

Homewood Evacuation and Life Safety Report

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1. INTRODUCTION

This report is written in reference to the Homewood Mountain Resort (HMR) Ski Area Master Plan Project (the “Project”) that was approved by Placer County in December of 2011, and subsequently approved by the Tahoe Regional Planning Agency (TRPA) Governing Board, following environmental review under the California Environmental Quality Act (CEQA) and the TRPA Compact process. The contents of this report are based on the Project as denoted in that approval. As such, the reader is directed to the Final EIR/EIS for complete details of the Project, which is available at <http://www.trpa.org/document/projects-plans/>. Furthermore, this report is limited in scope to addressing issues of Evacuation and Life Safety, which are typically associated with wildfire, however, it is applicable to other disasters that may cause the evacuation of the Project.

2. STATEMENT of PURPOSE

This report was commissioned by the North Tahoe Fire Protection District (“NT Fire”) for the purposes of providing an evaluation and clarification of Homewood’s commitments and mitigation and to provide further details as needed for construction standards, fire safety measures, evacuation procedures and shelter-in-place concepts to insure that the Project will not result in any significant adverse impacts on wildfire evacuation risks on the West Shore during construction or operation and will not exacerbate any existing wildfire evacuation risks in the Lake Tahoe region given the changed circumstances in the Project Area since the County’s and TRPA’s approvals in 2011.

Furthermore, to accomplish the goal of not exacerbating current evacuation systems for neighboring residents and visitors, this report evaluates Homewood’s commitment to providing areas of refuge to increase life safety protection in the event of a fire requiring regional evacuation, in which residents outside of the Project boundary can find refuge in a wildland fire scenario.

This report was mandated by a settlement agreement (the “Settlement”) between Homewood Resort and a plaintiff who opposed the certification of the project EIR by Placer County. The Settlement states the following: *...” Homewood will work with the County and the NTFPD to obtain a written report ... determining that the changed circumstances in the Project Area and Homewood’s overall commitments to wildfire-evacuation mitigation measures are sufficient to ensure that the Project will not result in any significant adverse impacts on wildfire evacuation risks on the West Shore during construction or operation and will not exacerbate any existing wildfire evacuation risks in the Lake Tahoe region.”*

2.1. EVACUATION

The Project area is covered in the Placer Operational Area East Side Emergency Evacuation Plan (EEP) (appendix F) which was adopted in March of 2015, which replaced a similar plan dated 2008. The EEP is the regional plan for the coordination of Incident Command and Evacuation Procedures in

the Project Area. This EEP, among other things, notes the complexities and risks associated with Evacuation and states “Despite a record of very successful evacuations in the past, the limited number of roads in the area always makes evacuations problematic”. The EEP further states the assumptions as follows:

- a. An evacuation order is given coincident with first response/initial attack.
- b. Evacuation of the entire eastern side of the County is not required.
- c. Most, but not all, of the roads and pre-designated shelter and evacuation centers on the eastern side are available for use.
- d. Mutual aid resources for all disciplines are available.
- e. There will be limited County emergency management organization support in the initial stages of an incident.

It should be noted here that “evacuation” includes moving people to “pre-designated shelter and evacuation centers”. An integral part of this report calls for providing a “shelter and evacuation center(s)” on site. This is accomplished through an integrated onsite life-safety plan that provides for in situ methods of protection that are independent of the availability of immediate evacuation.

In addition to the EEP noted above, NT Fire publishes an Emergency Preparedness and Evacuation Guide, which identifies emergency evacuation routes in the Project area and Region (Appendix E, p. 03-04.). California State Route 89 (SR 89) is the route from which evacuations will occur based on this guide. SR 89 intersects Interstate 80 (I-80) to the north in Truckee, California, SR 28 in Tahoe City, California, and U.S. 50 at Lake Tahoe Boulevard in South Lake Tahoe. The EIR/EIS identified existing traffic congestion during peak summer periods near the junction of SR 89 and SR 28 in Tahoe City in the vicinity of “Fanny Bridge” in Tahoe City. Subsequent to the Project, a project was approved and funded to add a second bridge across the Truckee River just to the east of Fanny Bridge. This new bridge would improve west-bound traffic through the Tahoe City “Y” and, therefore, would increase overall evacuation capability for the West Shore. Consequently, as this bridge addition is both permitted and funded, the evacuation capabilities of the West Shore will be improved over the pre-approval condition of the Project. However, evacuation is only one part of any life-safety plan and, furthermore, any complex evacuation route can become compromised in a major disaster. Therefore, this report, consistent with the Settlement and direction of NT Fire, includes several items on a programmatic level that will lower the demand on evacuation systems by providing defensible space, fire-safe buildings, increased firefighting capacity and areas of refuge for the residents of the Project and, to some extent, the general public in the adjacent neighborhoods. All of these items, which are enumerated below, will provide for a shelter-in-place strategy as part of managing a wildfire event.

2.2. “NON-EXACERBATION”

The Settlement required that a finding of “non-exacerbation” be made for evacuation from the West Shore and, by extension, the North Tahoe Basin, as some evacuation routes are shared by some or all. Key to providing for “non-exacerbation” will be to implement a comprehensive fire safety program.

Because of the limitations imposed by the geography of the region and the fact that evacuation is not always a possibility due to conditions that are inherent in disasters, the goals of the Settlement will be accomplished through an integrated onsite life-safety plan that provides for *in situ* methods of protection that will be independent of the availability of immediate evacuation. This mitigation is over and above that provided by the new bridge at the Tahoe City “Y”.

3. EXISTING CONDITIONS

This summary of existing conditions is focused on the existing wildland fire danger and the existing fire protection equipment and personnel. The Project is composed of private lands in the base area with some Forest Service lands under Special Use Permit in the upper reaches of the Resort. The main base area of the existing Homewood ski area fronts on West Lake Blvd (aka North Base). The second base area (the South Base) is located just to the south and represents the historic base of the Tahoe Ski Bowl, which was joined to Homewood in a gradual process started in the 1980s and now is fully owned by the Homewood Ski Area. Opposite the Homewood North Base, on the lake side of the road, Homewood owns both the Homewood Marina dock, boat storage and repair facility as well as the adjacent small hotel and restaurant facility known as West Shore Cafe and Inn (see appendix A for Base Area Map). To the north, south and in-between the base areas are a checkerboard pattern of private ownership parcels.

There is an existing fire station roughly 1/2 mile from the proposed Village also fronting on West Lake Blvd. The station was built in 1962 as a three bay Type 5¹ structure with concrete block walls (CMU) and a wood trussed roof. Over the years, a small wood framed extension was added on the north side of the building. The building currently houses an engine, an ambulance and a utility vehicle. The structure has been evaluated for expansion but due to age, piece-meal construction and changes in building code, a complete rebuild has been determined to be the only rational expansion alternative. Furthermore, the current structure does not comply with (nor can it be made to comply with) any seismic standards or “critical infrastructure” standard. The building is on a small lot and is bound on the back by the public trail system. The existing station is inadequate for the expanded equipment needs and service that are in the NT Fire long range plans, or to service the proposed Project. Further, the Station is surrounded by a close canopy of trees that are not within control of the NT Fire. Staffing and equipment at the existing station varies from two to three people and consists of a Captain and Fire Fighter/paramedic, which is augmented by an Engineer when staffed by three people. Existing equipment consists of one Type 1² engine, one ambulance and one utility vehicle.

¹ Building “Type” refers to the classification of building design and materials that are found in the California Building Code (Model Code: International Building Code). Building Types range from Type I (commonly known as “high-rise” (the highest life-safety standard) to Type 5 which is construction of any materials approved by the code and include all flammable building materials. Type 5 is inherently a non-fire resistive construction type.

² Firefighting apparatus is classified by “Type” with Type 1 being the highest standard for an apparatus. Versatility will often dictate a range of apparatus beyond the largest equipment, e.g. as Brush Engine which is an “agile” wildland fire apparatus.

Water supply is provided by two entities, Tahoe City Public Utility District (PUD) and Madden Creek Water Company which supply water to South Base and North Base respectively (see attached project map). The current water capacity is insufficient for the Project buildout.

The surrounding forest within the ski area has been subject to a selective thinning program which has helped maintain forest health. Some significant species diversity exists as well. Brush in the forest is at dense levels, likely due to the canopy thinning. The ski runs that collect at both the North Base and South Base are subject to annual mowing as needed to provide skiing on minimal snow depth. These areas, under existing conditions, provide areas of refuge in the event of wildfire. The forest outside of the ski area boundaries is of mixed ownership in small lots and does not appear to have any purposeful management for crown thinning and exhibits dense brush growth throughout.

4. PROPOSED FIRE SAFETY MEASURES

As noted in the statement of purpose, the purpose of this program is to meet the requirement of “non-exacerbation” of the evacuation capacity of the existing evacuation routes. While the improvements at the “Y” are significant, they do not address the fact that evacuation may not be a realistic possibility at any given time. In short, immediate evacuation is only one component of a life-safety plan and is easily compromised by events or conditions outside of control of the authorities let alone the Project. The roads leading away from Homewood are low speed two lane roads which are often densely lined with forest. Highway 89 has been closed frequently over the decades by numerous disasters or accidents. The most recent fire related event that closed the road was the relatively small Washoe Fire (19.83 acres in August of 2007). Further, this Emergency Response Plan, while precipitated by evacuation due to fire, inherently has life-safety enhancements for all conditions that NT Fire would be the first responders for.

Evacuation can be compromised at any time by any type of disaster, be it auto accident, fire on the evacuation route itself, landslide, floods, snow fall or snow avalanche, therefore communities can be cut off from services for any number of unforeseen conditions. In addition, as recently observed in the fires in Canada, evacuation on even a 4-lane road is not an assured condition in high fire danger areas. In short, there is no feasible way to build a safe evacuation route given the local geography. Consequently, irrespective of the cause of the disaster, every viable emergency plan must include a shelter-in-place concept. Especially in mountainous environments, the only viable plan for safe evacuation requires that populations must be able to shelter in place, perhaps for extended periods of time, until evacuation routes are secure. Furthermore, as a result of this plan, the Project will be a place for local residents to evacuate to, which will provide an improved level of safety for existing residents and exceed the “non-exacerbation” threshold required in the Settlement.

The methods for providing for Fire Safety, as well as other disasters, concentrate on the following main topics:

1. Improved Pre-positioned Fire Fighting Capability and Equipment
2. Increased Building Standards
3. Increase in Available Fire Flows

4. Defensible Space and Vegetation Management per Wildlands Urban Interface Code (WUI)
5. Education, Maintenance and Management of; facilities, personnel, guests and owners
6. Provide Public Communication through Visual, Audible and Media Equipment

When these factors are aggregated, they will be augmented with a central fire control facility for the buildings that will essentially be the equivalent of a “high-rise” building control room (see appendix B). This control room will provide for a centralized communication system that will reach all development within the Project. In addition, and to the extent that they are required, it will control emergency generators, sprinkler systems, alarms, and smoke control systems in one central location. While not every building will be fully controlled from this control room due to small size or remote nature, the fire control room will act as the command center for the entire Project and will nominally provide for control of communication and alarm systems throughout the resort.

4.1. Improved Prepositioned Fire Fighting Capability and Equipment

As noted above, the capacity and equipment in the existing station is below the capacity needed to defend the surrounding area. While the existing building could be replaced with a “hardened” structure (a structure which will not combust), its location is not central to the Village, water system controls nor the public, who needs to be managed to be effective in ensuring that the Village is a place of refuge. Consequently, a new fire station in a more central location is a necessary part of this plan. An important part of the ability of this Program to function is that the crews and equipment need to be pre-positioned, i.e. essentially on or adjacent to the site on a 24/7 basis. For the public to be properly managed, Staff needs to be in communication from the onset of any fire or emergency.

In addition to the new station, the equipment needs to be updated to accommodate the Project as follows:

4.1.1. Increased Staffing

The existing station is staffed with between two to three personnel. As a result of the new apparatus and increased standard for the local conditions, a staff of four personnel on a 24-hour schedule is the proposed staffing to accommodate the Project and local service area. Expansion capability should also include the provision to house up to five personnel on site.

4.1.2. New Apparatus

Updated or new apparatus will be required as a result of the Project as well as increased level of service for the surrounding area. This report is not intended to quantify the service life of existing equipment so whether existing equipment is in need of updating is not the subject of analysis in this report but a matter of the routine equipment replacement plan of NT Fire. Proposed equipment for the new station is as follows:

1. One Type 1 Engine
2. One Type III Brush Engine

3. One ALS Ambulance
4. One Water Tender or Aerial Ladder Truck
5. One Utility Vehicle

In addition to the list above, additional apparatus are anticipated under future plans and funding agreements as follows:

- A new ladder truck is on the future list of equipment for the project area. It's funding will come from an existing Community Facilities District (CFD) which the Project will be required to be a part of.
- In addition, the NT Fire District is adding a pumper boat that can be used to draw water directly from the lake for redundant or improved fire flow.
- To facilitate the utility of that pumper boat, the Project will need to connect its fire flow supply to the lake with a stand pipe system that will deliver the water to the ski-hill side of the Village and to any other stand pipe system that is required by the final building design.

4.2. Improved Water System

In addition to the improvements above, to address current water capacity, the EIR/EIS includes mitigation requiring a detailed Water System Engineering Report approved by the serving water supplier (TCPUD and/or MCWC) for any portion of the Project requiring water supply from the TCPUD and/or MCWC prior to approval of development. (Final EIR/EIS, p. 16-30.) As noted in the EIR/EIS, the project is required to meet fire flow requirements based on the California Fire Code and other applicable requirements based on TRPA and Placer County fire prevention standards. (Final EIR/EIS, p. 3-82.) This plan is founded on gravity flow entirely which means that it will be independent of power service to the region. This, in combination with the pumper boat noted above, could provide redundant fire flow capacity that is not reliant on either regional power or local generators. All of this will result in a redundant and fully independent fire flow capacity that exceeds normal design standards and existing infrastructure.

4.3. Project Structure Safety Program

The nature of the proposed Project involves a Village plan that is identical in function to most successful base area villages which seek to provide direct access to the snow. Dwelling units are laid out to provide direct access to the snow in what is commonly referred to as ski-to-from access. In addition, units must provide the best available views of the natural features that the guests come to enjoy. It is common for these types of development to exceed the 150' access rule for standard firefighting equipment access; consequently, they are commonly designed with an integrated advanced firefighting and equipment standard. Mitigation for these access limitations will be the same for Homewood as with all modern implementations of such plans, which include a multifaceted protection system that results in a cumulative higher level of building protection from both fires within the building and defending the building from combustion due to wildland fire hazards. The EIR/EIS specifically requires that TRPA, NT Fire, and CalFire review building designs, building materials, landscaping, and vegetation clearance for compliance with TRPA's Code of

Ordinances, Public Resources Code section 4291, and California Building Code provisions applying to new buildings located in a high fire hazard area. (Final EIR/EIS, pp. 3-82, 17-14.).

4.3.1. Building Type and Material Class

While the materials and life-safety design for those larger structures designed to provide shelter-in-place will be analogous to a high rise package (see appendix B “high-rise building regulations”) the building systems will not follow a strict Type I program but will allow other classes of building materials, as would be expected by their midrise height and mixture of uses. While not specifically a Type 1 system, the overall building package will be of a higher standard and class of materials than would be the minimum based on height, volume and use. The standard will prohibit combustibles exterior materials; however, some use of combustible materials may be allowed as needed to meet the expectations of the prospective buyer or guest. Any risk associated with these materials can be offset by improved building fire protection systems some of which are noted below.

Beyond those buildings that are designated as shelter-in-place facilities, there are some single family and multifamily that would normally be allowed to be Type 5³ construction. Many of these buildings are close to the property line and, therefore, are not capable of providing the maximum defensible space buffer as called out in the WUI code and the related Guide to Fire Adapted Communities and NT Fires Emergency Preparedness and Evacuation Guide. These buildings that cannot meet the defensible space standards will be required to have fire resistive/proof exterior building materials as well as tempered windows in the direction of the non-compliant setback.

While specific building plans are not part of this review, the following general criteria will be applied at plan check:

- a. Parking: All parking structures will be of Type 1 construction with two hour or greater fire separation between common parking structures and habitable space above.
- b. Where fire department access occurs through a garage structure, electric low-profile carts will be provided to move equipment, fire fighters and also provide for evacuation for injured public.
- c. Stand pipes and equipment caches will be required within buildings that have access limitations or provide fire department access routes.
 - i. Increased sprinkler standards including sprinkled building eaves (13D)
 - ii. Spark protection on all eave venting systems
 - iii. Fire resistive “cold roof” designs (if employed)
 - iv. Fire resistive building materials and opening protection
- d. Exterior building materials will be essentially of type I construction standards with the exception that wood trim elements may be allowed. Additionally, type 3 and 4

³ Type 5 construction in residential buildings generally have combustibles exterior materials other than roofs which must be Class A.

construction types (aka “heavy timber”) will be allowed to be incorporated into an otherwise noncombustible/combustion-resistive construction type. Built up assemblies such as roofs and siding can be incorporated with resistive materials to form a Class A⁴ assembly at the discretion of the fire marshal. Windows, that face a property line where the defensible space recommendations of the Project cannot be met, must be double panes and of tempered glass.

- e. Photovoltaics (PVs), if applied to roofs, must meet the Class A roof standard or provide additional protection such as exterior sprinklers. Wiring standards must conform to the latest standards currently being developed to prevent electrical fires.

- f. Unique or unusual designs.

All combustible materials that have vents to the exterior of the building must be protected against ignition by ember-resistive venting. “Cold” roof designs (a design that allows cold air to circulate between the finished roof and the insulation below) are of particular concern as they essentially provide a “chimney” that can virtually come right down to ground level and exit at the ridge of the roof. Cold roofs are a highly desirable building element for both energy efficiency and leak prevention, but their fire hazard must be addressed and mitigated in the details of the design.

- g. All multifamily buildings will have control systems to shut down exterior air intake and will be equipped with smoke control systems that can be used to pressurize access corridors and stairs.

4.4. Defensible Space and Vegetation Management

Defensible space (D-space), in its simplest realization, is about protecting individual homes by allowing sufficient space between buildings and the surrounding wildland forest to permit firefighters to successfully occupy the space and protect individual structures. In the case of the Project, the opportunity exists to expand this practice to protect the entire development as one contiguous fire-safe zone.

The Project incorporates a number of features that will reduce existing wildfire risks not only for the Project itself, but for existing residents in the area. In addition to others noted in this Report:

- The Project’s snowmaking system will be upgraded to provide water for fire suppression during the summer (Final EIR/EIS, p. 17-14);
- The Project will continue to implement its fuel reduction program, which has already reduced the risk of wildfire in the west shore (Final EIR/EIS, p. 17-14);

To further realize this objective, the Project will create a vegetation management plan, prepared by a licensed forester, to provide for a Defensible Space plan and ongoing vegetation management to

⁴ Building materials, especially roofing, have a fire hazard “Class”. Class A is basically non-combustible, or materials that will not spread flame i.e. fire resistive

increase passive fire safety for the Project as well as improve the ability of NT Fire to prevent or suppress fire in the surrounding forest. This is required mitigation in the EIR/EIS. (EIR/EIS, p. 17-14.). From the onset of the Project, forest management can reduce fire risk, as well as improve the health of the forest. Controlling crown density (distance between trees) and “ladder fuels” (brush that can spread fire to the tree canopy) and removing forest litter will dramatically reduce the threat of wildland fire and, if coupled with onsite firefighting, can protect the Project from any wildland fire threat (see appendix C Guide to Fire Adapted Communities). The following are some specifics of the plan to be prepared:

- a. Increase Defensible Space (D-Space) as indicated on the attached concept plan (Appendix A), over and above the recommendation of the WUI Code. Where property lines allow and forest stands permit:
 - i. Manage surrounding forest to the next lower level of hazard (see WUI forest hazard ratings types)
 - ii. Increase D-Space to the property line in all directions
 - iii. Continue to manage vegetation in the lower ski runs to provide areas of refuge outside of structures
 - iv. Use only fire-resistive vegetation in all landscaping adjacent to the structures (“zone 1” see WUI)
 - v. Manage forest stands for maximum diversity of age and species to ensure long term health

4.5. Education, Operations and Maintenance

- a. The CC&Rs for the Project, which will be required and specified on any final building plat and a requirement in the Development Agreement (see below) will forbid any owner of a building or HOA from making any change to the building in terms of remodel or applied finishes that would compromise any otherwise fire resistive materials (e.g. combustible oil-based finishes applied to fire-treated materials).
- b. The Developer will be responsible for the maintenance of all of the above and the fire safety plan during construction. Details will be reviewed and approved by the NT Fire at time of building permit.
- c. The Developer and ultimately the HOA will be responsible for managing all facilities noted above during operation. In addition, they will provide fire safety plans for all residential buildings and instructions on what to do in the event of a wildland fire event. These provisions will be incorporated into the operation of the Fire Control room (see above “Structure Safety”).
- d. Ski resort parking will be available during the fire season to off-site populations during emergencies as directed by NT Fire and may be a site of self-refuge.

4.6. Public Communication

As discussed above, the Project will have a fire control room which will act as the command center for the entire Project and will nominally provide for control of communication and alarm systems

throughout the resort. This public visual, audible and media information system is an essential part of the entire program as communication with the public in a wildfire scenario is the key to maintaining control and reducing panic which frequently results in the needless loss of life. This communication system must be coupled with trained staff within the development that understand the shelter-in-place concept and locations and must be able to communicate that information to the public and direct them to the proper locations. Staff training will be reviewed by NT Fire as part of their ongoing review and maintenance of the fire control systems, equipment caches, and forest/vegetation management plan.

5. Construction Mitigation

The construction of the Project will entail some additional impacts; however, they are readily mitigated by implementing some of the more basic elements of this plan. Specifically, the full defensible space vegetation modification will add to both the existing resort's fire safety as well as the surrounding area. Water system improvements will generally precede major construction. Further, the nature of the building systems (fire resistive/proof elements) will minimize, if not eliminate, the potential for significant construction-related fires.

Lastly, the construction mitigation plan included in the Final EIR/EIS (p. 17-16) will coordinate construction activities with the availability of adequate firefighting capacity. While at full intensity, upwards of 100 workers may be on site, their actions will be under the full control of the fire department to the extent that they might, during extraordinary conditions, contribute to firefighting and evacuation capacity deficiencies: however, the initial D-Space implementation will make shelter-in-place a viable option from the onset.

6. Other Agreements

While the EIR/EIS requires the Project pay fees to maintain existing levels of fire protection service in the NTFPD service area (Final EIR/EIS, p. 3-82), funding for the proposed equipment, station and personnel have not been established. Of course, the overall improvements result in a large net improvement for the West Shore in general, albeit that some of this may be overdue based on existing conditions. As a result of refinement of plans, phasing and funding, it is likely that a Development Agreement (DA) between the NT Fire and the Developer will be required before construction and will provide specificity and timing on the items outlined in this report as well as cost recovery procedures. This DA will be mutually beneficial to all parties as it will provide specific responsibilities and timing, which will ensure that Fire Fighting Capability and Equipment will be sufficient to defend the Project and surrounding area. The DA will run with the land so, irrespective of future ownership, the requirements of this plan will be enforceable as a matter of contract and if not fulfilled, can result in the denial or revocation of occupancy permits for the Project.

7. Conclusion

This Project's shelter-in-place strategy results in a comprehensive life safety plan which is the first of its kind to be developed in conjunction with NT Fire. As a result, the Project will reduce the risks associated with evacuation by reducing the number of people attempting to use evacuation routes. In addition, the Project significantly improves life-safety concerns associated with wildland fires and other disasters by creating a robust shelter-in-place program within the Project itself.

The conclusion that this shelter-in-place strategy is the key to providing for improved life-safety and will achieve the goal of non-exacerbation, is supported by the [Placer County Local Hazard Mitigation Plan of 2010; Annex I, North Tahoe Fire Protection District⁵: Appendix D](#). This Annex acknowledges that redundant evacuation routes exist only on paper for much of North Tahoe and that the entire North Tahoe area is frequently without any evacuation route due to a broad range of environmental conditions. Essentially, all communities within the area should be managed with the highest degree of shelter-in-place design and implementation because immediate evacuation at any time is an unrealistic expectation. Highway 89, the principal evacuation route for Tahoe City, the West Shore and all of the resort and residential communities on the Truckee River corridor, is subject to closures by uncontrollable events. Highway 89 to the south, while an alternate route for evacuation from the Project, is similarly challenged.

Further, while wildland fire evacuation is one risk that is established, multiple disaster scenarios are simple to extrapolate in this mountainous environment that would defy attempts at immediate evacuation. Even a simple car crash could frustrate the capacity of any evacuation plan. A complex disaster such as an earthquake with disabled roads, downed power lines and, in some locations, ruptured gas lines would overwhelm any evacuation plan instantly. As such, shelter-in-place plans have utility in virtually all reasonably foreseeable disasters.

Because of all of the above, the Project far exceeds the current standards for providing for life-safety for this Project. In summary, the Project will provide the highest level of life safety that is practicable in this environment. This report determines that the changed circumstances in the Project Area and Homewood's overall commitments to wildfire-evacuation mitigation measures are sufficient to ensure that the Project will not result in any significant adverse impacts on wildfire evacuation risks on the West Shore during construction or operation and will not exacerbate any existing wildfire evacuation risks in the Lake Tahoe region.

Furthermore, going forward, this plan will likely provide a pathway as to how to practically mitigate any future development either through individual plans or community-based plans.

⁵ This document was updated in 2016 but the Annex related to North Tahoe Fire Project District has not been formally adopted to date.

Appendices

A: Concept Plan and Base Area Map

B: 8.28.180 High-rise building regulations

C: Guide to Fire Adapted Communities

D: Annex I: North Tahoe Fire Protection District (Local Hazard Mitigation Plan 2010)

E: Emergency Preparedness and Evacuation Guide (North Tahoe Fire Protection District)

F: Placer Operational Area East Side Emergency Evacuation Plan (EEP)