FINAL CONDITIONS OF APPROVAL CONDITIONAL USE PERMIT / VESTING TENTATIVE SUBDIVISION MAP - "HOMEWOOD MOUNTAIN RESORT SKI AREA MASTER PLAN PROJECT" (PGPA 20110329)

THE FOLLOWING CONDITIONS SHALL BE SATISFIED BY THE APPLICANT, OR AN AUTHORIZED AGENT. THE SATISFACTORY COMPLETION OF THESE REQUIREMENTS SHALL BE DETERMINED BY THE DEVELOPMENT REVIEW COMMITTEE (DRC), COUNTY SURVEYOR, AND/OR THE PLANNING COMMISSION.

SUB = Required for exercising the Subdivision approval.
CUP = Required for exercising the Conditional Use Permit approval.

Mitigation Measures from the Homewood Mountain Resort Ski Area Master Plan EIR/EIS are identified in the following project conditions with the following format:
MM GEO-4f = Mitigation Measure GEO-4f
CM-13 = Regulatory Compliance Measure 13 (from Section 3.12.13 of the EIR/EIS)

GENERAL – APPLIES TO ALL PHASES, UNLESS OTHERWISE NOTED

1. This Conditional Use Permit and Vesting Tentative Map authorizes the redevelopment of the Homewood Mountain Resort Ski Area into three separate distinct project areas; a mixed-use base in the north area of the resort, a residential base in the south area of the resort, and a Mid-Mountain lodge and support facilities in the upper ski area of the resort. The Vesting Tentative Map allows the subdivision of ten (10) lots with two (2) remainder lots. The applicant has the option to record two separate final maps concurrently or separately based on the separation between the North and South Base project areas.

This Conditional Use Permit (CUP) authorizes the following uses on each lot. Minor adjustments in the building square footage noted below may be approved subject to review and approval of the Planning Director.

North Base Area

Total residential unit count is 126 (not including the 75 hotel rooms or 13 employee units).

- Lot 3 – Up to Fifteen (15) multi-family residential condominiums units, five (5) of which may be fractional ownership units in one building (Building C) approximately 31,052 square feet.

- Lot 4 – Thirteen (13) employee housing units (approximately 16,583 square feet), commercial space of up to 10,000 sf, and a minimum of 272 structured parking spaces in one building (Building P) totaling approximately 121,674 square feet.

- Lot 5 – Up to Forty-five (45) multi-family residential condominiums units, five (5) of which may be fractional ownership units (approximately 79,200 square feet); 30,280 square feet for skier services including mechanical and circulation areas, North Base Mountain Services Back of House (BOH) and a child center within one building (Building A) totaling approximately 141, 035 square feet.

- Lot 6 – Up to Thirty-Five (35) multi-family residential condominiums units (approximately 48,000 square feet); seventy-five (75) hotel units (approximately 128,664 square feet); approximately 30,092 square feet for food and beverage areas, for public assembly areas (banquet/meeting rooms), for lobby areas, for retail and miscellaneous areas, and for a fitness center and spa area as well as for public circulation areas; two outdoor swimming pools; 25,764 square feet for back of house areas and 9,359 square feet for exterior covered areas within one building (Building B) approximately 270,655 square feet including 410 structured parking spaces (partially on Lot 5 as well).

- Lot 7 – Up to Fifteen (15) multi-family residential condominiums units, five (5) of which may be fractional ownership units in one building (Building E) approximately 31,052 square feet.

- Lot 8 – Up to Sixteen (16) multi-family residential condominiums units, five (5) of which may be fractional ownership units and up to 5,000 square feet of commercial space in one building (Building D) approximately 34,296 square feet.

- Lot 9 – No conditionally permitted uses are approved on this lot. Future proposed uses shall be subject to County review and approval.

- A water-taxi is authorized on APN: 097-130-031.

- An outdoor amphitheater with non-fixed seating for up to 1,500 persons, located in the common area between Lots 5 and 6.

- A gathering area to include an ice skating pond in the winter and a miniature golf course in the summer, located in the common area between Lots 4 and 8.

- No less than 682 structured parking spaces and 56 surface parking spaces shall be provided at the North Base project area.

Total residential unit count is 95.

- Lot 1 - Fifteen (15) chalet buildings (Buildings B1 thru B15) approximately 5,028 square feet each, containing two multi-family residential condominium units for a total of 30 units. Each unit shall include a two-car garage and be setback a minimum of 20 feet from the edge of pavement from the access road.

- Lot 2 – Up to forty-seven (47) multi-family residential condominiums units, 2,231 square feet for skier support services for local residents and guests of Homewood Mountain Resort in one building (Building A) approximately 92,032 square feet including a minimum of 56 structured parking spaces, an outdoor swimming pool, a 3,000 gallon fuel storage tank and nine (9) chalet buildings (Buildings A1-1 thru A1-9) approximately 5,028 square feet each, containing two multi-family residential units for a total of 18 multi-family residential condominium units. Each multi-family unit shall include a two-car garage and be setback a minimum of 20 feet from the edge of pavement of the access road.

- Culvert removal and SEZ restoration of Homewood Creek with realignment of Tahoe Ski Bowl Way.

Mid-Mountain Area

- A 13,850 square feet day-use lodge (10,000 square feet of which may be used for commercial space), a 23,750 square feet detached gondola terminal & gondola storage area linked to the lodge by a 3,920 square feet covered passage and skier support area (restrooms/lockers); Office of Emergency Services (OES) communication room, repeater antennas and emergency generator room, an emergency cache room (fire-fighting equipment) for Fire Protection and possibly Homewood ski patrol office (part of day-use lodge); a food and beverage facility with indoor and outdoor dining; a small sundry outlet and an outdoor swimming facility for public use during the summer months by West Shore residents.
- A gondola from a base terminal located between Building A and Building B at the North Base project area to the Mid-Mountain Lodge building.
- A 7,758 square feet snow-based vehicle (e.g., grooming equipment) maintenance facility and associated service yard.

- Two 250,000 gallon water storage tanks located up-hill from the day-use lodge.

The following improvements were analyzed at a programmatic level and will require subsequent environmental review prior to development.

- Townhomes: Up to 16 townhomes overlooking the North Base area from the southwest, accessible from the South Base area via a future extension of Tahoe Ski Bowl Way. The 16 townhomes combined square footage is approximately 64,000. Each townhome includes a 2 car garage and minimum 20-foot setback driveway apron space to accommodate 2 additional vehicles.

- Snowmaking system expansion including accessory buildings.

- Mid-Mountain Learn to Ski Lift and Ellis Chair Lift Replacement.

- Extension of cross-country ski trails at South Base area.

- On Mountain road abandonment and restoration (e.g., restoration sites with potential use of project generated fill material).

2. Project phasing for this CUP is approved as follows:

Phase 1 – North Base project area – Implementation in years 1 through 5:

1A: Mid-Mountain Day Lodge and accessory structures (two 250,000-gallon water tanks and Gondola terminal), Mid-Mountain Maintenance Facility, Gondola, North Base Amphitheater, North Base Hotel/Lodge (Building B), North Base Day Skier Services Building and Residential Units (Building A), Landscape/Ice Pond Area, North Base Employee/Workforce Housing, Commercial, and Day Skier Parking Structure (Building P), public and private road and sidewalk improvements, drainage and water quality treatment facilities, TCPUD Bike Trail extension;

1B: North Base Residential Building Adjacent to Highway 89 (Building D); North Base Residential Building Adjacent to Highway 89 (Building E); and,

1C: North Base Residential Building at intersection of Fawn Street and Sacramento Street (Building C).

Phase 2 – South Base project area – Implementation in years 6 through 10:

2A: Culvert Removal, Tahoe Ski Bowl Way road realignment and SEZ Restoration; South Base Residential Buildings (Chalets B1 to B15); public and private road and sidewalk improvements; drainage and water quality treatment facilities;

2B: South Base Residential Building (Building A); private road improvements; drainage and water quality treatment facilities; and,

2C: South Base Residential Buildings (Chalets A1-1 to A1-9).

Minor amendments to project phasing may be approved subject to review and approval of the Development Review Committee (DRC).

3. **SUB/CUP** All applicable mitigation measures as adopted by the Planning Commission based on those measures set forth in the Homewood Mountain Resort Ski Area Master Plan CEP Project Environmental Impact Report/Statement and Mitigation Monitoring Reporting Plan shall be conditions of the Homewood Mountain Resort Ski Area Master Plan Vesting Tentative Subdivision Map/Conditional Use Permit. (PD/ESD)

4. **SUB/CUP** No lot shall be further subdivided without Planning Commission approval. **(PD)**

5. **SUB** Prior to either the North Base or South Base Final Map Recordation, Minor Boundary Line Adjustments or Voluntary Merger applications may need to be approved by the ESD to consolidate or merge existing lots located on Homewood Mountain Resort's upper mountain property. **(ESD)**

6. **CUP** If additional environmental impacts, other than those already identified, analyzed, and mitigated (if necessary) as part of the EIR/EIS are created as a result of any of the proposed on-site or off-site employee/workforce housing, or the proposed water taxi service, the Improvement Plans shall not be approved until subsequent environmental review has been completed. **(ESD)**

7. **PHASE 1A, CUP** The building permit for the Parking Structure, Building P, shall be the first building permit issued for Phase 1A; however, other Phase 1A building permits may be issued concurrently. The Parking Structure, Building P, shall be constructed and completed prior to final occupancy of any other Phase 1A buildings. **(ESD)**

8. **SUB** Following Tentative Subdivision Map(s) approval, but before submittal of Improvement Plans, the applicant shall provide the Planning Division with five full-size prints of the approved Tentative Subdivision Map(s) for distribution to other County departments, if the approval of the project requires changes to the map. **(PD)**

9. **CUP** The project shall underground all overhead utility lines with each phase of construction and these improvements shall be shown on the Improvement Plans to be reviewed and approved by the ESD. **(PD/ESD)**

10. **CUP** Unless otherwise defined in a specific condition, the following project conditions generally apply to the first developed phase of either the North Base (including Mid-Mountain) or South Base. **(PD/ESD)**

IMPROVEMENTS/IMPROVEMENT PLANS

11. **MM BIO-9, CUP** The Project is subject to review and approval by the Placer County Design/Site Review Committee (D/SRC) / Development Review Committee (DRC). Such a review shall be conducted prior to the submittal of the Improvement Plans for each phase of the project and shall include, but not be limited to: Architectural colors, materials, and textures of all structures; landscaping; irrigation; signs; exterior lighting; pedestrian and vehicular circulation; recreational facilities; snow storage areas; parking areas; bike rack locations; fences and walls; noise attenuation barriers; all open space amenities; entry features; trails; draft Landscape Maintenance Agreements for projects with improvements within any State right of way, etc.

For projects that would construct or otherwise place improvements within any State right-of-way, including but not limited to landscaping, irrigation, drainage, lighting, sidewalks and driveways, prior to approval of Improvement Plans, the developer (or property owner if different) shall execute with the County a County-Developer Landscape Maintenance Agreement. The Agreement shall be in the recordable format approved by County Counsel and shall include all supplementary items required by the County, including proof of general liability insurance naming the County as the additional insured in the amount specified in the Agreement. The Agreement shall inure to the property owner and all successors in interest to the project property, for the entire term of the Agreement, the rights, obligations and liabilities of the perpetual maintenance of all improvements covered by the Agreement. **(PD/ESD)**

12. **MM GEO-4f, CUP** The 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 Department (ESD) for review and approval of each project phase. The plans shall show all 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 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. The applicant shall pay plan check and inspection fees. (NOTE: Prior to plan approval, all applicable recording and reproduction cost shall be paid). The cost of the above-noted landscape and irrigation facilities shall be included in the estimates used to determine these fees. It is the 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 DRC review is required as a condition of approval for the project, said review process shall be completed prior to 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 electronic and printed hard copy format as required by the ESD prior to acceptance by the County of site improvements.

Conceptual landscape plans submitted prior to project approval may require modification during the Improvement Plan process to resolve issues of drainage and traffic safety. Any building permits associated with this phased project shall not be issued until the Improvement Plans for that project phase are approved by the ESD.

The applicant shall provide 5 copies of the approved Tentative Map and 2 copies of the approved conditions with the plan check application. After the 1st Improvement Plan submittal and review by the ESD, the applicant may submit the Final Map to the ESD for initial technical review. **(ESD)**

13. **MM GEO-4c, CUP** Stockpiling and/or vehicle staging areas shall be identified on the Improvement Plans and located as far as practical from existing dwellings and protected resources in the area. **(ESD)**

14. **MM GEO-4b, CUP** All proposed grading, drainage improvements, vegetation and tree removal shall be shown on the Improvement Plans and all work shall conform to provisions of the 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 DRC. All cut/fill slopes shall be at 2:1 (horizontal:vertical) unless a soils report supports a steeper slope but fill slopes shall not exceed 1.5:1 (horizontal:vertical) and the Engineering and Surveying Department (ESD) concurs with said recommendation.

The 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 assure proper installation and maintenance of erosion control/winterization during project construction. Where soil stockpiling or borrow areas are to remain for more than one construction season, proper erosion control measures shall be applied 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 applicant shall submit to the ESD a letter of credit or cash deposit in the amount of 110% of an approved engineer's estimate for winterization and permanent erosion control work prior to Improvement Plan approval to guarantee protection against erosion and improper grading practices. Upon the County's acceptance of improvements, and satisfactory completion of a one-year maintenance period, unused portions of said deposit shall be refunded to the project applicant or authorized agent.

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 prior to 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. **(ESD)**

15. **MM HYDRO-2b, CUP** The Project Applicant shall prepare and submit with the project Improvement Plans, a Final Drainage Report for each project phase in conformance with the requirements of Section 5 of the LDM and the Placer County Storm Water Management Manual that are in effect at the time of submittal, to the Engineering and Surveying Department for review and approval. 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 improvements, all appropriate calculations, a watershed map, increases in downstream flows, proposed on- and off-site improvements and drainage easements to accommodate flows from this project. The drainage report shall identify water quality protection features and methods to be used both during construction and for long-term post-construction water quality protection. "Best Management Practice" (BMP) measures shall be provided to reduce erosion, water quality degradation, and prevent the discharge of pollutants to stormwater to the maximum extent practicable. The drainage report shall also identify measures (rock and/or grass lined swales) to intercept offsite storm runoff on the upslope side of buildings and convey said runoff around or between site buildings. All drainage facilities shall be designed with the assumption that upstream watersheds are fully developed. Future development shall not exceed the capacity of the facilities that are provided. In addition, facilities shall be designed with the assumption that all surfaces are impervious, as a result of winter snowpack, during peak flow conditions, per Placer County and Placer County Flood Control and Water Conservation District requirements. **(ESD)**

16. **CUP** The following off-site drainage facilities shall be evaluated in the drainage report for condition and capacity and shall be upgraded, replaced, or mitigated as specified by the Engineering and Surveying Department (ESD):

A. **PHASE 1A** Downstream drainage conveyance and culvert crossings for Caltrans' Highway 89 where the proposed on-site storm drainage system ties in at Fawn Street and the Homewood private entrance driveway.

B. **PHASE 1A** Downstream drainage conveyance and culvert crossing for Caltrans' Highway 89 where the project's Silver Street drainage from the required frontage improvements and outfall from the required water quality treatment features crosses the highway flowing towards Lake Tahoe.

C. **PHASE 2A** Downstream drainage ditch along Tahoe Ski Bowl Way for outfall/overflow of proposed infiltration basin. **(ESD)**

17. **MM HYDRO-1b, CUP** All storm drain inlets and catch basins within the Project area shall be permanently marked/embossed with prohibitive language such as "No Dumping! Flows to Creek," "Flows to Lake," or other language as approved by the Engineering and Surveying Department and/or

graphical icons to discourage illegal dumping. Message details, placement, and locations shall be included on the Improvement Plans. ESD-approved signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, shall be posted at public access points along channels and creeks within the project area. The Project Applicant is responsible for maintaining the legibility of stamped messages and signs. **(ESD)**

18. **MM GEO-4a, MM HYDRO-1a, CM-12, CUP** Water quality Best Management Practices (BMPs) shall be designed according to the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment, and/or for Industrial and Commercial, (and/or other similar source as approved by the Engineering and Surveying Department (ESD)).

Construction (temporary) BMPs for the Project could include, but are not limited to: Fiber Rolls (SE-5), Hydroseeding (EC-4), Stabilized Construction Entrance (LDM Plate C-4), Storm Drain Inlet Protection (SE-10), Silt Fence (SE-1), revegetation techniques, dust control measures, and concrete washout areas.

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. BMPs shall be designed at a minimum in accordance with the Placer County Guidance Document for Volume and Flow-Based Sizing of Permanent Post-Construction Best Management Practices for Stormwater Quality Protection. Post-development (permanent) BMPs for the project include, but are not limited to: above and below ground onsite infiltration basin(s), sand/oil interceptors, underground water quality treatment vaults, infiltration galleries, sediment basins, bioretention areas and revegetation of disturbed areas.

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 insure effectiveness. The Project Applicant shall provide for the establishment of vegetation, where specified, by means of proper irrigation. 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 unless, and until, a County Service Area is created and said facilities are accepted by the County for maintenance. Contractual evidence of a monthly parking lot sweeping and vacuuming, and catch basin cleaning program shall be provided to the ESD upon request. Failure to do so will be grounds for discretionary permit revocation. Prior to Improvement Plan or Final Map approval, easements shall be created and offered for dedication to the County for maintenance and access to these facilities in anticipation of possible County maintenance. **(ESD)**

19. **MM HYDRO-2c, CUP/SUB** The Improvement Plans shall show that drainage facilities, for purposes of collecting runoff on individual lots, are designed in accordance with the requirements of the County Storm Water Management Manual that are in effect at the time of submittal, and shall comply with applicable stormwater quality standards, to the satisfaction of the Engineering and Surveying Department (ESD). These facilities shall be constructed with subdivision improvements.

Prior to Improvement Plan approval for projects without Final Subdivision/Parcel Maps or Final Subdivision/Parcel Map(s) approval, easements shall be created and offered for dedication as required by the ESD. Maintenance of these facilities shall be provided by the homeowners'/property owners' association and/or property owner and annual notification to the County that annual maintenance of the Stormwater Quality BMPs has occurred is required. **(ESD)**

20. **MM TRANS-2, CUP** The Project Applicant shall implement a winter and summer Parking Management Plan to ensure adequate parking is available both during construction and post-construction. The plan shall be reviewed and approved by the Development Review Committee (DRC) prior to Improvement Plan approval for any and each subsequent project phase. The Parking Management Plan shall address the anticipated off-site peak winter ski day employee parking and any other on-site parking deficiencies. This plan shall be approved by the County and the TRPA with each project phase and will ensure that adequate parking and shuttle service operations are maintained in order to accommodate the required off-site peak ski day parking. As part of the Parking Management Plan, HMR may propose to provide Placer County Transit passes to employees to encourage their use of public transit from the Tahoe City Transit Center to the Homewood project. Off-site parking locations used by HMR shall comply with Placer County parking standards and shall be paved with required BMPs, available for winter weekend use by HMR, designed for adequate snow removal operations (e.g., include properly designed areas for snow storage) and located near SR 89 for convenient access by employees, resort guests and shuttle drivers. Types of existing parking that may be used by HMR for off-site parking needs include but are not limited to commercial establishments, churches, and private recreational facilities. Public parks, community centers or transit centers not fully utilized during winter months may be available if an agreement can be reached with the public agency responsible for the operation of the facility. Based on a review of these types of existing facilities along the SR 89 corridor near HMR and north to Tahoe City, there are hundreds of available parking spaces for potential use by HMR, subject to agreements with the property owners. The applicant shall provide a shuttle service between the designated off-site employee parking location(s) and Homewood Mountain Resort (HMR).

Additionally, the Parking Management Plan shall address the following: communication and management strategies for alerting people of when and where parking is available on-site and off-site (e.g. changeable message signs in Tahoe City); an employee parking plan with regulations and off-site parking locations; a boat trailer parking plan for times when boat trails from adjacent business can be parked in the parking structure, including regulations and boat trailer parking locations; special event parking plan that addresses on and off site parking locations for guests of special events; and an enforcement plan to address neighborhood parking.

If additional environmental impacts, other than those already identified, analyzed, and mitigated (if necessary) as part of the EIR/EIS are created as a result of any of the proposed on-site or off-site parking areas or shuttle service operations, the Improvement Plans shall not be approved until subsequent environmental review has been completed.

The Parking Management Plan, to be approved by the County and the TRPA and revised by the applicant as necessary for subsequent County/TRPA review and approval with each project phase, shall outline the measures proposed, including signage, parking enforcement, surveys of on-street parking

during peak ski days, and annual reporting to Placer County by May 1 of each year that surveys are required. Surveys shall be required until two years after completion of any new development phase of the project. All costs associated with the surveys and parking management report are the responsibility of Homewood Mountain Resort.

Timing / Implementation: An agreement between the County, TRPA and the applicant to implement the Parking Management Program, along with the detailed plan, shall be signed before Improvement Plans for any and each subsequent project phase are approved. **(ESD)**

21. **MM HYDRO-2d, CUP** The Improvement Plans submittal and Drainage Report shall provide details showing that storm water run-off for each project phase shall be reduced to pre-project conditions for the 10- and 100-year storm events through the installation of on-site detention facilities. Detention facilities shall be designed in accordance with the requirements of the Placer County Storm Water Management Manual that are in effect at the time of submittal, and to the satisfaction of the Engineering and Surveying Department (ESD). No detention facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals. **(ESD)**

22. **MM HYDRO-4b, SUB/CUP** The Project Applicant shall show the limits of the future, unmitigated, fully developed, 100-year flood plain (after grading) for the Homewood (Ellis) Creek on the Improvement Plans and Informational Sheet(s) filed with the South Base Final Map(s) and designate same as a building setback line unless greater setbacks are required by other conditions contained herein. **(ESD)**

23. **MM HYDRO-4a, CUP** The Project Applicant shall prepare and submit an emergency response and evacuation plan to TRPA, Placer County ESD and the North Tahoe Fire Protection District (NTFPD) for review and approval before construction permits are issued. The plan shall include detailed descriptions of how emergency response and evacuation will occur in the case of a large earthquake and potential seiche, the 100-year event, wildfire and avalanche. Emergency response and evacuation measures shall address the requirement of Placer County Local Hazard Mitigation Plan and at a minimum identifies steps that help avoid, reduce, alleviate, and mitigate disaster damages and potential loss of life. Additionally, Project area emergency access and evacuation designs shall be consistent with NTFPD's Emergency Preparedness and Evacuation Guide.

24. **MM HYDRO-4c, SUB/CUP** To comply with Placer County Flood Damage Prevention Ordinance, Article 15.52, specifically 15.52.170 C.1 Elevation and Floodproofing, the Project Applicant shall show finished structure pad elevations 2 feet above the 100-year flood plain line for South Base Buildings A, B1-1, and B1-2 (does not apply to the underground parking level) on the Improvement Plans and Informational Sheet filed with the Final Map. Pad elevations shall be certified by a California Registered Civil Engineer or licensed land surveyor and submitted to the Engineering and Surveying Department. This certification shall be completed prior to construction of the foundation or at the completion of final grading, whichever comes first. No construction is allowed until this certification has

been received by the ESD and approved by the Flood Plain Manager. Benchmark elevation and location shall be shown on the Improvement Plans and Informational Sheet to the satisfaction of DRC. **(ESD)**

25. **MM HYDRO-1d, CUP** The Project Applicant shall prepare and implement an Inspection, Operations, Maintenance and Monitoring Plan for Stormwater Treatment Systems and Permanent BMPs. This plan shall comply with TRPA Code of Ordinances Chapter 25 and Chapter 81 and Lahontan's updated WDRs. TRPA, Lahontan, and Placer County shall review the plan prior to issuance of final Project approval. Post-project monitoring shall include post-project BMP effectiveness monitoring and stormwater monitoring as detailed below.

Post-Project BMP Effectiveness Monitoring.

Revegetation/Landscaping and slope stabilizing measures shall be visually monitored annually for the first five years following construction to assess adequacy and effectiveness of BMPs. Additional BMPs shall be prescribed by the TRPA if existing treatments fail to protect the site from accelerated erosion. A qualified consultant or trained HMR staff (Note: completion of the TRPA contractor certification training is recommended) shall monitor restoration progress.

Visual monitoring of the condition and effectiveness of BMPs shall occur before and after storm events, and if necessary, corrective actions shall be taken. The contractor shall be required to maintain the effectiveness of the BMPs until the disturbed areas are stabilized and erosion is no longer a substantial threat. Restoration of disturbed areas shall be in accordance with the Restoration/Landscaping Plan.

Post-Project Stormwater Monitoring.

Post-project stormwater monitoring shall be performed for comparison with pre-project monitoring results and for determination of compliance with State and TRPA discharge standards. Fine sediment shall be monitored as specified by TRPA and future Lake Tahoe TMDL research directives.

Monitoring results shall address the following components:

A. Compliance of project area runoff with State and TRPA discharge standards;
B. Stormwater treatment system effectiveness;
C. Permanent BMP effectiveness;
D. Revegetation/Landscaping effectiveness;
E. Assessment of performance of strategies outlined in the Stormwater treatment calculations; and
F. BMP and Stormwater treatment system maintenance regimes.

Miscellaneous Monitoring.

Performance of LID strategies (pervious pavement and pavers, cisterns, heated walk ways, bioretention areas for stormwater treatment and revegetation of slopes to improve infiltration of runoff) shall be monitored in accordance with requirements and conditions outlined in the TRPA Project Permit.

Inspection and Maintenance Program.

All stormwater treatment systems and permanent BMPs shall be visually inspected monthly and maintained as necessary to assure optimal performance of systems. A long-term maintenance program shall be developed as based on monitoring results.

Reporting.

Monitoring results shall be submitted to TRPA in the Post-Project Bi-Annual Monitoring Report. Recommended reporting dates are December 1st to accommodate for winterization of the project area and stormwater quality reporting according to water year (i.e., October 1, 2010 to September 30, 2011 is Water Year 2011) and June 1st during spring runoff. The report shall summarize site conditions, maintenance activities, physical observation on water quality and the degree of sedimentation, if apparent. The report will include 6 months worth of observations and corresponding field measurements and laboratory analytical results.

Surface water that is infiltrated onto groundwater shall not exceed the TRPA and State discharge to land treatment limits:

A. Total Nitrogen as N: 5 mg/L;
B. Total Phosphorus as P: 1mg/L;
C. Iron as Fe: 4 mg/L;
D. Turbidity: 200 NTU; and
E. Oil and Grease: 40 mg/L.

Surface water runoff discharged to Homewood Creek shall not exceed the TRPA surface runoff concentrations stated in Chapter 81 of the TRPA Code of Ordinances and the water quality objectives of the State for receiving waters outlined in the WDRs.

26. **MM GEO-4e, CUP** The project's ground disturbance exceeds one acre and is subject to the construction stormwater quality permit requirements of the National Pollutant Discharge Elimination System (NPDES) program. The Project Applicant shall obtain such permit from the State Regional Water Quality Control Board and provide to the Engineering and Surveying Department evidence of a state-issued WDID number or filing of a Notice of Intent and fees prior to start of construction. **(ESD)**

27. **CM-13, CUP** A SWPPP is required under Board Order No. R6T-2011-0019 (General Permit No. CAG616002) for discharges of stormwater runoff associated with construction activity involving land disturbance in the Lake Tahoe hydrologic unit. The SWPPP will be designed to address the following objectives:

A. All pollutants and their sources, including sources of sediment associated with construction, construction site erosion and all other activities associated with construction activity are controlled;
B. Where not otherwise required to be under a Lahontan permit, all non-storm water discharges are identified and either eliminated, controlled, or treated;
C. Site BMPs are effective and result in the reduction or elimination of pollutants in storm water discharges and authorized non-storm water discharges from construction activity to the Best Available Technology Economically Achievable (BAT)/Best Conventional Pollutant Control Technology (BCT) standard;
D. Calculations and design details as well as BMP controls for site run-on are complete and correct, and
E. Stabilization BMPs installed to reduce or eliminate pollutants after construction are completed.

F. To demonstrate compliance with requirements of the NPDES permit, the Qualified SWPPP Developer will include information in the SWPPP that supports the conclusions, selections, use, and maintenance of BMPs.

G. The discharger will make the SWPPP available at the construction site during working hours while construction is occurring and shall be made available upon request by a State or Municipal inspector. When the original SWPPP is retained by a crewmember in a construction vehicle and is not currently at the construction site, current copies of the BMPs and map/drawing will be left with the field crew and the original SWPPP shall be made available via a request by radio/telephone.

28. **MM GEO-4g, CUP** The redevelopment of the Project area shall involve excavation in the North and South Base areas. The Second Revised Soils Hydrologic Scoping and Final Report (Kleinfelder 2010) suggests that groundwater will be intercepted during construction of underground parking facilities. Because groundwater will be intercepted, which is the process of diverting and/or capturing the groundwater flows, dewatering, which is the removal and disposition of the water itself, shall be implemented onsite.

The final dewatering plan shall be further developed by the construction contractor based on the final site design of the selected alternative. The construction contractor shall demonstrate that they have a reliable plan for dewatering as well as contingency in case that plan does not function as expected. The contractor shall have demonstrable experience in dewatering operations and evidence of such experience shall be provided to TRPA and the County with the dewatering plan.

There are a number of methods for dewatering intercepted groundwater, from drilling wells upslope to installing sheet piling to constructing temporary or permanent concrete walls with dewatering galleries installed. These decisions shall be made in collaboration with the earthwork contractor chosen to construct the Project and the earthwork contractor shall be responsible for addressing the issue effectively.

Interception methods are fairly well understood. Interception strategies shall be explored and implemented in parallel with the actual dewatering strategies. Typical approaches to dewatering intercepted groundwater flows during construction shall include, but shall not be limited to the following: irrigation systems, holding tanks, low mountain feed, snowmaking line feed, distribution (sprinkler system), ground infiltration system, full treatment and surface water discharge (this option would require a temporary discharge permit from Lahontan and may require treatments for the removal of sediment, such as settling or baker tanks), groundwater recharge wells, and/or sewer inflows (this option is not typically viable for ongoing dewatering because the Truckee Tahoe Sanitary District typically denies permits for dewatering inflow into their sewer system due to the stress additional inflow puts on their treatment facilities, but shall be considered for an emergency situation). Dewatering discharges shall be treated to a level such that they do not contain pollutants, including but not limited to sediment, before discharging to surface waters, should discharge to surface water be necessary.

A preliminary plan shall also be submitted to Lahontan, approved and in place prior to excavation and once excavation is underway, the primary plan shall be implemented with alternative plans in queue and implementable within a short window if necessary.

Prior to Improvement Plan approval, provide the Engineering and Surveying Department with permits/comments from the Tahoe Regional Planning Agency (TRPA) and/or the Lahontan Regional Water Quality Control Board indicating its approval of the preliminary plan. **(ESD)**

29. **CUP** Provide the Engineering and Surveying Department with a letter from the appropriate fire protection district describing conditions under which service will be provided to this project. Said letter shall be provided prior to the approval of Improvement Plans, and a fire protection district representative's signature shall be provided on the plans. **(ESD)**

30. **SUB/CUP** Extend a pressurized water system into the subdivision to County (Section 7 of the LDM) or fire protection district standards, whichever are greater. **(ESD)**

31. **MM GEO-1, SUB/CUP** Prior to approval of Improvement Plans, the Project Applicant shall submit to the Engineering and Surveying Department (ESD), for review and approval, a geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer. 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, soil creep, etc.)
F. Slope stability
G. Infiltration systems, in particular, construction recommendations in regards to potential groundwater issues for those systems in proximity to existing or proposed buildings.
H. Trench design, including seismic design for sewer and water utilities crossing fault lines

Once approved by the ESD, two copies of the final report shall be provided to the ESD and one copy to the Building Department for their use. If the soils report indicates the presence of critically expansive or other soils problems which, if not corrected, could lead to structural defects, a certification of completion of the requirements of the soils report will be required for subdivisions, prior to issuance of the Improvement Plans. This certification may be completed on a lot-by-lot basis or on a tract basis. This shall be so noted in the CC&Rs and on the Informational Sheet filed with the Final Map(s). 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. **(ESD)**

32. **CUP** The Improvement Plans shall be approved by the water supply entity for water service, supply, and maintenance. The water supply entity shall submit to the Department of Environmental Health Services and the Engineering and Surveying Department a "will-serve" letter or a "letter of availability" from the water district indicating that the agency has the ability and system capacity to provide the project's domestic and fire protection water quantity needs. **(ESD/EHS)**

33. **CUP** Prior to Improvement Plan approval, a sewer service to the property boundary of each existing residence to public sanitary sewers, shall be shown on the Improvement Plans, and shall be included in the engineer's estimate of costs for subdivision improvements. Note: Connection fees are not to be included in the Engineer's Estimate. The connection of each existing residence within this project to public sanitary sewers is required. Note: A Certificate of Occupancy shall not be authorized until public sewer improvements have been accepted. **(EHS/ESD)**

34. **SUB/CUP** Install cable TV conduit(s) in accordance with company or County specifications, whichever are appropriate. **(ESD)**

35. **CUP** Submit, for review and approval, a striping and signing plan with the project Improvement Plans. Submit traffic control plan with the project Improvement Plans. The plan shall include all on- and off-site traffic control devices and shall be reviewed by the County Traffic Engineer. A construction signing plan shall also be provided with the Improvement Plans for review and approval by the County Traffic Engineer. **(ESD)**

36. **CUP** Prior to Improvement Plan approval, the applicant shall submit an engineer's estimate detailing costs for facilities to be constructed with the project which are intended to be County-owned or maintained. County policy requires the applicant prepare their cost estimate(s) in a format that is consistent with the Governmental Accounting Standards Board, 34th Standard (GASB 34). The engineer preparing the estimate shall use unit prices approved by the Engineering and Surveying Department for line items within the estimate. The estimate shall be in a format approved by the County and shall be consistent with the guidelines of GASB 34. **(ESD)**

37. **MM HYDRO-1c, CUP** All stormwater runoff shall be diverted around trash storage areas to minimize contact with pollutants. Trash container areas shall be screened or walled to prevent off-site transport of trash by the forces of water or wind. Trash containers shall not be allowed to leak and must remain covered when not in use. **(ESD)**

38. **PHASE 1A, CUP** Loading dock areas, if proposed for the hotel and skier services building at the North Base, shall be covered and run-on and/or runoff of stormwater to the dock area shall be minimized. Direct connections to storm drains from depressed loading docks (truck wells or sumps) are prohibited. **(ESD)**

39. **CUP** The Improvement Plans shall show that materials with the potential to contaminate stormwater that are to be stored outdoors shall be placed in an enclosure such as, but not limited to, a cabinet, shed, or similar structure that prevents contact with runoff or spillage to the stormwater conveyance system, or protected by secondary containment structures such as berms, dikes, or curbs. The storage area shall be paved to contain leaks and spills and shall have a roof or awning to minimize collection of stormwater within the secondary containment area. **(ESD)**

40. **PHASE 1A, CUP** The Improvement Plans shall show that repair/maintenance bays at the Mid-Mountain maintenance building and/or hydraulic lift systems for the underground valet parking area shared between Building A and Building B shall be protected (i.e., indoors, covered, etc.) to prevent run-on and/or runoff of stormwater from contacting the process area. In addition, the Improvement Plans shall show that any proposed vehicle/equipment wash areas at the Mid-Mountain maintenance building and service yard shall be designed to be self-contained and/or covered and equipped with a clarifier or other pretreatment facility. All washwater, leaks, and spills shall be captured by a drainage system and drains shall be connected to a sump for collection and disposal. Direct connection of a repair/maintenance bay and/or vehicle/equipment wash area to the storm drain system is prohibited. The applicant/permittees shall properly connect to a sanitary sewer via an external grease or sand/oil interceptor and the applicable sewer agency to obtain an Industrial Waste Discharge Permit, if required. If so, said permit shall be provided to the Engineering and Surveying Department (ESD) prior to Improvement Plan approval. If connection to sanitary sewer is not available, the method of discharge shall be subject to review and approval by Placer County. **(ESD)**

41. **PHASE 1A, CUP** The Improvement Plans shall show that equipment/accessory washing/steam cleaning areas, if proposed at the Mid-Mountain maintenance building and service yard, shall be designed to be self-contained and equipped with an external grease or sand/oil interceptor. Outdoor wash areas shall be covered, paved, and provide secondary containment. Direct connection of an equipment/accessory wash area to the storm drain system is prohibited. The applicant/ permittees shall properly connect to a sanitary sewer via an external grease or sand/oil interceptor and contact the applicable sewer agency to obtain an Industrial Waste Discharge Permit, if required. If so, said permit shall be provided to the Engineering and Surveying Department prior to Improvement Plan approval. If connection to sanitary sewer is not available, the method of discharge shall be subject to review and approval by Placer County. **(ESD)**

42. **PHASE 1A, PHASE 2A, CUP** The Improvement Plans shall show that any proposed fuel dispensing area at the South Base or the Mid-Mountain shall be covered with an overhanging roof structure or canopy. The canopy shall not drain onto the fuel dispensing area, and the canopy downspouts must be routed to prevent drainage across the fueling area. The fuel dispensing area shall be paved with Portland cement concrete and have a minimum two percent slope, with separation from the rest of the site by a grade break to prevent run-on of stormwater. **(ESD)**

43. **MM HYDRO-3a, CUP** Groundwater intercepted as part of the drainage collection and conveyance systems for the underground parking structures shall include methods to infiltrate all collected groundwater for the purposes of groundwater recharge. The reinjection galleries for intercepted groundwater shall be separate entities from the stormwater treatment infiltration galleries and the distance between the groundwater and stormwater infiltration galleries shall be maximized to minimize potential for mixing. Collected groundwater shall be infiltrated locally in the general area where collected from. Systems shall be adequately sized to infiltrate no less than 100% of the collected volume.

Tests and studies shall be conducted to confirm sufficient infiltration can be obtained for any and each given system with no adverse effects resulting from the infiltration/recharge activities. Prior to Improvement Plan approval for any and each project phase, a Geotechnical Evaluation Report certified by a Registered Civil Engineer shall be submitted to the ESD for review and approval for each groundwater infiltration/recharge system. The report shall, at a minimum, confirm the adequacy of soils to sufficiently and successfully infiltrate collected groundwater, and shall provide design recommendations based on applicable investigation and testing criteria. The report shall likewise provide evidence that proposed infiltration/recharge systems will not detrimentally affect onsite or offsite structures or properties. **(ESD)**

44. **MM HYDRO-3b, CUP** The Project Applicant shall prepare an Inspection, Operation, Maintenance and Monitoring Plan for the groundwater infiltration systems for the underground parking structures. TRPA, Lahontan, and Placer County shall review the plan prior to issuance of any Building Permit proposing underground parking.

The Plan shall include, but is not limited to the following components:

- Introduction; planning and design, sampling objectives and water quality objectives;
- Well construction details and/or system sampling access points;
- Water level data for existing and new wells;
- Groundwater sampling and analysis, sample collection methods, decontamination, sampling frequency, sampling handling, field analysis, laboratory analysis;
- Maintenance scheduling; and
- Quarterly reporting.

Sample results shall be provided to the TRPA on a quarterly basis. The report shall present site conditions, physical observations of groundwater quality and the degrees of sedimentation observed within the underground groundwater infiltration galleries, and include three months worth of observations and corresponding field measurements and laboratory analytical results.

Single samples of groundwater shall not exceed the discharge to land treatment water quality objectives at the following concentrations: Total Nitrogen as N of 5 mg/L; Total Phosphorus as P of 1 mg/L; Total Iron as Fe at 4 mg/L; Turbidity at 200 ntu; and Oil and Grease at 40 mg/L. (EHS/ESD)

45. **CUP** Prior to Improvement Plan approval, provide the Engineering and Surveying Department with permits/comments from the Tahoe Regional Planning Agency (TRPA) and/or the Lahontan Regional Water Quality Control Board indicating its approval. **(ESD)**

46. **SUB/CUP** All on-site utility trenching necessary to serve either the North Base (including Mid-Mountain) and/or South Base shall be shown on the Improvement Plans and constructed with the first phase of either the North Base (Phase 1A) or the South Base (Phase 2A). If additional environmental impacts, other than those already identified, analyzed, and mitigated (if necessary) as part of the EIR/EIS are created as a result of any of the proposed on-site or off-site utility improvements, the Improvement Plans shall not be approved until subsequent environmental review has been completed. **(ESD)**

47. **PHASE 1C, CUP** Existing HMR groundwater well at North Base may need to be relocated or removed subject to permit requirements of the Placer County Environmental Health Services Divison. Prior to Improvement Plan approval, EHS shall review the HMR groundwater well for compliance with their requirements and the improvements related to the groundwater well shall be shown on the Improvement Plans. **(ESD/EHS)**

48. **CUP** If any propane tanks are proposed within the project area, they shall be located outside of public snow storage easements. **(ESD)**

49. **PHASE 1A, CUP** Recreational Facilities: The Improvement Plans shall provide details of the construction of the proposed recreational facilities, public and private, both on- and off-site, for the review and approval of the Development Review Committee and County Parks Division. All recreation facilities shall be designed to meet Americans with Disabilities Act (ADA) Federal Guidelines and, where appropriate, the Consumer Product Safety Commission Guidelines, and the requirements of the American Society for Testing and Materials. Approval shall be evidenced by signature of a Parks Division representative on the Improvement Plans.

Recreational facilities shall include the following items:

A. One or more Swimming Pools, with combined size of not less than 2,340 square feet of water surface area and adjoining 2,340 square foot minimum deck area

B. Other active recreational facilities and/or improved public beach access as approved by the Director of Facility Services

Recreational facilities, for which fee credit is to be given, shall be constructed no later than the acceptance of improvements for the first phase of the project receiving the credit for those facilities. **(PD/DFS)**

50. **PHASE 1A, CUP** Non-Motorized Multi-Purpose Trails: The Improvement Plans shall provide details of the location and specifications of all proposed non-motorized multi-purpose trails, for the review and approval of the Development Review Committee and Parks Division. Said trails shall be installed prior to the recordation of the first final subdivision map. At a minimum, the trail network shall provide public access through the project site to connect to adjacent public lands.

Trail construction shall include trail tread, drainage appurtenances, clearing, seeding, and planting as necessary for erosion control. Tread width shall be a minimum of 6' and shall be out sloped at approximately 3%. The trail tread shall be graded and compacted and not exceed 12% longitudinal slope. Water must be diverted from the trail's surface before it builds up to erosive force. To divert water, use outslopes, grade reversals, grade dips, and/or lead ditches, in conjunction with inslopes or culverts. The trail surface shall be graded native earth, decomposed granite, aggregate base, or other

stable material approved by the County. Trail surface shall be compacted to not less than 90% relative compaction.

Vegetation clearing adjacent to trails should be minimum 10' above ground, and 2' on each side of the trail tread. Excessive clearing is undesirable. Removal of trees should be minimized in favor of limbing, brushing, and meandering of trails around status trees. However, dead and dying trees in proximity of the trail, in the determination of the Development Review Committee and/or a professional arborist, shall be removed prior to acceptance.

The trail tread shall be located a minimum of 10 feet from the edge of pavement of any adjacent street right-of-way. The crossing of any wetland areas shall also be reviewed and approved by the Development Review Committee, Parks Division, and all appropriate state and federal regulatory agencies, and shall be bridged to provide public safety while preserving the existing wetlands habitat.**(PD/DFS)**

51. **MM HYDRO-3c CUP** The Project Applicant shall prepare a hydrogeologic report for the HMR-operated wells and the TCPUD McKinney well to determine recharge, recovery and storage capacities of the aquifers. The report shall:

- Characterize the cone of depression that will result based on maximum proposed consumption, determine if this will result in a gross adjustment of the near static deep groundwater level for this aquifer,
- Characterize the zone of influence and determine if the proposed extractions will negatively other source waters;
- Identify or characterize the hydrogeologic conditions that impose constraints on Time and Drawdown;
- Identify the well efficiency and the expected lifetime;
- Determine and disclose what water rights could be potentially influenced; and
- Determine the potential impacts towards the Truckee River Operating Agreement (TROA) allocations to the State of California.

Lahontan may require the characterization of the subsurface water chemistry to meet the general requirement for drinking water wells even though the water will be used for snowmaking. Should a decline in groundwater levels occur that exceeds seasonal fluctuations and that is attributable to the Project, pumping from the groundwater source shall cease and other supplies of water shall be utilized until groundwater levels return to historic levels.

52. **MM HYDRO-5 CUP** To ensure that water from HMR's various supplies is used in appropriate quantities and locations, a Water Use/Water Rights monitoring program shall be implemented. The goal of the program shall be to measure or estimate the quantity of water supplied by each source and document the location at which the water is used or applied. Meters shall be installed to monitor the

monthly pumpage from individual wells. Additionally, the monitoring shall include monthly measurements of groundwater levels in the existing and proposed wells.

With the existing and proposed water supply monitoring facilities, determination of the quantity of water supplied to Homewood from each water supply source and the points of application or use of this water shall occur. By knowing the use restrictions on water from each source, the maximum water use permitted in any area shall be known, and thus water uses shall be limited to the maximum permitted.

The Project Applicant shall prepare an annual report indicating the quantity of water used from each of its sources and the maximum entitlement from each of its sources. The report shall be provided to TCPUD and/or MCWC for use in ensuring compliance with existing regulations and forthcoming reporting requirements under TROA.

GRADING

53. **CUP** Prior to Improvement Plan approval, any pad grading proposed for the Mid-Mountain maintenance building beyond that shown on the Civil Plan set (Mid-Mountain preliminary grading plans, Sheet C13) submitted as part of the EIR/EIS project description dated July 29, 2011 must be approved by the Development Review Committee (DRC). The intent of this condition is to allow detailed DRC review of lot or contour grading impacts, and to ensure that grading activities do not exceed those indicated on the preliminary grading plan for this project. Grading plans, of a suitable scale and providing specific engineering detail, including limits of grading, identification of trees, existing and proposed contours, drainage patterns, etc., shall be prepared and submitted for DRC review. If grading, beyond that indicated on the preliminary grading plan, and/or environmental documents is proposed with construction, the matter may be referred back to the Planning Commission for consideration. **(ESD/PD)**

54. **MM GEO-4d, CUP** Prior to Improvement Plan approval, submit Proof of Contract with a State licensed contractor if blasting is required for the installation of site improvements. The Project Applicant shall comply with applicable County Ordinances that relate to blasting and use only State licensed contractors to conduct these operations. **(ESD)**

55. **MM PS-3, CUP** Prior to any construction blasting, the Project Applicant shall prepare and submit a blasting plan to the Placer County ESD, Sherriff's Office, and the NTFPD for review and approval. The Project shall incorporate blast management techniques to minimize risks to life and property in the Project area and vicinity. These measures may include, but are not limited to, the following:

A. Blasting shall be allowed only on weekdays from 10:00 AM to 4:00 PM. Exceptions are allowed if it can be shown that construction beyond these times is necessary to meet other regulatory deadlines or to alleviate safety hazards.

B. To the greatest extent feasible, blasting area shall occur prior to the occupancy of structures.

C. In areas of controlled blasting, the contractor shall:

D. Ensure that blasting of rock shall be conducted under the guidance of a qualified blasting consultant.
E. Give 30-day advance and 5-day advance written notices to residences, businesses and utility owners within 0.5 mile from the controlled blasting area;
F. Inspect structures within 300 feet of the blast site no more than two weeks prior to commencement of controlled blasting to document existing conditions of the structures;
G. Conduct post-blasting inspections of nearby structures and document any blasting-related impacts. If impacts occurred, develop remediation measures in consultation with ESD;
H. Use best available technology, such as blast mats, emplacing overburden, modifying shot timing, or other techniques to minimize noise generated by blasting; and,
I. Require personnel in the controlled blasting area to wear ear, eye, head, and other appropriate protection during blasting excavation activities. **(ESD)**

56. **PHASE 2A, CUP** In order to protect site resources, no grading activities of any kind may take place within the 100-year flood plain of the stream/drainage way, unless otherwise approved as a part of this project. All work shall conform to provisions of the County Flood Damage Prevention Regulations (Section 15.52, Placer County Code). The location of the 100-year flood plain shall be shown on the Improvement Plans. **(ESD/PD)**

ROADS/TRAILS

57. **CUP** Roadway improvements, constructed with each project phase, shall include adequate vehicular turn-around improvements (cul-de-sac or hammerhead) and easements as required by the Engineering and Surveying Department. As each road is extended into other project phases, these turn-around improvements shall be removed or modified as required. **(ESD)**

58. **CUP** Prior to Improvement Plan approval, obtain an Encroachment Permit from Caltrans for any work as identified in the project description proposed within the State Highway right-of-way. A copy of said Permit shall be provided to the Engineering and Surveying Department prior to the approval of the Improvement Plans. Provide right-of-way dedications to the State, as required, to accommodate 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. **(ESD)**

59. **CUP** Show on the Improvement Plans and construct all on-site parking and circulation areas with a minimum asphaltic concrete or Portland cement surface capable of supporting anticipated vehicle loadings.

It is recommended that the pavement structural section be designed in accordance with recommendations of a soils/pavement analysis and should not be less than 2 inch Aggregate Concrete (AC) over 4 inch Class 2 Aggregate Base (AB) or the equivalent. **(ESD)**

60. **CUP** All parking spaces, ramps, frontage improvements (existing and required) and access ways shall meet California Building Code accessibility standards. **(ESD)**

61. **CUP** Prior to Building Permit issuance, the applicant shall obtain from the Department of Public Works an encroachment permit for locating the proposed structure within the required snow storage easement and, if applicable, for doing any work within the County's right-of-way. Said permit shall be in recordable form and hold Placer County harmless from any damage resulting to trail, landscaping, or the structure within the public snow storage easement or public right-of-way. **(ESD)**

62. **CUP** Snow removal on sidewalks within the County right-of-way shall be the responsibility of the property owner. Homewood Mountain Resort snow removal operations shall not interfere with County road maintenance snow removal operations.

An Encroachment Permit shall be obtained from the Department of Public Works prior to Improvement Plan approvals for any landscaping, sidewalk, and bike trail improvements within public road rights-of-way and for doing any work within the County's right-of-way for maintenance of the bike trail, sidewalk, and landscaping. Said permit shall be in recordable form and hold Placer County harmless from any damage resulting to these improvements within the public right-of-way. **(ESD)**

63. **CUP** On-site and off-site waterline, sewerline, storm drain routes, and road locations must be shown on the Improvement Plans and final approval must be obtained from the DRC. **(ESD/PD)**

64. **CUP** Proposed road names shall be submitted to Engineering and Surveying Department (ESD) - Addressing (530-745-7530) for review and shall be approved by the ESD prior to Improvement Plan approval. **(ESD)**

ROADS/TRAILS
NORTH BASE AND MID-MOUNTAIN – PHASE 1

65. **PHASE 1A, SUB/CUP** Prior to Recordation of Final Map and/or prior to final occupancy for the Conditional Use Permit, construct the public frontage improvements and extend public utilities as required in these conditions of approval to each created lot as well as improve the following private access roads:

A) Private access driveway off Highway 89 (primary hotel access driveway) to provide a minimum 25 foot-wide paved access (if lanes are separated by a landscape median, the combined paved access width shall be no less than 25 feet) to Lots 6, 7, and 8; and,
B) Private access parking lot semicircular drive off of Fawn Street to provide a minimum 25 foot-wide paved access to and between Lots 4 and 5.

These improvements shall be shown on the Improvement Plans for ESD review and approval. **(ESD)**

66. **PHASE 1A, MM TRANS-3, MM TRANS-C1, CUP** The Project shall construct the following intersection improvement at the **SR 89/Granlibakken Road** intersection: Add an acceleration lane or two-way left-turn lane (consistent with the Placer 89 Environmental Improvement Project, 2006) to SR 89 at Granlibakken Road.

Note: A two-way left-turn lane has been environmentally cleared through a CEQA Mitigated Negative Declaration, NEPA Finding of No Significant Impact, and TRPA Programmatic Environmental Assessment, and is scheduled for construction at this location as part of the Caltrans' Placer 89 Environmental Improvement Project. Figures ESL 42 and ESL 43 from the Placer 89 Environmental Improvement Project show the proposed roadway improvements, and are provided in Appendix L-2. If construction of the improvement is in place prior to occupancy being needed by HMR, HMR shall no longer be responsible for the improvement.

Prior to Improvement Plan approval, the Project applicant shall obtain an Encroachment Permit from Caltrans for any work proposed within the State Highway right-of-way. A copy of said Permit shall be provided to the Engineering and Surveying Department prior to the approval of the Improvement Plans. Right-of-way dedications shall be provided to the State, as required, to accommodate 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. **(ESD)**

67. **PHASE 1A, CUP** Construct **Fawn Street** from Highway 89 to the southern private parking lot entrance to a modifed Urban Secondary (Plate R-6 Land Development Manual (LDM)) standard with 32 feet of pavement plus curb, gutter (no sidewalks and No Parking allowed) on both sides. All streets shall be designed to meet 25 miles per hour (mph) design speed criteria, as specified in the latest version of the Caltrans *Highway Design Manual* unless otherwise approved by the Department of Public Works. Additional widening and/or reconstruction may be required to improve existing structural deficiencies, accommodate auxiliary lanes, intersection geometrics, signalization, bike lanes, or for conformance to existing improvements. The roadway structural section(s) shall be designed for a

Traffic Index of 6.5 (Ref. Section 4, LDM), but said section shall not be less than 3 inches Asphalt Concrete (AC) over 8 inches Class 2 Aggregate Base (AB) unless otherwise approved by the ESD and DPW.

Construct Fawn Street from the southern private parking lot entrance to Sacramento Street to a modified Rural Minor Residential (Plate R-3 Land Development Manual (LDM)) standard with 24 feet of pavement plus curb and gutter on both sides. The intersection of Fawn Street and Sacramento Street shall be constructed per the North Base – Fawn & Sacramento Road Layout Exhibit, dated September 8, 2011 by Nichols Consulting Engineers, and included in the FEIR/EIS. The design shall be shown on the Improvement Plans and the sight distance triangle per LDM Plate R-11 shall be preserved as a visibility control easement. Stop control shall be shown on the Improvement Plans and reviewed and approved by the ESD and DPW. **(ESD)**

68. **PHASE 1A, CUP** Construct entrances/driveways onto **Fawn Street** to a Commercial Driveway (Minor) Plate R-12, Land Development Manual (LDM) standard. **(ESD)**

69. **PHASE 1A, MM TRANS-C1, CUP** The Project shall construct the following intersection improvement at **SR 89/Fawn Street**: Add a left-turn pocket on Fawn Street in accordance with the North Base – Fawn & Sacramento Road Layout Exhibit, dated September 9, 2011 by Nichols Consulting Engineers, and included in the FEIR/EIS. The pocket should have a minimum length of 140 feet (based on 95th percentile queue length presented in the Synchro analysis). This mitigation measure will require that Fawn Street be a minimum of 44 feet wide, including three 12-foot wide lanes and two 4-foot wide shoulders, to construct. Traffic striping shall be done by the developer's contractor. The removal of existing striping and other pavement markings shall be completed by the developer's contractor. The design shall conform to criteria specified in the latest version of the Caltrans Highway Design Manual for a design speed of 25 miles per hour (mph), unless an alternative is approved by the Department of Public Works.

Prior to Improvement Plan approval, the Project applicant shall obtain an Encroachment Permit from Caltrans for any work proposed within the State Highway right-of-way. A copy of said Permit shall be provided to the Engineering and Surveying Department prior to the approval of the Improvement Plans. Right-of-way dedications shall be provided to the State, as required, to accommodate 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. **(ESD)**

70. **PHASE 1A, CUP** Construct one-half of a 24-foot road section, Rural Minor Residential – No Parking and no curb, gutter, or sidewalk (Plate R-3 Land Development Manual (LDM) standard) where

the project fronts **Sacramento Avenue**, as measured from the existing centerline thereof or as directed by the Engineering and Surveying Department (ESD) and the Department of Public Works (DPW). In addition, a minimum 12-foot wide southbound travel lane shall also be provided along the length of the project frontage. Additional widening and/or reconstruction may be required to improve existing structural deficiencies, accommodate auxiliary lanes, intersection geometrics, signalization, bike lanes, or for conformance to existing improvements. The roadway structural section shall be designed for a Traffic Index of 6.5, but said section shall not be less than 3 inches Asphalt Concrete (AC) over 8 inches Class 2 Aggregate Base (AB) unless otherwise approved by the ESD and DPW. **(ESD)**

71. **PHASE 1A, CUP** Construct one-half of a 32-foot road section (12 foot travel lane plus 4 foot shoulder), modified Urban Secondary (Plate R-6 Land Development Manual (LDM)) standard where the project fronts **Silver Street**, with curb and gutter (no sidewalk and No Parking allowed). In addition, a minimum 12-foot wide opposing travel lane shall also be provided along the length of the project frontage. Additional widening and/or reconstruction may be required to improve existing structural deficiencies, accommodate auxiliary lanes, intersection geometrics, signalization, bike lanes, or for conformance to existing improvements. The roadway structural section shall be designed for a Traffic Index of 6.5, but said section shall not be less than 3 inches Asphalt Concrete (AC) over 8 inches Class 2 Aggregate Base (AB) unless otherwise approved by the ESD and DPW.

NOTE: Project shall also construct water quality treatment BMPs to collect and treat runoff within the Silver Street ROW for the length of the project frontage for all impervious sufaces constructed as required for this frontage improvement. Proposed BMPs shall be shown on the Improvement Plans and reviewed and approved by the ESD and DPW. **(ESD)**

72. **PHASE 1A, CUP** Construct a public road entrance/driveway onto **Silver Street** to a Plate R-17, Land Development Manual (LDM) standard. The design speed of Silver Street shall be 25 miles per hour (mph), unless an alternate design speed is approved by the Department of Public Works (DPW). The improvements shall begin at the outside edge of any future lane(s) as directed by the DPW and the Engineering and Surveying Department (ESD). An Encroachment Permit shall be obtained by the applicant or authorized agent from ESD. The Plate R-17 structural section within the main roadway right-of-way shall be designed for a Traffic Index of 6.5, but said section shall not be less than 3 inches Asphalt Concrete (AC) over 8 inches Class 2 Aggregate Base (AB) unless otherwise approved by the ESD. **(ESD)**

73. **PHASE 1A, CUP** Construct a continuous separated Class I Bike Trail (8-foot wide with 2-foot shoulders on both sides) along the project frontage on either the north or the south side of **Silver Street** (unless already constructed by others), along the length of the project's Highway 89 frontage, and continuing along the project's frontage on **Fawn Street** to connect to the existing **Fawn Street/San Souci Terrace** TCPUD Bike Trail pursuant to the Lake Tahoe Bicycle and Pedestrian Plan and the development plans of the Tahoe City Public Utility District, or as otherwise required by the TCPUD. Bike Trail improvements shall be shown on the project Improvement Plans for Phase 1A, including striping for bike trail crossings at **Silver Street** and **Fawn Street** as required by the ESD and TCPUD,

in accordance with the TCPUD bike trail system. The location, width, alignment, amenities, and surfacing of the bikeway shall be subject to ESD/DFS-Parks/Development Review Committee/TCPUD review and approval prior to the approval of Improvement Plans. Prior to Improvement Plan approval, provide a letter from TCPUD with their approval of the proposed Class I Bike Trail alignment and design details. Construction of the Class I Bike Trail shall be concurrent with the first phase of development (Phase 1A) that constructs adjacent frontage improvements along Highway 89. **(ESD/DFS)**

74. **PHASE 1A, CUP** Construct a minimum 1.5-inch thick full width (minimum 8-foot wide) asphalt concrete overlay over the existing Class I Bike Trail along the project's frontage on San Souci Terrace. **(ESD)**

75. **PHASE 1A, CUP** Construct or reconstruct the mid-mountain fire access road to a minimum 20-foot wide all-weather surface driveway, or as otherwise specified by the NTFPD, to the proposed Mid-Mountain Lodge from an approved access roadway capable of supporting a 40,000-pound fire truck. Minimum recommended surfacing on 90% compacted soil is 6" aggregate base at 95% relative compaction. **(ESD)**

76. **PHASE 1A, CUP** Construct two 250,000 gallon water storage tanks uphill from the day-use lodge at the Mid-Mountain area. Show the grading for the tank pads and gravel access road (minimum width 20 feet with gravel all-weather surface or as otherwise approved by NTFPD) on the Improvement Plans for ESD review and approval. **(ESD)**

77. **PHASE 1A, CUP** Construct a bus/transit turnout(s) along the project's Highway 89 project frontage to the satisfaction of the California Highway Patrol (CHP), DPW Transit, Caltrans, and the Engineering and Surveying Department. Prior to Improvement Plan approval, a letter shall be provided from the CHP and DPW Transit which addresses the need for a turnout and the turnout design (if required) and the turnout shall be as shown on the project Improvement Plans prior to their approval. The length of the bus bay for the southbound bus turnout along Highway 89 shall be a minimum of 75 feet, or as otherwise approved by the DPW. Any work within State Route 89 right-of-way will require an encroachment permit from Caltrans prior to approval of the Improvement Plans. **(ESD)**

78. **PHASE 1A, CUP** With the construction of the paved service driveway off of **Silver Street**, construct a turn-out to meet minimum turning radius requirements for the longest single unit vehicle expected to use this access for deliveries to the hotel building. Show this turnaround on the Improvement Plans for review and approval by the ESD. All vehicles using this service driveway shall exit onto Silver Street in a forward facing direction. **(ESD)**

79. **PHASE 1A, CUP** Reconstruct driveways impacted by the project, including, but not limited to residential properties located off Sacramento Street to LDM Plate R-18 residential driveway standards,

as required by the ESD. Show proposed driveway reconstruction on the Improvement Plans to be built with the roadway improvements for Phase 1A. **(ESD)**

80. **PHASE 1A, CUP** In accordance with section 17.54.070 of the Placer County Zoning Ordinance, the Improvement Plans shall show that the first parking space adjacent to **Fawn Street** shall be a minimum of forty (40) feet from the edge of travelled way, unless otherwise approved by the County. **(ESD)**

81. **CUP** Prior to approval of the Improvement Plans for each and all project phases, the applicant shall pay its fair share contribution in accordance with Section 2.5.4.1 of the Development Agreement between the County and Homewood Village Resorts, LLC for the costs of the State Route 28/State Route 89 and State Route 89/Pedestrian Crossing intersections ("Fanny Bridge") improvements. **(ESD)**

82. **PHASE 1A, CUP** The Improvement Plans shall show temporary construction access per Placer County Plate C-4 onto County roadways and shall be improved to the satisfaction of the Engineering and Surveying Department. Construction vehicles' access during construction of this project shall be limited to the following location(s): Fawn Street and Silver Street. **(ESD)**

ROADS/TRAILS
SOUTH BASE – PHASE 2

83. **PHASE 2A, SUB/CUP** Prior to Recordation of Final Map, and/or prior to final occupancy for the Conditional Use Permit, construct the public frontage improvements and extend public utilities to each created lot as required in these conditions of approval as well as the following private access roads:

A) Private access driveway off Tahoe Ski Bowl Way over Lot 2 to provide a paved width of 20-feet plus 2-foot shoulders on both sides, or as required by TCPUD and NTFPD standards, whichever is greater, for paved access to APN 097-050-018 (TCPUD owned parcel south of Lot 2).

These improvements shall be shown on the Improvement Plans for ESD review and approval. **(ESD)**

84. **PHASE 2B, CUP** The one-way driveway access for Building A on Lot 2 shall be constructed to a minimum paved travel width of 12 feet, unless a greater width is otherwise required by the NTFPD. **(ESD)**

85. **CUP** A minimum paved width of 20-feet plus 2-foot shoulders (modified Plate R-1 Land Development Manual (LDM) standard) shall be constructed for access to all Chalet units proposed for Phase 2B and Phase 2C, including paved turnouts and turnarounds as required by NTFPD and ESD. These improvements shall be shown on the Improvement Plans for ESD review and approval. **(ESD)**

86. **PHASE 2A, CUP** Construct **Tahoe Ski Bowl Way** within the limits shown on the Project Phasing Plan to an Urban Secondary (Plate R-6 Land Development Manual (LDM)) standard with 32-feet of curb, gutter, and 6-foot wide Portland Cement Concrete sidewalks on the project side (No Parking allowed). All streets shall be designed to meet 25 miles per hour (mph) design speed criteria, as specified in the latest version of the Caltrans *Highway Design Manual* unless otherwise approved by the Department of Public Works. The roadway structural section(s) shall be designed for a Traffic Index of 6.5 (Ref. Section 4, LDM).

NOTE: With a future phase, the extension of Tahoe Ski Bowl Way shall be constructed from the limits of the South Base project area to the proposed Townhome project (not approved at this time – subject to subsequent environmental review and land use permitting) to a Rural Minor Residential – No Parking (Plate R-3 Land Development Manual (LDM) standard). An emergency vehicle access road shall also be constructed with this future phase as required by the Engineering and Surveying Department and the North Tahoe Fire Protection District. **(ESD)**

87. **PHASE 2A, CUP** The 6-foot wide pedestrian sidewalk required along the project side of the Tahoe Ski Bowl Way frontage improvements shall be constructed to extend along the entire project side frontage, including the bridge crossing, with a sidewalk connection extension also constructed between Building A and Tahoe Ski Bowl Way. The applicant is required to meet all state and federal accessibility standards. **(ESD)**

88. **PHASE 2A, CUP** Overlay or construct **Tahoe Ski Bowl Way** offsite from Highway 89 to the Project Phasing Plan boundary to the following standard:

0.2 foot Asphalt Concrete (AC) overlay over the full existing width of pavement, including transitions for existing driveway connections. All work shall conform to requirements of the Placer County General Specifications. Additional grinding and widening may be required to accommodate auxiliary lanes, intersection geometrics, bike lanes, water quality post construction Best Management Practices (BMPs), or conformance to existing improvements. Any work within State Route 89 right-of-way will require an encroachment permit from Caltrans prior to approval of the Improvement Plans. **(ESD)**

89. **PHASE 2A, CUP** Construct entrances/driveways onto **Tahoe Ski Bowl Way** to a Commercial Driveway (Minor) Plate R-12, Land Development Manual (LDM) standard. **(ESD)**

90. **PHASE 2A, CUP** No parking is allowed in front of South Base Chalet residential condominium unit garages unless the distance between the face of the garage door and the back of private roadway is constructed at a minimum driveway length of 20 feet for each residential unit. The intent of this condition is to provide for a clear 20-foot wide emergency vehicle access road to serve the Chalet residential condominium units. The CC&Rs shall include this provision with enforcement by the Homeowners' Association. **(ESD)**

91. **PHASE 2A, CUP** Reconstruct driveways impacted by the project, including, but not limited to residential properties located off Tahoe Ski Bowl Way to LDM Plate R-18 residential driveway standards, as required by the ESD. Show proposed driveway reconstruction on the Improvement Plans to be built with the roadway improvements for Phase 1A. **(ESD)**

92. **PHASE 2A, CUP** Construct a 3,000 gallon fuel tank at the South Base on a concrete pad subject to review and approval of the NTFPD. The fuel tank shall be shown on the Improvement Plans and reviewed and approved by the ESD and NTFPD. Alternatively, fuel tank(s) could be constructed at the Mid-Mountain with Phase 1A, if the NTFPD is in agreement as described as an option in the project EIR/EIS. In either case, the Improvement Plans for the fuel tank could be submitted separately from the South Base Phase 2A Improvement Plans, as long as the location of the existing fuel tank at the South Base does not conflict with proposed improvements. **(ESD)**

93. **PHASE 2A, CUP** The Improvement Plans shall show temporary construction access onto County roadways and shall be improved to the satisfaction of the Engineering and Surveying Department. Construction vehicles' access during construction of this project shall be limited to the following location(s): Tahoe Ski Bowl Way. **(ESD)**

94. **PHASE 1A, CUP** Easement Requirements: Prior to recordation of the first final subdivision map, Developer shall record an easement and maintenance covenants, in a form approved by the Director of Facility Services and Engineering Services Division which shall:

A. Allow non-motorized public use and access to all of the trails and public use areas on the Property as shown on the Tentative Map. Public access to the trails will be limited to the periods of the year when the ski resort is not offering snow skiing. Public trail access may be temporarily restricted during times of heavy equipment and material movement along those portions of trail that coincide with service roads; and

B. Allow public access to the mid-mountain swimming pool during daylight hours,

Developer agrees and acknowledges that the County shall have no obligation to accept for County ownership or in any way maintain multi-use trails or swimming pool, but that the purpose of the easement is to allow the general public the opportunity to utilize the multi-use trails and swimming pool for general recreation purposes without payment of usage fees.

Public dedication of all non-motorized trails shall satisfy the Developer's obligation to provide improved passive park land or in-lieu fee thereof.

The Developer shall provide signage, delineation, maps and/or other guidance devices to direct the public to multi-use trails and swimming pool.

For any portions of the Class I Bike Trail within the project limits that are outside of the public road right-of-way, a public multi-purpose trail easement centered over the Class I Bike Trail, in a width not less than 15' (or otherwise approved by the Department of Facility Services), shall be recorded no later than the acceptance of improvements for the phase of construction that constructs the Class I Bike Trail. **(DFS)**

95. **CUP** Maintenance Responsibility: Maintenance of all natural surface trails and the swimming pool shall be by the Developer, its successors and assigns, or subsequent homeowners or similar association at no cost to the public. Maintenance of the Class I Bike Trail shall be by CSA Zone of Benefit. **(DFS/ESD)**

PUBLIC SERVICES

96. **MM PSU-1c CUP** Based on the Alternative selected, the Project Applicant shall consult with the PCSD to develop an appropriate fair share development impact fee to offset the cost of 1.0 FTE PCSD sheriff deputy per 1,000 new residents. Payment of the impact fee is expected to go towards upgrading equipment or facilities, increasing staff, or otherwise improving response times in the Project vicinity.

97. **MM REC-3 CUP/SUB** To mitigate for the increased demand on recreation facilities, the Project Applicant shall develop and dedicate to the TCPUD a public park consistent with the park needs of the community (e.g., 5 acres of improved park and 5 acres of open space per 1,000 new residents). Details of recreation facilities and timing of delivery shall be established through a development agreement with Placer County. For any public recreation facilities provided in conjunction with this project, including parks and trails, maintenance funding shall be provided through the creation of a Zone of benefit (or similar mechanism). The fee shall be established through an engineer's report prepared by the applicant at the applicant's expense and approved by the County or as otherwise prescribed by law. The Zone of Benefit shall include cost of living adjustments.

The Project may provide for new or enhanced recreation facilities with an alternative method as provided under Placer County Code. Recreational alternatives may include, but are not limited to the following as approved by the County:

- Create commonly owned, on-site park and recreational improvements and/or as a credit toward a portion of the recreation fees, as deemed appropriate by the Planning Commission;
- Pay a fee equivalent to the value of the park and recreation improved land and park improvements to provide public parks and recreation facilities in the vicinity of the planned development. If the County wishes to collect such fees, the fee agreement shall be established through a development agreement between HMR and Placer County.
- Provision of public beach front property, access rights, and/or developed public beach access facilities conveyed to an appropriate public entity.

- The forgoing may be provided in whole or combination in order to fully mitigate recreational impacts in accordance with Placer County Code Sections 15.34.010, 16.08.100, and 17.54.100(D).

To reduce impacts on parking facilities at nearby State Parks while enhancing public access to the State Park system, the Proposed Project (Alternative 1/1A) and Alternatives 3, 5, and 6 shall institute an on-call van service available to HMR residents, guests and the general public from Memorial Day Weekend through Labor Day to provide alternative transit service to Ed Z'berg Sugar Pine Point and D.L. Bliss/Emerald Bay State Parks. The HMR on-call van service will supplement existing public transit systems and reduce the reliance of private automobile usage for HMR residents, guests, and other nearby residents. HMR may charge a nominal fee to use the shuttle van service and may advertise the service to local residents and visitors of other developments. The use of the HMR on-call van service will reduce the number of private automobiles used to access the State Parks during peak summer months, thereby maintaining access to these parks for other visitors to the Lake Tahoe Basin.

98. **MM CM-8. CUP/SUB** The applicant shall finalize the Draft HMR Water Supply Assessment (Appendix AA-1) based on the selected alternative to identify the quantity and source of domestic and raw water to serve the Project. The WSA shall demonstrate that Project infrastructure for water delivery volume, rate, pressure, and schedule meets the domestic, snowmaking and fire protection water demand of HMR. The Project may obtain water from a combination of TCPUD, MCWC, and on-site groundwater wells and surface water. HMR owns an existing right to divert 673 gallons per minute (1.5 cubic feet per second) from streams on-site. With each water supply source identified, the Project Applicant shall determine the location and designs of infrastructure necessary to meet peak demand and overall quantity in the Project area for domestic use and snowmaking.

The Project Applicant will be responsible for construction of infrastructure to connect to the established water system and to provide for the increased water demand of the Project. TCPUD has a connection fee: (Water and Sewer Connection Fee Ordinance 259a) that allows HMR to buy into the existing water system capacity. However, for a large project like HMR, the Project Applicant will be responsible to enter into a development agreement with TCPUD and to pay all costs related to onsite infrastructure and their fair-share of offsite infrastructure required to meet the Project's demand.

MCWC has similar requirements for connection and service fees, and the applicant will be required to construct the appropriate infrastructure to utilize MCWC water supply (Marr 2009).

During the design phase of new water supply infrastructure, the lead and responsible agencies will determine if additional environmental review will be required for the construction and operation of the new facilities.

99. **MM CM-9 CUP** A fire suppression and management plan will be developed and implemented in consultation with NTFPD Calfire, and the USFS LTBMU in Federal Responsibility Areas. The plan will include fire precaution, pre-suppression, and suppression measures. Construction sites and major equipment will be outfitted with fire protection devices and spark arrestors as appropriate. The plan will include a flow chart of actions during a fire event, with points

of contact and responsible persons identified. A copy of the plan will be located at the construction site and copies will be submitted to the NTFPD, Calfire, and LTBMU.

100. **MM CM-7, CUP** The Project Applicant shall coordinate with utility providers prior to construction regarding the exact location of each underground utility line known to occur on the site. Utility service providers include the Tahoe City Public Utility District (TCPUD), Madden Creek Water Company (MCWC), Liberty Energy (formerly NV Energy), Southwest Gas Corporation, and AT&T. Underground and overhead lines will be shown on project construction specifications within the civil engineering plans.

The Project Applicant shall coordinate with utilities to relocate overhead or underground lines prior to construction. The Project Applicant will coordinate with NV Energy and communications companies prior to final project design to determine if existing overhead lines can be relocated underground. Undergrounding will be funded through the Project.

Construction contractors will contact Underground Service Alert (USA 811/1-800-227-2600) to ensure buried lines are properly marked and located. Utility companies will be provided with an accurate schedule noting when construction occurs near their facilities. Utility facilities will be identified on construction specifications. If grading or excavation is needed in these areas, the Project engineer will work with the utility companies to identify depth to conduit, pipeline, or other facility.

Prior to Improvement Plan submittal, the Project Applicant shall prepare an action plan should infrastructure be damaged during construction. The action plan will identify points of contact for the contractor and the utility companies and measures, specific to each utility, to be taken to rectify damage. If service is interrupted due to damage, construction will cease in the vicinity of the incident, and work will begin immediately to repair the damage at the contractor's expense. If damage occurs to infrastructure that does not affect service levels, the infrastructure will be repaired following construction. (ESD)

101. **SUB/CUP** Provide to DRC "will-serve" letters from the following public service providers prior to Improvement Plan and Final Map approvals, as required:

A) Liberty Energy
B) Southwest Gas Corporation
C) Madden Creek Water Company
D) TCPUD (water and wastewater service)
E) Tahoe-Truckee Sanitation Agency
F) Tahoe-Truckee Sierra Disposal Company, Inc.
G) California Department of Forestry
H) AT&T

If such "will serve" letters were obtained as a part of the environmental review process, and are no older than one year, they shall not be required again. **(ESD)**

102. **MM PSU-1a, SUB/CUP** The Project Applicant shall obtain approval from the Placer County LAFCO for any service area adjustments required to provide water for the Project prior to the approval of Improvement Plans and the first Final Map recordation for any portion of the Project

requiring water supply from the TCPUD, whichever occurs first. Because a water supplier has not been selected, details regarding water supply engineering will be determined at the time the supplier is identified. The Project Applicant shall provide a detailed Water System Engineering Report approved by the serving water supplier (TCPUD and/or MCWC) for any portion of the Project requiring water supply from the TCPUD and/or MCWC prior to approval of Improvement Plans for any portion of the HMR MP Phase 1 development. The Report shall be prepared by a California Registered Civil Engineer and describe the necessary infrastructure required by the selected water provider to meet the Proposed Project's domestic, fire protection, and snow making water demands. The report shall include specific on-site distribution system design calculations and demonstrate that peak, maximum, and average demands as well as flow rate, pressure, and duration requirements will meet Placer County, TPRA and other relevant standards. The Project Applicant shall obtain a "will-serve" letter from the serving water provider(s) prior to the approval of Improvement Plans and the first Final Map recordation for any portion of the Project.

The Project Applicant shall incorporate into their project designs fire flow requirements based on the California Fire Code and other applicable requirements based on TRPA and Placer County fire prevention standards.

The off-site water system infrastructure improvements identified by the above Report shall be designed, permitted, and constructed prior to occupancy of any portion of the Project necessitating the improvement. The Project Applicant shall be responsible to reimburse the serving water district(s) for all costs associated with the improvement.

The identified WTP, or alternative water source solution shall be completed prior to occupancy of any portion of the Project requiring water supply from TCPUD. The Project Applicant shall be responsible to reimburse the TCPUD for their fair-share contribution to the water supply project as determined by the TCPUD.

The Project may obtain water from a combination of TCPUD, MCWC, and on-site groundwater wells and surface water. With the water supply source identified, the Project Applicant shall determine the location and designs of infrastructure necessary to meet peak demand and overall quantity in the Project area for domestic use, fire flows, and snowmaking. If additional onsite or offsite facilities are required for snowmaking operations (e.g., facilities not included in the proposed HMR MP), then snowmaking operations will be managed to utilize available water resources until additional studies, if necessary, are completed and approved.

The Project Applicant will be responsible for construction of infrastructure to connect to the established water system and to provide for the increased water demand of the Project. TCPUD assesses a single charge to buy into the system and fees are charged monthly for water usage based on consumption. Connection fees, however, do not accommodate additional development of the magnitude of the Proposed Project. The Project Applicant will be responsible to enter into a development agreement with TCPUD and pay costs related to onsite infrastructure and the fair share of off-site infrastructure. The Project Applicant will be required to pay the connection fee and for the

construction of additional infrastructure to supply the Project with user fees charged upon connection for water usage.

MCWC has similar requirements for connection and service fees, and the applicant will be required to construct the appropriate infrastructure to utilize MCWC water supply (Marr 2009).

During the design phase of new water supply infrastructure, and prior to approval of the Improvement Plans, the lead and responsible agencies will determine if additional environmental review will be required for the construction and operation of any facilities potentially required for HMR MP Phase 2 development (e.g., South Base area fire flows) or whether covered by the environmental analysis included in the EIR/EIS. **(ESD/EHS/PD)**

103. **CUP** Prior to the approval of the Improvement Plans, provide the Development Review Committee (DRC) with proof of notification (in the form of a written notice or letter) of the proposed project to:

A) Tahoe Truckee Unified School District
B) The Placer County Sheriff's Office **(ESD)**

104. **CUP** Prior to Improvement Plan approval and recordation of the Final Subdivision Map(s), confer with local postal authorities to determine requirements for locations of cluster mailboxes, if required. Prior to Improvement Plan approval, the applicant shall provide a letter to the Development Review Committee (DRC) from the postal authorities stating its satisfaction with the development box locations, or a release from the necessity of providing cluster mailboxes. The Improvement Plans and Final Subdivision Map(s) shall show easements, concrete bases, or other mapped provisions that shall be included in the development area and required improvements if clustering or special locations are specified. **(ESD)**

105. **SUB/CUP** The Improvement Plans shall show the connection of each lot to public sanitary sewer. The connection of each lot shall be included in the engineer's estimate of costs for subdivision improvements. Note: Hook-up fees are not to be included in the Engineer's Estimate. **(ESD)**

106. **PHASE 1A, SUB/CUP** Prior to Improvement Plan approval, annex into the TCPUD service area boundary (at a minimum to include water and wastewater service to the Mid-Mountain area), and pay applicable fees. Evidence of recordation of the approved annexation is required prior to Improvement Plan approval. **(ESD)**

107. **MM PS-1, CUP** Prior to Improvement Plan approval for any and each phase of the Project, Placer County shall require the Project Applicant to pay appropriate fair share development impact fees for Project review to maintain existing levels of wildland fire protection service and ensure compliance with existing state and local wildland fire protection standards. The Project Applicant shall be required to post a bond to ensure that appropriate mitigation measures are completed and in place during construction and implemented for

project operation. Development impact fees shall provide for NTFPD, Placer County Fire, and Calfire review and approval of a Fire Suppression and Management Plan for the Project area, including building materials and designs, fire protection systems in buildings, landscaping, fire flows to hydrants and the snowmaking system, emergency vehicle access routes and turnarounds, and vegetation treatments in the Project area to ensure compliance with the most recent CBC Chapter 7, PRC §4290-§4291, and other applicable state and local codes. **(PD/ESD)**

108. **MM PS-2, CUP** Prior to Improvement Plan approval, the Project Applicant shall prepare and submit an emergency access plan to TRPA, Placer County Engineering and Surveying Department (ESD), PCSD, and the NTFPD for review and approval. The plan shall include detailed descriptions of how emergency access would be maintained during Project construction. Emergency access measures are expected to include the following:

A. Phasing construction activities to provide continual access to emergency vehicles during construction;

B. Backfilling trenches and/or placing metal plates over the trenches at the end of each workday;

C. Scheduling deliveries and truck trips during off-peak hours;

D. Using or developing alternate access routes as needed; and

E. Notifying the PCSD and the NTFPD of construction activities and providing these agencies with a copy of the emergency access plan.

Prior to Improvement Plan approval for any and each phase of the Project, Placer County shall require the Project Applicant to pay appropriate fair share development impact fees for NTFPD review and approval of emergency vehicle access, circulation patterns, and evacuation routes. The Project shall incorporate designs, maintenance measures, and alternative emergency access routes as determined necessary by the NTFPD. The Project Applicant shall be required to post a bond to ensure that appropriate mitigation measures are completed and in place during construction and implemented for project operation. **(ESD)**

109. **CM-6, CUP** The Project Applicant shall coordinate with the Placer County Sheriff's Department (PCSD), North Tahoe Fire Protection District (NTFPD), ESD, DPW, utility companies, businesses, and residents within the construction corridor prior to and during construction activities to ensure affected parties are informed of the construction schedule and to develop actions to maintain access and service in the Project area. The following notes shall be included on the Improvement Plans:

Law Enforcement and Fire Protection: The constractor shall prepare an accurate schedule outlining the location of construction, types of activities, and the location of anticipated traffic delays or hazards and provide this schedule to the ESD, PCSD, and NTFPD on a weekly basis. A point of contact within the construction team will be established for emergency actions within or near

construction. Traffic control measures to be used near construction will be reviewed and approved by the ESD, DPW, PCSD, and NTFPD.

Residents: The contractor shall notify neighborhood residents so that they can prepare for delays or plan routes to avoid heavy traffic. Construction signage will be placed along the roadways during each phase of construction notifying the public of potential delays and hazards.

Businesses: The contractor shall coordinate prior to construction with roadside businesses to identify alternative parking areas and appropriate signage and notification for business patrons. There may be hours or days when construction is optimal for these businesses (when patronage is lowest). Construction will be coordinated with these times, as feasible, to result in the least impact. Outreach efforts will include meetings with affected businesses or facilities, mailed notifications, and a construction hotline number where a construction coordinator can be reached. Coordination will include signage and traffic control measures. Signage will alert patrons of detours, alternate parking areas, alternate entrances, and any other temporary access changes. The signage will indicate the expected duration of construction and contact information for Project or construction inquiries. Signage will be inspected daily by the contractor to ensure proper location and information. **(ESD)**

110. **SUB/CUP** An agreement shall be entered into between the developer and the utility companies specifically listing the party(ies) responsible for performance and financing of each segment of work relating to the utility installation. A copy of this agreement or a letter from the utilities stating such agreement has been made shall be submitted to the Engineering and Surveying Department prior to the filing of the Final Map(s). Under certain circumstances, the telephone company may not require any agreement or financial arrangements be made for the installation of underground facilities. If so, a letter shall be submitted which includes the statement that no agreement or financial arrangements are required for this development. **(ESD)**

111. **SUB/CUP** Concurrent with the approval of the Final Subdivision Map(s) by the Board of Supervisors, the developer shall establish a new Zone of Benefit (ZOB) within an existing County Service Area (CSA) or annex to a pre-existing ZOB or Lighting and Landscape District (L&L), as directed by County, to provide adequate funding for services to the project. The ZOB shall be created in accordance with the procedures required by Proposition 218 and related statutory provisions. With the proposed Final Subdivision Map(s), the developer shall submit to the County for review and approval a complete and adequate engineer's report supporting the level of assessments necessary for the establishment of the ZOB. The report shall be prepared by a registered engineer in consultation with a qualified financial consultant and shall establish the basis for the special benefit appurtenant to each lot to be established by the Final Subdivision Map(s).

In the event the ZOB is for any reason is abolished or otherwise unable to provide the necessary funding to support the services, a homeowners', property owners' association and/or property owner shall be established and shall be responsible for providing all services previously funded by the ZOB.

The ZOB shall fund the following services at a service level defined by County:

A) Street lighting – Lighting should be located on Homewood property and shall be maintained by Homewood, the HOA, or Property Owner's Association; however, for street lighting within the County right-of-way as approved by ESD/DPW, the developer shall choose the appropriate rate schedule from Liberty Energy to fund electrical service as well as maintenance costs. **(ESD)**

B) Snow removal on County maintained roadways. (Sidewalks are the responsibility of Homewood Resort, the HOA, or Property Owner's Association.) **(ESD)**

C) Road maintenance for County maintained roadways. **(ESD)**

D) Storm drainage maintenance for facilities located within public easements including structural stormwater quality enhancement facilities Best Management Practices (BMPs). Maintenance of detention facilities, infiltration systems, and/or stormwater quality BMPs shall be by the homeowners' association, property owners' association, and/or owner shall be required.

Maintenance of BMP facilities shall be provided by the Home Owners Association (HOA), Property Owners Association, and/or property owner unless the facilities are accepted by the County for maintenance. The CSA assessments for BMPs shall only be charged if the HOA fails to provide the required maintenance. **(ESD)**

E) Maintenance of beaches within the project vicinity **(MM_REC-1A) (DFS)**

F) Class I Bike Trail maintenance **(DFS)**

GENERAL DEDICATIONS/EASEMENTS

112. **SUB/CUP** On the Improvement Plans and Final Subdivision Map(s), provide the following easements/dedications to the satisfaction of the Engineering and Surveying Department (ESD) and the Development Review Committee (DRC). **(ESD)**

A. Dedicate to Placer County one-half of a 60 foot-wide highway easement (Ref. Chapter 12, Article 12.08, Placer County Code) where the project fronts **Silver Street**, as measured from the centerline of the existing roadway, plan line, or other alignment as approved by the Transportation Division of the Department of Public Works. **(ESD)**

B. Dedicate to Placer County one-half of a 60 foot-wide highway easement (Ref. Chapter 12, Article 12.08, Placer County Code) where the project fronts **Fawn Street**, as measured from the centerline of the existing roadway, plan line, or other alignment as approved by the Transportation Division of the Department of Public Works. If the applicant can demonstrate that sufficient right-of-way is already in place to accommodate the three-lane plus paved shoulders configuration that is required to be constructed per these project conditions, the full dedication may not be required if otherwise approved by DPW. **(ESD)**

C. Dedicate to Placer County one-half of a 60 foot-wide highway easement (Ref. Chapter 12, Article 12.08, Placer County Code) where the project fronts **Tahoe Ski Bowl Way**, as measured from the centerline of the existing roadway, plan line, or other alignment as approved by the Transportation Division of the Department of Public Works. Where the realignment of Tahoe Ski Bowl Way crosses Homewood Creek, a reduced highway easement width of 50 feet shall be dedicated. **(ESD)**

D. Dedicate to Placer County one-half of a 40 foot-wide highway easement (Ref. Chapter 12, Article 12.08, Placer County Code) where the project fronts **Sacramento Street**, as measured from the centerline of the existing roadway, plan line, or other alignment as approved by the Transportation Division of the Department of Public Works. **(ESD)**

E. A minimum 25 foot-wide private road, public utility, public support, and emergency access easement (Ref. Chapter 16, Article 16.08, Placer County Code) along on-site private access roadways/driveways, including, but not limited to:

(1) North Base main hotel entrance driveway over Lots 7 and 8 to access Lot 6;
(2) North Base hotel service driveway over Lot 7 to access Lot 6;
(3) North Base circular parking area driveaisle over Lot 4 and Lot 5;
(4) South Base access roadway/driveway over Lot 2; and,
(5) South Base access roadway/driveway over Lot 1. **(ESD)**

F. Public utility easements as required by the serving utilities, including public utility easements shown as proposed on the approved Tentative Map. **(ESD)**

G. Dedicate minimum 12.5 foot multi-purpose easements for utility service providers adjacent to all highway easements. **(ESD)**

H. Dedicate minimum 20 foot-wide snow storage easements to Placer County adjacent to all County highway easements. **(ESD)**

I. Drainage easements as appropriate. **(ESD)**

J. An Irrevocable Offer of Dedication for easements as required for access to, and protection and maintenance of, storm drainage detention facilities, as well as post-construction water quality enhancement facilities (BMPs). Said facilities shall be privately maintained until such time as the Board of Supervisors accepts the offer of dedication. **(ESD)**

K. **PHASE 1A**: Dedicate, or irrevocably offer of dedicate, to Placer County a public trail easement over approximately 5 miles of trails to be offered to the public as described in the Homewood Mountain Resort Ski Area Master Plan to the satisfaction of the Department of Facility Services, Parks Division.

L. Fire protection and access easement(s) as required. **(ESD) (ESD)**

M. Provide private easements for existing or relocated water lines, service/distribution facilities, valves, etc., as appropriate. **(ESD)**

N. Easements as required for installation and maintenance of fuel reduction areas by the homeowners' association, property owners' association, and/or property owner. **(ESD)**

O. Dedicate to Placer County a minimum 15 foot-wide public multi-use trail easement for the Class I Bike Trail, as shown on the Tentative Subdivision Map(s). **(DFS/ESD)**

P. Visibility control easements as required per Placer County Plate R-11 (corner of Sacramento Street and Fawn Street). **(ESD)**

Q. Landscape easements as appropriate. **(ESD/PD)**

113. **PHASE 1A, SUB** Prior to Improvement Plan approval, obtain off-site easements as required by the ESD, including, but not limited to, highway easements, utility easements, or public trail easements as needed along Fawn Street for the proposed Class I Bike Trail and three-lane configuration. **(ESD)**

114. **PHASE 2A, SUB/CUP** Prior to Improvement Plan approval, obtain off-site easements as required by the ESD, including, but not limited to, the off-site tank access easement at the South Base. **(ESD)**

115. **PHASE 1A, CUP** Prior to Improvement Plan approval, a boundary line adjustment shall be processed for the maintenance building located at the Mid-Mountain, so that this building does not cross property lines. **(ESD)**

116. **SUB** Dedicate a minimum 25 foot-wide private access easement over Lot 2. The Final Subdivision Map for the South Base shall show an exchange of reciprocal access easements between the TCPUD and HMR for Lot 2 to the satisfaction of TCPUD and NTFPD. Evidence of TCPUD's agreement to reciprocal access easement exchange shall be provided to the ESD. **(ESD)**

117. **SUB** Process a right-of-way exchange for Tahoe Ski Bowl Way as shown on the approved Tentative Map prior to recordation of the North Base Final Subdivision Map. **(ESD)**

VEGETATION and OTHER SENSITIVE NATURAL AREAS

118. **MM BIO-9 CUP** The Project Applicant shall prepare and implement a final landscape/revegetation plan and fertilizer management plan for the Project area in accordance with Sections 3.5.19 and 3.5.20 of this document. This plan shall comply with TRPA Code of Ordinances Section 31.7 Landscaping Standards and Section 81.7 Fertilizer Management. The landscape plan shall include replacement of trees in accordance with Placer County regulations.

The plan shall be reviewed and approved by TRPA and Placer County Planning Department prior to issuance of the final Project approval. Under Alternative 4, the landscape and fertilizer management would fall upon owners of the residential and commercial parcels sold by HMR.

The revegetation/landscaping plan shall require the use of native or TRPA-approved nonnative shrubs and trees in the project area, as these plants are most adapted to the conditions of the Project area and require less irrigation for establishment and upkeep

Bioretention areas for stormwater treatment are proposed for use throughout the project area in-line with stormwater conveyance and retention systems. Runoff shall be directed into bioretention areas, where it can pond and infiltrate into the soil. The engineered soil mix and vegetation in the bioretention areas shall provide water quality treatment and infiltration similar to undeveloped areas.

High traffic groomed turf areas are designed and located to allow for controlled irrigation and fertilization throughout the Project area. Irrigation shall be installed and managed to minimize the potential for runoff to the stormwater treatment systems.

Fertilizer shall be managed carefully and used in dry, slow release form when applications are necessary. Special measures to avoid over spraying onto paved surfaces, which could result in wash off of nutrient rich water to the stormwater treatment systems, shall be taken. To ensure minimal escape of nutrients, fertilizer and irrigation shall be monitored closely. The Plan shall include, but shall not be limited to the following measures to minimize the potential for nutrients entering surface water or escaping the root zone and being delivered to groundwater:

- Use of non-mowed or slow-growing turf grass species, locally native or adapted species with annual fertilizer requirements that do not exceed 1.5 pounds per 1,000 square feet;
- Implementation of a Fertilizer Management Plan that meets the requirements of Section 81.7 of TRPA Code or Ordinances;
- Determination of appropriate fertilizer rates by a soil/revegetation specialist and based on the results of soil nutrient testing;
- Incorporation of fertilizer into soils prior to seed application to prevent burning and low germination rates;
- Use of Biosol or other organic, slow-release fertilizers that do not contain nitrate or ammonium with careful application to avoid application on hardscape;
- Prohibit fertilizer use on bioretention areas for stormwater treatment after initial establishment; and

- Installation of a highly controlled spray irrigation system to avoid over irrigation and overspray onto hardscape.

The Revegetation Plan shall apply to areas disturbed during construction activities, the steep slopes above the North and South Base areas and the bioretention areas for stormwater treatment. The objective of the soil and revegetation treatments is to control sediment at its source, to maximize hydrologic and biological function in the soil and to develop and support a robust vegetation community. Specific treatment outcomes shall include:

- Maximize soil infiltration rates and minimize runoff;
- Protect the soil surface with functional mulch cover;
- Reestablish soil nutrient cycling; and
- Reestablish an appropriate, self-sustaining native plant community.

Bioretention areas shall receive similar treatments as disturbed areas. Bioretention areas are not expected to be wet during much of the growing season and are therefore not under the influence of a mesic or wet hydrologic regime. Soil treatments shall be the same as for the disturbed areas. Since runoff will be routed into bioretention areas for stormwater treatment, bioretention areas shall be designed such that concentrated flow will be routed through energy dissipaters using rocks or other landscape elements to eliminate scouring flows. More specific seeding and planting strategies in bioretention areas shall be developed in conjunction with the landscape architect developing the final landscaping plan, as discussed below.

Slow-release, organic fertilizer shall be used and irrigation shall be applied so that water penetrates to at least eight inches below ground surface (bgs) within 24 hours of irrigation. The irrigation system shall be designed to meet this specification without displacing mulch or causing erosion. The final Plan shall include site-specific fertilizer and irrigation rates and a monitoring plan and shall be submitted to TRPA for project approval and permitting.

119. **MM BIO-10 CUP** The Project Applicant shall prepare and implement a Forest Plan for the Project area that complies with TRPA Code of Ordinances Chapter 71 and incorporates the Fire Suppression and Management Plan compliance measure as described in Section 3.12.12 of this document. The Forest Plan shall be produced by a Registered Professional Forester and be submitted to TRPA for review and approval to confirm that the plan complies with Chapter 71. The Forest Plan and Fire Suppression Management Plan must both comply with the CA Forest Practices Act and will require a Timberland Conversion Permit to be approved by Cal Fire. The forest plan shall identify and detail trees for removal and other forested areas which may require treatment (thinning) in order to increase the overall health of the forest.

In addition, a Tree Protection Plan shall be prepared for the Project. Included in the Tree Protection Plan shall be tree protection measures to prevent damage to trees that are proposed to remain. The Project applicant shall hire a Registered Professional Forester to develop specific measures to ensure adequate protection to trees slated for retention in the vicinity of proposed

development. The tree protection measures shall include the establishment of tree protection zones, and protection measures to prevent damage to the trees (bole, roots and branches). Additionally the Tree Protection Plan shall identify areas where tree roots are to be protected and proper methods for pruning, irrigation and limb removal during construction activities. The Tree Protection Plan shall include monitoring of the trees slated for retention for a period of three years. Mortality of any of the retained trees shall require the replacement of trees lost utilizing the same species and relative location.

The Tree Protection Plan shall be submitted to Placer County and the TRPA for review and approval prior to removal of any trees associated with the Project.

120. **CUP** Prior to Improvement Plan approval, the applicant shall furnish to the Development Review Committee (DRC), evidence that the California Department of Fish & Game, the U. S. Army Corps of Engineers, the National Marine Fisheries Services (NMFS), and the U. S. Fish and Wildlife Service have been notified by certified letter regarding the existence of wetlands, streams, and/or vernal pools on the property. Prior to Improvement Plan approval, if permits are required, they shall be obtained and copies submitted to DRC. Any clearing, grading, or excavation work shall not occur until the Improvement Plans have been approved. **(ESD/PD)**

121. **CUP** The Improvement Plans shall include a note and show placement of Temporary Construction Fencing: The applicant shall install a four (4) foot tall, brightly colored (usually yellow or orange), synthetic mesh material fence (or an equivalent approved by the Development Review Committee (DRC)) at the following locations prior to any construction equipment being moved on-site or any construction activities taking place:

1) Adjacent to any and all wetland preservation easements that are within 50 feet of any proposed construction activity;

2) At the limits of construction, outside the critical root zone of all trees six (6) inches dbh (diameter at breast height), or 10 inches dbh aggregate for multi-trunk trees, within 50 feet of any grading, road improvements, underground utilities, or other development activity, or as otherwise shown on the Tentative Subdivision Map(s);

3) Around any and all "special protection" areas as discussed in the project's environmental review documents.

4) Around all Open Space Lots within 50 feet of any development activity.

No development of this site, including grading, shall be allowed until this condition is satisfied. Any encroachment within these areas, including critical root zones of trees to be saved, must first be approved by the DRC. Temporary fencing shall not be altered during construction without written approval of the DRC. No grading, clearing, storage of equipment or machinery, etc., may occur until a representative of the DRC has inspected and approved all temporary construction fencing. This includes both on-site and off-site improvements. Efforts should be made to save trees where feasible. This may include the use of retaining walls, planter islands, pavers, or other techniques commonly associated with tree preservation. **(MM) (PD/ESD)**

122. **MM BIO-2, CUP/SUB** The Pre-construction surveys, conducted during the nesting/breeding season (spring) immediately prior to initial project construction (e.g., where excavation and tree removal is required), shall be conducted to identify any active raptor nest sites, migratory bird nests, mammal den sites, and bat roost sites in the proposed construction area. If no nests, den sites or roosts are found, then mitigation requirements are complete. If nests or roosts are located within the Project area during the pre-construction surveys, additional monitoring shall be required as follows. During initial construction activities (tree removal and excavation for the construction), a qualified biological monitor will be onsite to evaluate whether any raptors are occupying trees, sensitive den sites are within the Project area or bats are occupying identified roosts. The biological monitor will have the authority to stop construction near occupied trees/den sites if it appears to be having a negative impact on nesting raptors, migratory birds or their young, or bats observed in the construction zone. If construction must be stopped, the monitor must consult with TRPA and CDFG staff within 24 hours to determine appropriate actions (minimum setbacks and avoidance measures appropriate to specific species present and individual situations) to restart construction while reducing impacts to identified raptors, migratory bird nests, den sites or bats. If a potential American marten den is located, an appropriate method will be used to confirm whether American marten occupy the den. This may involve placing a tracking medium at the den entrance to determine use of the den or using motion sensing camera stations. Monitoring for den occupancy shall be conducted for a minimum of two consecutive nights. Other devices such as fiber optic scope may be utilized to determine occupancy. If no marten occupy the potential den, the entrance shall be blocked to ensure no marten occupy the area during the construction period. If the den is found to be occupied by American marten, the California Department of Fish and Game shall be notified of the observation and shall be consulted regarding approach to addressing the den site. A potential option includes providing a no-disturbance buffer around the den during the breeding season (May 1 through July 31). **(PD)**

123. **MM BIO-3, CUP** Removal of the culvert within Homewood Creek located in the South Base area shall be performed in such a manner to protect fish passage during and after construction. Protection measures include installation of creek flow bypass measures to maintain flows below the project area. The Stream Environment Zone restoration plan for Homewood Creek shall be modified to include fish passage measures in the design so as to not inhibit movement upstream or downstream of fish and other aquatic species. The restoration plan shall include design elements that will enhance fish habitat. Prior to finalization of the restoration plans, TRPA and Placer County staff shall review and approve the design to ensure adequate habitat improvements are included and fish passage is provided. **(PD)**

124. **MM BIO-4a, CUP** Prior to demolition of the Homewood Lodge located at the north base, the building shall be surveyed using acoustic survey methods as well as visual searches of the building to determine the presence or absence of bat species. The survey shall determine if the roost is a maternity roost (if survey is being performed in the spring), hibernacula or day roost. If a maternity roost is present, delay of the demolition may be necessary until after the roost is vacated. If bat species are

detected/observed within the building, measures shall be taken to clear the bats prior to demolition activities. Measures to disturb resident bats within may include but are not limited to: disturbance to roosting individuals through introduction of light and/or noise to create an undesirable setting and to encourage the bats to vacate the roost. Upon removal of the bats, access points to the building shall be sealed to prevent reentry of bat species. Once it has been concluded that no bat species are present, demolition may commence upon final approval of TRPA. To offset the loss of the occupied bat roost, Homewood Mountain Resort shall install bat boxes in the vicinity of the North Base to provide roosting opportunities and locations for the displaced bats. Homewood Mountain Resort shall work together with Placer County and TRPA biologists to agree upon the number of bat boxes and their respective installation locations prior to removal of the bat roost/demolition activities. **(PD)**

125. **MM BIO-6b, CUP** The Project Applicant shall hire an approved botanist/biologist to perform rare plant surveys in Project areas proposed for development prior to construction. The survey shall identify species observed and include locations of rare plant species identified. TRPA and Placer County staff shall be notified of the location of rare plant species present within the Project area. If rare plants are identified, measures shall be taken to avoid disturbance and impacts to the plants. Protection measures shall be developed in conjunction with TRPA, CDFG and Placer County staff as necessary and shall be specific to the species present and the potential disturbance that may result from construction activities (habitat modification, direct removal, blasting activities, noxious weed introduction, etc.). If avoidance of rare plant species is not possible, compensation measures shall be developed prior to disturbance/constructions activities. These compensation measures shall be tailored to the specific species to be disturbed and to the location in which the disturbance is to occur. If agency staff determines that compensation measures are not feasible, then the Project shall be modified to avoid the disturbance. **(PD)**

CULTURAL RESOURCES

126. **MM CUL-3, CUP** The Improvement Plans shall include a note stating that if any archaeological artifacts, exotic rock (non-native), or unusual amounts of shell or bone are uncovered during any on-site construction activities, all work must stop immediately in the area and a qualified archaeologist retained to evaluate the deposit. The Placer County Planning Services Division and Department of Museums must also be contacted for review of the archaeological find(s).

If the discovery consists of human remains, the Placer County Coroner and Native American Heritage Commission must also be contacted. Work in the area may only proceed after authorization is granted by the Placer County Planning Services Division. Following a review of the new find and consultation with appropriate experts, if necessary, the authority to proceed may be accompanied by the addition of development requirements that provide protection of the site and/or additional mitigation measures necessary to address the unique or sensitive nature of the site. **(PD)**

127. **MM CUL-4, CUP** Prior to Improvement Plan submittal, the applicant shall provide written evidence to the Planning Services Division that a qualified paleontologist has been retained by the applicant to observe grading activities and salvage fossils as necessary. The paleontologist shall establish procedures for paleontological resource surveillance and shall establish, in cooperation with the project developer, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of fossils. If major paleontological resources are discovered, which require temporary halting or redirecting of grading, the paleontologist shall report such findings to the project developer, and to the Placer County Department of Museums and Planning Services Division.

The paleontologist shall determine appropriate actions, in cooperation with the project developer, which ensure proper exploration and/or salvage. Excavated finds shall be offered to a State-designated repository such as Museum of Paleontology, U.C. Berkeley, the California Academy of Sciences, or any other State-designated repository. Otherwise, the finds shall be offered to the Placer County Department of Museums for purposes of public education and interpretive displays.

These actions, as well as final mitigation and disposition of the resources shall be subject to approval by the Department of Museums. The paleontologist shall submit a follow-up report to the Department of Museums and Planning Services Division which shall include the period of inspection, an analysis of the fossils found, and present repository of fossils. **(PD)**

128. **MM CM-14, CUP** Prior to Improvement Plan approval, the applicant shall provide a detailed lighting and photometric plan shall be submitted to the Development Review Committee during the Design/Site Review application process for review and approval, which include the following:

A) The site lighting plan shall demonstrate compliance with the Westshore General Plan Plan, the Placer County Design/Site Review Guidelines and the International Dark Sky Association guidelines. The night lighting design shall be designed to minimize impacts to adjoining and nearby land uses. No lighting is permitted on top of structures.

B) Site lighting fixtures in parking lots shall be provided by the use of high pressure sodium (HPS), mounted on poles not to exceed 12 feet in height. The metal pole color shall be such that the pole will blend into the landscape (i.e., black, bronze, or dark bronze). All site lighting in parking lots shall be full cut-off design so that the light source is fully screened to minimize the impacts discussed above. Wall pack or other non cut-off lighting shall not be used.

C) Building lighting shall be shielded and directed downward such that the bulb or ballast is not visible. Lighting fixture design shall complement the building colors and materials and shall be used to light entries, soffits, covered walkways and pedestrian areas such as plazas. Roof and wall pack lighting shall not be used. Lighting intensity shall be of a level that only highlights the adjacent building area and ground area and shall not impose glare on any pedestrian or vehicular traffic.

D) Landscape lighting may be used to visually accentuate and highlight ornamental shrubs and trees adjacent to buildings, monument signs, and in open spaces. Lighting intensity shall be of a level that only highlights shrubs and trees and shall not impose glare on any pedestrian or vehicular traffic. **(PD)**

FEES

129. **MM CM-10 CUP** Prior to issuing Building Permits for the Project, Placer County shall require the Project Applicant to pay appropriate fair share development impact fees for Project review and to maintain existing levels of fire protection service in the NTFPD service area. The NTFPD shall review and approve, fire protection systems in buildings, fire flows to hydrants and the snowmaking system, and emergency vehicle access routes in the HMR Project area. TCPUD will also review the building plans for compliance with TCPUD Ordinances and a determination of fees prior to issuance of Building Permits.

The TRPA, NTFPD, and Calfire shall review building designs, building materials, landscaping, and vegetation clearance for compliance with TRPA Code of Ordinances (2004), Section IX, Chapter 75, §75.3 PRC §4291 and CCR, Title 24, Part 2, known as the 2007 California Building Code (CBC), §701A.3.2 New Buildings Located in Any Fire Hazard Severity Zone.

Prior to Improvement Plan approval, the NTFPD shall annex the Mid-Mountain Project area to provide for fire protection. The NTFPD shall enter into mutual aid agreements for wildfire suppression with the USFS LTBMU and Calfire, and coordinate with these agencies on developing and implementing wildland fuel reduction measures as needed in the Project area and vicinity.

130. **CUP** This project is subject to the payment of the County's Capital Facilities Impact Fee pursuant to Article 15.30 of the Placer County Code. The applicable fee must be paid prior to issuance of a Building Permit, if required, or prior to issuance of a Business License or commencement of the use, if no Building Permit is required. **(FS/BD)**

131. **MM TRANS-C2, CUP** This project and all phases of this project will be subject to the payment of traffic impact fees that are in effect in this area (Tahoe Resort District), pursuant to applicable Ordinances and Resolutions. The applicant is notified that the following traffic mitigation fee(s) will be required and shall be paid to Placer County Department of Public Works prior to issuance of any Building Permits for the project:

A) County Wide Traffic Limitation Zone: Article 15.28.010, Placer County Code.

The fees are calculated using the information supplied by the applicant. If either 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. **(ESD/DPW)**

132. **PHASE 2A, CUP** Prior to issuance of the first Building Permit for the South Base, Phase 2, if the Homewood water taxi service is not operational, the applicant shall pay additional traffic mitigation fees to the Placer County Department of Public Works equivalent to the DUEs for the water taxi service. **(ESD)**

133. **MM CM-11 SUB/CUP** Pursuant to County Code Sections 15.34.010 and 16.08.100, a fee must be paid to Placer County for the development of park and recreation facilities. The fee to be paid is the fee in effect at the time of Final Subdivision Map recordation/Building Permit issuance. (For reference, the current fee for multiple family dwellings is $455 per unit at Final Subdivision Map and $2,480 per unit when a Building Permit is issued. If no Final Subdivision Map is recorded, $2,935 per unit will be due at Building Permit issuance. The fee to be paid is the fee in effect at the time of Final Subdivision Map recordation/Building Permit issuance unless otherwise determined in the Development Agreement for the Project.

Pursuant to Article 17.54.100(D) of the Placer County Code, this project's Planned Development status requires that it provide onsite recreation facilities. If sufficient in-tract recreation improvements are not provided to satisfy the provisions of Article 17.54.100(D), the applicant shall pay the equivalent of double the applicable park and recreation facilities fee (For reference, the current fee for this option would be $455 per unit at final map and $2,480 per unit at building permit issuance, in addition to the fees paid under County Code Sections 15.34.010 and 16.08.100.), unless determined otherwise in the Development Agreement for the Project.

For construction of any portion of the missing section of Class I Lakeside Bike Trail improvements outside of the project boundary only, Developer shall receive credit against its parks and recreation facilities fee obligations due under County Code Sections 15.34.080 and 16.08.100, based on an engineers estimate or documentation of actual improvement costs as approved by the Director of Facility Services. No credit shall be applied prior to construction and acceptance of improvements and associated easements.

For construction of the swimming pool, Developer may receive credit against its parks and recreation facilities fee obligations, in an amount not to exceed 25% of the total fees due under County Code Sections15.34.080(E) and 16.08.100(I) or 100% of the fees due under County Code Section 17.54.100(D), based on an engineers estimate or documentation of actual improvement costs as approved by the Director of Facility Services. **(DFS)**

NOISE

134. **MM NOI-3b CUP** The applicant shall demonstrate that the amphitheater has been designed such that operational noise at existing residences will be in compliance with the adjacent Planning Area Statement (PAS) CNEL limit. An acoustical engineer with experience in the prediction and mitigation of outdoor theater sound levels, HVAC systems, cooling towers/evaporative condensers, loading docks, lift stations, emergency generators, and outdoor public address systems shall be consulted prior to design and construction of the proposed amphitheater and other stationary Project elements with the potential to generate noise. The acoustical engineer shall identify feasible mitigation measures for reducing noise-related impacts to nearby residences. Mitigation measures may include, but are not limited to, orientation and location of the amphitheater, construction of noise barriers and shielding, limitations on speaker orientation, limitations on noise-generation levels, and hours of activity. The Project Applicant shall incorporate the mitigation measures into

the design and operation of the amphitheater and other stationary Project elements with the potential to generate noise. (PD)

135. **MM CM-5, CUP** Improvement Plans shall note that shrouding or shielding of impact tools and muffling or shielding intake and exhaust ports on construction equipment is required. **(PD)**

136. **MM CM-4, CUP** This compliance measure restricts construction activities to between the hours of 8:00 AM and 6:30 PM to minimize noise impacts to sensitive receptors. Construction is exempt from TRPA's Code of Ordinances Noise Limitations (Chapter 23, §23.8) if the activities occur between the hours 8:00 AM and 6:30 PM. Placer County's Noise Ordinance §9.36.030 exempts construction noise 6:00 AM and 8:00 PM Monday through Friday, and 8:00 AM and 8:00 PM Saturdays and Sundays. Construction activities before or after the time restriction may occur, but must be consistent with CNEL limits imposed for the applicable TRPA Plan Area and Placer County's noise ordinance. The Project area is located in TRPA Plan Areas 157, 158, and 159. The noise thresholds for these Plan Areas are 55 dB CNEL, 55 dB CNEL and 60 dB CNEL, respectively.

In addition, temporary signs 4 feet x 4 feet shall be located throughout the project, as determined by the Development Review Committee, at key intersections depicting the above construction hour limitations. Said signs shall include a toll free public information phone number where surrounding residents can report violations and the developer/builder will respond and resolve noise violations. This condition shall be included on the Improvement Plans and shown in the development notebook.

Quiet activities, which do not involve heavy equipment or machinery, may occur at other times. Work occurring within an enclosed building, such as a house under construction with the roof and siding completed, may occur at other times as well.

The Planning Director is authorized to waive the time frames based on special circumstances, such as adverse weather conditions. **(ESD/PD)**

137. **MM NOI-1a, CUP** Contractors shall retain a qualified blasting specialist to develop a site-specific blasting program report to assess, control, and monitor airblast and ground vibration from blasting. The report shall be reviewed and approved by the County prior to issuance of a blasting permit. The report shall include, at minimum, the following measures:

- The contractor shall use current state-of-the-art technology to keep blast-related vibration at offsite residential, other occupied structures and well sites as low as possible, consistent with blasting safety. In no instance shall blast vibration, measured on the ground adjacent to a residential, other occupied structure, or well site be allowed to exceed the frequency-dependent limits specified in the Alternative Blasting Level Criteria contained in USBM Report of Investigations 8507.
- The project contractor shall use current state-of-the-art technology to keep airblast at offsite residential and other occupied structures as low as possible. In no instance shall airblast, measured at a residence or other occupied structure, be allowed to exceed the 0.013-psi (133-dB) limit recommended in USBM Report of Investigations 8485.

- The project contractor shall monitor and record airblast and vibration for blasts within 1,000 feet of residences and other occupied structures to verify that measured levels are within the recommended limits at those locations. The contractor shall use blasting seismographs containing three channels that record in three mutually perpendicular axes and which have a fourth channel for recording airblast. The frequency response of the instrumentation shall be from 2 to 250 Hz, with a minimum sampling rate of 1,000 samples per second per channel. The recorded data must be such that the frequency of the vibrations can be determined readily. If blasting is found to exceed specified levels, blasting shall cease, and alternative blasting or excavation methods shall be employed that result in the specified levels not being exceeded.
- Airblast and vibration monitoring shall take place at the nearest offsite residential or other occupied structure. If vibration levels are expected to be lower than those required to trigger the seismograph at that location, or if permission cannot be obtained to record at that location, recording shall be accomplished at some closer site in line with the structure. Specific locations and distances where airblast and vibration are measured shall be documented in detail along with measured airblast and vibration amplitudes. **(PD)**

138. **MM NOI-1b, CUP** The Project Applicant shall inspect any existing buildings located within a 500-foot radius of planned blasting activities. The inspection shall document preexisting conditions. The preinspection 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, etc., shall be documented with sufficient detail for comparison during and upon completion of blasting activities to determine whether actual vibration damage has occurred. The results of both surveys shall be provided to the County for review and acceptance of conclusions. Should damage occur, 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. **(PD)**

139. **MM NOI-1c, CUP** The Project Applicant shall design and implement measures to reduce noise from construction. The Applicant will prepare a noise control plan that will identify feasible measures that can be employed to reduce construction noise, including enclosing or shielding noise-generating equipment and locating equipment as far as practical from sensitive uses would also be effective. Implementation of such measures is anticipated to provide up to 10 dB of noise reduction. The noise control plan shall employ noise-reducing construction practices such that construction noise does not exceed: (1) 55 dBA Leq between the hours of 8:00 PM to 10:00 PM and 45 dBA between the hours of 10:00 PM to 6:00 AM on weekdays; or (2) 55 dBA between the hours of 8:00 PM and 10:00 PM and 45 dBA between the hours of 10:00 PM and 8:00 AM on weekends. The plan must be approved by the TRPA and Placer County prior to issuing a Grading Permit. The noise control plan may include, and is not limited to, the following measures:

- Gasoline or diesel engine construction equipment shall have sound-control devices that are at least as effective as those originally provided by the manufacturer and that equipment be operated and maintained to minimize noise generation.

- Prohibit gasoline or diesel engines from having unmuffled exhaust.
- Locate noise-generating equipment as far as practical from noise-sensitive uses.
- Use noise-reducing enclosures around noise-generating equipment.
- Schedule substantial noise-generating activity, and blasting in particular, during daytime or early evening hours.
- Place temporary barriers between noise sources and noise-sensitive land uses or taking advantage of existing barrier features (terrain, structures, edge of trench) to block sound transmission.
- Cover trenches where blasting will occur.
- Prohibit backup alarms and provide an alternate warning system, such as a flagman or radar-based alarm that is compliant with State regulations. **(PD)**

140. **MM NOI-2, CUP** The applicant shall design and implement measures to reduce noise from traffic related to the Proposed Project (Alternative 1/1A). The applicant will prepare a noise control plan that will identify feasible measures that can be employed to reduce traffic noise by 0.4 dBA, relative to existing conditions and 1.2 dBA-relative to future conditions. The noise control plan shall employ noise-reducing measures such that Project-related noise does not increase relative to future no project conditions. This is in addition to the ongoing reduction in traffic volumes observed on SR 89 (see Chapter 11 – Transportation, Parking, and Circulation). The plan must be approved by the TRPA and Placer County prior to issuing a Grading Permit. The noise control plan may include, and is not limited to, the following measures:

- Constructing/use of barriers, berms, and acoustical shielding (reductions of 3dB to 5dB).
- Utilizing noise-reducing pavement (reductions of 2-5dB).
- Lowering speed limits, if feasible and practical (reductions of 1-2dB).
- Programs to pay for noise mitigation such as low cost loans to owners of noise-impacted property or establishment of developer fees (no actual noise reduction from this, reduction depends on actual measure that is implemented.).
- Acoustical treatment of buildings (reductions of 3-5dB). **(PD)**

141. **MM NOI-3a, CUP** The Project Applicant shall design and construct new residences such that interior noise from snowmaking and other sources of noise (including concerts, HVAC systems, cooling towers/evaporative condensers, loading docks, lift stations, emergency generators, and outdoor public address systems) in the area does not exceed 45 dBA, Ldn. HMR will retain a qualified acoustical consultant to design the necessary acoustical treatments. Measures that can be implemented include installing acoustically rated doors and windows, use of upgraded wall and roof materials to provide additional acoustical insulation, and sealing gaps in walls and ceilings with acoustical caulking. The acoustical consultant will prepare a report for the TRPA and Placer County demonstrating compliance with noise standards inside of residential units. **(PD)**

ENVIRONMENTAL HEALTH

142. **CUP** Prior to Building Permit issuance, the applicant shall submit to Environmental Health Services (EHS), a solid waste management plan. A plan form specifying required information can be obtained in the EHS office. **(EHS)**

143. **CUP** Prior to Final Occupancy approval, the occupant shall submit: **(EHS)**
A) Pay required fees and submit a business plan to Environmental Health Services (EHS) Hazardous Materials Section, for review and approval. The actual fees paid will be those in effect at the time payment occurs. "Hazardous" materials, as defined in Health and Safety Code Division 20, Chapter 6.95, Articles 1 & 2, shall not be allowed on any premises in regulated quantities without notification to EHS. **(EHS)**

144. **CUP** Include the following standard note on the Improvement Plans: If at any time during the course of constructing the proposed project, evidence of soil and/or groundwater contamination with hazardous material is encountered, the applicant shall immediately stop the project and contact the Environmental Health Services (EHS) Hazardous Materials Section. The project shall remain stopped until there is resolution of the contamination problem to the satisfaction of EHS and to the Lahontan Regional Water Quality Control Board/ Lahontan Water Quality Control Board. **(EHS)**

145. **CUP** Prior to Building Permit issuance for the food facility and public swimming pool, contact Environmental Health Services (EHS), pay required fees, and apply for a plan check. Submit to EHS for review and approval complete construction plans and specifications as specified by EHS. The actual fees paid will be those in effect at the time payment occurs. **(EHS)**

146. **CUP** Prior to opening for business, the applicant/operator shall contact Environmental Health Services, pay required fees, and obtain a permit to operate a food facility. All food handling operations shall comply with the requirements of Placer County Code and the California Retail Food Code. The actual fees paid will be those in effect at the time payment occurs. **(EHS)**

147. **CUP** Prior to opening for business the applicant/operator shall contact Environmental Health Services, pay required fees, and obtain a permit to operate a public swimming pool. The actual fees paid will be those in effect at the time payment occurs. **(EHS)**

148. **CUP** If Best Management Practices are required by the Engineering and Surveying for control of urban runoff pollutants, then any hazardous materials collected during the life of the project shall be disposed of in accordance with all applicable hazardous materials laws and regulations. **(EHS)**

149. **CUP** CC&Rs shall include notification to future lot owners that the owner or occupant shall subscribe to weekly mandatory refuse collection services from the refuse collection franchise holder. **(EHS)**

150. **CUP** Prior to Improvement Plan approval, solid waste enclosure locations shall be reviewed and approved by the Development Review Committee and the refuse collection franchise holder. **(EHS)**

151. **CUP** Include the following standard note on the Improvement Plans: During construction, temporary storage and use of hazardous substances shall comply with Fire and EHS regulations and requirements, and spill prevention practices shall be used. **(EHS)**

152. **CUP** Bear resistant garbage containers are required per Placer County Code, Section 8.16. **(EHS)**

153. **CUP** Contact Environmental Health Services, pay required fees, obtain permits, approvals, and inspections, for any well drill as part of this project. **(EHS)**

154. **CUP** Prior to building permit issuance for the mid-mountain day lodge, the composting toilet at mid-mountain must be removed. **(EHS)**

155. **CUP** Prior to any changes to the public water system, approval from the Drink Water Resources Branch of the California Department of Public Health must be received. **(EHS)**

156. **MM PS-5, CUP** The Improvement Plans shall show that the project shall abide by the Placer Mosquito Abatement District Guidelines and Standards for Vector Prevention in Proposed Development. The Placer Mosquito Abatement District will be allowed to review the Improvement Plans. **(EHS)**

157. **MM PSU-1b, CUP** Prior to Improvement Plan approval, the applicant shall submit to the Environmental Health Services a "will-serve" letter from the Eastern Regional Sanitary Landfill, Inc., showing that sufficient capacity to handle demolition and construction waste is available, and any conditions shall be shown on the Improvement Plans. **(EHS)**

158. **MM BIO-4b, CUP** Prior to issuance of building permits for the new mid-mountain lodge, HMR shall prepare a Trash Management Program for review and approval by the TRPA and Placer County Environmental Health Services. The Trash Management Program shall include measures to prevent wildlife access to trash and refuse generated by the new lodge and associated facilities. Measures to be included at a minimum are bear resistant trash garbage containers in all outside areas, scheduling for removal of refuse from the lodge area on a daily basis and educational signage outlining the dangers of feeding wildlife. **(EHS)**

159. **CUP** Prior to Improvement Plan approval, submit to Environmental Health Services a "will-serve" letter from Tahoe City Public Utility District indicating that the district can and will provide sewerage service to the project. The project shall connect the project to this public sewer. **(EHS)**

160. **MM PSU-1a, CUP** Prior to the approval of the Improvement Plans, submit to EHS, for review and approval, a "will-serve" letter for domestic water service. Prior to issuing the "will-serve" letter, the serving entity shall demonstrate that adequate water is available and that it meets all State and Federal requirements for quality and quantity. The applicant shall connect the project to this treated domestic water supply. **(EHS)**

AIR POLLUTION

161. **MM AQ-1, CM-2, CUP** The Project Applicant shall implement the following recommended mitigation measures prior to and during the construction phase. In addition, construction of the project is required to comply with PCAPCD rules and regulations (see section 12-2 of the DEIR) **(APCD)**

A. Prior to approval of Grading or Improvement Plans, (whichever occurs first), on project sites greater than one acre, the applicant shall submit a Construction Emission / Dust Control Plan to the Placer County Air Pollution Control District (APCD). If APCD does not respond within twenty (20) days of the plan being accepted as complete, the plan shall be considered approved. The applicant shall provide written evidence, provided by APCD, to the local jurisdiction (city or county) that the plan has been submitted to APCD. It is the responsibility of the applicant to deliver the approved plan to the local jurisdiction. The applicant shall not break ground prior to receiving APCD approval, of the Construction Emission / Dust Control Plan, and delivering that approval to the local jurisdiction issuing the permit.

B. Include the following standard note on the Grading Plan or Improvement Plans: The prime contractor shall submit to the District a comprehensive inventory (i.e. make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower of greater) that will be used in aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the Air Pollution Control District prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the District with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman.

C. Prior to approval of Grading or Improvement Plans, whichever occurs first, the applicant shall provide a written calculation to the Air Pollution Control District for approval by the District 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 NOx reduction and 45 percent particulate reduction as

required by the California Air Resources Board (CARB). 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 following link shall be used to calculate compliance with this condition and shall be submitted to the Placer County APCD as described above: http://www.airquality.org/ceqa/ (click on the current "Roadway Construction Emissions Model").

D. **Pre-Construction Meeting**: If required by the Department of Engineering and Surveying and/or the Department of Public Works, the contractor shall have a pre-construction meeting for grading activities. The contractor shall invite the PCAPCD to the pre-construction meeting in order to discuss the construction emission/dust control plan with employees and/or contractors.

E. **Wind Restrictions:** Grading operations shall be suspended when wind speeds (including instantaneous gusts) exceed 25 miles per hour and dust is impacting adjacent properties.

F. **Ultra-Low Diesel Fuel:** ARB ultra low diesel fuel shall be used for diesel-powered equipment and low sulfur fuel shall be utilized for stationary equipment.

G. **Traffic Plans:** If a Traffic Plan is required the PCAPCD shall be provided receive a copy for review. PCAPCD recommendations within the plan may include, but not be limited to: use of public transportation and satellite parking areas with a shuttle service.

H. **Limit Daily Construction Activities:** Daily soil disturbance activities shall be limited to 15 acres per day.

162. **MM CM-3 CUP** The applicant shall pay the appropriate air quality mitigation fee in accordance with Chapter 93—Traffic and Air Quality Mitigation Program of the TRPA Code of Ordinances. The TRPA adopted this program as a means of generating the revenue necessary to address air quality impacts associated with Vehicle Miles Traveled (VMT). By contributing to the Mitigation Program, the Project reduces air quality emissions generated by increased traffic related to Project operation. Specific regional and local VMT reduction strategies covered by the fee include, but are not limited to:

- Expansion of existing transit facilities;
- Addition of bicycle lanes;
- Transportation Systems Management measures, including, but not limited to, bicycle facilities, pedestrian facilities, and use of alternative fuels in fleet vehicles; or
- Provision of connectivity between multiuse paths for bicycles and pedestrians.

A traffic control plan will be developed in coordination with TRPA and Placer County and implemented during construction to reduce construction-related effects on roadways and circulation patterns within the construction corridor. The traffic control plan will include, but not be limited to, the following:

- Coordination with affected jurisdictions regarding construction hours and lane closures;
- Emergency service consultation and implementation of an emergency access plan;
- Implementation of TRPA guidelines for construction-related road closures;
- Lane closure and truck hauling limits during peak commute hours to the extent possible;
- Provision of alternate bicycle and pedestrian routes;
- Provision of alternate parking;
- Location of truck haul routes;
- Traffic control devices;
- Construction signage and road closure notification in the vicinity of the construction corridor;
- Monitoring of in-place traffic control methods and devices for revision implementation;
- Driveway access maintenance;
- Business notification and coordination; and,
- Onsite circulation and staging areas.

163. **MM CM-2 CUP** A) In order to control dust, operational watering trucks shall be on site during construction hours. In addition, dry, mechanical sweeping is prohibited. Watering of a construction site shall be carried out in compliance with all pertinent APCD rules (or as required by ordinance within each local jurisdiction). **(APCD)**

MM CM-2 B) Include the following standard note on the Improvement/Grading Plan: The prime contractor shall be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall "wet broom" the streets (or use another method to control dust as approved by the individual jurisdiction) if silt, dirt, mud or debris is carried over to adjacent public thoroughfares. *(Based on APCD Rule 228 / section 401.5)* **(APCD)**

C) Include the following standard note on the Improvement/Grading Plan: The contractor shall apply water or use other method to control dust impacts offsite. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site. *(Based on APCD Rule 228 / section 401.1, 401.4)* **(APCD)**

164. **MM CM-2 CUP** Include the following standard note on the Improvement/Grading Plan: During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less. *(Based on APCD Rule 228 / section 401.5)* **(APCD)**

165. **MM CM-2 CUP** Include the following standard note on the Improvement/Grading Plan: The prime contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are excessive and dust is impacting adjacent properties. *(Based on APCD Rule 228)* **(APCD)**

166. **CUP** Include the following standard note on the Improvement/Grading Plan: In order to minimize wind driven dust during construction, the prime contractor shall apply methods such as surface stabilization, establishment of a vegetative cover, paving, (or use another method to control dust as approved by the individual jurisdiction). *(Based on APCD Rule 228 / section 402)* **(APCD)**

167. **MM CM-2 CUP** Include the following standard note on the Improvement/Grading Plan: The contractor shall suspend all grading operations when fugitive dust exceeds Placer County Air Pollution Control District (APCD) Rule 228 (Fugitive Dust) limitations. The prime contractor shall be responsible for having an individual who is California Air Resources Board (CARB)-certified to perform Visible Emissions Evaluations (VEE). This individual shall evaluate compliance with Rule 228 on a weekly basis. It is to be noted that fugitive dust is not to exceed 40% opacity and not go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading areas shall not exceed Placer County APCD Rule 228 Fugitive Dust limitations. Operators of vehicles and equipment found to exceed opacity limits will be notified by APCD and the equipment must be repaired within 72 hours. *(Based on APCD Rule 228)* **(APCD)**

168. **MM CM-2 CUP** Include the following standard note on the Improvement/Grading Plan: Construction equipment exhaust emissions shall not exceed Placer County Air Pollution Control District (APCD) Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by APCD to cease operations and the equipment must be repaired within 72 hours. *(Based on APCD Rule 202)* **(APCD)**

169. **CUP** Include the following standard note on the Improvement/Grading Plan: A person shall not discharge into the atmosphere volatile organic compounds (VOC's) caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance, unless such manufacture or use complies with the provisions of Rule 217. *(Based on APCD Rule 217).* **(APCD)**

170. **MM CM-2 CUP** Include the following standard note on the Improvement/Grading Plan: During construction the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (i.e. gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators. **(APCD)**

171. **MM CM-2 CUP** Include the following standard note on the Improvement/Grading Plan: During construction, the contractor shall minimize idling time to a maximum of five (5) minutes for all diesel powered equipment. **(APCD)**

172. **MM CM-2 CUP** Include the following standard note on the Improvement/Grading Plan: During construction, no open burning of removed vegetation shall be allowed unless permitted by the Placer County Air Pollution Control District (APCD). All removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site. *(Based on APCD Rule 310)* **(APCD)**

173. **CUP** Include the following standard note on the Improvement/Grading Plan: If required by the Engineering Division and/or the Department of Public Works, the contractor shall hold a pre-construction meeting prior to any grading activities (or as required by ordinance within each local jurisdiction). The contractor shall invite the Placer County Air Pollution Control District to the pre-construction meeting in order to discuss the construction emission/dust control plan with employees and/or contractors. **(APCD)**

174. **CUP** The project may be subject to the Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying and Surface Mining Operations (ATCM). According to California Department of Conservation's geological survey maps, the project is not in an area known to contain naturally occurring asbestos (NOA). However, if NOA is found within the project area, an Asbestos Dust Mitigation Plan must be submitted to the Placer County Air Pollution Control District. **(APCD)**

175. **CUP** Include the following standard note on the Improvement/Grading Plan: Processes that discharge two (2) pounds per day or more of air contaminants, as defined by Health and Safety Code Section 39013, to the atmosphere may require a permit. **Permits may be required for both construction and operation.** Developers/contractors should contact the District prior to construction and obtain any necessary permits prior to the issuance of a Building Permit. *(Based on the California Health & Safety Code section 39013:* http://www.leginfo.ca.gov/cgi-bin/displaycode?section=hsc&group=39001-40000&file=39010-39060) **(APCD)**

176. **CUP** Include the following standard note on all building plans approved in association with this project: Wood burning or Pellet appliances shall not be permitted in multi-family developments. Only natural gas or propane fired fireplace appliances are permitted. These appliances shall be clearly delineated on the Floor Plans submitted in conjunction with the Building Permit application. *(Based on Air Pollution Control District Rule 225, section 302.2).* **(APCD)**

177. **CUP** Include the following standard note on all building plans approved in association with this project: Stationary sources or processes (i.e. certain types of engines, boilers, heaters, etc.) associated with this project shall be required to obtain an Authority to Construct (ATC) permit from the Placer County Air Pollution Control District prior to the construction of these sources. In general, the following types of sources shall be required to obtain a permit: 1). Any engine greater than 50 brake horsepower, 2). Any boiler that produces heat in excess of 1,000,000 Btu per hour, or 3) Any equipment or process which discharge 2 pounds per day or more of pollutants. Note that equipment

associated with residential structures containing no more than 1 to 4 residential units are exempt from this requirement. Developers / contactors should contact the District prior to construction for additional information. *(Based on Air Pollution Control District Rule 501 and the California Health & Safety Code, Section 39013).* **(APCD)**

178. **MM CM-2 CUP** Include the following standard note on the plans submitted for building demolition: The demolition or remodeling of any structure may be subject to the National Emission Standard for Hazardous Air Pollutants (NESHAPS) for Asbestos. This may require that a structure to be demolished be inspected for the presence of asbestos by a certified asbestos inspector, and that all asbestos materials are removed prior to demolition. For more information, call the California Air Resources Board at (916) 916) 322-6036 or the U. S. EPA at (415) 947-8704. *(Based on Calif. Code Regulations, Title 22):* http://www.ciwmb.ca.gov/Regulations/Title14/ch35.htm *Code of Federal Regulations, Title 40:* http://www.ncdot.org/doh/preconstruct/ps/word/SP2R10.doc) **(APCD)**

179. **CUP** Include the following standard note on all building plans approved in association with this project: To limit the quantity of volatile organic compounds in architectural coatings supplied, sold, offered for sale, applied, solicited for application, or manufactured for use within the District, all projects must comply with Placer County Air Pollution Control District (APCD) Rule 218. Please see the District's website for additional information: *(Based on Air Pollution Control District Rule 218)* **(APCD)**

180. **CUP** Include the following standard note on all building plans approved in association with this project: In order to limit the emission of nitrogen oxides (NOx) from natural gas-fired water heaters, all projects that utilize gas fired water heaters must comply with Rule 246. *(Based on Air Pollution Control District Rule 246).* **(APCD)**

181. **CUP** Prior to building permit approval, the applicant shall show, on the plans submitted to the Building Services Division, provisions for construction of new residences, and where natural gas is available, the installation of a gas outlet for use with outdoor cooking appliances, such as a gas barbecue or outdoor recreational fire pits. **(APCD)**

182. **CUP** Diesel trucks shall be prohibited from idling more than five minutes. Prior to the issuance of a Building Permit, the applicant shall show on the submitted building elevations that all truck loading and unloading docks shall be equipped with one 110/208 volt power outlet for every two dock doors. Diesel Trucks idling for more than the allotted time shall be required to connect to the 110/208 volt power to run any auxiliary equipment. 2'x3' signage which indicates "Diesel engine Idling Limited to a Maximum of Five Minutes" shall be included with the submittal of building plans. **(APCD)**

183. **CUP** Prior to Design Review approval, the applicant shall show that on-site bicycle racks, as required by the Placer County Air Pollution Control District, shall be reviewed and approved by the Design Site Review Committee. **(APCD)**

184. **MM CM-2 CUP** Prior to Design Review approval, the applicant shall provide a landscaping plan for review and approval by the Placer County Design/Site Review Committee. As required by the Placer County Air Pollution Control District, landscaping shall include native drought-resistant species (plants, trees and bushes) in order to reduce the demand for irrigation and gas powered landscape maintenance equipment. As a part of the project design, the applicant shall include irrigation systems which efficiently utilize water (*e.g.*, prohibit systems that apply water to non- vegetated surfaces and systems which create runoff). In addition, the applicant shall install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls, rain "shut off" valves, or other devices as reviewed and approved by the Placer County Design/Site Review Committee. **(APCD)**

185. **MM AQ-2a, CUP** The Project Applicant shall pay the appropriate air quality mitigation fee in accordance with Chapter 93—Traffic and Air Quality Mitigation Program of the TRPA *Code of Ordinances*. The TRPA adopted this program as a means of generating the revenue necessary to address air quality impacts associated with VMT. By contributing to TRPA's Mitigation Program, the Project effectively mitigates air quality emissions through VMT reductions achieved through Mitigation Program, as VMT reductions typically result in reductions of air pollutant emissions. Specific regional and local VMT reduction strategies that may benefit from the mitigation include, but are not limited to:

- Expansion of existing transit facilities;
- Addition of bicycle lanes;
- Transportation Systems Management measures such as bicycle facilities, pedestrian facilities, and use of alternative fuels in fleet vehicles; and
- Provision of connectivity between multi-use paths for bicycles and pedestrians.

(APCD)

186. **MM AQ-2b, CUP** No new wood burning appliances (defined in District Rule 225 Wood-Burning Appliances) shall be allowed in any residential or non-residential structures within the boundaries of the project. A standard note indicating this restriction shall be included on all building plans approved in association with this project. **(APCD)**

187. **MM CC-1, CUP** The project applicant/owner shall document and verify that the project commitments outlined in Table 19-25 of the DEIR have been incorporated into the final design. Copies of the pre-certification plan (Stage 2 in the LEED-ND process) shall be provided to PCAPCD and TRPA. ~~Alternatively, if final LEED-ND certification has not been provided at the time all certificates of occupancy for the Project have been issued, The applicant shall demonstrate to the air districts that the commitments set forth in Table 19-30 have been implemented.~~

The ~~south~~ north base portion of the project shall incorporate all necessary "LEED for New Construction" design elements and follow all required steps, in order to receive LEED Certification through the ~~U.S.~~ Green Building ~~Council~~Certification Institute. Evidence of LEED Certification shall be provided to PCAPCD and the TRPA. The south base portion of the project shall be designed using the LEED criteria as a template as described in the project EIR.**(APCD)**

188. **MM CC-2, CUP** The Project Applicant has committed to numerous GHG reduction strategies through participation in the LEED Neighborhood Pilot Program. The North Base area will be designed under the Pilot Program and the South Base area will be constructed using the LEED criteria as a template. **(APCD)**

Examples of implementation of this mitigation measure include, but are not limited to the following:

Energy Efficiency

- Use solar heating, automatic covers, and efficient pumps and motors for pools and spas.

Renewable Energy

- Install solar or wind power systems and solar hot water heaters. Educate consumers about existing incentives.
- Install solar panels on carports and over parking areas.

Water Conservation and Efficiency

- Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.
- Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff.
- Restrict the use of water for cleaning outdoor surfaces and vehicles.
- Provide education about water conservation and available programs and incentives.

Solid Waste Measures

- Provide education and publicity about reducing waste and available recycling services.

Transportation and Motor Vehicles

- Limit idling time for commercial vehicles, including delivery and construction vehicles.
- Use low or zero-emission vehicles, including construction vehicles.

- Increase the cost of driving and parking private vehicles by, e.g., imposing tolls and parking fees.
- Institute a low-carbon fuel vehicle incentive program.
- Provide information on options for individuals and businesses to reduce transportation-related emissions. Provide education and information about public transportation.

MISCELLANEOUS CONDITIONS

189. **SUB** Prior to recordation of the Final Subdivision Map(s), a note shall be included which states that: No lot shall be further divided. **(PD)**

190. **SUB/CUP** Approval of this Conditional Use Permit and Tentative Subdivision Map(s) is contingent upon approval by the Board of Supervisors of amendments to the West Shore Area General Plan and a Development Agreement. **(PD)**

191. **SUB** Prior to recordation of the Final Subdivision Map(s), a note shall be included which states that: No lot shall be divided by a tax district boundary. **(PD)**

192 Prior to recordation of the Final Subdivision Map(s), the Placer County standard "remainder note" must appear on the face of the recorded subdivision Map(s) to designate a remainder. Pursuant to Government Code, Section 66424.6 the remainder is not being created for the purpose of sale, lease, or financing. Prior to any sale thereof, the owner shall comply with the applicable provisions of Government Code, Section 66424.6. **(ESD)**

193. **CUP** The Improvement Plans shall show for the review and approval by the Development Review Committee the location of any entrance structure proposed by the applicant and shall be located such that there is no interference with driver sight distance as determined by the Engineering and Surveying Department, and shall not be located within the right-of-way.

Any entrance monument or structure erected within the front setback on any lot, within certain zone districts, shall not exceed 3 feet in height (Ref. Chapter 17, Article 17.54.030, Placer County Zoning Ordinance). **(PD/ESD)**

A) Any future gated entry feature/structure proposed by the applicant shall be returned to the Planning Commission for approval of a modification of the discretionary permit. **(PD)**

194. **CUP** The Improvement Plans shall show that the applicant shall comply with any conditions imposed by the California Department of Forestry (CAL FIRE) or the serving fire district. **(ESD)**

195. **CUP** Prior to Grading /Improvement Plan approval, the applicant shall submit a public information plan for Development Review Committee review and approval. The applicant shall fund and operate a manned 24-hour, 7 days per week public information telephone hotline service (call

center) to provide information on project marketing, construction, etc. and offer a forum to receive and resolve complaints related to project development issues. Said telephone hotline shall remain operational until the County accepts all improvements for the project as complete. **(PD)**

196. **CUP** Prior to Building Permit issuance, an Alternative Transportation Plan as described generally in the Homewood Mountain Resort Ski Area Master Plan document must be submitted for the Department of Public Works and Engineering and Surveying Department review and must be approved by DPW/ESD prior to issuance of a certificate of occupancy. Any non-residential development that is expected to have 100 or more employees at a single site or common work location must prepare a Alternative Transportation Plan in compliance with the County Trip Reduction Ordinance (Chapter 10, Article 10.20, and Placer County Code.) **(ESD)**

197. **CUP** Prior to recordation of the Final Subdivision Map(s), if the project includes conversion of an existing structure or structures to condominiums, town houses, or cooperative apartments, development plans must be reviewed and approved by the Placer County Building Inspection Department. **(ESD)**

198. **CUP** Prior to submittal of the Final Subdivision Map(s), the applicant shall submit to the satisfaction of the Development Review Committee a Revised Tentative Subdivision Map(s)which includes changes made to the project based on the Planning Commission hearing. **(PD/ESD/EHS)**

199. **SUB** Prior to recordation of the Final Subdivision Map(s), the Placer County standard "remainder note" must appear on the face of the recorded subdivision Map(s) to designate a remainder. Pursuant to Government Code, Section 66424.6 the remainder is not being created for the purpose of sale, lease, or financing. Prior to any sale thereof, the owner shall comply with the applicable provisions of Government Code, Section 66424.6. **(ESD)**

200. **CUP** The Improvement Plans shall include a note stating, "During project construction, staking shall be provided pursuant to Section 5-1.07 of the County General Specifications." **(ESD)**

201. **CUP** The applicant shall defend, indemnify, and hold harmless the County of Placer, the County Board of Supervisors, and its officers, agents, and employees, from any and all actions, lawsuits, claims, damages, or costs, including attorneys fees awarded in any proceeding brought in any State or Federal court, challenging the County's approval of that certain Project know as the Homewood Mountain Resort. The applicant shall, upon written request of the County pay, or at the County's option reimburse the County for, all reasonable costs for defense of any such action and preparation of an administrative record, including the County staff time, costs of transcription and duplication. The County shall retain the right to elect to appear in and defend any such action on its own behalf regardless of any tender under this provision. This indemnification obligation is intended to include, but not be limited to, actions brought by third parties to invalidate any determination made by the County under the California Environmental Quality Act (Public

Resources Code Section 21000 et seq.) for the Project or any decisions made by the County relating to the approval of the Project. Upon written request of the County, the applicant shall execute an agreement in a form approved by County Counsel incorporating the provisions of this condition.

CONDITIONS, COVENANTS, & RESTRICTIONS

202. **SUB** Prior to approval of the Final Map, Conditions, Covenants, and Restrictions (CC&Rs) shall be prepared and submitted to and approved by the Engineering and Surveying Department, County Counsel, and other appropriate County Departments. They shall be recorded concurrently with the filing of the Final Map and shall contain provisions/notifications for:

A. The applicants shall create a Homeowners' Association with certain specified duties/responsibilities including the enforcement of all of the following notifications.

B. Maintenance of stormwater detention, groundwater infiltration galleries, and water quality treatment features.

C. Maintenance of common areas and landscaping.

D. Maintenance of all sidewalks, including those along project frontages of County roads and State Highway 89.

E. Maintenance of visibility control easements (i.e., at corner of Sacramento and Fawn Streets).

F. Reciprocal access and maintenance responsibilities for groundwater recharge/infiltration galleries, water quality BMPs, and bioswale infiltration areas, including those that cross property lines. **(ESD)**

203. **SUB** Prior to recordation of the Final Subdivision Map(s), a note shall be included which states that: None of the provisions required by the Conditions of Approval shall be altered without the prior written consent of Placer County. **(PD/ESD/EHS/APCD)**

204. **SUB** Prior to recordation of the Final Subdivision Map(s), a note shall be included that states that identifies each water quality Best Management Practice (BMP) and who responsible for maintenance of each BMP. Inspection of these BMPs shall be conducted at least annually. Maintenance records and proof of inspections shall be retained on site, and shall be available for County review upon request. **(ESD)**

NOTIFICATION TO FUTURE BUYERS

205. **CUP** Applicant, Homeowners' Association, and/or Property Owners' Association shall distribute printed educational materials highlighting information regarding the stormwater facilities/BMPs, recommended maintenance, and inspection requirements, as well as conventional water conservation practices and surface water quality protection, to future buyers. Copies of this information shall be included in the Development Notebook. **(ESD/EHS)**

206. **CUP** Notification to future owners that permanent Best Management Practices (BMPs) installed on the lot shall be annually maintained and that BMPs shall not be removed unless to replace with a more efficient BMP. **(ESD)**

207. **CUP** Notification to future owners that inspections of stormwater facilities/Best Management Practices(BMPs) shall be conducted by the Homeowners' Association, Property Owners' Association, and/or property owner at least annually. Maintenance records and proof of inspections shall be retained and provided to Engineering and Surveying Department upon request. **(ESD)**

DEVELOPMENT STANDARDS

208. **SUB** The structural setbacks for this Planned Residential Development shall be as identified on the Vesting Tentative Subdivision Map. (PD)

209. **CUP** The maximum building height for this Planned Residential Development is regulated by Chapter 22 of the TRPA Code of Ordinance and as may be amended by the approval of the Ski Area Master Plan Chapter 22 TRPA code amendment. **(PD)**

210. **CUP** The maximum building coverage per residential lot in this Planned Residential Development is per Placer County Zoning Ordinance Article 17.54.100. **(PD)**

211. **PHASE 2A, 2B, 2C, CUP** In no case shall the face of a garage be closer than 20 feet from the edge of pavement of the access road. **(PD)**

212. **MM SCENIC-2b, CUP** During the Design/Site Review application process the Mid-Mountain Lodge design shall be finalized with a goal of reducing the reflectivity of glass panes and roofing materials, and placement of landscaping to reduce its visibility from Lake Tahoe. Building materials shall be pre-approved by TRPA and Placer County Planning staff consistent with existing design review guidelines. Natural materials and dark colors that conform to Chapter 30 – Design Standards (TRPA 1987) will be used on resort structures. Placement of new trees directly downslope of the structure, as feasible among existing ski trails, will reduce its visual dominance from identified lake views. **(PD)**

GREENHOUSE GASES

213. **MM CC-C1, CUP** The Project Applicant shall document and verify the Project commitments outlined in Table 19-30 have been incorporated into the final Project design. Copies of the pre-certification plan (Stage 2 in the LEED-ND process) shall be provided to PCAPCD and TRPA. Once the Project is complete, the final LEED-ND certification that verifies the north base has achieved all of the prerequisites and credits required for Gold certification shall be submitted to the air districts. Alternatively, if final LEED-ND certification has not been provided at the time all certificates of occupancy for the Project have been issued, The applicant shall demonstrate to the air districts that the commitments set forth in Table 19-30 have been implemented. (PD)

214. **MM, CC-C2, CUP** The final Project design shall incorporate the following applicable AG measures. A standard note indicating these requirements will be included on building plans approved in association with this Project shall be included on building permits.

- Use solar heating, automatic covers, and efficient pumps and motors for pools and spas.
- Install solar or wind power systems and solar hot water heaters. Educate consumers about existing incentives.
- Install solar panels on carports and over parking areas.
- Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.
- Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff.
- Restrict the use of water for cleaning outdoor surfaces and vehicles.
- Provide education about water conservation and available programs and incentives.
- Provide education and publicity about reducing waste and available recycling services.
- Limit idling time for commercial vehicles, including delivery and construction vehicles.
- Use low or zero-emission vehicles, including construction vehicles.
- Increase the cost of driving and parking private vehicles by, e.g., imposing tolls and parking fees.
- Institute a low-carbon fuel vehicle incentive program.
- Provide information on options for individuals and businesses to reduce transportation-related emissions. Provide education and information about public transportation. (APCD)

AFFORDABLE HOUSING

215. **MM PEH-1, CUP/SUB** The Project Applicant shall develop a detailed "Homewood Employee/Workforce Housing Plan." Provision of sufficient housing opportunities to accommodate a minimum of half of new FTEs generated by Project operation will be assured through a combination of one or more of the following:

- Development of new on-site employee/workforce housing;

- Development/renovation of off-site employee/workforce housing;
- Dedication of sufficient land for needed units, and/or;
- Payment of an in-lieu fee.

The designs of applicant-provided on-site and off-site employee/workforce housing shall be reviewed and approved by the County. An approved Homewood Employee/Workforce Housing Plan shall be required prior to the issuance of building permits or recordation of final maps, whichever occurs first. The Homewood Employee/Workforce Housing Plan shall provide an accounting of the final number of net new FTEs expected to be created by the constructed alternative with identified phasing; the number, locations, and capacity of new employee/workforce housing units to be developed; location and capacity of dedicated land for new employee/workforce housing; in-lieu fees paid to the County, and implementation schedule to ensure that sufficient new housing is available for new employees as Project construction is completed and operations begin. If additional environmental impacts, other than those already identified, analyzed, and mitigated (if necessary) as part of this Draft EIR/EIS are created as a result of any of the proposed on-site or off-site employee/workforce housing, the Improvement Plans shall not be approved until subsequent environmental review has been completed. **(PD)**

216. **MM CM-1 CUP** The Project shall provide for employee/workforce housing in compliance with Placer County Housing Element Policies B-15, C-2, and other applicable policies in the Housing Element and 1998 West Shore Area General Plan, which requires the applicant to accommodate at least 50 percent of the housing demand generated by the Project. Employee housing shall be provided for in one of the following ways:

- Development of new on-site employee/workforce housing;
- Development/renovation of off-site employee/workforce housing;
- Dedication of sufficient land for needed units; and/or
- Payment of an in-lieu fee.

EXERCISE OF PERMIT

217. **SUB** The applicant shall prepare and submit to the Engineering and Surveying Department (ESD), Final Subdivision Maps which are in substantial conformance to the approved Tentative Map in accordance with Chapter 16 of the Placer County Code; pay all current map check and filing fees. **(ESD)**

218. **SUB** Prior to the County's recordation of the Parcel Map or Final Map, submit to the Engineering and Surveying Department the map 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. The digital format is to allow integration with Placer County's Geographic Information System (GIS). The recorded map filed at the Placer County Recorder's Office will be the official document of record. **(ESD)**

219. **SUB/CUP** The Project Applicant shall have 36 months or such longer term as a Development Agreement provides to exercise this Vesting/Tentative Subdivision

Map(s)/Conditional Use Permit. Unless exercised, this approval shall expire on December 6, 2014. **(PD)**

220. **CUP** The project is approved as a phased project. The Development Review Committee shall determine when any of the preceding conditions apply to a given phase of development where such timing is not specified in the condition. **(PD/ESD)**