to helping increase the water quality of the surrounding watershed. However, my concern is with the negative contributions caused by urban runoff. Knowing that no BMPs are 100% effective at treating this water & that your proximity to the lake leaves very little room for treatment, how are you planning on addressing this issue?

With an updated master plan for the Homewood Mountain Resort, we have a unique opportunity to actually implement measures that would result in environmental improvements on multiple levels. In terms of storm water runoff, we plan on addressing this issue by combining state-of-the-art BMP's at our base areas with an Adaptive Watershed Management program. The idea is to not only intercept and treat water at the base areas, but to also reduce sedimentation and improve water quality up on the mountain (at the source). A primary goal of what is being planned for Homewood is to create a "complete system" that improves water quality by combining the upper-mountain to the base areas.

46) What about snowmaking? Where and how much snow and water?

Homewood Mountain Resort is planning on expanding snow making capacity. The existing snow making equipment is considered to be among the most energy efficient in the industry. The expansion is planned for the Homeward Bound trail to the top of Rainbow Ridge. Snowmaking is considered mostly a non-consumptive use of water as the majority of water used is recycled back into the ground plane. Ultimate system engineering and design will dictate quantity of water. We are also exploring ways to adapt our snow-making expansion to the area's need for wildfire protection.

47) I am interested in your plans for water including for drinking & fighting fire. How about erosion control?

At the moment we have our civil engineering consultants (NCE) looking into all supply/source issues, while another consultant (BGCE – mechanical engineers) are looking into our future demands by square feet and usage. The plan is to address all three areas – on-mountain, south base, and north base. Storage of water for fire suppression and the possibility to use our proposed snow-making expansion for fire safety is also being evaluated. As far as erosion control is concerned, we have an environmental consultant doing a significant amount of road restoration and habitat restoration. The same expertise is developing a master watershed plan for the whole of the resort and mountain. We have also initiated forest health work and plan on treating up to roughly 1200 acres over the course of the next several years. To-date, nearly 400 acres have been treated which helps to greatly reduce the risk posed by potential wild fire. These measures should put us in the position to effectively prevent and/or be proactive regarding erosion on the mountain.

48) Where is the water supply coming from (for fire, snowmaking)? Will there be an increase in land coverage?

Water is coming from existing sources including the two public utility purveyors and existing ground water sources. There will not be an increase in land coverage. We expect there to actually be a reduction in land coverage due to restoration work currently ongoing on the mountain.

49) Will this project affect the Madden Creek water well? I hope not because we love our water and that there are no chemicals.

Current plans are not expected to impact the Madden Creek water well.

50) Was Madden well included in the 3 wells?

Yes.

51) Do you plan or do you see Highway 89 being enlarged to more lanes in the future? Are you planning to take over Swiss Lakewood Restaurant?

Highway 89 is under the control and jurisdiction of Caltrans. Although we do not expect that Hwy 89 would be enlarged, such a decision would ultimately lie with Caltrans. We have no plans to take over the Swiss Lakewood Restaurant.

52) Traffic: How many cars are anticipated on an average ski weekend for skiers, condos, hotel, etc?

A detailed traffic/circulation study is planned as a part of the environmental review process. A traffic analysis is designed to provide information on anticipated numbers of automobiles based on the proposed program.

53) After completion of the project and keeping the land beautiful, consider deeding it to the California Conservancy so no more building can take place; but there could be an easement.

Our current thinking is to preserve the undeveloped property on mountain, protecting the natural landscape from future development.

54) What about ticket prices for the locals?

Ticket pricing is established on an annual basis including consideration of local residents.

55) Why not define "locals" by what is listed on our driver's licenses?

True; this could be one way to help define "local".

56) Will there be a place that's affordable for locals to congregate?

Current planning includes provision for neighborhood gathering spots such as an ice cream parlor and/or small coffee shop, a restaurant and bar in the north base lodge/hotel, and an outdoor ice skating area surrounded by seating and outdoor fire pits.

57) Are there priorities for who is eligible to ski here? i.e. residents?

The ski mountain is open to the public on a first come, first serve basis.

58) I am a restaurant owner here in Homewood. Are you planning on putting in any dining in the future? If so, do we as locals have an opportunity to participate?

Dining is planned to be provided in the Hotel, as well as to skiers at the base lodge (cafeteria style – standard at ski hills), and finally at the mid-mountain lodge. Preliminary plans include provision for an ice cream parlor and/or coffee shop as part of our limited retail program. We would expect that retail opportunities would be open to locals as well as others.

59) Will there be any community access for hiking/trips to Lake Louise/across the property, etc.? Or is access denied?

Although Homewood Mountain Resort is on privately owned property, the mountain has always been accessible for hiking and there are no plans to close the mountain to hiking activities.

60) Why an increase in ticket prices for young people who can't afford day passes? Will there be traffic lights on Highway 89?

Increases in ticket prices are not directed at a particular demographic but are rather a function of trying to remain competitive in a highly competitive market and operate a successful business. Traffic mitigations may be required through the planning and approval process. At this early stage, specific mitigation measures related to traffic control have not yet been determined.



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