

MITIGATION MONITORING AND REPORTING PROGRAM

The following Mitigation Monitoring and Reporting Program (MMRP) was prepared in compliance with the requirements of California Public Resources Code (PRC) Section 21081.6 and Section 15097 of the California Environmental Quality Act (CEQA) Guidelines. This MMRP identifies specific timing and monitoring requirements for implementation of all mitigation measures identified in this EIR/EIS for the Placer County Tahoe Basin Area Plan (Area Plan) and the Tahoe City Lodge.

STANDARD MITIGATION MONITORING PROGRAM

Placer County has adopted a standard mitigation monitoring program (Section 18.28.030 of the Placer County Environmental Review Ordinance) to implement PRC Section 21081.6. This program requires that mitigation measures recommended for discretionary projects, such as the proposed Area Plan and Tahoe City Lodge Project, be included in the conditions of approval monitored by the county through a variety of permit processes (e.g., improvement plan and building permit approval, encroachment permits, construction inspection, etc.).

MMRP and Required Approvals and Permits/Format of Table

The issuance of any of the listed permits and county actions must be preceded by verification by county staff that certain conditions of approval/mitigation measures have been met. This verification shall serve as the required monitoring for those conditions of approval/mitigation measures. All of the mitigation measures for the Area Plan and Tahoe City Lodge Project included in the EIR/EIS would be monitored through the county's Standard Mitigation Monitoring Program (Table 1). Table 1 identifies the mitigation measures that require ongoing implementation, the party(ies) responsible for funding implementation, the necessary timing of implementation that would occur outside the scope of the county's Standard Mitigation Monitoring Program, and the mechanisms for monitoring compliance with each mitigation measure.

Table 1 is organized as follows: if an EIR/EIS topic, such as cultural and historic resources, includes mitigation measures, it is included in the MMRP table. The EIR/EIS chapter number of the relevant section (i.e., Chapter 8 for Cultural and Historic Resources) is also included. The same numbering system for mitigation measures (e.g., Mitigation Measures 8-2 and 8-3) is carried over from the EIR/EIS discussion into the table. If an issue addressed in the EIR/EIS does not result in mitigation, it is not included in the table.

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Applies to Area Plan (Alternatives 1-3)	Applies to Tahoe City Lodge (Alternatives 1-3)	Agency Responsible for Monitoring and Verifying Compliance	Timing of Initial Action	Frequency and Duration of Monitoring
<p>8 Cultural and Historic Resources</p>					
<p>Mitigation 8-2: Stop work in the event of an archaeological discovery. <i>This mitigation measure would apply to Tahoe City Lodge Alternatives 1, 2, and 3.</i> If potentially significant cultural resources are discovered during ground-disturbing activities, the project applicant will require the construction contractor to stop work in that area until a qualified archaeologist can access the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with TRPA and other appropriate agencies and interested parties. A qualified archaeologist will follow accepted professional standards in recording any find including submittal of the standard Department of Parks and Recreation (DPR) Primary Record forms (Form DPR 523) and location information to the California Historical Resources Information Center office (North Central Information Center). The consulting archaeologist will also evaluate such resources for significance per California Register of Historical Resources eligibility criteria (PRC Section 5024.1; Title 14 CCR Section 4852). If the archaeologist determines that the find does not meet the TRPA standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, the lead agency will be notified and a resource preservation and data recovery plan will be prepared to ensure the resource is avoided, moved, recorded, or otherwise treated as deemed appropriate by applicable federal, state, and/or local agency and in accordance with pertinent laws and regulations. The plan will be prepared by a qualified archaeologist and include: (a) results of research relevant to the project; (b) research problems or questions to be addressed with an explanation of their relevance and importance; (c) the field and laboratory analysis methods to be used with a justification of their cost-effectiveness and how they apply to this particular property and these research needs; (d) the methods to be used in artifact, data, and other records management; (e) explicit provisions for disseminating the research findings to professional peers in a timely manner; (f) arrangements for presenting what has been found and learned to the public, focusing particularly on the community or communities that may have interests in the results; (g) the curation of recovered materials and records resulting from the data recovery; and (h) procedures for evaluating and treating discoveries of unexpected remains or newly identified historic properties during the course of the project, including necessary consultation with other parties (Advisory Council on Historic Preservation [ACHP] 1999).</p>		X	Placer County Planning Services Division and the Department of Museums	During construction-related earth-moving activities	Continuously during construction-related earth-moving activities
<p>Mitigation 8-3: Stop work if human remains are discovered. <i>This mitigation measure would apply to Tahoe City Lodge Alternatives 1, 2, and 3.</i> In accordance with existing regulations, if any human remains are discovered or recognized in any location on the Tahoe City Lodge project site, the project applicant will require the construction contractor to cease further</p>		X	Placer County Planning Services Division	During any earth-moving activities	Continuously during any earth-moving activities

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Applies to Area Plan (Alternatives 1-3)	Applies to Tahoe City Lodge (Alternatives 1-3)	Agency Responsible for Monitoring and Verifying Compliance	Timing of Initial Action	Frequency and Duration of Monitoring
excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: a) The Placer County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and b) If the remains are of Native American origin, 1. The descendants of the deceased Native Americans have made a recommendation to the project applicant or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or 2. The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission. 3. The site shall be flagged and avoided during construction.					
9 Scenic Resources					
<p>Mitigation Measure 9-1: Limit visible mass near Lake Tahoe within non-contiguous project areas <i>This mitigation measure applies to Area Plan Alternatives 1 and 3.</i></p> <p>Prior to approving a project that would use a non-contiguous project area, the county and TRPA shall revise the implementing ordinance to prevent a project from increasing visible mass between SR 28 or SR 89 and Lake Tahoe beyond what would be possible without the use of a non-contiguous project area. The revision to the implementing ordinance shall prohibit a project that uses a non-contiguous project area from locating land coverage or density on the lake side of SR 28 or SR 89 that would otherwise be allowed on the mountain side of SR 28 or SR 89. This mitigation measure could be implemented by revising Section 2.09.A.3 of the Area Plan implementing ordinances to include a version of the following text:</p> <p>Projects using a non-contiguous project area shall not increase the density or land coverage in any portions of the project area that are between SR 28 or SR 89 and Lake Tahoe, beyond the limits that would apply to those portions of the project area without the use of a non-contiguous project area. All non-contiguous project areas shall comply with the setbacks within town centers.</p>	X Note: Mitigation measure applies only to Alternatives 1 and 3, not Alternative 2.		Placer County Planning Services Division and TRPA	Prior to approving a project in the Placer County portion of the Tahoe Basin that would use a non-contiguous project area	Prior to approval of a project using a non-contiguous project area and ongoing
10 Transportation and Circulation					
<p>Mitigation Measure 10-1a: Construct pedestrian crossing improvements at the Grove Street/SR 28 intersection</p>	X		Placer County Public Works and Facilities	Within 2 years following	NA

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Mitigation Measure	Applies to Area Plan (Alternatives 1-3)	Applies to Tahoe City Lodge (Alternatives 1-3)	Agency Responsible for Monitoring and Verifying Compliance	Timing of Initial Action	Frequency and Duration of Monitoring
<p><i>This mitigation measure applies to Area Plan Alternatives 1, 2, and 3.</i></p> <p>As described above, pedestrian crossings, particularly near the SR 28/Grove Street intersection contribute to vehicular congestion and the existing unacceptable LOS conditions at the SR 28/Grove Street intersection. To reduce traffic delays on SR 28 through the Tahoe City Town Center during peak summer periods, Placer County shall construct a pedestrian activated hybrid beacon crossing at the Grove Street and SR 28 intersection in Tahoe City within three years of adoption of the Area Plan. The Tahoe City Mobility Plan and the Proposed Area Plan already identify this pedestrian crossing as a needed improvement. Article 15.28.010 of the Placer County Code establishes a road network Capital Improvement Program. The payment of traffic impact fees funds the Capital Improvement Program for area roadway improvements, such as the hybrid beacon pedestrian crossing. The implementation of the hybrid beacon pedestrian crossing would consolidate pedestrian crossings, which would reduce the impacts of pedestrian crossings on LOS at the Grove Street/SR 28 intersection.</p>				adoption of the Area Plan	
<p>Mitigation Measure 10-1b: Establish a County Service Area Zone of Benefit to fund expansion of transit capacity</p> <p><i>This mitigation measure applies to Area Plan Alternatives 1, 2, and 3.</i></p> <p>The key constraint to expanding transit capacity is the availability of ongoing transit operating subsidy funding, as discussed in the recently completed System Plan Update for the Tahoe Truckee Area Regional Transit in Eastern Placer County (LSC, 2016). While the proposed Area Plan includes Policy T-P-22 (“Secure adequate funding for transit services so that transit is a viable transportation alternative”), this does not identify a specific mechanism to assure expansion of transit services to address increased peak demand. To provide an ongoing source of operating funding as well as transit bus seating capacity, Placer County shall establish one or more County Service Area Zones of Benefit encompassing the developable portions of the Plan area. Ongoing annual fees would be identified to fund expansion of transit capacity as necessary to expand seating capacity to accommodate typical peak-period passenger loads during both summer and winter peak periods. At a minimum, this would consist of four additional vehicle-hours of transit service per day throughout the winter season on each of the following three routes: North Shore (North Stateline to Tahoe City), SR 89 (Tahoe City to Squaw Valley), and SR 267 (North Stateline to Northstar), as well as the expansion of transit fleet necessary to operate this additional service. In addition, ongoing annual fees would be sufficient to, at a minimum, provide 16 additional vehicle-hours of transit service per day throughout the summer season, as well as the expansion of transit fleet necessary to operate this additional service. The additional 16 vehicle-hours of transit service during the summer season would be provided on those routes that have the highest ridership and/or the lowest LOS conditions. Currently, SR 28 through Tahoe City has the highest ridership levels and lowest LOS. However, the county will determine the specific</p>	X		Placer County Public Works and Facilities	Within 2 years following adoption of the Area Plan	Ongoing

Table 1 Mitigation Monitoring and Reporting Program

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<p>routes where additional transit service will be provided each year based on observed changes in ridership and LOS over time.</p> <p>The new Zone of Benefit under the County Service Area would be established through action by the Board of Supervisors to fund increased public services within the Plan area. This is a very common means of funding the costs for expanded public services generated by development in California, though Zones of Benefit funding transit programs are relatively uncommon. In this case, the services to be funded would be expanded winter and summer TART transit services, and could also include capital expenses (such as additional buses). An Engineers Report is required under state law to identify the costs to be funded and the fee. Like traffic fee programs, fees are set on a “dwelling unit equivalent” (DUE) basis for various land use types, depending on the relative transit ridership generated by each type of land use. The total potential number of future development DUEs in the Plan area would be identified. The annual fee for each DUE would be calculated by dividing the annual costs of the additional transit service by the total DUEs. The fee would then be applied to all future development that increases ridership (residential, commercial, lodging, etc.). The fee would be an annual ongoing fee that is collected as part of property tax billing. As funds are received, they would be kept in a separate account, which can only be used for the specified purposes. Fee levels would be indexed to the regional rate of inflation, increasing as costs increase and these fees would be collected indefinitely.</p> <p>The actual amount of funding generated by the Zone of Benefit will depend on the actual level of development that occurs. Initially, when little development and little increased demand for transit has occurred, funds may be allowed to accumulate to a level at which they can be effectively used for the intended purpose. As expansion of existing transit service is relatively simple to implement in increments, the expansion of transit services funded through the Zone of Benefit can be expected to occur relatively soon and long before buildout of the Plan area. A good example of Zones of Benefit funding transit expansion can be found in the Martis Valley area. As a result of the Martis Valley Community Plan process, Zones of Benefit have been established by the Placer County Board of Supervisors for all subsequent developments over the past ten years, tied to the cost of expanding transit service and funding an additional bus purchase. These generate approximately \$40 per DUE per year. In initial years, funds were allowed to accumulate. More recently, as additional development has occurred, annual funding levels have risen and this source is now an important element of the recent expansion of TART’s 267 Route to year-round service.</p>					
<p>Mitigation Measure 10-1c: Payment of traffic mitigation fees to Placer County</p> <p><i>This mitigation measure applies to Area Plan Alternatives 1, 2, and 3 and Tahoe City Lodge Alternatives 1 and 3.</i></p> <p>Prior to issuance of any Placer County Building Permits, projects within the Area plan shall be subject to the payment of established Placer County traffic impact fees that are in effect in this area, pursuant to applicable</p>	X	X Note: Mitigation measure applies	Placer County Public Works and Facilities	Following adoption of the Area Plan	Ongoing

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Applies to Area Plan (Alternatives 1-3)	Applies to Tahoe City Lodge (Alternatives 1-3)	Agency Responsible for Monitoring and Verifying Compliance	Timing of Initial Action	Frequency and Duration of Monitoring
<p>county Ordinances and Resolutions. Traffic mitigation fees shall be required and shall be paid to the Placer County Department of Public Works and Facilities subject to the County Wide Traffic Limitation Zone: Article 15.28.010, Placer County Code. The fees will be calculated using the information supplied. If the use or the square footage changes, then the fees will change. The actual fees paid will be those in effect at the time the payment occurs.</p>		<p>only to Alternatives 1 and 3, not Alternative 2.</p>		<p>Prior to Building Permit approval for the lodge</p>	
<p>Mitigation Measure 10-1d: Expand requirements for transportation demand management plans <i>This mitigation measure applies to Area Plan Alternatives 1, 2, and 3.</i></p> <p>To reduce peak-period vehicle trips and improve LOS, future development project proposals which will employ between 20 and 100 employees and/or include tourist accommodation or recreational uses will be required to submit to Placer County a Transportation Demand Management Plan (TDM) upon Development Review. The current threshold for preparation of a TDM or Employee Transportation Plan (TRPA Code Section 65.5.2.B) and compliance with the Placer County Trip Reduction Ordinance (Placer County Code 10.20) is 100 or more employees in a single location which applies to a very limited number of sites in the Plan area. This existing requirement also does not address trips that are generated from sources other than employee commutes, and in the Plan area, a large proportion of peak period trips are the result of tourist or visitor trips rather than employee trips.</p> <p>Development of the expanded requirements for transportation demand management plans will consider trip sources and characteristics in the Plan area during peak periods. This mitigation measure will expand the requirements for transportation demand management plans with criteria that would require some employers with fewer than 100 employees to prepare such plans and implement through project mitigation for LOS impacts.</p> <p>A menu of measures that could be included in transportation demand management plans is provided in TRPA Code section 65.5.3 and Placer County Code 10.20. These measures include but are not limited to:</p> <ul style="list-style-type: none"> ▲ Preferential carpool/vanpool parking; ▲ Shuttle bus program; ▲ Transit pass subsidies; ▲ Paid parking; and ▲ Direct contributions to transit service. 	<p>X</p>		<p>Placer County Public Works and Facilities</p>	<p>Within one year of Area Plan adoption</p>	<p>Ongoing</p>
<p>Mitigation Measure 10-1e: Prepare and implement a comprehensive wayfinding program for parking and multi-modal transportation</p>	<p>X</p>		<p>Placer County Public Works and Facilities</p>	<p>Within one year of adoption of the Area Plan</p>	<p>Ongoing</p>

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Applies to Area Plan (Alternatives 1-3)	Applies to Tahoe City Lodge (Alternatives 1-3)	Agency Responsible for Monitoring and Verifying Compliance	Timing of Initial Action	Frequency and Duration of Monitoring
<p><i>This mitigation measure applies to Area Plan Alternatives 1, 2, and 3.</i></p> <p>Within one year of adoption of the Area Plan, Placer County will coordinate with partner agencies and organizations and ensure the preparation of a comprehensive wayfinding program for parking and multi-modal transportation. The program will identify specific improvements, responsible parties, and a timeline for implementation. The program will be consistent with Area Plan Policy T-P-37, which states “Develop a coordinated wayfinding signage program to enhance awareness of alternative transportation modes including transit (TART), pedestrian and bicycle facilities. The wayfinding program should also include parking management strategies, see Policy T-P-18. Wayfinding signs should be consistent within all areas of the Plan to provide clear recognition in congested periods.” The program would encourage additional transit, bicycle, and pedestrian use by increasing travelers’ awareness of the location and availability of these alternative modes. Wayfinding signage for parking facilities would be incorporated into the program and be consistent within all areas of the Plan to provide clear recognition in congested periods.</p>					
<p>Mitigation Measure 10-1f: Long-term monitoring and adaptive management of mobility strategies <i>This mitigation measure applies to Area Plan Alternatives 1, 2, and 3.</i> Utilizing monitoring data continuously collected by various partner agencies, Placer County and TRPA will periodically assess the effectiveness of the long-term implementation of mobility strategies within the Plan area.</p>	X		Placer County Public Works and Facilities	Periodically after adoption of the Area Plan	Ongoing
<p>Mitigation Measure 10-1g: Four-year review of vehicle trips and mobility strategies <i>This mitigation measure applies to Area Plan Alternatives 1, 2, and 3.</i> Concurrent with TRPA’s four-year Area Plan recertification process, should actual vehicle trips surpass the Area Plan vehicle trips projected for travel into and within the Plan area, as shown in Chapter 19 of the Draft EIR/EIS for the Tahoe Basin Area Plan, the County and TRPA shall jointly revise mobility strategies in the Area Plan transportation chapter to address the increased vehicle trips. Placer County and its partners shall develop financing mechanisms to ensure implementation of new or modified mobility strategies within a feasible period of time. Placer County shall submit the revised Area Plan to TRPA for approval.</p>	X		Placer County Public Works and Facilities	Concurrent with TRPA’s four-year Area Plan recertification process	Ongoing
<p>Mitigation Measure 10-1h: Implement TRPA’s Congestion Management Process <i>This mitigation measure applies to Area Plan Alternatives 1, 2, and 3.</i> Placer County and TRPA shall prioritize additional mobility strategies in a manner consistent with TRPA’s Congestion Management Process required by federal regulation (23 CFR 450.320) for urban metropolitan planning organizations. TRPA’s CMP is currently under development and will be implemented in 2017 in collaboration with local jurisdictions and public transit providers.</p>	X		Placer County Public Works and Facilities	Following adoption of the Area Plan	Ongoing

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Mitigation Measure	Applies to Area Plan (Alternatives 1-3)	Applies to Tahoe City Lodge (Alternatives 1-3)	Agency Responsible for Monitoring and Verifying Compliance	Timing of Initial Action	Frequency and Duration of Monitoring
<p>Mitigation Measure 10-3a: Construct and maintain a pedestrian activated hybrid beacon crossing at the Grove Street/SR 28 intersection pursuant to Mitigation Measure 10-1a, create a transit service expansion funding source pursuant to Mitigation Measure 10-1b, and require payment of traffic mitigation fees to Placer County pursuant to Mitigation Measure 10-1c, expand the requirements for transportation demand management plans pursuant to Mitigation Measure 10-1d, prepare and implement a comprehensive wayfinding program for parking and multi-modal transportation pursuant to Mitigation Measure 10-1e, implement long-term monitoring and adaptive management of mobility strategies pursuant to Mitigation Measure 10-1f, implement a four-year review of vehicle trips and mobility strategies pursuant to Mitigation Measure 10-1g, and implement TRPA's Congestion Management Process pursuant to Mitigation Measure 10-1h.</p> <p><i>This mitigation measure applies to Area Plan Alternatives 1, 2, and 3; and Tahoe City Lodge Alternatives 1 and 3.</i></p> <p>This impact would be minimized through the implementation of Mitigation Measures 10-1a, 10-1b, 10-1c, 10-1d, 10-1e, 10-1f, 10-1g, and 10-1h described under Impact 10-1, above. These same mitigation measures would be required to address this impact. In the case of Mitigation Measure 10-1b, the lodge project applicant shall be responsible for annual transit fees beginning with the first year of operation. If the county service area funding program is not implemented prior to the opening of the lodge, the lodge project shall pay all annual fees accrued retroactive to the opening date once the program comes into effect.</p>	X	X Note: Mitigation measure applies only to Alternatives 1 and 3, not Alternative 2.	Placer County Public Works and Facilities	Within 2 years following adoption of the Area Plan Prior to Building Permit approval for the lodge	Ongoing
<p>Mitigation Measure 10-3b: Obtain a Caltrans Encroachment Permit for Work within the State Highway</p> <p><i>This mitigation measure applies to Area Plan Alternatives 1, 2, and 3; and Tahoe City Lodge Alternatives 1 and 3.</i></p> <p>Prior to Improvement Plan approval, the applicant for any development project proposing work within the State Highway right-of-way shall obtain an Encroachment Permit from Caltrans. A copy of said Permit shall be provided to the Placer County Engineering and Surveying Division prior to the approval of the Improvement Plans. Right-of-way dedication to the State, as required, shall be provided to accommodate the existing and future highway improvements.</p> <p>Caltrans will not issue an Encroachment Permit for work within their right-of-way for improvements (other than signals, road widening, striping and signing) without first entering into a Landscape Maintenance Agreement with the county. This agreement allows for private installation and maintenance of concrete curb/gutters, sidewalks, trails, landscaping and irrigation within Caltrans' right-of-way. A similar agreement between the county and the applicant is required prior to the county entering into the agreement with Caltrans. If applicable, both of these maintenance agreements shall be executed prior to approval of the Improvement Plans.</p>	X	X	Placer County Engineering and Surveying Division, CalTrans	Within 2 years following adoption of the Area Plan Prior to Improvement Plan approval for the lodge	Completion at Improvement Plan approval and with construction, and ongoing

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Mitigation Measure	Applies to Area Plan (Alternatives 1-3)	Applies to Tahoe City Lodge (Alternatives 1-3)	Agency Responsible for Monitoring and Verifying Compliance	Timing of Initial Action	Frequency and Duration of Monitoring
<p>Mitigation Measure 10-5: Create a transit service expansion funding source pursuant to Mitigation Measure 10-1b. <i>This mitigation measure applies to Area Plan Alternatives 1, 2, and 3.</i> This impact would be minimized through the implementation of Mitigation Measure 10-1b described under Impact 10-1, above. These same mitigation measure would be required to address this impact.</p>	X		Placer County Public Works and Facilities	Within 2 years following adoption of the Area Plan	Ongoing
<p>Mitigation Measure 10-6: Expand on-site parking. <i>This mitigation measure applies to Lodge Alternative 2</i> During the final design of the reduced-scale Lodge, revise the parking configuration and design to expand the onsite parking from 82 to 85 spaces.</p>		X Note: Mitigation measure applies only to Alternative 2, not Alternatives 1 and 3.	Placer County Planning Services Division	Prior to Improvement Plan approval	Completion at Improvement Plan approval and with construction
<p>Cumulative Mitigation Measure 10-2: Fairway Drive monitoring and traffic management program. <i>This mitigation measure applies to Area Plan Alternatives 1 – 3.</i> At least every 5 years, Placer County would conduct traffic counts on Fairway Drive between Bunker Drive and Grove Street for a two-week period in early August (peak summer traffic season). These counts will be summarized by day and by direction. If on any one day the daily two-way total traffic volume exceeds 1,700 vehicles, the County will implement traffic management measures to reduce diversion traffic on Fairway Drive and connecting local residential streets to maintain daily two-way total traffic volumes below 2,500 vehicles. Traffic management measures could include, but are not limited to: additional signage, increased traffic speed enforcement, speed cushions, and turn prohibitions.</p>	X		Placer County Public Works and Facilities	Within 2 years following adoption of the Area Plan	Ongoing, every five years
<p>11 Air Quality</p>					
<p>Mitigation Measure 11-2a: Reduce short-term construction-generated emissions of ROG, NO_x, and PM₁₀. <i>Mitigation Measure 11-2 is required for Area Plan Alternatives 1, 2, and 3.</i> Proponents of individual land use development projects in the Plan area subject to TRPA and/or CEQA environmental review shall be required to demonstrate that construction-related emissions of ROG, NO_x, and PM₁₀ for each project would be less than PCAPCD’s significance standards of 82 lb/day. Every project applicant shall require its prime construction contractor to implement the following measures:</p> <ul style="list-style-type: none"> ▲ Submit to PCAPCD a comprehensive inventory (e.g., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that would be used for 40 or more hours, in aggregate, during a construction season. If any new equipment is added after submission 	X		Placer County Planning Services Division, TRPA, and Placer County Air Pollution Control District	At least three business days prior to the use of heavy-duty off-road equipment	Prior to each construction season and ongoing

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<p>of the inventory, the prime contractor shall contact PCAPCD before the new equipment is used. At least three business days before the use of subject heavy-duty off-road equipment, the project representative shall provide PCAPCD with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and onsite foreman;</p> <ul style="list-style-type: none"> ▲ Before approval of Grading or Improvement Plans, whichever occurs first, the prime contractor shall submit for PCAPCD approval, a written calculation demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20 percent reduction in NOX emissions as compared to ARB statewide fleet average emissions. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The calculation shall be provided using PCAPCD's Construction Mitigation Calculator; ▲ Use existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators during construction rather than temporary diesel power generators to the extent feasible; ▲ During construction, minimize idling time to a maximum of 5 minutes for all diesel powered equipment; and/or ▲ Post signs in the designated queuing areas of the construction site to remind off-road equipment operators that idling is limited to a maximum of 5 minutes. <p>Every project applicant shall require additional measures, as necessary, to ensure that construction-related emissions would not exceed PCAPCD's significance standards for of ROG, NO_x, and PM₁₀ of 82 lb/day. These additional measures may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▲ Use of Tier 3 or better engines for construction equipment, ▲ Use of no- or low-solids content (i.e., no- or low-VOC) architectural coatings that meet or exceed the VOC-requirements of PCAPCD Rule 218. Implementation of this measure would reduce ROG emissions from architectural coating by 90 percent, and/or ▲ Participate in PCAPCD's offsite mitigation program, the Land Use Air Quality Mitigation Fund, by paying the equivalent amount of fees for the project's contribution of ROG or NO_x that exceeds the 82 lb/day significance criteria, or the equivalent as approved by PCAPCD. The applicable fee rates of the program change over time. The actual amount to be paid shall be determined, and satisfied per current guidelines, at the time of approval of the Grading or Improvement Plans. 					

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<p>Mitigation Measure 11-2b: Reduce short-term construction-generated emissions of ROG <i>Mitigation Measure 11-2 is required for Lodge Alternatives 1 and 3.</i></p> <p>The applicant for the lodge project shall require its prime construction contractor to implement measures to ensure that construction-generated emissions of ROG would not exceed PCAPCD's significance standard of 82 lb/day. Measures to ensure maximum daily emissions of ROG would not exceed 82 lb/day include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▲ Use of no- or low-solids content (i.e., no- or low-VOC) architectural coatings that meet or exceed the VOC-requirements of PCAPCD Rule 218. Implementation of this measure would reduce ROG emissions from architectural coating by 90 percent; ▲ Use existing power sources (e.g., power poles) or clean fuel (e.g., biodiesel, natural gas) generators during construction rather than temporary diesel power generators to the extent feasible; ▲ During construction, minimize idling time to a maximum of 5 minutes for all diesel powered equipment; ▲ Post signs in the designated queuing areas of the construction site to remind off-road equipment operators that idling is limited to a maximum of 5 minutes; ▲ Use of Tier 3 or better engines for construction equipment; and/or ▲ Participate in PCAPCD's offsite mitigation program, the Land Use Air Quality Mitigation Fund, by paying the equivalent amount of fees for the project's contribution of ROG that exceeds the 82 lb/day significance criteria, or the equivalent as approved by PCAPCD. The applicable fee rates of the program change over time. The actual amount to be paid shall be determined, and satisfied per current guidelines, at the time of approval of the Grading or Improvement Plans. <p>Prior to initiating construction, the applicant shall receive written approval by PCAPCD that its selected measures are sufficient for ensuring the construction-related ROG emissions would not exceed 82 lb/day.</p>		<p style="text-align: center;">X</p> <p>Note: Mitigation measure applies only to Alternatives 1 and 3, not Alternative 2.</p>	<p>TRPA and Placer County Air Pollution Control District</p>	<p>Prior to Improvement Plan approval</p>	<p>During review of Improvement Plans</p> <p>Ongoing during construction</p>
<p>Mitigation Measure 11-5: Reduce short-term construction-generated TAC emissions <i>Mitigation Measure 11-5 is required for Area Plan Alternatives 1, 2, and 3.</i></p> <p>TRPA shall require proponents of every individual land use development project proposed in the Plan area to demonstrate that its construction activities would follow PCAPCD's recommended BMPs and to ensure that construction-generated TAC emissions would not expose nearby sensitive receptors to TAC emissions that would exceed 10 in 1 million for the carcinogenic risk (i.e., the risk of contracting cancer) or a non-carcinogenic Hazard Index of 1 for the maximally exposed individual). Every project applicant shall require its prime construction contractor to implement the following measures prior to project approval:</p>	<p>X</p>		<p>TRPA and Placer County Air Pollution Control District</p>	<p>Within 12 months of adoption of the Area Plan</p>	<p>Ongoing during project-specific environmental review</p>

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Applies to Area Plan (Alternatives 1-3)	Applies to Tahoe City Lodge (Alternatives 1-3)	Agency Responsible for Monitoring and Verifying Compliance	Timing of Initial Action	Frequency and Duration of Monitoring
<ul style="list-style-type: none"> ▲ Work with PCAPCD staff to determine if project construction would result in release of diesel emissions in areas with potential for human exposure, even if overall emissions would be low. Factors considered by PCAPCD when determining significance of a project include the expected emissions from diesel equipment including operation time, location of the project, and distance to sensitive receptors. (PCAPCD 2012:2-6). ▲ Use PCAPCD's guidance to determine whether construction of an individual project would require detailed evaluation with a health risk assessment (HRA) (PCAPCD 2012: Appendix E). If an HRA is required, model emissions, determine exposures, and calculate risk associated with health impacts, per PCAPCD guidance. Coordinate with PCAPCD to determine the significance of the estimated health risks. 					
12 Greenhouse Gas Emissions and Climate Change					
<p>Mitigation Measure 12-1: Implement all feasible greenhouse gas reduction measures to achieve no net increase in emissions.</p> <p><i>The following mitigation measure is required for Area Plan Alternatives 1, 2, and 3.</i></p> <p>Require new construction (both redevelopment and greenfield) to implement energy, water, transportation, and vegetation measures to achieve a no net increases in GHG emissions as stated by ARB in the 2017 Climate Change Scoping Plan to the extent feasible. Such measures may include those recommended by PCAPCD available in Appendix F-1 of the District's CEQA Handbook and other feasible measures contained in Appendix B of ARB's Scoping Plan Update dated January 20, 2017. This would apply to new construction occurring under the Area Plan, including the proposed lodge project. Also, Placer County will initiate a funding program to apply these measures to existing facilities, as feasible, within the Plan area (PCAPCD 2012).</p> <p>These recommended measures include, but are not limited to:</p> <ul style="list-style-type: none"> ▲ Install tank-less or energy-efficiency water heaters (E5). This would result in less emissions than water heaters powered with propane or natural gas. ▲ Install solar water heaters (E3). ▲ Install energy-efficient roofing (E4). ▲ Require Energy Star-rated appliances in new construction (E9) ▲ Pre-Plumb new construction for Solar Energy and design for load (E12) ▲ Install low-flow water fixtures (W1) ▲ Use reclaimed water for irrigation (W3) ▲ Provide bus shelters and lanes and provide bike parking (T1, T2, and T3) ▲ Plant drought tolerant plants (V2) ▲ Prohibit gas-powered landscaping equipment (V3) 	X		Placer County Planning Services Division and Placer County Air Pollution Control District	Prior to discretionary approvals for new construction	Completion at the time of approvals for new construction and ongoing during construction

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Applies to Area Plan (Alternatives 1-3)	Applies to Tahoe City Lodge (Alternatives 1-3)	Agency Responsible for Monitoring and Verifying Compliance	Timing of Initial Action	Frequency and Duration of Monitoring
<ul style="list-style-type: none"> ▲ Achieve Zero Net Energy (ZNE) or equivalent level of energy efficiency, renewable energy generation, or GHG emission savings ▲ Require new developments to demonstrate that each new residence be equipped with a minimum of one single-port electric vehicle charging station that achieves similar or better functionality as a Level 2 charging station (referring to the voltage that the electric vehicle charger uses) ▲ Require residential projects to contribute to a fund to subsidize purchase of zero emission vehicles ▲ Require electric vehicle charging station (Conductive/inductive) and signage for non-residential developments ▲ Adopt a program of parking fees to generate funding for sustainable transportation modes ▲ Install ground source heat pumps (GSHPs) to reduce the need for natural gas in winter ▲ Require purchase of carbon credits from the CAPCOA GHG Reduction Exchange Program, American Carbon Registry (ACR), Climate Action Reserve (CAR) or other similar carbon credit registry determined to be acceptable by the local air district to offset emissions over the operational life of the project <ul style="list-style-type: none"> ○ Applicant shall consider generating or purchasing local and California-only carbon credits as the preferred mechanism to implement its off-site mitigation measure for GHG emissions and that will facilitate the State's efforts in achieving the GHG emission reduction goal ▲ Additional Reduction Measures to Help Individual Projects Achieve a Net Zero Increase in Greenhouse Gas Emissions <p>As stated above, Appendix B of ARB's Scoping Plan Update includes additional examples of GHG reduction measures that could be considered for individual projects. This list of reduction measures includes items that address GHG emissions generated by construction activity, transportation, on-site electricity generation, electricity consumption, and water consumption (ARB 2017:B-7 to B-9). The reductions achieved by these measures would vary according to many factors including the climate in the Tahoe Region and the nature and number of new or redevelopment projects. However, a project applicant may be able to provide the site-specific information necessary to quantify a reduction. The following additional project-level measures will be applicable to new projects and redevelopment projects developed under the proposed Area Plan unless determined to be infeasible. Also included is some information about the effectiveness of each measure:</p> <p><u>Construction-Related Reduction Measures</u></p> <ul style="list-style-type: none"> ▲ Enforce idling time restrictions for construction vehicles. <i>Reducing the time construction equipment is operating will reduce GHG emissions.</i> ▲ Require diesel equipment fleets to be lower emitting than any current emission standard. This can be implemented by requiring construction equipment to operate with the highest tier engines commercially available. <i>Higher tier engines generate lower levels of GHG emissions than lower tier engines.</i> 					

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Applies to Area Plan (Alternatives 1-3)	Applies to Tahoe City Lodge (Alternatives 1-3)	Agency Responsible for Monitoring and Verifying Compliance	Timing of Initial Action	Frequency and Duration of Monitoring
<ul style="list-style-type: none"> ▲ Increase use of electric-powered construction equipment including use of existing grid power for electric energy rather than operating temporary gasoline/diesel powered generators. <i>Electric powered equipment generates lower levels of indirect GHG emissions than diesel- and gasoline-powered equipment.</i> ▲ Require diesel-powered construction equipment to be fueled with renewable diesel fuel. The renewable diesel product that is used shall comply with California’s Low Carbon Fuel Standards and be certified by the California Air Resources Board Executive Officer. <i>Use of renewable diesel fuel instead of conventional diesel fuel can result in a 40 to 70 percent reduction in CO2e emissions generated by construction equipment (SMAQMD 2015:3).</i> ▲ Divert and recycle construction and demolition waste, and use locally-sourced building materials with a high recycled material content to the greatest extent feasible. <i>This measure would reduce upstream emissions associated with the manufacture of building materials.</i> <p><u>Design- and Operation-Related Reduction Measures</u></p> <ul style="list-style-type: none"> ▲ Allow for new construction to install fewer on-site parking spaces than required by local municipal building code, while still maintaining requirements of the Americans with Disabilities Act (ADA) and any dedicated spaces for the charging of electric vehicles. <i>This measure would incentivize people to use other modes of transportation, including biking, walking, and transit, thereby reducing mobile-source GHG emissions. Exact reductions would vary according to many factors, including the local viability of these alternative modes of transportation.</i> ▲ Dedicate on-site parking for shared vehicles. <i>This measure would discourage the use of single occupancy vehicles, thereby reducing mobile-source GHG emissions.</i> ▲ Provide adequate, safe, convenient, and secure on-site bicycle parking and storage in multi-family residential projects and in non-residential projects. <i>This measure would encourage and support bicycling as a viable mode of transportation, thereby reducing mobile-source GHG emissions.</i> ▲ Provide on- and off-site safety improvements for bike, pedestrian, and transit connections, and/or implement relevant improvements identified in an applicable bicycle and/or pedestrian master plan. <i>This measure would incentivize people to use other modes of transportation, including biking, walking, and transit, thereby reducing mobile-source GHG emissions.</i> ▲ Require on-site renewable energy generation. <i>This measure would reduce the indirect GHG emissions associated with the consumption of electricity from the grid.</i> ▲ Require solar panels on all roof area with adequate solar exposure. <i>This measure would reduce the indirect GHG emissions associated with the consumption of electricity from the grid.</i> ▲ Require organics collection in new developments. <i>This measure would reduce the level of GHG emissions associated with the decomposition of organic waste in landfills.</i> 					

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Applies to Area Plan (Alternatives 1-3)	Applies to Tahoe City Lodge (Alternatives 1-3)	Agency Responsible for Monitoring and Verifying Compliance	Timing of Initial Action	Frequency and Duration of Monitoring
<ul style="list-style-type: none"> ▲ Require low-water landscaping in new developments and redevelopment sites. Require water efficient landscape maintenance to conserve water and reduce landscape waste. <i>This measure would reduce the level of indirect GHGs associated with the consumption of water.</i> ▲ Require new construction, including municipal building construction, to achieve third-party green building certifications, such as the GreenPoint Rated program or the LEED rating system. <i>This measure would reduce the GHGs associated with the consumption of water and the consumption of electricity from the grid, natural gas, and propane for the heating and cooling of buildings and for water heating.</i> ▲ Require the design of bike lanes to connect to the regional bicycle network. <i>This measure would encourage and support bicycling as a viable mode of transportation, thereby reducing mobile-source GHG emissions.</i> ▲ Require preferential parking spaces for park-and-ride to incentivize carpooling, vanpooling, commuter bus, and electric vehicles. <i>This measure would discourage the use of single occupancy fossil fuel-powered vehicles, thereby reducing mobile-source GHG emissions.</i> ▲ Develop a rideshare program targeting commuters to major employment centers. <i>This measure would discourage the use of single occupancy vehicles for work commute trips, thereby reducing mobile-source GHG emissions.</i> ▲ Require the design of bus stops/shelters/express lanes in new developments to promote the usage of mass-transit. <i>This measure would incentivize people to mass transit, thereby reducing mobile-source GHG emissions.</i> ▲ Require gas or propane outlets in private outdoor areas of residential land uses for use with outdoor cooking appliances such as grills if natural gas service or propane service is available. By providing a fuel source other than charcoal. <i>This measure would reduce GHG emissions from outdoor cooking.</i> ▲ Require the installation of electrical outlets on the exterior walls of both the front and back of residential and non-residential buildings to support the use of electric landscape maintenance equipment. <i>This measure would reduce GHG emission generated by fossil fuel-powered outdoor maintenance equipment.</i> ▲ Require the installation of whole-house fans instead of air conditioning units for cooling during the summer season. <i>Whole-house fans consume less electricity than air conditioners, resulting in a reduction in indirect GHG emissions from electricity consumption.</i> ▲ Require each residential and commercial building to be equipped with programmable thermostats/timers. <i>This allows for more energy-efficient operation of heating and cooling systems, resulting in less consumption of natural gas, propane, and electricity and associated GHG emissions.</i> ▲ Require the use of energy-efficient lighting for all street, parking, and area lighting. <i>This reduces the amount of electricity consumed for outdoor lighting.</i> 					

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Applies to Area Plan (Alternatives 1-3)	Applies to Tahoe City Lodge (Alternatives 1-3)	Agency Responsible for Monitoring and Verifying Compliance	Timing of Initial Action	Frequency and Duration of Monitoring
<p>13 Noise</p>					
<p>Mitigation Measure 13-3: Implement measures to avoid exposure of off-site buildings to levels of ground vibration that could result in structural damage and to minimize the level of human annoyance.</p> <p><i>The following mitigation measure applies to Lodge Alternatives 1, 2, and 3.</i></p> <p>The Tahoe City Lodge project applicant shall ensure that off-site buildings will not be exposed to construction-generated ground vibration levels that exceed the Caltrans-recommended standard of 0.2 inch/second PPV for evaluating structural damage. The project applicant shall also ensure that off-site buildings will not be exposed to ground vibration levels that exceed FTA's human response standard of 83 VdB for commercial buildings.</p> <p>The project applicant shall hire a California-registered geotechnical engineer to perform a site-specific study of the geotechnical conditions at and around the lodge site. The study shall determine the propagation rate of ground vibration in the area, taking into account local soil conditions, the age of the nearby buildings, and other factors. The study shall determine whether nearby structures and buildings could experience structural damage from the types of demolition and construction activities that would take place and the types of heavy equipment that will be used.</p> <p>The study shall identify detailed site-specific measures to lessen the potential for structural damage and to reduce the potential for negative human response from ground vibration generated by demolition and construction activities and the project applicant shall require construction contractor(s) to implement the measures identified in the study. Such measures shall include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▲ All heavy equipment used within a specified distance of offsite buildings shall have a reference vibration level no greater than a limit determined by the geotechnical investigation necessary to avoid structural damage and to minimize negative human responses; ▲ Equipment, debris piles, and building materials shall not be staged or stored within 34 feet of any off-site buildings; ▲ All construction equipment on shall be operated as far away from vibration-sensitive sites as reasonably possible; ▲ Earth moving, ground-disturbance, and truck loading activities shall be phased so as not to occur simultaneously in areas close to off-site buildings. The total vibration level produced could be substantially less when each vibration source operated close to off-site buildings is operated separately; ▲ The project applicant shall designate a disturbance coordinator and post that person's telephone number conspicuously around the locations where pile driving would be performed. The disturbance coordinator shall receive all public complaints and be responsible for determining the 		<p>X</p>	<p>Placer County Planning Services Division and Engineering and Surveying Division</p>	<p>Prior to Improvement Plan approval</p>	<p>Completion at the time of Planning Services and Engineering and Surveying Divisions approval of the ground vibration study and ongoing during project construction and ESD inspection</p>

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Applies to Area Plan (Alternatives 1-3)	Applies to Tahoe City Lodge (Alternatives 1-3)	Agency Responsible for Monitoring and Verifying Compliance	Timing of Initial Action	Frequency and Duration of Monitoring
<p>cause of the complaint and implementing any feasible measures to alleviate the problem. The contact information of the disturbance coordinator shall also be provided to the owners of all properties for which a pre-inspection survey is performed; and</p> <ul style="list-style-type: none"> ▲ The project applicant shall also provide advanced notice to owners of all buildings and structures located within 43 feet of any portion of the Lodge site where demolition or construction activity would take place. This noticing shall inform property owners when and where construction equipment would be operated and the types of measures being implemented to lessen the impact at potentially affected receptors. This noticing shall also provide the contact information for the designated disturbance coordinator. <p>If determined necessary by the geotechnical Engineer based on his/her assessment of the propagation rate of the local soils, this study shall also include a geotechnical inspection of all buildings and structures located within 50 feet of where demolition and construction activities would occur. The inspection shall document pre-existing conditions, including any pre-existing structural damage. The pre-inspection survey of the buildings shall be completed with the use of photographs, videotape, or visual inventory, and shall include inside and outside locations. All existing cracks in walls, floors, driveways shall be documented with sufficient detail for comparison during and upon completion of Lodge construction to determine whether new actual vibration damage has occurred. The results of both surveys shall be provided to the project applicant for review and acceptance of conclusions. Should damage occur during construction, construction operations shall be halted until the problem activity can be identified. Once identified, the problem activity shall be modified to eliminate the problem and protect the adjacent buildings. Any damage to nearby buildings shall be repaired back to the pre-existing condition at the expense of the project applicant.</p>					
<p>Mitigation Measure 13-5a: Implement measures to ensure compliance of rooftop terrace activities with Placer County Noise Ordinance standards at the Tahoe Marina Lakefront Property</p> <p><i>The following mitigation measure applies to Lodge Alternatives 1 and 2.</i></p> <p>The applicant for the Tahoe City Lodge project shall ensure that noise generated by activity on the rooftop terrace will not expose off-site noise-sensitive receptors, including the Tahoe Marina Lakefront property, to noise levels that exceed standards established by the Placer County Noise Ordinance (Table 13-7). Noise reduction measures that can be implemented to ensure compliance with Placer County Noise Ordinance daytime noise standards of 50 dB Leq and 65 dB Lmax include but are not limited to the following:</p> <ul style="list-style-type: none"> ▲ Adjust volume settings and orient speakers away from the Tahoe Marina Lakefront property. ▲ Install a noise-reduction barrier along the edge of the rooftop terrace. This barrier may consist of a transparent material to maintain views of the lake. This barrier may also serve to limit the level of traffic noise on the rooftop terrace. 		<p style="text-align: center;">X</p> <p>Note: Mitigation measure applies only to Alternatives 1 and 2, not Alternative 3.</p>	<p>Placer County Planning Services Division</p>	<p>Prior to issuance of building permits, and ongoing</p>	<p>Ongoing</p>

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Applies to Area Plan (Alternatives 1-3)	Applies to Tahoe City Lodge (Alternatives 1-3)	Agency Responsible for Monitoring and Verifying Compliance	Timing of Initial Action	Frequency and Duration of Monitoring
<ul style="list-style-type: none"> ▲ Outdoor generators shall not be operated on the rooftop terrace. ▲ Orient or relocate the rooftop terrace activity area on the Tahoe City Lodge project site such that other buildings serve as a sound barrier to project off-site noise-sensitive receptors. ▲ Prohibit music after 10:00 p.m. if necessary to ensure compliance with Placer County Noise Ordinance nighttime noise standards of 40 dB Leq and 60 dB Lmax. ▲ Prohibit music at all times, if necessary. <p>Prior to groundbreaking for the Tahoe City Lodge project, a qualified acoustic specialist shall be selected by the county hired at the project applicant's expense to verify the effectiveness of all selected noise reduction measures. The qualified acoustic specialist shall also provide the findings to the county.</p>					
<p>Mitigation Measure 13-5b: Implement measures to ensure compliance by outdoor events at the golf course clubhouse with exceedance of Placer County Noise Ordinance Standards at nearby residential land uses</p> <p><i>The following mitigation measure applies to Lodge Alternatives 1 and 3.</i></p> <p>The Tahoe City Public Utility District shall ensure that noise generated by the clubhouse will not expose off-site sensitive receptors, such as nearby residences, to noise levels that exceed the nighttime noise standards of 40 dB Leq and 60 dB Lmax established by the Placer County Noise Ordinance between the hours of 10:00 p.m. and 7:00 a.m. The District shall also ensure that Placer County Noise Ordinance standards of 50 dB Leq and 65 dB Lmax are not exceeded at the property line of nearby residences between the hours of 7:00 a.m. and 10:00 p.m. Subwoofers shall not be used in amplified sound systems at outdoor events.</p> <p>Sound level measurements shall be conducted at the property line of the closest residential land use during the sound testing of the amplified sound system prior to each outdoor event. The sound level meter used for the sound level measurements should meet a minimum Type 2 compliance and be fitted with the manufacturer's windscreen and calibrated before use.</p> <p>Noise reduction measures that can be implemented to ensure compliance with Placer County Noise Ordinance daytime noise standards of 50 dB Leq and 65 dB Lmax include but are not limited to the following:</p> <ul style="list-style-type: none"> ▲ Locate outdoor events as far as possible from nearby off-site residences along Fairway Drive. If feasible, orient outdoor events such that the new clubhouse serves as a sound barrier between the noise-generating outdoor activity and the nearest off-site residence. ▲ Any outdoor generators used during outdoor events shall be located as far as possible from nearby off-site residences along Fairway Drive. ▲ Adjust volume settings and orient speakers away from off-site residences. 		<p>X</p> <p>Note: Mitigation measure applies only to Alternatives 1 and 3, not Alternative 2.</p>	Placer County Planning Services Division	Prior to issuance of building permits, and ongoing	Ongoing

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Applies to Area Plan (Alternatives 1-3)	Applies to Tahoe City Lodge (Alternatives 1-3)	Agency Responsible for Monitoring and Verifying Compliance	Timing of Initial Action	Frequency and Duration of Monitoring
<p>▲ If agreed to by nearby homeowners, install a permanent sound barrier (e.g., a wall, earthen berm, or berm-wall combination) near the property line of off-site residential land uses.</p> <p>If agreed to by nearby homeowners, install a temporary sound barrier during outdoor events near the property line of the affected off-site residential land uses.</p>					
<p>14 Geology, Soils, Land Capability and Coverage</p>					
<p>Mitigation 14-1: Refine project site plan to reduce LCD 3 land coverage to comply with TRPA limits. <i>This mitigation measure applies to the Tahoe City Lodge Alternatives 1 and 3.</i></p> <p>During the final design and before TRPA approval, the site plan shall be refined to reduce paved areas (such as roads, parking areas, or paved walkways) such that the total proposed land coverage within any LCD does not exceed the limits established by TRPA. This would require a net reduction of 1,304 sf and 1,179 sf of coverage in LCD 3 under Alternatives 1 and 3, respectively.</p>		<p>X</p> <p>Note: Mitigation measure applies only to Alternatives 1 and 3, not Alternative 2.</p>	<p>TRPA</p>	<p>At the time of TRPA review for approval of a TRPA permit</p>	<p>Completion at the time of TRPA review for approval of a TRPA permit</p>
<p>Mitigation Measure 14-2a: Prepare and implement a stormwater pollution prevention plan. <i>This mitigation measure applies to Tahoe City Lodge Alternatives 1, 2, and 3.</i></p> <p>Implement Mitigation Measure 15-1a. As a condition of the SWRCB Statewide Construction General Permit, the project applicant shall prepare and implement a stormwater pollution prevention plan (SWPPP). The SWPPP will be prepared by a qualified SWPPP practitioner and/or a qualified SWPPP developer, will specify water quality controls consistent with Lahontan RWQCB requirements, and will ensure that runoff quality maintains beneficial uses of Lake Tahoe and the Truckee River. The site-specific SWPPP developed for each construction phase will describe the site controls, erosion and sediment controls, means of waste disposal, implementation of project specific plans required by local regulations, control of post-construction sediment and erosion control measures, and other impact reduction strategies unrelated to stormwater. The SWPPP shall be consistent with Chapter 4.5 of the TRPA BMP Handbook (“Temporary BMPs for Construction”).</p>		<p>X</p>	<p>Lahontan RWQCB</p>	<p>Prior to any construction or grading</p>	<p>Ongoing during construction</p>
<p>Mitigation Measure 14-2b: Prepare and submit required plan materials to Placer County. <i>This mitigation measure applies to Tahoe City Lodge Alternatives 1, 2, and 3.</i></p> <p>The project applicant shall prepare and submit Improvement Plans, specifications, and cost estimates (per the requirements of Section II of the Land Development Manual [LDM] that are in effect at the time of submittal) to the Engineering and Surveying Division (ESD) for review and approval. The plans shall show all physical improvements as required by the conditions for the project as well as pertinent topographical features both on and off site. All existing and proposed utilities and easements, on site and adjacent to the project, which may be</p>		<p>X</p>	<p>Placer County Engineering and Surveying Division</p>	<p>Improvement Plan submittal</p>	<p>Completion at the time of ESD review for approval of Improvement Plans</p>

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Applies to Area Plan (Alternatives 1-3)	Applies to Tahoe City Lodge (Alternatives 1-3)	Agency Responsible for Monitoring and Verifying Compliance	Timing of Initial Action	Frequency and Duration of Monitoring
<p>affected by planned construction, shall be shown on the plans. All landscaping and irrigation facilities within the public right-of-way (or public easements), or landscaping within sight distance areas at intersections, shall be included in the Improvement Plans. It is the project applicant's responsibility to obtain all required agency signatures on the plans and to secure department approvals. If the Design/Site Review process and/or Development Review Committee (DRC) review is required as a condition of approval for the project, said review process shall be completed before submittal of Improvement Plans. Record drawings shall be prepared and signed by a California Registered Civil Engineer at the applicant's expense and shall be submitted to the ESD in both hard copy and electronic versions in a format to be approved by the ESD before acceptance by the county of site improvements.</p> <p>Building Permits associated with this project shall not be issued until, at a minimum, the Improvement Plans are approved by ESD.</p> <p>Before the county's final acceptance of the project's improvements, submit to the ESD two copies of the Record Drawings in digital format (on compact disc or other acceptable media) in accordance with the latest version of the Placer County Digital Plan and Map Standards along with two blackline hardcopies (black print on bond paper) and two PDF copies. The digital format is to allow integration with Placer County's Geographic Information System (GIS). The final approved blackline hardcopy Record Drawings will be the official document of record.</p>					
<p>Mitigation Measure 14-2c: Identify ground disturbance areas and develop revegetation plan.</p> <p><i>This mitigation measure applies to Tahoe City Lodge Alternatives 1, 2, and 3.</i></p> <p>The Improvement Plans shall show all proposed grading, drainage improvements, vegetation and tree removal and all work shall conform to provisions of the Placer County Grading Ordinance (Ref. Article 15.48, Placer County Code) and Stormwater Quality Ordinance (Ref. Article 8.28, Placer County Code) that are in effect at the time of submittal. No grading, clearing, or tree disturbance shall occur until the Improvement Plans are approved and all temporary construction fencing has been installed and inspected by a member of the Development Review Committee (DRC). All cut/fill slopes shall be at a maximum of 2:1 (horizontal: vertical) unless a soils report supports a steeper slope and the ESD concurs with said recommendation.</p> <p>The project applicant shall revegetate all disturbed areas. Revegetation, undertaken from April 1 to October 1, shall include regular watering to ensure adequate growth. A winterization plan shall be provided with project Improvement Plans. It is the applicant's responsibility to ensure proper installation and maintenance of erosion control/winterization before, during, and after project construction. Soil stockpiling or borrow areas shall have</p>		X	Placer County Engineering and Surveying Division	Improvement Plan submittal	<p>During review of Improvement Plans</p> <p>Ongoing during construction</p>

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Applies to Area Plan (Alternatives 1-3)	Applies to Tahoe City Lodge (Alternatives 1-3)	Agency Responsible for Monitoring and Verifying Compliance	Timing of Initial Action	Frequency and Duration of Monitoring
<p>proper erosion control measures applied for the duration of the construction as specified in the Improvement Plans. Provide for erosion control where roadside drainage is off of the pavement, to the satisfaction of the ESD.</p> <p>The project applicant shall submit to the ESD a letter of credit or cash deposit in the amount of 110 percent of an approved engineer’s estimate for winterization and permanent erosion control work before Improvement Plan approval to guarantee protection against erosion and improper grading practices. One year after the acceptance of improvements as complete, if there are no erosion or runoff issues to be corrected, unused portions of said deposit shall be refunded to the project applicant or authorized agent.</p> <p>If, at any time during construction, a field review by county personnel indicates a significant deviation from the proposed grading shown on the Improvement Plans, specifically with regard to slope heights, slope ratios, erosion control, winterization, tree disturbance, and/or pad elevations and configurations, the plans shall be reviewed by the DRC/ESD for a determination of substantial conformance to the project approvals before any further work proceeding. Failure of the DRC/ESD to make a determination of substantial conformance may serve as grounds for the revocation/modification of the project approval by the appropriate hearing body.</p>					
<p>Mitigation Measure 14-2d: Use approved design standards for BMPs.</p> <p><i>This mitigation measure applies to Tahoe City Lodge Alternatives 1, 2, and 3.</i></p> <p>The Improvement Plans shall show that water quality treatment facilities/best management practices (BMPs) shall be designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment, and for Industrial and Commercial (or other similar source as approved by the ESD, such as the Erosion and Sediment Control Guidelines for Developing Areas of the Sierra Foothills and Mountains prepared by the High Sierra RC&D Council, October 1991).</p> <p>Construction (temporary) BMPs for the project include, but are not limited to: Hydroseeding (EC-4), Straw Mulch (EC-6), Velocity Dissipation Devices (EC-10), Silt Fencing (SE-1), Fiber Rolls (SE-5), Storm Drain Inlet Protection (SE-10), Wind Erosion Control (WE-1), and Stabilized Construction Entrances (TC-1). These BMPs shall comply with Chapter 4.5 of the TRPA BMP Handbook (“Temporary BMPs for Construction”).</p>		X	Placer County Engineering and Surveying Division	Improvement Plan submittal	During review of Improvement Plans Ongoing during construction
<p>Mitigation Measure 14-2e: Comply with grading season prohibitions.</p> <p><i>This mitigation measure applies to Tahoe City Lodge Alternatives 1, 2, and 3.</i></p> <p>There shall be no grading or other disturbance of ground between October 15 of any year and May 1 of the following year, unless an extension has been granted by TRPA.</p>		X	Placer County Engineering and Surveying Division	Improvement Plan submittal	During review of Improvement Plans Ongoing during construction

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Applies to Area Plan (Alternatives 1-3)	Applies to Tahoe City Lodge (Alternatives 1-3)	Agency Responsible for Monitoring and Verifying Compliance	Timing of Initial Action	Frequency and Duration of Monitoring
<p>Mitigation Measure 14-2f: Staging areas. <i>This mitigation measure applies to Tahoe City Lodge Alternatives 1, 2, and 3.</i> The Improvement Plans shall identify the stock-piling and/or vehicle staging areas with locations as far as practical from existing dwellings and protected resources in the area.</p>		X	Placer County Engineering and Surveying Division	Improvement Plan submittal	During review of Improvement Plans
<p>Mitigation Measure 14-3a: Submit a geotechnical investigation for the Tahoe City Lodge Project site. <i>This mitigation measure applies to Tahoe City Lodge Alternatives 1, 2, and 3.</i> As required by the Placer County Development Code, Improvement Plans submitted to Placer County for the Tahoe City Lodge shall include a final geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer for ESD review and approval. The report shall address and make recommendations on the following: A) Road, pavement, and parking area design; B) Structural foundations, including retaining wall design (if applicable); C) Grading practices; D) Erosion/winterization; E) Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.) F) Slope stability The report must also include the recommended and mandated measures to assure that the project complies with the California Building Code seismic design requirements. Once approved by the ESD, two copies of the final report shall be provided to the ESD and one copy to the Building Services Division for its use. It is the responsibility of the developer to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report. If the soils report indicates the presence of critically expansive or other soils problems that, if not corrected, could lead to structural defects, a certification of completion of the requirements of the soils report will be required before issuance of Building Permits.</p>		X	Placer County Engineering and Surveying Division; Building Services Division	Improvement Plan submittal; Building Plan submittal	During review of Improvement Plans and Building Plans
<p>Mitigation Measure 14-3b: Prepare an emergency response and evacuation plan for the Tahoe City Lodge. <i>This mitigation measure applies to Tahoe City Lodge Alternatives 1, 2, and 3.</i> Placer County and TRPA shall require that the project applicant prepare and submit an emergency response and evacuation plan for the Tahoe City Lodge. This plan shall be submitted to Placer County, TRPA, and the appropriate municipality or fire protection district for approval. The plan shall include detailed descriptions of</p>		X	Placer County Office of Emergency Services, TRPA, and North Tahoe	Prior to Improvement Plan approval	Continuously during project construction and operation

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Applies to Area Plan (Alternatives 1-3)	Applies to Tahoe City Lodge (Alternatives 1-3)	Agency Responsible for Monitoring and Verifying Compliance	Timing of Initial Action	Frequency and Duration of Monitoring
<p>how emergency response and evacuation will occur in case of a large earthquake and seiche event. Emergency response and evacuation measures shall identify actions that help avoid, reduce, alleviate, and mitigate disaster damage and potential loss of life.</p>			Fire Protection District		
<p>15 Hydrology and Water Quality</p>					
<p>Mitigation Measure 15-1a: Prepare and Implement a Stormwater Pollution Prevention Plan for each construction phase. <i>This mitigation measure applies to Tahoe City Lodge Alternatives 1, 2, and 3.</i></p> <p>Each construction phase of the project shall be subject to the Lake Tahoe Construction General NPDES Permit from Lahontan RWQCB. After project approval and as a condition of the NPDES permit, the project applicant shall develop a project-specific SWPPP prepared by a qualified SWPPP practitioner and/or a qualified SWPPP developer, which specifies water quality controls consistent with Lahontan RWQCB requirements and ensures that runoff quality maintains beneficial uses of Lake Tahoe and the Truckee River. The site- and design-specific SWPPP developed for each construction phase shall describe the site controls, erosion and sediment controls, means of waste disposal, implementation of project specific plans required by local regulations, post-construction sediment and erosion control measures, and other impact reduction strategies unrelated to stormwater. BMPs identified in the SWPPPs shall be implemented during all development activities. Each SWPPP shall comply with the requirements of Chapter 4.5 of the TRPA BMP Handbook. Required elements of the SWPPPs include the following:</p> <ul style="list-style-type: none"> ▲ Temporary BMPs to prevent the transport of earthen materials and other construction waste materials from disturbed land areas, stockpiles, and staging areas during periods of precipitation or runoff, including: filter fences, fiber rolls, erosion control blankets, mulch (such as pine needles and wood chips); and temporary drainage swales and settling basins. ▲ Designated contractor staging areas for materials and equipment storage outside of riparian areas. Designated staging and storage areas would be protected by construction fencing and/or silt barriers, as appropriate. Following project completion, all areas used for staging would be restored with native vegetation. ▲ Temporary BMPs to prevent the tracking of earthen materials and other waste materials from the project site to offsite locations, including stabilized points of entry/exit for construction vehicles/equipment and designated vehicle/equipment rinse stations, and sweeping. ▲ Temporary BMPs to prevent wind erosion of earthen materials and other waste materials from the project site, including routine application of water to disturbed land areas and covering of stockpiles with plastic or fabric sheeting. 		X	Lahontan RWQCB	Prior to any construction or grading	Ongoing during construction

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<ul style="list-style-type: none"> ▲ A spill prevention and containment plan to minimize the potential for soil and groundwater contamination during construction. Project contractors would be responsible for proper storage of onsite materials and installation and maintenance of temporary BMPs capable of capturing and containing pollutants from fueling operations, fuel storage areas, and other areas used for the storage of hydrocarbon-based materials. This would include maintaining materials onsite for the cleanup of accidental spills (such as oil absorbent booms and sheets), maintaining drip pans beneath construction equipment, training site workers in spill response measures, immediate cleanup of spilled materials in accordance with directives from the Lahontan RWQCB, and proper disposal of waste materials at an approved offsite location that is licensed to receive such wastes. ▲ Temporary BMPs to capture and contain pollutants generated by concrete construction including lined containment for rinsate to collect runoff from washing concrete delivery trucks and equipment. ▲ Protective fencing to prevent damage to trees and other vegetation to remain after construction, including tree protection fencing and individual tree protection such as protective casings of wood slats around the bases of trees. ▲ Temporary BMPs for the containment or removal of drilling spoils generated from construction of bridge foundations and abutments. ▲ Daily inspection and maintenance of temporary BMPs to ensure proper function. The prime contractor would be required to maintain a daily log of Temporary Construction BMP inspections and keep the log onsite during project construction, available for review by Lahontan RWQCB and Placer County. ▲ Tree removal activities, including the dropping of trees, would be confined to the construction limit boundaries. ▲ Construction boundary fencing to limit disturbance and prevent access to areas not under active construction. 					
<p>Mitigation Measures 15-1b: Verification of SWPPP submittal. <i>This mitigation measure applies to Tahoe City Lodge Alternatives 1, 2, and 3.</i> Prior to construction commencing, provide evidence to the Engineering and Surveying Division (ESD) of a Water Discharger Identification number generated from the State Regional Water Quality Control Board’s Stormwater Multiple Application & Reports Tracking System (SMARTS). This serves as the Regional Water Quality Control Board approval or permit under the NPDES construction stormwater quality permit.</p>		X	Placer County Engineering and Surveying Division	Prior to construction or grading	Completion at the time of ESD receipt prior to construction

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<p>Mitigation Measures 15-1c: Design, install, and maintain water quality BMPs which meet industry and TRPA standards.</p> <p><i>This mitigation measure applies to Tahoe City Lodge Alternatives 1, 2, and 3.</i></p> <p>The Improvement Plans shall show that water quality treatment facilities/BMPs shall be designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development/Redevelopment, and for Industrial and Commercial (or other similar source as approved by the ESD) and with TRPA BMP Handbook Chapter 4.5.</p> <p>Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed catch basins, vegetated swales, vaults, infiltration basins, water quality basins, filters, etc. for entrapment of sediment, debris and oils/greases or other identified pollutants, as approved by the ESD. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.</p> <p>All BMPs shall be maintained as required to ensure effectiveness. The applicant shall provide for the establishment of vegetation, where specified, by means of proper irrigation. Vegetation species shall be selected that are appropriate to meet water restrictions in effect at the time of planting. Proof of on-going maintenance, such as contractual evidence, shall be provided to ESD upon request. Maintenance of these facilities shall be provided by the project owners/permittees.</p>		X	Placer County Engineering and Surveying Division and TRPA	Improvement Plan submittal	<p>During review of Improvement Plans</p> <p>Ongoing during construction</p>
<p>Mitigation Measures 15-1d: Demonstrate TRPA permit approval prior to approval of Placer County Improvement Plan.</p> <p><i>This mitigation measure applies to Tahoe City Lodge Alternatives 1, 2, and 3.</i></p> <p>Prior to Improvement Plan approval by the County, the Engineering and Surveying Division must be provided with permits and comments, if any, from TRPA indicating its approval of the Improvement Plan.</p>		X	Placer County Engineering and Surveying Division and TRPA	Improvement Plan submittal	During review of Improvement Plans
<p>Mitigation Measure 15-2: Design, install, and maintain water quality BMPs pursuant to Mitigation Measure 15-1c.</p> <p><i>This mitigation measure applies to Tahoe City Lodge Alternative 1, 2, and 3.</i></p> <p>See Mitigation Measure 15-1c above. The same mitigation measure would apply.</p>		X	Placer County Engineering and Surveying Division and TRPA	Improvement Plan submittal	<p>During review of Improvement Plans</p> <p>Ongoing during construction</p>

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Mitigation Measure	Applies to Area Plan (Alternatives 1-3)	Applies to Tahoe City Lodge (Alternatives 1-3)	Agency Responsible for Monitoring and Verifying Compliance	Timing of Initial Action	Frequency and Duration of Monitoring
<p>Mitigation 15-3: Submittal of Final Drainage Report. <i>This mitigation measure applies to Tahoe City Lodge Alternative 1, 2, and 3.</i></p> <p>As part of the improvement plan submittal process, the preliminary Drainage Report provided during environmental review shall be submitted in final format. The final Drainage Report may require more detail than that provided in the preliminary report, and will be reviewed in concert with the improvement plans to confirm conformity between the two. The report shall be prepared by a Registered Civil Engineer and shall, at a minimum, include: A written text addressing existing conditions, the effects of the proposed improvements, all appropriate calculations, watershed maps, changes in flows and patterns, and proposed on- and off-site improvements and drainage easements to accommodate flows from this project. The report shall identify water quality protection features and methods to be used during construction, as well as long-term post-construction water quality measures. The final Drainage Report shall be prepared in conformance with the requirements of Section 5 of the Land Development Manual and the Placer County Stormwater Management Manual that are in effect at the time of improvement plan submittal.</p>		X	Placer County Engineering and Surveying Division	Improvement Plan submittal	During review of Improvement Plans
<p>18 Hazards and Hazardous Materials, and Risk of Upset</p>					
<p>Mitigation Measure 18-2a: Conduct investigation and contamination removal. The following mitigation applies to Tahoe City Lodge Alternatives 1 through 3.</p> <p>Before building permit approval, the applicant or construction manager shall retain a qualified environmental contractor to sample and evaluate surface soils located within stained areas at the TCPUD maintenance yard, if the TCPUD maintenance yard will be used as a construction staging site. The soil investigation and removal shall include the following:</p> <ul style="list-style-type: none"> ▲ Soil sample results shall be provided to PCEHD and Lahontan RWQCB. ▲ Based on the soil sample results, the applicant or construction manager and qualified environmental contractor shall coordinate with PCEHD and Lahontan to determine the appropriate methods for soil removal and extent of soil removal required, if any. ▲ A qualified environmental contractor shall be retained for removal of contaminated soils, if necessary. Contaminated soils in the stained areas shall be removed and disposed of at a permitted hazardous waste disposal facility. The qualified environmental contractor shall provide proof of disposal to PCEHD. ▲ Soils shall be resampled and, if necessary as determined by PCEHD or Lahontan, additional contaminated soil shall be removed. 		X	Placer County Environmental Health Department and Lahontan RWQCB	Prior to Improvement Plans approval	Prior to construction, if the TCPUD maintenance yard is used for staging

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<ul style="list-style-type: none"> ▲ Building permits will be issued and construction may commence after soils in the maintenance yard are determined by PCEHD or Lahontan to no longer contain contamination. 					
<p>Mitigation Measure 18-2b: Remove or properly abandon existing septic system The following mitigation applies to Tahoe City Lodge Alternatives 1 and 3. Before building permit approval, the applicant or construction manager shall retain a qualified environmental contractor to remove or properly abandon the septic system located near the Tahoe City Golf Course clubhouse. The applicant or construction manager and qualified environmental contractor shall coordinate with the PCEHD to implement septic system abandonment procedures as set forth in the PCEHD On-Site Sewage Manual, which requires the following:</p> <ul style="list-style-type: none"> ▲ Applicant shall obtain a permit to abandon the system. The application for abandoning the system will include: <ul style="list-style-type: none"> ➤ A site plan showing where the septic tank and leachfield are located. ➤ A description of how the system will be abandoned. ▲ The septic tank must be pumped by a licensed septic tank pumper (a list of licensed pumper’s is available from PCEHD) to remove the contents. The applicant must submit the receipt to PCEHD. ▲ The septic tank must be abandoned as follows: <ul style="list-style-type: none"> ➤ If possible, the septic tank cover will be collapsed; or ➤ If the septic tank cover cannot be collapsed, the tank will be filled so that there is not a cave-in or other structural hazard; or ➤ The septic tank may be removed to an approved location; and ➤ The septic tank or excavation hole must be filled with clean earth, sand, gravel, or other material approved by the PCEHD. ▲ The building wastewater plumbing system, if not connected to an approved septic or sewer system, must be permanently capped. ▲ Future construction in the abandoned system area may require special construction considerations. 		<p style="text-align: center;">X</p> <p>Note: Mitigation measure applies only to Alternatives 1 and 3, not Alternative 2.</p>	<p>Placer County Environmental Health Department</p>	<p>Prior to approval of building permit</p>	<p>Completion at the time of PCEHD review and prior to for approval of building permit</p>
<p>Mitigation Measure 18-2c: Conduct surveys for asbestos-containing materials and lead based paint and coatings. The following mitigation applies to Tahoe City Lodge Alternatives 1 through 3.</p> <p>Demolition of buildings containing asbestos and lead-based materials will require specialized procedures and equipment, and appropriately certified personnel, as detailed in the applicable regulations. Buildings intended for demolition that were constructed before 1980 will be surveyed for asbestos, while those constructed before 1971 will be surveyed for lead.</p>		<p style="text-align: center;">X</p>	<p>Placer County Environmental Health Department</p>	<p>Prior to approval of building permit</p>	<p>At the time of PCEHD review and prior to for approval of building permit</p>

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<p>A demolition plan shall be prepared for any location with positive results for asbestos or lead. The plan will specify how to appropriately contain, remove, and dispose of the asbestos and lead-containing material while meeting all requirements and BMPs to protect human health and the environment. A lead compliance plan shall be prepared by a Certified Industrial Hygienist.</p> <p>Before demolition, the project applicant shall submit the written plan to PCEHD describing the methods to be used to:</p> <ul style="list-style-type: none"> ▲ identify locations that could contain hazardous residues; ▲ remove plumbing fixtures known to contain, or potentially containing, hazardous materials; ▲ determine the waste classification of the debris; ▲ package contaminated items and wastes; and ▲ identify disposal site(s) permitted to accept such wastes. <p>Demolition shall not occur until the plan has been accepted by the PCEHD and all potentially hazardous components have been removed to the satisfaction of PCEHD staff. The project applicant shall also provide written documentation to the county that lead-based paint and asbestos testing and abatement, as appropriate, have been completed in accordance with applicable state and local laws and regulations. Lead abatement will include the removal of lead contaminated soil (considered soil with lead concentrations greater than 400 parts per million in areas where children are likely to be present).</p>					<p>During demolition of existing buildings</p> <p>Completion after demolition and at the time Kila Tahoe provides written documentation of testing and abatement</p>
<p>Mitigation Measure 18-3: Prepare and implement a traffic control plan in coordination with affected agencies. <i>The following mitigation applies for Tahoe City Lodge Alternatives 1 through 3.</i></p> <p>The Improvement Plans shall include a construction signing plan and include all on- and off-site traffic control devices. To minimize effects on emergency vehicle and existing public vehicular access, the project proponent will, in accordance with applicable regulations, prepare a traffic control plan (TCP) that will address locations that will involve construction in existing roadways and rights-of-ways. The TCP will be prepared in accordance with professional traffic engineering standards and in compliance with the requirements of the affected agency's encroachment permit requirements (i.e., Placer County, Caltrans) and will include measures that will provide notification to emergency service providers and adequate circulation around construction sites for emergency vehicle and existing public vehicular access. The TCP may include, but not be limited to, the following elements:</p> <ul style="list-style-type: none"> ▲ The specific methods to maintain traffic flows on affected streets. ▲ The maximum amount of travel lane capacity during non-construction periods. ▲ Locations of flagger control for sensitive sites to manage traffic control and flows. 		X	Placer County Department Public Works and Facilities, Engineering and Surveying Division, TRPA, Caltrans, and North Tahoe Fire Protection District	Prior to Improvement Plans approval	Ongoing during project construction and operation

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<ul style="list-style-type: none"> ▲ Construction work zones width limits that, at a minimum, maintain alternate one-way traffic flow past the construction zones. ▲ Alternative routes to ensure that local residents, school buses, or emergency vehicles maintain access. ▲ Coordinated construction activities (time of year and duration) to minimize traffic disturbances. ▲ Coordinated construction activities (time of year and duration) to minimize traffic disturbances. ▲ Appropriate warning signage and lighting for construction zones. ▲ Appropriate and safe detour route identification if closure of a roadway is required, and signage that warns of road closures and detour routes. ▲ The TCP will be submitted to Placer County and Caltrans for review and approval prior to Improvement Plan approval. 					