Appendix T. Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Reporting Program

Overview

The California Environmental Quality Act (CEQA) states that when an agency approves a project which requires mitigation, then that agency must adopt a mitigation monitoring or reporting program (MMRP) that ensures the mitigation measures will be implemented (*Public Resources Code [PRC] 21081.6[a]*). The MMRP includes those mitigation measures identified in the environmental impact report (EIR) that are the responsibility of the agency to implement. CEQA's mandate is rather brief and gives agency's leeway in designing their MMRPs: some agencies focus on monitoring; some focus on reporting; and some provide both in their programs.

The purpose of the MMRP is to ensure that the mitigation measures adopted by Placer County are implemented. It does not take the place of those mitigation measures. Pursuant to CEQA, an EIR must identify feasible, "fully enforceable" mitigation measures that can be enacted to reduce or otherwise moderate the significant effects that would otherwise result from the project (PRC 21081.6[b]).

Neither CEQA nor the CEQA Guidelines require the lead agency to circulate an MMRP for public review before it is adopted. As stated in Guidelines Section 15097 above, the basic requirement is that the lead agency adopt the MMRP when it decides to proceed with a given project. Although CEQA does not require that the MMRP be a part of the draft EIR, Placer County included a draft MMRP in the DEIR circulated for review.

CEQA Guidelines

For further reference on the topic of MMRPs, what follows is the text of CEQA Guidelines Section 15097. This section explains the requirements of *PRC* 21081.6(a).

15097. Mitigation Monitoring or Reporting.

(a) This section applies when a public agency has made the findings required under paragraph (1) of subdivision (a) of Section 15091 relative to an EIR or adopted a mitigated negative declaration in conjunction with approving a project. [Note: Section 15091(a)(1) refers to those mitigation measures that are being

adopted in conjunction with approval of the project.] In order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

- (b) Where the project at issue is the adoption of a general plan, specific plan, community plan or other plan-level document (zoning, ordinance, regulation, policy), the monitoring plan shall apply to policies and any other portion of the plan that is a mitigation measure or adopted alternative. The monitoring plan may consist of policies included in plan-level documents. The annual report on general plan status required pursuant to the Government Code is one example of a reporting program for adoption of a city or county general plan.
- (c) The public agency may choose whether its program will monitor mitigation, report on mitigation, or both. "Reporting" generally consists of a written compliance review that is presented to the decision making body or authorized staff person. A report may be required at various stages during project implementation or upon completion of the mitigation measure. "Monitoring" is generally an ongoing or periodic process of project oversight. There is often no clear distinction between monitoring and reporting and the program best suited to ensuring compliance in any given instance will usually involve elements of both. The choice of program may be guided by the following:
 - (1) Reporting is suited to projects which have readily measurable or quantitative mitigation measures or which already involve regular review. For example, a report may be required upon issuance of final occupancy to a project whose mitigation measures were confirmed by building inspection.
 - (2) Monitoring is suited to projects with complex mitigation measures, such as wetlands restoration or archeological protection, which may exceed the expertise of the local agency to oversee, are expected to be implemented over a period of time, or require careful implementation to assure compliance.
 - (3) Reporting and monitoring are suited to all but the most simple projects. Monitoring ensures that project compliance is checked on a regular basis during and, if necessary after, implementation. Reporting ensures that the approving agency is informed of compliance with mitigation requirements.
- (d) Lead and responsible agencies should coordinate their mitigation monitoring or reporting programs where possible. Generally, lead and responsible agencies for a given project will adopt separate and different monitoring or reporting programs. This occurs because of any of the following reasons: the agencies have adopted and are responsible for reporting on or monitoring different mitigation measures; the agencies are deciding on the project at different times;

each agency has the discretion to choose its own approach to monitoring or reporting; and each agency has its own special expertise.

- (e) At its discretion, an agency may adopt standardized policies and requirements to guide individually adopted monitoring or reporting programs. Standardized policies and requirements may describe, but are not limited to:
 - (1) The relative responsibilities of various departments within the agency for various aspects of monitoring or reporting, including lead responsibility for administering typical programs and support responsibilities.
 - (2) The responsibilities of the project proponent.
 - (3) Agency guidelines for preparing monitoring or reporting programs.
 - (4) General standards for determining project compliance with the mitigation measures or revisions and related conditions of approval.
 - (5) Enforcement procedures for noncompliance, including provisions for administrative appeal.
 - (6) Process for informing staff and decision makers of the relative success of mitigation measures and using those results to improve future mitigation measures.
- (f) Where a trustee agency, in timely commenting upon a draft EIR or a proposed mitigated negative declaration, proposes mitigation measures or project revisions for incorporation into a project, that agency, at the same time, shall prepare and submit to the lead or responsible agency a draft monitoring or reporting program for those measures or revisions. The lead or responsible agency may use this information in preparing its monitoring or reporting program.
- (g) When a project is of statewide, regional, or areawide importance, any transportation information generated by a required monitoring or reporting program shall be submitted to the transportation planning agency in the region where the project is located and to the California Department of Transportation. Each transportation planning agency and the California Department of Transportation shall adopt guidelines for the submittal of such information.

Placer County's MMRP Approach

Placer County, as the lead agency under CEQA, has developed this MMRP for the proposed Kings Beach Commercial Core Improvement project. This MMRP is designed to ensure that the mitigation measures adopted by Placer County for this project are implemented.

The MMRP is presented in tabular form. For each adopted mitigation measure, the table identifies:

■ the mitigation measure,

- the timing of implementation,
- the implementing party, and
- the monitoring party.

Each mitigation measure is copied from the certified Final EIR. Where necessary, clarification is included in brackets within the mitigation measure. The table is intended to be used as a reference by Placer County to identify the applicable measures and ensure that they have been implemented in a timely manner. For the reader's comfort, all of the Mitigation Measures are currently listed in the MMRP. All measures that apply to alternatives that are not selected will be removed from the final MMRP.

Placer County will bear the primary responsibility for ensuring that the mitigation measures are implemented. When Placer County undertakes project work, the pertinent mitigation measures will be included in the terms and conditions of the contracts. Placer County will undertake regular inspections of the job site to ensure that contractors are implementing the mitigation measures and complying with their contract. Placer County will be responsible for ensuring that mitigation measures that are their responsibility are carried out.

Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
AIR QUALITY (3.1)				
Alternative 1: No Build	None	NA	NA	
Alternative 2: Two Lanes with on-Street Parking and Two Roundabouts	Mitigation Measure AIR-1: Implement All Applicable PCAPCD Best-Available Mitigation Measures. Placer County Department of Public Works (DPW) will implement all feasible and applicable fugitive dust mitigation measures from the PCAPCD's best-available mitigation measures, which are summarized below.	Prior to and during Project Construction	Placer County DPW	
	■ Placer County DPW will require the construction contractor to submit to the PCAPCD and receive approval of a construction emission/dust control plan prior to groundbreaking. This plan must address the minimum Administrative Requirements found in section 300 and 400 of District Rule 228, Fugitive Dust (www.placer.ca.gov/airpollution/airpolut.htm).			
	 Placer County DPW will require the construction contractor to have a preconstruction meeting for grading activities for 20 or more acres to discuss the construction emission/dust control plan with employees and/or contractors and the District is to be invited. 			
	 Placer County DPW will require the construction contractor to suspend all grading operations when fugitive dusts exceed District Rule 228 Fugitive Dust limitations. 			
	■ It is to be noted that fugitive dust is not to exceed 40% opacity and not go beyond property boundary at any time. If lime or other drying agents are utilized to dry out wet grading areas, they will be controlled so as to not to exceed District Rule 228 (fugitive dust limitations).			
	• Construction equipment exhaust emissions will not exceed District Rule 202, visible emission limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified, and the equipment must be repaired within 72 hours.			
	 Apply water to control dust as needed to prevent dust impacts off-site. Operational water truck(s), will be on-site, as required, to control fugitive dust. Construction vehicles leaving the site will be cleaned to prevent 			

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Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
-	dust, silt, mud, and dirt from being released or tracked off-site.			
	 Apply approved chemical soil stabilizers, vegetative mats, or other appropriate best management practices (BMPs) to manufacturers' specifications to all-inactive construction areas (previously graded areas that remain inactive for 96 hours). 			
	 Spread soil binders on unpaved roads and employee/equipment parking areas and wet broom or wash streets if silt is carried over to adjacent public thoroughfares. 			
	 Install wheel washers or wash all trucks and equipment leaving the site. 			
	<u>Mitigation Measure AIR-2: Implement all applicable TRPA Best</u> <u>Management Practices</u>	Prior to and during Project Construction	Placer County DPW	
	Placer County DPW will implement all feasible and applicable BMPs required by TRPA. Guidance is available from TRPA Best Management Practices Retrofit Program, TRPA Erosion Control Team's general information, and BMP Contractors Notes (Tahoe Regional Planning Agency 2005). This includes a limitation that all construction-related vehicles will idle for no more than 5 minutes.			
	<u>Mitigation Measure 3: Implement Caltrans Standard Specification 7-1.01F</u> and Standard Specification 10.	Prior to and during Project Construction	Placer County DPW	
	Placer County DPW will follow Caltrans Standard Specification 7-1.01F and Standard Specification 10, which address the following of local air pollution control district rules and dust control, respectively.			
	Mitigation Measure AIR-4: Implement Construction Emissions Control Technology.	Prior to and during Project Construction	Placer County DPW	
	Placer County DPW will provide a construction work plan to the PCAPCD 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 NO _X reduction and 45 percent particulate reduction compared to the most recent ARB fleet average at time of construction. Control measures to available to achieve emissions reductions include, but are not limited to use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology (e.g., diesel particulate matter filters and lean-			

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Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
	NO_X or diesel oxidation catalysts) after-treatment products, and/or other options as they become available.			
Alternative 3: Four Lanes with On-Street parking	Mitigation Measures AIR-1 through AIR-4.	Prior to and during Project Construction	Placer County	
Alternative 4: Three Lanes with two roundabouts and Without On-Street Parking	Mitigation Measures AIR-1 through AIR-4.	Prior to and during Project Construction	Placer County	
CULTURAL RESOURCES (3.2	2)			
Alternative 1: No Build	None	NA	NA	
Alternative 2: Two Lanes with on-Street Parking and Two Roundabouts	Mitigation Measure CR-1: Stop Work if Buried Resources are Discovered Inadvertently Placer County DPW and its construction contractor will take the steps specified below during project construction. If buried cultural resources, such as chipped or ground stone, historic debris, building foundations, or bone, are discovered during ground-disturbing activities, work will stop in that area and within 100 feet of the find until a archaeologist who meets the Secretary of the Interior's qualification standards can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the Caltrans, the SHPO, and other appropriate agencies. Appropriate treatment measures may include development of avoidance or protection methods, archaeological excavations to recover important information about the resource, research, or other actions determined during consultation.	Prior to and during Project Construction	Placer County DPW	
	Mitigation Measure CR-2: Comply with State and Federal Laws Relating to Native American Remains If human remains of Native American origin are discovered during project construction, it will be necessary to comply with federal and state laws relating to the disposition of Native American burials, which fall under the jurisdiction of the NAHC (PRC Section 5097). If any human remains are discovered or recognized in any location other than a dedicated cemetery, Caltrans will be contacted and there will be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlie	Prior to and during Project Construction	Placer County DPW	

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Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
	adjacent human remains, until:			
	 the Placer County coroner has been informed and has determined no investigation of the cause of death is required, or 			
	• if the remains are of Native American origin:			
	* the NAHC has notified Tribal representatives for any federally or state recognized tribes or other interested grounds by telephone with written confirmation. Notification shall include information about the kinds of human remains, etc. present, their condition, and the circumstances of their discovery. Return receipt mail provides proof of written notification. This initiates the 30-day waiting period. If a federally recognized tribe can claim the territory associated with the find, NAGPRA procedures will be followed. If no federally recognized tribes can claim the territory associated with the find, proceed directly to the requirements of California NAGPRA and <i>PRC Section</i> 5097.98.			
	• the descendents of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods or the NAHC is unable to identify a descendant or the descendant fails to make a recommendation within 24 hours after being notified by the NAHC			
Alternative 3: Four Lanes with On-Street parking	Mitigation Measures CR-1 and CR-2	Prior to and during Project Construction	Placer County DPW	
Alternative 4: Three Lanes with two roundabouts and Without On-Street Parking	Mitigation Measures CR-1 and CR-2	Prior to and during Project Construction	Placer County DPW	
SOCIAL ENVIRONMENT (3.3	3)			
Alternative 1: No Build	None	NA	NA	
Alternative 2: Two Lanes with on-Street Parking and Two Roundabouts	Mitigation Measure LU-1: Implement a Community Involvement and Public Participation Plan Placer County will implement a Community Involvement and Public Participation Plan with the following measures to mitigate for the land use impacts of the proposed action:	Prior to and during Project Construction	Placer County	

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Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
	Create a CIPP in accordance with Caltrans' Tahoe Basin Public Communication and Outreach Guidelines. Placer County will identify stakeholders within the action area and create a CIPP that will allow for coordination between local agencies and generate public awareness about the proposed action. By providing the following outreach mechanisms, the CIPP would minimize construction related impacts through advanced planning and public participation. Caltrans' Tahoe Basin Public Communication and Outreach Guidelines recommend that the following public outreach actions be included in the CIPP.			
	 Informational brochures or flyers sent to homeowners, renters, and business operators with information and updates regarding construction related details. 			
	• Implementation of regularly conducted 'stakeholder wide' project development team (PDT) meetings. These meetings can also be used as a mechanism for spreading project related information to the constituencies of the various groups.			
	 Use of the local media outlets, including radio, newspaper, and television ads, to publicize the project and update information. 			
	Mitigation Measure TRA-2: Implement a Construction Traffic Management Plan During the final stage of project design, Placer County will prepare a Construction TMP in accordance with the Manual on Uniform Traffic Control Devices, California Supplement 2003, Part 6 Temporary Traffic Control (or current version) and Caltrans draft Guidelines for Projects Located on the California State Highways in the Lake Tahoe Basin that specifies those days and periods of each day over the construction season that specific lane closures can be accommodated without resulting in delays exceeding Caltrans construction delay standards. In addition, traffic diverting onto local streets should be monitored when delays to SR 28 traffic is expected, and temporary traffic controls should be implemented as necessary. Caltrans requires TMPs for all construction activities on the state highway system. Where several consecutive, related, or linking projects within a region or corridor create a cumulative need for a TMP, Caltrans coordinates individual TMPs or develops a single Regional Transportation Management Plan (RTMP). When implemented, a TMP	Prior to and during Project Construction	Placer County and Caltrans	

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Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
	results in a minimized project-related traffic delay and fewer accidents through the effective combination of public and motorist information, demand management, incident management, system management, alternate route strategies, construction strategies, and other strategies.			
	TMPs are designed to reduce the amount of significant delay time due to lane closures and construction related activity. Significant delay time is 30 minutes above normal recurring traffic delay on the existing facility or the delay threshold set by the district traffic manager, whichever is less. Caltrans traffic management has indicated that SR corridors on the North Shore of Lake Tahoe might require a cumulative delay time of less than 30 minutes per TMP guidelines. The Caltrans TMP Unit is still making determinations of thresholds for delays as the development of the RTMP is being undertaken. Once these thresholds have been established, Placer County will ensure that they are incorporated into the TMP.			
	It is recommended that Caltrans develop a RTMP due to the large number of related transportation improvement proposals scheduled to occur within a similar timeframe in the greater action area. A RTMP would be expected to promote greater coordination between agencies and projects to minimize potentially significant impacts associated with multiple construction projects.			
	The following are objectives to be achieved from the RTMP, as described in the Caltrans draft <i>Guidelines for Projects Located on the California State Highways in the Lake Tahoe Basin</i> .			
	Provide accurate and timely information to the public.			
	 Minimize traffic delays while maximizing public and worker safety during construction. 			
	 Minimize impacts on businesses, residences, schools, public services, and special events during construction. 			
	 Provide design and instructional information regarding traffic management to the Project Engineer, Resident Engineer, and project specific Standard Special Provisions (SSPs) to be included in the project contract. 			
	 Ensure that no more than 30 minutes of cumulative corridor delay will occur. 			

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Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
	Timing and execution remain the greatest concern for most proposed construction projects in the immediate and greater action area. The degree of economic impact on the North Shore and West Shore of the Lake Tahoe Basin may be directly influenced by construction scheduling and staging of these projects. Therefore, project coordination between Caltrans' functional units is crucial and will take place. In particular, interagency synchronization within Caltrans will include the TMP Unit, Environmental Management, District 03 Public Information Office, Construction Engineering, and the project development teams. Close contact with local stakeholder agencies will be maintained in order to minimize cumulative socioeconomic-related impacts that would otherwise result from these related projects.			
Alternative 3: Four Lanes with On-Street parking	Mitigation Measure LU-1 and TRA-2.	Prior to and during Project Construction	Placer County	
Alternative 4: Three Lanes with two roundabouts and Without On-Street Parking	Mitigation Measure LU-1 and TRA-2.	Prior to and during Project Construction	Placer County	
HYDROLOGY (3.4)				
Alternative 1: No Build	None	NA	NA	
Alternative 2: Two Lanes with On-Street Parking and Two Roundabouts	None	NA	NA	
Alternative 3: Four Lanes with On-Street parking	None	NA	NA	
Alternative 4: Three Lanes with two roundabouts and Without On-Street Parking	None	NA	NA	

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Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
HAZARDOUS WASTE/MATE	RIAL (3.5)			•
Alternative 1: No Build		NA	NA	
Alternative 2: Two Lanes with On-Street Parking and Two Roundabouts	Mitigation Measure HAZ-1: Incorporate Measures to Reduce Potential for Accidental Release or Exposure to Hazardous Materials.	Prior to and during Project Construction	Placer County	
1 wo Roundabouts	• If yellow stripe is to be removed, the roadway will be ground in its entirety instead of removing just the yellow paint stripe. If it is not feasible to grind the roadway in its entirety, the removed paint material will be disposed of at a Class 1 disposal facility. If any yellow traffic markings are going to be removed separate from the adjacent pavement, the levels of lead and chromium need to be determined. Common practice has been to determine the levels during construction. Otherwise, a preliminary site investigation (PSI) to determine the concentration of lead chromate should be performed prior to construction.			
	■ Potential exposure to chromium and lead from traffic striping will be minimized. A project-specific Lead Compliance Plan approved by an industrial hygienist certified in comprehensive practice by the American Board of Industrial Hygiene to prevent or minimize worker exposure to lead in accordance with the California Code of Regulations Title 8, Section 1532.1 (Title 8, "Lead.") will be implemented. Before performing work in areas containing lead, personnel who have no prior training, including state personnel, will complete a safety training program, including use of personal protective equipment and washing facilities, as required by Title 8, "Lead."			
	■ Any removed yellow thermoplastic and yellow painted traffic stripe and pavement marking residue will be stored and labeled in covered containers in a secured enclosure at a location within the project limits for no more than 90 days until disposal. Labels will conform to the provisions of Title 22 of the California Code of Regulations. Labels will be marked with the date when the waste is generated, the words <i>Hazardous Waste</i> , composition and physical state of the waste (for example, asphalt grindings with thermoplastic or paint), the word <i>Toxic</i> , the name and address of the Caltrans Resident Engineer (RE), the RE's telephone number, contract number, and Contractor or subcontractor. The containers will be a type approved by the United States Department of			

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Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
	Transportation for the transportation and temporary storage of the removed residue. The containers will be handled so that no spillage will occur. Removed yellow thermoplastic and yellow paint will be disposed of at a Class 1 disposal facility in conformance with the requirements of the disposal facility operator. Testing will include, at a minimum, (1) total lead and chromium by EPA Method 7000 series, (2) soluble lead and chromium by California Waste Extraction Test, and (3) soluble lead and chromium by the Total Characteristic Leaching Procedure. If the yellow thermoplastic and yellow-painted traffic stripe and pavement-marking residue is transported to a Class 1 disposal facility as a hazardous waste, a manifest will be used, and the transporter will be registered with the DTSC.			
	■ If the project involves any structure modifications, such as widening or demolition, asbestos and lead based-paint surveys will be performed prior to construction. The asbestos surveys must be performed by qualified AHERA/ CalOSHA certified asbestos inspector, and a lead based—paint survey will be performed by a California Department of Health Services (DHS) certified inspector/assessor.			
	Placer County is to provide records regarding any contamination encountered in regards to this project, to any appropriate requesting party, concerning any investigation as to the extent of any such contamination. An appropriate requesting party includes, but is not limited to, the LRWQCB, Placer County HHS-Environmental Health, any responsible party or potentially responsible party, or the designated environmental consultant to any responsible party or potentially responsible party.			
	Mitigation Measure HAZ-2: Implement Measures to Reduce Potential Exposure to Contaminated Soils.	During Project Construction	Placer County and Caltrans	
	Project features in potential conflict with contaminated soil/groundwater will be eliminated or moved if possible. If conflicts cannot be eliminated, the handling of the contaminated material can be covered in contract special provisions. If encountered, all soil and groundwater impacted with petroleum hydrocarbons and/or all solvents must be removed, managed, and disposed of properly as hazardous waste or as a non-hazardous waste at a receiving landfill facility. This will apply to excavated soil as well as groundwater or water resulting from dewatering			

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Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
	activities. Impacted soil is not to be used as backfill. Impacted soil and groundwater encountered during this project are to be removed to the fullest extent feasible, within areas of the project that are accessible to Placer County (i.e., public ROWs under the control of Placer County or Caltrans).			
	■ A Phase 2 Site Assessment was prepared and areas with elevated levels of petroleum hydrocarbons were identified through soil and groundwater sampling. Prior to performing any excavation work at the location containing material classified as petroleum-impacted, all personnel, including state personnel, will complete a safety training program that meets requirements of the Contractor's Health and Safety Work Plan covering the potential hazards as identified. The Contractor will provide the training and a certification of completion of the safety-training program to all personnel.			
	■ During excavation activities, monitoring will be conducted for any suspected petroleum hydrocarbons contamination with a photo ionization detector, combustible gas meter, or similar equipment approved by Caltrans. If any suspected contaminated materials are encountered, work will immediately stop, and the suspected contamination will be managed appropriately. If contamination is confirmed, the Contractor will prepare a detailed Health, Safety and Work Plan for all site personnel in accordance with the DTSC and Cal-OSHA regulations. The Health, Safety and Work Plan will include a plot plan indicating the exclusion zones and clear zones as defined by <i>CCR</i> , <i>Title 26</i> , a schedule of procedures, sampling and testing procedures, and physical barriers and will be submitted at least 10 working days prior to beginning any excavation for review and acceptance by the RE. Prior to submittal, the Contractor will have the Health, Safety and Work Plan approved by a civil engineer registered in the State of California and by an industrial hygienist certified by the ACGIH.			
	■ In the event suspected contaminated materials are encountered, the Contractor will stop work in the affected area and notify the RE immediately. The Contractor, or the Contractor's listed environmental subcontractor, will prepare, and submit for approval, a Site Safety Plan consistent with the requirements of 29 CFR 1910.120. The contractor will be required to comply with the provisions of the approved Site Safety			

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Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
	Plan during construction.			
	Mitigation Measure HAZ-3: Prepare Traffic Control Plan. Placer County will ensure that its Contractor will prepare a Construction TMP in accordance with the Manual on Uniform Traffic Control Devices, California Supplement 2003, Part 6 Temporary Traffic Control (or current version) (American Association of State Highway and Transportation Officials 2003) and Caltrans draft Guidelines for Projects Located on the California State Highways in the Lake Tahoe Basin during the final stage of project design to ensure local traffic is accommodated during construction and that access to businesses and residences is maintained. Among other things, the TMP will provide the following:	Prior to and During Project Construction	Placer County and Caltrans	
	 reduce, to the extent feasible, the number of vehicles (construction and other) on the roadways adjacent to the proposed action; reduce, to the extent feasible, the interaction between construction equipment and other vehicles; 			
	 promote public safety through actions aimed at driver and road safety; 			
	 ensure safety for bicyclists and pedestrians throughout the action area; and 			
	 ensure adequate emergency access for police, fire, ambulance, and other emergency service vehicles. 			
	The provisions of the TMP will be incorporated into the project bid documents. In addition, the following measures will be incorporated into the TMP prepared for the proposed action.			
	Notify law enforcement, fire protection, and emergency medical services at least 1 week in advance of detours and roadway or lane closures so that alternative routes or response actions can be taken. Notifications will specify the location and duration of closures, allowing providers to advise dispatchers and station personnel about alternative routes. Notification and providing continued access on SR 28 would ensure that response times for emergency service providers are not adversely affected during construction periods.			
	 Allow emergency vehicles through any roadway segments temporarily closed for construction purposes. 			

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Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
	Mitigation Measure HAZ-4: Require Spark-Generating Construction Equipment be Equipped with Manufacturers' Recommended Spark Arresters.	During Project Construction	Placer County	
	Placer County will require contractors to fit any construction equipment that normally includes a spark arrester with an arrester in good working order. Subject equipment includes, but is not limited to, heavy equipment and chainsaws. Implementation of this measure will minimize a source of construction-related fire.			
	Mitigation Measure HAZ-5: Before Construction Begins, Clear Materials That Could Serve as Fire Fuel from Areas Slated for Construction Activities.	Prior to Project Construction	Placer County	
	If dry vegetation or other fire fuels exist on or near staging areas, welding areas, or any other area on which equipment will be operated, contractors will clear the immediate area of fire fuel. To maintain a firebreak and minimize the availability of fire fuels, the County will require contractors to maintain areas subject to construction activities clear of combustible natural materials to the extent feasible. To avoid conflicts with policies to preserve riparian habitat, areas to be cleared will be identified with the assistance of a qualified biologist.			
Alternative 3: Four Lanes with On-Street parking	Mitigation Measure HAZ-1 through HAZ-5.	Prior to and during Project Construction	Placer County	
Alternative 4: Three Lanes with two roundabouts and Without On-Street Parking	Mitigation Measure HAZ-1through HAZ-5.	Prior to and during Project Construction	Placer County	
TRAFFIC (3.9)				
Alternative 1: No Build	None			
Alternative 2: Two Lanes with on-Street Parking and Two Roundabouts	Mitigation Measure TRA-1: Provide Westbound Right-Turn Lane at SR 28/267 Intersection Placer County will provide a westbound right-turn lane at SR 28/SR 267 intersection.	During Project Construction	Placer County	

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Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
	Mitigation Measure TRA-2: Implement Construction Traffic Management Plan During Construction	Prior to Project Construction	Placer County	
Alternative 3: Four Lanes with On-Street parking	Mitigation Measure-TRA-1 and TRA-2.	Prior to and during Project Construction	Placer County	
Alternative 4: Three Lanes with two roundabouts and Without On-Street Parking	Mitigation Measure-TRA-1 and TRA-2.	Prior to and during Project Construction	Placer County	
PARKING (3.7)				
Alternative 1: No Build	None	NA	NA	
Alternative 2: Two Lanes with on-Street Parking and Two Roundabouts	None	NA	NA	
Alternative 3: Four Lanes with On-Street parking	None	NA	NA	
Alternative 4: Three Lanes with two roundabouts and Without On-Street Parking	None	NA	NA	
LAND USE AND PLANNING (3.8)			
Alternative 1: No Build	None	NA	NA	
Alternative 2: Two Lanes with on-Street Parking and Two Roundabouts	Mitigation Measure LU-1: Implement a Community Involvement and Public Participation Plan	Prior to and during Project Construction	Placer County	
	Mitigation Measure LU-2: Amend the Kings Beach Community Plan Placer County and TRPA shall amend Policy 3C-1 in the Transportation Element of the Kings Beach Community Plan to maintain consistency with Policy 3C-1, which will allow for a three-lane configuration on SR 28.	Prior to Project Construction	Placer County and TRPA	

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Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
	Mitigation Measure TRA-2: Implement Construction Traffic Management Plan during Construction	Prior to and during Project Construction	Placer County and Caltrans	
Alternative 3: Four Lanes with On-Street parking	Mitigation Measures LU-1, LU-2, and TRA-2.	Prior to and during Project Construction	Placer County	
Alternative 4: Three Lanes with two roundabouts and Without On-Street Parking	Mitigation Measures LU-1, LU-2, and TRA-2.	Prior to and during Project Construction	Placer County	
Noise (3.9)				
Alternative 1: No Build	None	NA	NA	
Alternative 1: No Build Alternative 2: Two Lanes with on-Street Parking and Two Roundabouts	Mitigation Measure NZ-1: Employ Noise-Reduction Construction Measures The construction contractor shall employ noise-reducing construction practices such that noise from construction does not exceed 90 dBA at noise-sensitive uses during daytime hours. Measures that can be used to limit noise may include but are not limited to the following. Locating equipment as far a practical from noise sensitive uses. Using sound control devices such as mufflers on equipment. Turning off idling equipment. Using equipment that is quieter than standard equipment. Selecting construction access routes that affect the fewest number of people. Using noise-reducing enclosures around noise-generating equipment. Constructing barriers between noise sources and noise-sensitive land uses	Prior to and during Project Construction	Placer County	
	 Constructing barriers between hoise sources and hoise-sensitive land uses or taking advantage of existing barrier features (terrain, structures) to block sound transmission. Temporarily relocating residents during periods of high construction noise that cannot be effectively reduced by other means. The construction contractor shall prepare a detailed noise control plan based on the construction methods proposed. This plan will identify specific measures determined to be feasible by the County that will be taken to 			

Table T-1. Continued Page 15 of 28

Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
	ensure compliance with the noise limits specified above. The noise control plan shall be reviewed and approved by the County before any noise-generating construction activity begins.			
	Mitigation Measure NZ-2: Prohibit Nighttime Construction Activities	During Project	Placer County	
	Consistent with TRPA's construction noise limitations, Placer County will ensure that construction activities are limited to the hours between 8:00 a.m. and 6:30 p.m. This stipulation will be made a part of the construction contract.	Construction		
	Mitigation Measure NZ-3: Disseminate Essential Information to Residences and Implement a Complaint/Response Tracking Program The construction contractor will notify residences within 500 feet of the construction areas of the construction schedule in writing, prior to construction. The construction contractor will designate a noise disturbance coordinator who will be responsible for responding to complaints regarding construction noise. The coordinator will determine the cause of the complaint and will ensure that reasonable measures are implemented to correct the problem. A contact telephone number for the noise disturbance coordinator will be conspicuously posted on construction site fences and will be included in the written notification of the construction schedule sent to nearby residents.	During Project Construction	Placer County	
Alternative 3: Four Lanes with On-Street parking	Mitigation Measures NZ-1 through NZ-3.	Prior to and during Project Construction	Placer County	
Alternative 4: Three Lanes with two roundabouts and Without On-Street Parking	Mitigation Measures NZ-1 through NZ-3.	Prior to and during Project Construction	Placer County	
RECREATION (3.10)				
Alternative 1: No Build	None	NA	NA	
Alternative 2: Two Lanes with on-Street Parking and Two Roundabouts	Mitigation Measure REC-1: Implement Measures to Minimize Impacts to Kings Beach SRA Placer County will implement measures to minimize impacts on the Kings Beach SRA. Measures include, but are not limited, to the following.	NA	NA	

Table T-1. Continued Page 16 of 28

Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
	 Placer County and Caltrans will work with the agencies having jurisdiction over the Kings Beach SRA to provide advanced notice of construction activities. 			
	■ Placer County will ensure that the area of the construction footprint is kept to a minimum and that parking lot access and parking, to the extent feasible, will be maintained. In addition, Placer County will restore the construction area to its original condition (or better) and will repave and restripe the affected construction area to maintain the most efficient use of the parking area.			
	■ The automatic pay gate at the main entrance will be maintained in place as long as feasible and relocation/reinstallation of the gate will be coordinated with the NTPUD.			
	 Any signage removed will be replaced. 			
	■ Timely information will be provided relating to any potential traffic delays, and access will be maintained to the greatest extent feasible. Construction activities with high noise levels will be limited to daytime hours. Measures will be taken to reduce, minimize, and compensate for impacts on vegetation and the existing terrain and within the Kings Beach SRA. Removal and disturbance of vegetation will be limited as feasible. Facilities will be designed to blend in with the existing terrain. Disturbed areas will be revegetated upon completion of construction. During construction, measures may include watering of disturbed areas and prompt covering and removal of dirt. Dust generation will be minimized by inclusion in the construction contract specification to reduce this irritant.			
Alternative 3: Four Lanes with On-Street parking	Mitigation Measure REC-1	NA	NA	
Alternative 4: Three Lanes with two roundabouts and Without On-Street Parking	Mitigation Measure REC-1	NA	NA	

Table T-1. Continued Page 17 of 28

Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
PUBLIC SERVICES AND UTIL	LITIES (3.11)			
Alternative 1: No Build	None	NA	NA	
Alternative 2: Two Lanes with on-Street Parking and Two Roundabouts	Mitigation Measure UT-1: Implement Measures to Reduce Potential Impacts on Law Enforcement, Fire Protection, and Emergency Medical Services	Prior to and during Project Construction	Placer County	
	Placer County will ensure that its Contractor implements the following measure to reduce potential impacts on law enforcement, fire protection, and emergency medical services during project construction.			
	■ A TMP will be prepared in accordance with the <i>Manual on Uniform Traffic Control Devices</i> , California Supplement 2003, Part 6 Temporary Traffic Control (or current version) (American Association of State Highway and Transportation Officials 2003) and Caltrans draft <i>Guidelines for Projects Located on the California State Highways in the Lake Tahoe Basin</i> during the final stage of project design to ensure local traffic is accommodated during construction and that access to businesses and residences is maintained. Among other things, the TMP will provide the following:			
	The provisions of the TTC Plan will be incorporated into the project bid documents.			
	 reduce, to the extent feasible, the number of vehicles (construction and other) on the roadways adjacent to the proposed action; reduce, to the extent feasible, the interaction between construction 			
	equipment and other vehicles;promote public safety through actions aimed at driver and road safety;			
	 ensure safety for bicyclists and pedestrians throughout the action area; and 			
	 ensure adequate emergency access for police, fire, ambulance, and other emergency service vehicles. 			
	 The provisions of the TMP will be incorporated into the project bid documents. 			
	 In addition, the following measures will be incorporated into the TMP prepared for the proposed action. 			

Table T-1. Continued Page 18 of 28

Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
	Notify law enforcement, fire protection, and emergency medical services at least 1 week in advance of detours and roadway or lane closures so that alternative routes or response actions can be taken. Notifications will specify the location and duration of closures, allowing providers to advise dispatchers and station personnel about alternative routes. Notification and providing continued access on SR 28 would ensure that response times for emergency service providers are not adversely affected during construction periods.			
	 Allow emergency vehicles through any roadway segments temporarily closed for construction purposes 			
	 Placer County will undertake USA requirements to ensure that no underground utilities are disturbed. These requirements include outlining the digging location in a manner sufficient to enable underground facility members to determine the area of digging to be field marked and calling USA 2 days prior to digging. 			
	Mitigation Measure UT-2: Develop a Comprehensive Stormwater <u>Drainage Conveyance Plan</u>	Prior to Project Construction	Placer County and Caltrans	
	Prior to completion of project design, Caltrans and Placer County will, in cooperation with TRPA, develop a comprehensive stormwater drainage conveyance plan for the proposed project that will provide sufficient conveyance capacity beneath the roadway to accommodate design flows. The design flows will be determined by agreement of the three agencies. This plan will be implemented in conjunction with construction of the project and will be operative upon project completion. These CCIP drainage improvements are those within the action area as shown on Figure 3.13-2. They do not include planned water quality improvements in the upgradient watershed improvement project (WIP) area. The WIP improvements will be made as funding becomes available and likely be implemented in phases as separate projects following and possibly during CCIP construction with priority given to areas of the project watershed having the poorest drainage conditions. At a minimum, drainage upgrades will be made within the action area as part of the proposed project (see Figure 3.13-2).			
	The drainage conveyance plan will include the following components (within the CCIP action area):			

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Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
	 source control and reduction of the quantity of runoff reaching stormwater conveyances; 			
	 provision of stormwater collection facilities along SR 28, along side streets (if necessary), and in parking areas (if necessary); 			
	 sizing of conveyance facilities (particularly those extending under SR 28) to accommodate agreed-upon design flows, including natural streams such as Griff Creek and stormwater conveyance; 			
	 provision of stormwater treatment facilities sized to the maximum extent practicable to accommodate design storm treatment volumes as specified in the respective Placer County and Caltrans NPDES permits; and 			
	provisions for continued operations and maintenance of the conveyance facilities.			
Alternative 3: Four Lanes with On-Street parking	Mitigation Measures UT-1 and UT-2.	Prior to and during Project Construction	Placer County	
Alternative 4: Three Lanes with two roundabouts and Without On-Street Parking	Mitigation Measures UT-1 and UT-2.	Prior to and during Project Construction	Placer County	
GEOLOGY AND SOILS (3.12)				
Alternative 1: No Build	None	NA	NA	
Alternative 2: Two Lanes with on-Street Parking and	Mitigation Measure GEO-1: Incorporate Recommendations from Geotechnical Reports into Project Design	Prior to and during Project Construction	Placer County	
Two Roundabouts	Recommendations in Appendix B (not included) of each Kleinfelder geotechnical report (Kleinfelder 2004; Kleinfelder 2006) concerning site preparation, excavation, structural fill, compacted fill, utility trench bedding and backfill, subsurface drainage, subgrade and aggregate base for paved areas, aggregate base for concrete slabs, and asphalt concrete pavement will be incorporated into the project design, thus minimizing any negative effects associated with ground-shaking hazards, and runoff, erosion, and sedimentation from construction activities. In addition, these recommendations, if fully implemented, will result in well built, long-term functioning improvements. The project applicant and its contractor(s) will be required to implement this mitigation measure before any construction			

Table T-1. Continued Page 20 of 28

Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
	activities begin. The recommendations will be incorporated into the project construction specifications as appropriate.			
Alternative 3: Four Lanes with On-Street parking	Mitigation Measure GEO-1.	Prior to and during Project Construction	Placer County	
Alternative 4: Three Lanes with two roundabouts and Without On-Street Parking	Mitigation Measure GEO-1.	Prior to and during Project Construction	Placer County	
WATER QUALITY (3.13)				
Alternative 1: No Build	None	NA	NA	
Alternative 2: Two Lanes with on-Street Parking and	Mitigation Measure WQ-1: Implement Construction BMPs Contained in the SWPPP	Prior to and during Project Construction	Placer County	
Two Roundabouts	To reduce or eliminate construction-related water quality effects before onset of any construction activities, Placer County will require that project contractors obtain coverage under the NPDES General Construction Permit. Placer County will be responsible for ensuring that construction activities comply with the conditions in this permit, which will require development of a SWPPP, implementation of BMPs identified in the SWPPP, and monitoring to ensure that effects on water quality are minimized. All projects in the Lake Tahoe Basin are required to implement BMPs to protect water quality from impacts related to temporary construction activities and permanent site improvements. BMP guidance issued by regulatory agencies include:			
	■ TRPA's Handbook of Best Management Practices (1988a);			
	 TRPA Best Management Practices Retrofit Program; TRPA Erosion Control Team's general information; 			
	 BMP Contractors Notes (TRPA 2005); 			
	 TRPA guidance for BMP installation developed to incorporate advancing technology; and 			
	 Nevada Department of Transportation Storm Water Quality Manuals: Construction Site BMPs Manual (Nevada Department of Transportation 2004). 			

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Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
	As part of this process, Placer County will require the implementation of multiple erosion and sediment control BMPs in areas with potential to drain to Lake Tahoe. These BMPs will be selected to achieve maximum sediment removal and represent the best available technology that is economically achievable. BMPs to be implemented as part of this mitigation measure may include, but are not limited to, the following measures.			
	■ Temporary erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, checkdams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) will be employed to control erosion from disturbed areas.			
	 Drainage facilities in downstream off-site areas will be protected from sediment using BMPs acceptable to the Placer County, the RWQCB, and TRPA. 			
	 Grass or other vegetative cover will be established on the construction site as soon as possible after disturbance. 			
	In addition, construction-related BMPs should be used to minimize the mobilization of sediment from construction activities. The following erosion and sediment control measures, which are based on standard measures and standard dust-reduction measures, will be included in the SWPPP, which is to be included in the construction specifications and project performance specifications.			
	 Cover or apply nontoxic soil stabilizers to inactive construction areas (previously graded areas inactive for 10 days or more) that could contribute sediment to waterways. 			
	 Enclose and cover exposed stockpiles of dirt or other loose, granular construction materials that could contribute sediment to waterways. 			
	 Contain soil and filter runoff from disturbed areas by berms, vegetated swales, silt fencing, straw wattle, plastic sheeting, catch basins, infiltration basins, or other means necessary to prevent the escape of sediment from the disturbed area. 			
	 Refrain from depositing or placing earth or organic material where it may be directly carried into a stream, marsh, slough, lagoon, or body of standing water. 			

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Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
	Prohibit the following types of materials from being rinsed or washed into the streets, shoulder areas, or gutters: concrete, solvents and adhesives, thinners, paints, fuels, sawdust, dirt, gasoline, asphalt and concrete saw slurry, and heavily chlorinated water.		-	
	 Employ temporary erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) to control erosion from disturbed areas. 			
	TRPA requires that projects address water quality by reducing the projected level of contaminant loading. Untreated urban runoff from parking lots and roads does not typically meet the numeric standards for discharge to surface water. The following contaminant types and associated sources are considered during project design and construction.			
	 Sediment-related issues: sediment generated from erosion during storm events and from increased flow attributable to impermeable surfaces; sediment generated during construction. 			
	 Nutrient-related issues: nutrients transported with sediment, atmospheric deposition, organic matter (leaves, grass clippings), and landscape fertilizer. 			
	 Trash-related issues: debris from construction and debris deposited by facility users. 			
	 Oil- and grease-related issues: oil and grease deposited by vehicles present on site during construction and facility use. 			
	■ Toxic contaminant—related issues: concrete-washing during construction, paving during construction (loose gravels, sealants), materials used in structures (paint, wood preservatives), and landscape pesticides.			
	To address the potential generation of contaminated stormwater discharges, temporary BMPs will be applied during and immediately after the construction period. The conscientious application and maintenance of temporary BMPs can protect water quality during construction periods. The minimum temporary BMPs needed to be consistent with TRPA and Caltrans guidance documents referenced above and satisfy TRPA Code requirements, Chapters 25, 64, and 81, are outlined in Table 3.13-3.			

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Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
	Final selection of BMPs will be subject to review by Placer County. Placer County will verify that an NOI and a SWPPP have been filed before allowing construction to begin. Placer County or its contractor will perform routine inspections of the construction area to verify that the BMPs specified in the SWPPP are properly implemented and maintained. Placer County will notify contractors immediately if there is a noncompliance issue and will require compliance.			
	Mitigation Measure WQ-2: Implement a Spill Prevention and Control Program Placer County will require contractors to develop and implement a Spill Prevention and Control Program to minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during construction activities. The program will be completed before any construction activities begin. This plan will be a part or section of the SWPPP required for the project as the SWPPP addresses non-storm water releases.	Prior to and During Project Construction	Placer County	
	Placer County will review and approve the spill prevention and control program before onset of construction activities. Placer County will routinely inspect the construction area to verify that the measures specified in the spill prevention and control program are properly implemented and maintained. Placer County will notify contractors immediately if there is a noncompliance issue and will require compliance.			
	The federal reportable spill quantity for petroleum products, as defined in the EPA's CFR (40 CFR 110), is any oil spill that (1) violates applicable water quality standards, (2) causes a film or sheen upon or discoloration of the water surface or adjoining shoreline, or (3) causes a sludge or emulsion to be deposited beneath the surface of the water or adjoining shorelines.			
	If an appreciable spill has occurred and is reportable, the contractor's superintendent will notify Placer County and the county will need to take action to contact the appropriate safety and clean-up crews to ensure the spill prevention plan is followed. A written description of reportable releases must be submitted to the RWQCB and TRPA. This submittal must include a description of the release, including the type of material and an estimate of the amount spilled, the date of the release, an explanation of why the spill occurred, and a description of the steps taken to prevent and			

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Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
	control future releases. The releases would be documented on a spill report form. If the results determine that project activities have adversely affected surface water or groundwater quality, a detailed analysis will be performed by a registered environmental assessor to identify the likely cause of contamination. This analysis will conform to American Society for Testing and Materials standards and will include recommendations for reducing or eliminating the source or mechanisms of contamination. Based on this analysis, Placer County and its contractors will select and implement measures to control contamination, with a performance standard that surface water quality groundwater quality must be returned to baseline conditions. These measures will be subject to approval by Placer County.			
Alternative 3: Four Lanes with On-Street parking	Mitigation Measures WQ-1 and WQ-2.	Prior to and during Project Construction	Placer County	
Alternative 4: Three Lanes with two roundabouts and Without On-Street Parking	Mitigation Measures WQ-1 and WQ-2.	Prior to and during Project Construction	Placer County	
GROWTH INDUCING IMPAC	TS (3.14)			
Alternative 1: No Build	None	NA	NA	
Alternative 2: Two Lanes with on-Street Parking and Two Roundabouts	None	NA	NA	
Alternative 3: Four Lanes with On-Street parking	None	NA	NA	
Alternative 4: Three Lanes with two roundabouts and Without On-Street Parking	None	NA	NA	

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Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
VISUAL RESOURCES (3.15)				
Alternative 1: No Build	None	NA	NA	
Alternative 2: Two Lanes with on-Street Parking and Two Roundabouts	Mitigation Measure VIS-1: Implement Project Landscaping Plan to Replace Trees that are Removed, Using the Specified Guidelines	Prior to and during Project Construction	Placer County	
	In addition to Biological Resources <i>Mitigation Measure 3.16.4.4</i> , <i>Revegetate Disturbed Areas</i> to the greatest extent possible, selecting the proposed off-street parking lots will be prioritized in the order of those that severely damage LSOGs from least to most (Table 3.15-3).			
	These practices will also be followed to implement the project landscaping plan.			
	 Vegetation will be planted within the first year following project completion. 			
	 Vegetation will be used to screen newly established parking areas using a planting design that is randomized to mimic natural patterns. 			
	 An irrigation and maintenance program will be implemented during the plant establishment period. 			
	Mitigation Measure VIS-2: Lighting Levels	Prior to and During	Placer County	
	Avoid consistent overall lighting and overly bright lighting. The location of lighting should respond to the anticipated use and should not exceed the amount of light actually required by users. Lighting for pedestrian movement should illuminate entrances, changes in grade, path intersections, and other areas along paths that, if left unlit, would cause the user to feel insecure. As a general rule of thumb, one foot candle per square foot over the entire project area is adequate. Lighting suppliers and manufacturers have lighting design handbooks that can be consulted to determine fixture types, illumination needs, and light standard heights.	Project Construction		
	Mitigation Measure VIS-3: Directed Lighting	During and After Project Construction	Placer County	
	Lights will be screened and directed away from residences to the highest degree possible and the amount of nighttime lights used will be minimized to the highest degree possible. In particular, lighting will employ shielding to minimize off-site light spill and glare. In addition, the following measures apply.			

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Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
	 Luminaire spacing should be the maximum allowable for traffic safety. Luminaires should be cutoff-type fixtures that cast low-angle illumination to minimize incidental spillover of light onto adjacent private properties and undeveloped open space. Fixtures that project upward or horizontally should not be used. 			
	 Luminaires should be directed toward the roadway and away from adjacent residences and open space areas. 			
	 Luminaire lamps should provide good color rendering and natural light qualities. Low-pressure and high-pressure sodium fixtures that are not color-corrected should not be used. 			
	 Luminaire intensity should be the minimum allowable for traffic safety. Luminaire mountings should be downcast and the height of the poles minimized to reduce potential for backscatter into the nighttime sky and incidental spillover of light into adjacent private properties and open space. Luminaire mountings should have nonglare finishes. 			
	Mitigation Measure VIS-4: Highway Fixtures with Low-Sheen and Non-Reflective Surface Materials Guardrails and other highway fixtures, including but not limited to, retaining walls, safety barriers, traffic signals and controllers, light standards, and other structures, will be limited to the minimum length, height, and bulk necessary to adequately provide for the safety of the highway user. Earth tone colors of dark shades and flat finish will be used on all highway fixtures. New and replacement guardrails will not have a shiny reflective finish. (These features are typically galvanized steel, which weathers naturally to a non-glare finish typically within a year or so.) Retaining walls and other erosion control devices or structures, will be constructed of natural materials whenever possible and will, to the maximum extent possible, be designed and sited as to not detract from the scenic quality of the corridor. Such structures will incorporate heavy texture or articulated plane surfaces that create heavy shadow patterns. Adopted community plans may establish equal or superior standards for highway fixtures.	During and After Project Construction	Placer County	

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Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
Alternative 3: Four Lanes with On-Street parking	Mitigation Measures VIS-1 through 3.	Prior to and during Project Construction	Placer County	
Alternative 4: Three Lanes with two roundabouts and Without On-Street Parking	Mitigation Measures VIS-1 through 3.	Prior to and during Project Construction	Placer County	
BIOLOGICAL EFFECTS (3.16	6)			
Alternative 1: No Build	None	NA	NA	
Alternative 2: Two Lanes with on-Street Parking and Two Roundabouts	Mitigation Measure BIO-1. Establish Exclusion Zones The contractor will install orange construction barrier fencing to demarcate environmentally sensitive areas (e.g., wetlands, riparian vegetation, streams, tree root zones). The construction specifications will require that a qualified biologist identify sensitive biological habitats on-site and identify areas to avoid during construction. Before construction, the construction contractor will work with the project engineer and a resource specialist to identify the locations for the barrier fencing and will place stakes around the sensitive resource sites to indicate these locations. The protected areas will be designated as environmentally sensitive areas and clearly identified on the construction plans and specifications. The fencing will be installed before construction activities are initiated and will be maintained throughout the construction period.	Prior to and during Project Construction	Placer County	
	Mitigation Measure BIO-2: Seasonal Restrictions on Construction To minimize construction impacts on wetlands and streams, ground- disturbing activities will only be conducted when soils are sufficiently dry to avoid or minimize compaction and sufficiently stable to avoid and/or minimize erosion. Construction activities that could disturb nesting migratory birds and/or spawning trout will be conducted outside of the nesting and spawning season for these species. Appropriate noise and vibration mitigation measures (Section 3.9, Noise) will be implemented to minimize disturbance impacts on these species.	During Project Construction	Placer County	
	Mitigation Measure BIO-3: Avoid the Introduction of New Noxious Weeds The contractor will be responsible for avoiding the introduction of new noxious weeds in the action area. Accordingly, the following measures will	During Project Construction	Placer County	

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Alternative	Recommended Mitigation Measure	Timing of Mitigation	Responsibility for Monitoring	Completion of Mitigation
	be implemented during construction.			
	 Educate construction supervisors and managers on weed identification and the importance of controlling and preventing the spread of noxious weed infestations. 			
	 Clean construction equipment at designated wash stations before entering the construction area. 			
	Conduct a follow-up inventory of the construction area to verify that construction activities have not resulted in the introduction of new noxious weed infestations. If new noxious weed infestations are located during the follow-up inventory, the appropriate resource agency will be contacted to determine the appropriate species-specific treatment methods.			
	Mitigation Measure BIO-4: Revegetate Disturbed Areas The contractor will revegetate all temporarily disturbed areas of natural vegetation, including wetlands, riparian habitat, and trees, according to the standards provided in the TRPA <i>Code of Ordinances</i> (Section IX, Chapter 77). Chapter 77 provides standards for revegetation following activities that disturb vegetation and soils. Trees that die or fall over as a result of root damage will be compensated for by replanting new trees at a ratio not less than 1:1 (inches dbh of trees lost: inches dbh of trees planted).	During and After Project Construction	Placer County	
Alternative 3: Four Lanes with On-Street parking	Mitigation Measures BIO-1 through 4.	Prior to and during Project Construction	Placer County	
Alternative 4: Three Lanes with two roundabouts and Without On-Street Parking	Mitigation Measures BIO-1 through 4.	Prior to and during Project Construction	Placer County	