



November 8, 2022

Tahoe Regional Planning Agency
128 Market Street
Stateline, NV
Executive Director, John Hester and Julie Regan

Re: Homewood Mountain Resort's Master Plan Update

Dear John and Julie:

On June 28th, 2022, the Homewood team met with TRPA executive staff to share updates to the Homewood Mountain Resort (HMR) Master Plan. At that meeting we discussed proposed density reductions to the previously approved master plan as well as whether those changes would be required to go back to the TRPA Governing Board for review. As you realize, since the proposed land uses significantly reflect the land uses approved in the master plan, and we have reduced the number of units contemplated for construction and associated environmental impacts, we believe that the project does not require further public hearing. At the June meeting, TRPA staff asked that we double our community involvement efforts during the summer to ensure that in particular, local residents and property owners were fully aware of the revised plans. The purpose of this communication is to summarize the community input process that we undertook this summer and to again summarize for you the comparison between the previous TRPA entitlement approvals and the proposed revisions.

HMR TRPA and County Entitlements

HMR's TRPA Conditional Permit authorized development of the North Base and Mid-Mountain areas. While the proposed South Base plan was reviewed and approved at a programmatic level, final approval was deferred until more detailed engineering and site-specific information was available. We believe that the proposed project uses, density, coverage and impacts remain in substantial conformance with the original TRPA and County Conditional Permits findings, Vesting Tentative Parcel Map and Final Environmental Impact Report/Final Environmental Impact Statement (FEIR/FEIS). The County's support for the master plan implementation is progressing in tight collaboration with all County Departments both regionally and in the Tahoe Basin office itself. Our collaboration with TRPA senior staff continues through the strategic planning, review and permitting processes as well on a lot-by-lot basis.

Land Use Comparison and Conformance

Below, we have prepared a chart which compares proposed land uses to those approved previously by TRPA.

		2015	2022	2015	2022	2015	2022	2015	2022	2015	2022	2015	2022
<i>Lots</i>	<i>Phase</i>	<i>Residential</i>	<i>Residential</i>	<i>Commercial</i>	<i>Commercial</i>	<i>Hotel</i>	<i>Hotel</i>	<i>Skier Services</i>	<i>Skier Services</i>	<i>Common Area</i>	<i>Common Area</i>	<i>Unit Count</i>	<i>Unit Count</i>
<i>1 (S Base)</i>	<i>IV</i>	<i>X</i>	<i>X</i>							<i>X</i>	<i>X</i>	34	30
<i>2 (S Base)</i>	<i>IV</i>	<i>X</i>	<i>X</i>	<i>X</i>	<i>X</i>			<i>X</i>	<i>X</i>	<i>X</i>	<i>X</i>	55	50
<i>3</i>	<i>Ia</i>	<i>X</i>	<i>X</i>							<i>X</i>	<i>X</i>	8	7
<i>4</i>	<i>IV</i>	<i>X</i>	<i>X</i>	<i>X</i>	<i>X</i>					<i>X</i>	<i>X</i>	<i>n/a employee hsg</i>	<i>n/a employee hsg</i>
<i>5</i>	<i>Ib</i>	<i>X</i>	<i>X</i>					<i>X</i>	<i>X</i>	<i>X</i>	<i>X</i>	45	32
<i>6</i>	<i>II</i>	<i>X</i>	<i>X</i>	<i>X</i>	<i>X</i>	<i>X</i>	<i>X</i>	<i>X</i>	<i>X</i>	<i>X</i>	<i>X</i>	110	70
<i>7</i>	<i>III</i>	<i>X</i>	<i>X</i>							<i>X</i>	<i>X</i>	15	12
<i>8</i>	<i>III</i>	<i>X</i>	<i>X</i>							<i>X</i>	<i>X</i>	16	12
<i>9</i>	<i>III</i>	<i>X</i>	<i>X</i>									<i>Future Homes</i>	<i>Future Homes</i>

In reviewing this chart, you will note that land uses and density proposed across the North Base remains in conformance and are consistent with the original TRPA Conditional Permit. The residential unit count alone has been reduced by 10% at the North Base and 32.6% at the South Base. Commercial development has been reduced by 90% at the North Base. The size of the hotel proposed at the North Base has similarly been reduced by 73%. In an exhibit to this letter, Attachment A illustrates the comparison between the previously approved plan and that currently being proposed. Coverage and density have been greatly improved across the North Base, with reductions of 14% and 26% respectively, diminishing impact on the site and its neighboring community. As a result, the building scale, scenic corridors, and environmental impacts are far superior to the previous project approvals.

Environmental Review Conformance

With respect to environmental review, TRPA certified the Homewood Master Plan Final EIS in 2011. We are of the opinion that none of the conditions specified in Section 6.15 of TRPA Code of Ordinances regarding supplemental environmental review have been triggered. The permitted land uses currently proposed for both North and South Bases remain almost identical to the uses approved under the Master Plan and those that were evaluated in the EIS. While the project uses currently proposed remain nearly identical, the project has been significantly reduced in scale, density, and land coverage. These reductions have resulted in a lessening of the project's environmental impacts including Vehicle Miles Traveled (VMT), which was one of the most important environmental concerns expressed by local community members during the original master plan approval process. These reductions in scale, density, land coverage and VMT do not require any changes to the mitigation measures included in the EIS or TRPA permit conditions included in the Board's original approvals. We are not aware of any TRPA Code provisions or Rules of Procedure that would require Board approval to address the project's proposed reductions in scale, density, and land coverage.

Community Outreach and Community Access Plan

One of the major issues discussed at our June meeting involved community input. TRPA officials expressed a strong concern that the local community was uninformed about the proposed changes to the master plan and suggested that we develop and implement an extensive community outreach program to present the proposed changes to the local, West Shore community. Following up on your suggestion, during the

summer we attended local Homeowner Association meetings in Meeks Bay, Chamberlands and Homewood, attended by more than 200 local residents, to discuss the updates to the master plan. During those meetings, we discussed in detail, the fact that annual visitor attendance at Homewood had fallen by approximately 40 percent since the approval of the Master Plan almost 10 years ago and that season pass sales similarly had declined over that same period. We discussed the fact that the proliferation of the Epic and Icon passes by the large ski resorts in the area had made it very difficult for commuters from Sacramento, the Bay area and Reno to even get to Homewood on weekends and holidays and that Homewood no longer worked as a small, commuter ski area.

We openly discussed the fact that even though Homewood could no longer exist as an inexpensive commuter ski operation, we wanted to ensure that the local community could still look forward to the opportunity to ski there. In that regard, we revealed that we would be opening the area to residents multiple times each month (no holidays or weekends), as well as sponsoring Community Days when local residents and new members of the Homewood Mountain Resort could purchase day tickets with the proceeds going to local philanthropic causes. In doing so, Homewood would still be available to the local community, albeit on a more limited basis, and that we could continue to offer the many environmental improvement projects we have been sponsoring for the past decade. In addition, we are proposing the continuation of children's ski teams and volunteer ski patrols for local citizens.

In addition, we are planning a new legacy family club concept, where community members could purchase memberships for their families that would permit their parents, children and grandchildren the opportunity to ski at Homewood during their lifetimes. The proceeds from these memberships as well as residential unit sales will be used to fund the necessary upgrades to mountain infrastructure (lifts, environmental improvements, restrooms, utilities, food services, etc.) that are so badly needed at Homewood.

The results of those community meetings over the summer were generally very positive. While people were disappointed that they would no longer have open access to ski Homewood at a very affordable price any time they wanted to, those who actually skied at Homewood admitted that the ski area was in need of substantial upgrading. While some also complained that the change in operation would negatively impact their ability rent out their properties during the winter and/or summer months. Generally speaking, the local citizenry appreciated the opportunity to understand and discuss the reasons behind our proposed changes.

Current Project Status and Schedule

While construction is in process at Lot 3, we continue to diligently advance the Master Plan development on the North Base with design development and County Design Review of Lot 5 (Phase IB), schematic design of Lot 6 (Phase II), community outreach Summer and Fall of 2022, two-step TRPA permit processing and land parcel merges in alignment with the approved Master Plan from both TRPA and County of Placer. The HMR second project, Lot 5, located at the North Base, will soon conduct its design review hearing. In this forum, the community will have a visible opportunity to share its reaction to the project's architecture. In addition, HVR presented Homewood at the first Tuesday Breakfast Club event on November 1st where over 100 individuals, business leaders and local officials were in attendance.

Project Benefits Exceeding Standard TRPA and Placer County Requirements

We believe the proposed changes to the previous Homewood Ski Area Master Plan represent significant improvements in several areas, many of which are listed below:

- Reduction of building scale and density
- Reduced VMT
- Improved scenic corridors in both mountain and lake directions (leading tenet of TRPA and County urban design and planning)
- Significant reductions in massing and impervious coverage
- Reduced below grade excavations and land disturbance

Conclusion

Small ski mountains across North America are experiencing severe operational and economic challenges making it near impossible to keep up with infrastructure needs, costs, and safety. There is a paradigm shift in the industry with an intrinsic need to alter business models of small ski areas like Homewood to maintain their viability.

Homewood has been part of the West Shore and Lake Tahoe communities for approximately 60 years. Albeit different, the proposed changes will permit Homewood to stay viable for another 60 years while still offering the local community with the ability to enjoy the mountain and amenities that will still be offered to local residents. HVR has worked with the agencies and neighbors to provide a balance of public and private use of the mountain as best we could given the realities of the cost of doing business.

Respectfully,



Art Chapman
On behalf of Homewood Village Resorts, LLC

Encl:
HVR June 28 2022 TRPA Master Plan Presentation Update

c:
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