

**Exhibit C**  
**Mitigation Monitoring and Reporting Program**  
**TAHOE CITY LODGE PROJECT**

<b>8-2</b>	<p><b>Mitigation 8-2: Stop work in the event of an archaeological discovery.</b></p> <p>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 assess 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).</p> <p>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>
	<p><b>Timing/Implementation:</b> During construction related earth-moving activities, continuously</p>
	<p><b>Enforcement/Monitoring:</b> Placer County Planning Services Division and the Department of Museums</p>

8-3	<p><b>Mitigation 8-3: Stop work if human remains are discovered.</b></p> <p>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 excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:</p> <p>a) The Placer County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and</p> <p>b) If the remains are of Native American origin,</p> <ol style="list-style-type: none"> <li>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</li> <li>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.</li> <li>3. The site shall be flagged and avoided during construction.</li> </ol> <p><b>Timing/Implementation:</b> During any earth-moving activities, continuously</p> <p><b>Enforcement/Monitoring:</b> Placer County Planning Services Division</p>
10-1c	<p><b>Mitigation Measure 10-1c: Payment of traffic mitigation fees to Placer County.</b></p> <p>Prior to issuance of any Placer County Building Permits, projects within the Area plan shall be required to pay established Placer County traffic impact fees, subject to the Countywide traffic Limitation Zone: Article 15.28.010. Placer County Code, to the Department of Public Works and Facilities that are in effect in the Tahoe Region benefit district at the time of payment. The County will hold traffic impact fees in an interest-bearing fund, maintained exclusively for each district, and shall be identified by the name of that district. These district trust funds and interest earned by each of these district trust funds shall be solely for improvements included in the Placer County Capital Improvement Program for each respective district. Upon receipt by Placer County, fees collected shall be segregated and deposited in the several district trust funds by the Department of Public Works and Facilities until use of the fees, consistent with County Code 15.28.030D, is initiated. 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><b>Timing/Implementation:</b> Within 2 years following adoption of the Area Plan. Prior to Building Permit approval for the Lodge, ongoing</p> <p><b>Enforcement/Monitoring:</b> Placer County Public Works and Facilities</p>
10-3a	<p><b>Cumulative 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, 10-1b, 10-1c, 10-1d, 10-1e, 10-1f, 10-1g, and 10-1h.</b></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 on Attachment 3D-1 under Impact 10-1. 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. (See Related Mitigation Measures section below for 10-1a though 10-1h.)</p>

	<b>Timing/Implementation:</b> Prior to Building Permit approval for the Lodge, ongoing
	<b>Enforcement/Monitoring:</b> Placer County Public Works and Facilities
<b>10-3b</b>	<b>Mitigation Measure 10-3b: Obtain a Caltrans Encroachment Permit for Work within the State Highway.</b> 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. 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.
	<b>Timing/Implementation:</b> Within 2 years following adoption of the Area Plan. Prior to Improvement Plan approval for the Lodge, complete at completion of approval plan for Lodge
	<b>Enforcement/Monitoring:</b> Placer County Engineering and Surveying Division, Caltrans
<b>10-6</b>	<b>Mitigation Measure 10-6: Expand on-site parking.</b> 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.
	<b>Timing/Implementation:</b> Prior to Improvement Plan approval for the Lodge, complete at completion of approval plan for Lodge & construction
	<b>Enforcement/Monitoring:</b> Placer County Planning Services Division

**11-2b**

**Mitigation Measure 11-2b: Reduce short-term construction-generated emissions of ROG.**

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:

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.

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.

**Timing/Implementation:** Prior to Improvement Plan approval, During review of Improvement Plans for Lodge and Ongoing during construction

**Enforcement/Monitoring:** TRPA and Placer County Air Pollution Control District

<b>13-3</b>	<p><b>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.</b></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"> <li><input type="checkbox"/> 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;</li> <li><input type="checkbox"/> Equipment, debris piles, and building materials shall not be staged or stored within 34 feet of any off-site buildings;</li> <li><input type="checkbox"/> All construction equipment on shall be operated as far away from vibration-sensitive sites as reasonably possible;</li> <li><input type="checkbox"/> 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;</li> <li><input type="checkbox"/> 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 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</li> <li><input type="checkbox"/> 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.</li> </ul> <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</p>
	<p><b>Timing/Implementation:</b> Prior to Improvement Plan Approval, Complete when ground vibration study approved, ongoing during construction and ESD inspection</p>
<p><b>Enforcement/Monitoring:</b> Placer County Planning Services Division and Engineering and Surveying Division</p>	

13-5a

**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.**

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:

- 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.
- 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.

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.

**Timing/Implementation:** Prior to issuance of building permits, and ongoing, ongoing

**Enforcement/Monitoring:** Placer County Planning Services Division

<p><b>13-5b</b></p>	<p><b>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.</b></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"> <li><input type="checkbox"/> 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.</li> <li><input type="checkbox"/> Any outdoor generators used during outdoor events shall be located as far as possible from nearby off-site residences along Fairway Drive.</li> <li><input type="checkbox"/> Adjust volume settings and orient speakers away from off-site residences.</li> <li><input type="checkbox"/> 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.</li> </ul> <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><b>Timing/Implementation:</b> Prior to issuance of building permits, and ongoing, ongoing</p> <p><b>Enforcement/Monitoring:</b> Placer County Planning Services Division</p>
<p><b>14-1</b></p>	<p><b>Mitigation 14-1: Refine project site plan to reduce LCD 3 land coverage to comply with TRPA limits.</b></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><b>Timing/Implementation:</b> At the time of TRPA review for approval of a TRPA permit, complete at TRPA permit</p> <p><b>Enforcement/Monitoring:</b> TRPA</p>

14-2a	<p><b>Mitigation Measure 14-2a: Prepare and implement a stormwater pollution prevention plan.</b>  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><b>Timing/Implementation:</b> Prior to any construction or grading, ongoing during construction</p>
	<p><b>Enforcement/Monitoring:</b> Lahontan RWQCB</p>
14-2b	<p><b>Mitigation Measure 14-2b: Prepare and submit required plan materials</b>  The project applicant shall prepare and submit Improvement Plans, specifications, and cost estimates (per the requirements of Section II of the potentially significant environmental effect as 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 affected by planned erosion 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.  Building Permits associated with this project shall not be issued until, at a minimum, the Improvement Plans are approved by ESD.  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><b>Timing/Implementation:</b> Improvement Plan Submittal, completion at the time of ESD review for approval of Improvement Plans</p>
	<p><b>Enforcement/Monitoring:</b> Placer County Engineering and Surveying Division</p>

<p><b>14-2c</b></p>	<p><b>Mitigation Measure 14-2c: Identify ground disturbance areas and develop revegetation plan.</b></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 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. 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><b>Timing/Implementation:</b> Improvement Plan submittal, during review of improvement plans, ongoing during construction</p> <p><b>Enforcement/Monitoring:</b> Placer County Engineering and Surveying Division</p>
<p><b>14-2d</b></p>	<p><b>Mitigation Measure 14-2d: Use approved design standards for BMPs.</b></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&amp;D Council, October 1991). 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> <p><b>Timing/Implementation:</b> Improvement Plan submittal, during review of Improvement Plans &amp; ongoing during construction</p> <p><b>Enforcement/Monitoring:</b> Placer County Engineering and Survey Division</p>

14-2e	<p><b>Mitigation Measure 14-2e: Comply with grading season prohibitions.</b> 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> <p><b>Timing/Implementation:</b> Improvement Plan submittal, during review of Improvement Plans &amp; ongoing during construction</p> <p><b>Enforcement/Monitoring:</b> Placer County Engineering and Survey Division</p>
14-2f	<p><b>Mitigation Measure 14-2f: Staging areas.</b> 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> <p><b>Timing/Implementation:</b> Improvement Plan submittal, during review of Improvement Plans</p> <p><b>Enforcement/Monitoring:</b> Placer County Engineering and Survey Division</p>
14-3a	<p><b>Mitigation Measure 14-3a: Submit a geotechnical investigation for the Tahoe City Lodge Project site.</b> 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:</p> <ul style="list-style-type: none"> <li>A) Road, pavement, and parking area design;</li> <li>B) Structural foundations, including retaining wall design (if applicable);</li> <li>C) Grading practices;</li> <li>D) Erosion/winterization;</li> <li>E) Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.)</li> <li>F) Slope stability</li> </ul> <p>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.</p> <p>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> <p><b>Timing/Implementation:</b> Improvement Plan Submittal and Building Plan Submittal, during review of Improvement and Building Plans</p> <p><b>Enforcement/Monitoring:</b> Placer County Engineering and Surveying Division; Building Services Division</p>
14-3b	<p><b>Mitigation Measure 14-3b: Prepare an emergency response and evacuation plan for the Tahoe City Lodge.</b> 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 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>

**Timing/Implementation:** Prior to Improvement Plan Approval, continuously during project construction and operation

**Enforcement/Monitoring:** Placer County Office of Emergency Services, TRPA, and North Tahoe Fire Protection District

15-1a

**Mitigation Measure 15-1a: Prepare and Implement a Stormwater Pollution Prevention Plan for each construction phase.**

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:

- 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.
- 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.

**Timing/Implementation:** Prior to any construction or grading, ongoing during construction

**Enforcement/Monitoring:** Lahontan RWQCB

15-1b	<p><b>Mitigation Measures 15-1b: Verification of SWPPP submittal.</b>  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 &amp; Reports Tracking System (SMARTS). This serves as the Regional Water Quality Control Board approval or permit under the NPDES construction stormwater quality permit.</p> <p><b>Timing/Implementation:</b> Prior to Construction or Grading, completion at the time of ESD receipt prior to construction</p> <p><b>Enforcement/Monitoring:</b> Placer County Engineering and Surveying Division</p>
15-1c	<p><b>Mitigation Measures 15-1c: Design, install, and maintain water quality BMPs which meet industry and TRPA standards.</b>  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.  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.  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> <p><b>Timing/Implementation:</b> Improvement Plan submittal, during review of Improvement Plans &amp; ongoing during construction</p> <p><b>Enforcement/Monitoring:</b> Placer County Engineering and Surveying Division and TRPA</p>
15-1d	<p><b>Mitigation Measures 15-1d: Demonstrate TRPA permit approval prior to approval of Placer County Improvement Plan.</b>  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> <p><b>Timing/Implementation:</b> Improvement Plan submittal, during review of Improvement Plans</p> <p><b>Enforcement/Monitoring:</b> Placer County Engineering and Surveying Division and TRPA</p>
15-2	<p><b>Mitigation Measure 15-2: Design, install, and maintain water quality BMPs pursuant to Mitigation Measure 15-1c.</b>  See Mitigation Measure 15-1c above. The same mitigation measure would apply.</p> <p><b>Timing/Implementation:</b> Improvement Plan submittal, during review of Improvement Plans &amp; ongoing during construction</p> <p><b>Enforcement/Monitoring:</b> Placer County Engineering and Surveying Division and TRPA</p>

<p><b>15-3</b></p>	<p><b>Mitigation 15-3: Submittal of Final Drainage Report.</b>  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>
	<p><b>Timing/Implementation:</b> Improvement Plan submittal, during review of improvement plans</p>
	<p><b>Enforcement/Monitoring:</b> Placer County Engineering and Surveying Division</p>
<p><b>18-2a</b></p>	<p><b>Mitigation Measure 18-2a: Conduct investigation and contamination removal.</b>  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"> <li><input type="checkbox"/> Soil sample results shall be provided to PCEHD and Lahontan RWQCB.</li> <li><input type="checkbox"/> 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.</li> <li><input type="checkbox"/> 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.</li> <li><input type="checkbox"/> Soils shall be resampled and, if necessary as determined by PCEHD or Lahontan, additional contaminated soil shall be removed.</li> <li><input type="checkbox"/> 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.</li> </ul>
	<p><b>Timing/Implementation:</b> Prior to Improvement Plan approval, prior to construction, if the TCPUD maintenance yard is used for staging</p>
	<p><b>Enforcement/Monitoring:</b> Placer County Environmental Health Department and Lahontan RWQCB</p>

**18-2b**

**Mitigation Measure 18-2b: Remove or properly abandon existing septic system.**

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:

- Applicant shall obtain a permit to abandon the system. The application for abandoning the system will include:
- 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:
- 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.

**Timing/Implementation:** Prior to approval of building permit, completion at the time of PCEHD review and prior to approval of building permit

**Enforcement/Monitoring:** Placer County Environmental Health Department

<b>18-2c</b>	<p><b>Mitigation Measure 18-2c: Conduct surveys for asbestos-containing materials and lead based paint and coatings.</b></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>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"> <li><input type="checkbox"/> identify locations that could contain hazardous residues;</li> <li><input type="checkbox"/> remove plumbing fixtures known to contain, or potentially containing, hazardous materials;</li> <li><input type="checkbox"/> determine the waste classification of the debris;</li> <li><input type="checkbox"/> package contaminated items and wastes; and</li> <li><input type="checkbox"/> identify disposal site(s) permitted to accept such wastes.</li> </ul> <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><b>Timing/Implementation:</b> Prior to approval of building permit, at the time of PCEHD review and prior to approval of building permit &amp; during demolition of any existing buildings</p>
	<p><b>Enforcement/Monitoring:</b> Placer County Environmental Health Department</p>

<b>18-3</b>	<p><b>Mitigation Measure 18-3: Prepare and implement a traffic control plan in coordination with affected agencies.</b></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"> <li><input type="checkbox"/> The specific methods to maintain traffic flows on affected streets.</li> <li><input type="checkbox"/> The maximum amount of travel lane capacity during non-construction periods.</li> <li><input type="checkbox"/> Locations of flagger control for sensitive sites to manage traffic control and flows.</li> <li><input type="checkbox"/> Construction work zones width limits that, at a minimum, maintain alternate one-way traffic flow past the construction zones.</li> <li><input type="checkbox"/> Alternative routes to ensure that local residents, school buses, or emergency vehicles maintain access.</li> <li><input type="checkbox"/> Coordinated construction activities (time of year and duration) to minimize traffic disturbances.</li> <li><input type="checkbox"/> Coordinated construction activities (time of year and duration) to minimize traffic disturbances.</li> <li><input type="checkbox"/> Appropriate warning signage and lighting for construction zones.</li> <li><input type="checkbox"/> Appropriate and safe detour route identification if closure of a roadway is required, and signage that warns of road closures and detour routes.</li> <li><input type="checkbox"/> The TCP will be submitted to Placer County and Caltrans for review and approval prior to Improvement Plan approval.</li> </ul> <p><b>Timing/Implementation:</b> Prior to Improvement Plan approval, ongoing during construction and operation</p> <p><b>Enforcement/Monitoring:</b> Placer County Department Public Works and Facilities, Engineering and Survey Division, TRPA, Caltrans, and North Tahoe Fire Protection District</p>
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**RELATED MITIGATION MEASURES**

**10-1a**

**Mitigation Measure 10-1a: Construct pedestrian crossing improvements at the Grove Street/SR 28 intersection.**

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. Responsible: Placer County Public Works and Facilities; Timing: Within 2 years of adoption of the Area Plan

**Mitigation Measure 10-1b: Establish a County Service Area Zone of Benefit to fund expansion of transit capacity.**

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 routes where additional transit service will be provided each year based on observed changes in ridership and LOS over time.

10-1b

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.

The actual amount of funding generated by the Zone of Benefit will depend on the actual level of development that occurs. Initially, when little

**Mitigation Measure 10-1c: Payment of traffic mitigation fees to Placer County.**

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 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. Responsible: Placer County Public Works and Facilities; Timing: Within one year of Area Plan Adoption, ongoing.

10-1c

**Mitigation Measure 10-1d: Expand requirements for transportation demand management plans.**

**10-1d**

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.

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.

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: Preferential carpool/vanpool parking; Shuttle bus program; Transit pass subsidies; Paid parking; and Direct contributions to transit service. Responsible: Placer County Public Works and Facilities; Timing: Within one year of Area Plan Adoption, ongoing.

**Mitigation Measure 10-1e: Prepare and implement a comprehensive wayfinding program for parking and multi-modal transportation.**

**10-1e**

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. Responsible: Placer County Public Works and Facilities; Timing: Within one year of adoption of the Area Plan, ongoing

**Mitigation Measure 10-1f: Long-term monitoring and adaptive management of mobility strategies.**

**10-1f**

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. Responsible: Placer County Public Works and Facilities; Timing: Periodically after adoption of the Area Plan, ongoing

**Mitigation Measure 10-1g: Four-year review of vehicle trips and mobility strategies.**

**10-1g** 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. Responsible: Placer County Public Works and Facilities; Timing: Concurrent with TRPA's four-year Area Plan recertification process, ongoing

**Mitigation Measure 10-1h: Implement TRPA's Congestion Management Process.**

**10-1h** 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. Responsible: Placer County Public Works and Facilities; Timing: Prior to Building Permit approval for the lodge, ongoing