

North Tahoe Citizen Action Alliance
Alternative Proposal
Homewood Mountain Resort



Prepared for
Tahoe Regional Planning Agency Governing Board

February 5, 2008

Executive Summary

There are two goals that the TRPA Community Enhancement Program (CEP) stated it would accomplish to improve developments within the Tahoe Basin. First, the CEP was to improve and enhance the Community within the “Projects” they accepted, such as Homewood Mountain Resort (HMR). Secondly, the CEP was to restore and preserve the watersheds and wetlands through the application of the Environmental Improvement Program (EIP).

Homewood Mountain Resort was to be within the scale, density/height and character of Homewood. NTCAA seeks to provide an ongoing voice for ordinary citizens in planning the future of our communities. Individuals related both verbally and in letters the possible need for some new development such as the Hotel and the commercial spaces for business but distressed that the condominiums would just bring too many people with severe traffic and parking problems¹ The proposed development would overwhelm the rural town especially in the summer when traffic is backup northbound on Hwy 89 from Sunnyside to Tahoe City. Not one more car is acceptable. The homeowners would be engulfed with tourists in Homewood with this present proposal of HMR.

There could have been substantial benefits to this proposed development with the implementation of the EIP. Presently, HMR will develop on the Hill Face, never before allowed because of Homewood’s high hazard avalanche area designation² and the increase in erosion and sediment run-off due to steep slopes³. Homewood watersheds give rise to three creeks namely Madden, Homewood and Quail Creek. There is one more Stream Environmental Zone (SEZ) which is seasonal but needed restoration in 1997.⁴ This SEZ is located on the north end of Tahoe Ski Bowl Way and gives reason for this road not to be extended for homes, especially when they are into the slope of the hill. Homewood Creek has been requested to be restored by TRPA.⁵ In HMR at the North Base at Fawn St. and Sacramento Ave. is a reported wetlands/marsh of 1.7 acres that will become a parking garage partly underground and partly above ground.⁶ On Tahoe Ski Bowl Way, the location of Homewood wetlands and SEZ will be the underground parking for the 120 proposed condominiums.⁷ All of these maps are available through Placer County of both the SEZ and Wetlands in this Resort area of Homewood.

¹ Letters from Citizens during September 2007 and December 2007, at the end of all Attachments

² West Shore General Plan 1998: PAS 157-Homewood/Ski on page II-32, Existing Environment. High Hazard, Attachment A

³ A federal Vision for the Environmental Improvement Program at Lake Tahoe, Attachment B; as well as Lake Tahoe Restoration Act Public Law 106, Nov. 13, 2000 by the 106th Congress; Attachment C

⁴ Placer County Homewood Erosion Control: TRPA in the EIP page 26. Cost \$208,821 repair of SEZ

⁵ West Shore General Plan 1998 “Base facilities for the south side of Ski Homewood encroach upon a stream environmental zone” page II-32 (needs restoration); Attachment D

⁶ Placer County map of Homewood Wetlands, Attachment E

⁷ Placer County map of Homewood, stream environmental zone, Attachment F

This complete site of HMR needs to consider the Safety Elements and goals of “extreme” fire, flood, Avalanche Hazards.⁸

Therefore, due to the failure of the Community Enhancement Program to restore, enhance or preserve the TRPA Environmental Improvement Program or the Community in scale, density or character, we at North Tahoe Citizen Action Alliance (NTCAA) have submitted an alternative proposal to reduce all development on the hill face, in the stream environmental zones and wetlands. This determination followed several meetings within Homewood homeowners in multiple meetings including the North Tahoe Citizen Action Alliance (NTCAA) Community Meeting in Tahoe City. The NTCAA is not against HMR development; we are offering an alternative to decrease the size and incremental impacts of traffic and parking and impacts to the environments in this present HMR proposal in Homewood.

Understanding direct and indirect impacts of urbanization on watersheds and wetlands deepens our understanding of the cumulative impacts in the Lake Tahoe Basin.⁹ Development must not be so massive as to disregard our thresholds and the Prime Fish Habitat discussed by TRPA.¹⁰ The Tahoe basins “environmental quality has depreciated in a measurable, cumulative way”¹¹. NTCAA listened and reduced the developments impacts on traffic and parking as well as the Noise, Air and Water Thresholds as recommended to us by the Homewood citizens during our review. This Alternative is recommended to develop within the scale, density and character of Homewood and within the TRPA-EIP and other Federal mandates as described and while still allowing a vibrant community center and residential community.

Sincerely,

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⁸ West Shore General Plan 1998: Chapter VI Safety Element, Attachment G

⁹ Center for Watershed Protection: Direct and Indirect Impacts of Urbanization on Wetlands & Wetlands for the Office of Wetlands, Oceans and Watersheds, U.S. Environmental Protection Agency 12/2000, Attachment H

¹⁰ TRPA Shorezone, Prime Fish Habitat map – Spawning, Attachment I

¹¹ Lake Tahoe Watershed Assessment by USDA, USFS and Pacific Southwest Research Station, 1999

Homewood Mountain Resort (as per web site)	NTCAA Alternative	Reasoning for Change
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<p>North Base: Hotel 60 rooms, 40 two bedroom, two bath condo's hotel rooms, and 30 rooms penthouse privately owned, 3 to 4 stories- Total rooms = 130</p>	<p>HMR Inn delete 40 two bedrooms condo's individually-owned Height restriction of 3 stories high. Total rooms = 90</p>	<p>Reduction of the size of the Hotel, this will be the largest Restaurant and Inn: Sunnyside Inn 23 rooms, West Shore Café & Inn, 6 rooms plus 5 townhouses = 21 rooms</p>
<p>Inn- full service Restaurant, Spa, pool, fitness center and other accessories.</p>	<p>Same</p>	<p>Unchanged</p>
<p>Parking-three levels on the wetlands, Fawn St.</p>	<p>Parking removed from this site. Restore wetlands and preserve functions.</p>	<p>No net loss but change in the Conceptual Plan by moving parking lot.</p>
<p>12 On-site workforce (WF) housing apartments around parking lot.</p>	<p>Same</p>	<p>Unchanged</p>
<p>Commercial Floor Space (CFA), 25,000 sq. ft. Parking?</p>	<p>Recommend reduction in (CFA) to 20,000 sq. ft. with additional rooms above, limited to ten or less.</p>	<p>Rental of single bed rooms for workers in the CFA to assist living and working at same location.</p>
<p>42 two-story residential condo's spread among three separate buildings.</p>	<p>Delete – density too great</p>	<p>Traffic and parking are impacted heavily with condo's, multiple number of people.</p>
<p>40,000 sq. ft. Mountain facility. Food & beverage, Ski school, rental shop, lockers, administrative and operations office.</p>	<p>Reduce size to a more reasonable 30,000 facility or less, need to see details but this is extravagant.</p>	<p>Skiers are limited to 3,300. This facility should be reduced to include after skiing activities but limited.</p>
<p><u>Mid Mountain Chalet</u> Restaurant, Gondola ride, unsure of potential development</p>	<p>Same – until EIR/EIS, view shed from the ridge around the Lake could be a problem, also emergency evacuation and response time.</p>	<p>Unchanged, actually supported by many homeowners.</p>
<p>Possible Ski School</p>	<p>Same</p>	<p>Unchanged, should be open for the public, there is not a lot of information</p>

Homewood Mountain Resort	NTCAA Alternative	Reasoning for Change
South Base: “A distinctive and beautiful appointed residential area to compliment the existing neighborhood” 120 Condominiums – 3 story	Homewood Residential would be complimented best by having Single Family Residential detached, with 2-parking spaces. Limited to 30 homes-2story, one/7,000 parcel or six/one acre with cluster townhouse’s	Residential surrounding the North and South Base is PAS 158 Mc Kinney Tract –SFR on one parcel. One home per 10,000 sq. ft. parcel is standard. Reducing Traffic, Parking and Noise thresholds.
Underground parking for 120 condominiums and unknown bedrooms	Detached Single Family Homes with 2-parkings spaces, delete underground parking.	Underground Parking off of Tahoe Ski Bowl Way would be into the SEZ of Homewood Creek.
11 Single family lots located on the north end of Tahoe Ski Bowl Way overlooking Lake Tahoe and North Base	Delete, incorporate into 30 Single Family Residential or six detached townhouse/acre. Tahoe Ski Bowl Way ends at an area determined as a SEZ	Cutting into the steep slopes to build homes will inc. erosion and sediment into the Lake-Prime Fish Habitat & SEZ, wetlands
Services: A winter use only dining facility and day skier access and parking to North Base	Delete dining facility and maintain skier access.	30 SFR won’t need a special place to dine.
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Creating a Community Center. Resort establishes a vibrant commercial and residential center.	Same Affect: Homewood residents expressed deep desire to delete the multiple condominiums, still maintain the residential character.	Reduction minimal to “Village Core” Essentially still very viable but with decreased Traffic, Parking, and Noise Thresholds
Workforce Housing: on-site housing for those employed at Homewood.	Increased Housing above the CFA in North Base for workers to be available on site. 10 units potentially.	Added potential living space for workers and less tourist accommodation units (TAUs) to balance scale and density with Community Character
Transportation concepts: Dial-a-ride, alternative energy vehicles, water-borne taxi, incentive-based carpool. Bike & pedestrian trails.	Traffic reduction by decreasing the size of development. Reduced rentals/tourists in <u>condo’s</u> TAUs in North Base = 82 and South Base = 101	TRPA EIP- Urbanization creates loss of watershed habitat, and ski areas will add to urban runoff. Traffic and urbanization will destroy the Character and beauty of Homewood & Lake Tahoe Basin.
Total + 355 TAUs	Total reduction = 183 TAUs	Condominiums deleted