



MEMORANDUM
COMMUNITY DEVELOPMENT/RESOURCE AGENCY
Planning Services Division
County of Placer

TO: Board of Supervisors

DATE: February 21, 2017

FROM: Steve Pedretti
Agency Director

BY: Allen Breuch
Supervising Planner

SUBJECT: Northstar Mountain Master Plan

ACTIONS REQUESTED:

Conduct a public hearing to consider a recommendation from the Placer County Planning Commission for Approval of the following:

1. Adopt a resolution to certify the Northstar Mountain Master Plan Final Environmental Impact Report (SCH# 2012112020) and Errata prepared pursuant to the California Environmental Quality Act, and adopt the Mitigation Monitoring Reporting Program supported by and incorporating by reference in its entirety the Findings of Fact and Statement of Overriding Considerations, and
2. Adopt a resolution to amend the Martis Valley Community Plan Land Use Diagram to relocate an existing Tourist/Resort Commercial land use area that comprises 0.68-acre from one side of the ski resort to another, and
3. Adopt an ordinance to Rezone two existing FOR (Forestry) zone district areas that comprise 1.33 and 0.68 acres in size and relocate within the same TPZ (Timber Production Zone) area so that one would align with the relocated Martis Valley Community Plan land use designation square, and the other would align with one of the campsites, and
4. Adopt an ordinance to amend Placer County Code Chapter 17, Article 17.04, Section 17.04.030 to amend the definition of "Ski lift facilities and Ski runs" and Article 17.16, Section 17.16.010 (D) Timberland Production Zone (TPZ) to allow for the development of ski lift facilities and ski runs as a conditionally-permitted use within land boundaries owned and/or operated by existing ski resorts within Timberland Production Zone (TPZ) land located outside the Tahoe Basin, and
5. Approve a Conditional Use Permit to allow for the Northstar Mountain Master Plan that would guide development of the ski resort over a projected 20-year period. The Master Plan would allow for the expansion of the existing ski terrain including six new mechanized ski lifts and associated trails, a high-speed gondola that would extend from the Castle Peak parking area to the Northstar Village, new snowmaking and associated infrastructure, additional trails and trail widening, five skier bridges, four new skier service lodges and facilities (restrooms, food and drink service, seating), improvements to existing skier service sites, relocation of an existing cross country ski center and two new campsite areas.

BACKGROUND

Locally, Northstar is a major destination for winter and summer recreational activities. Land uses and development have been guided by the 1971 Northstar-at-Tahoe Master Plan (LDA 674, April 12, 1971) as well as subsequent approvals and use permits. The 2003 Martis Valley Community Plan Update goals and policies superseded the 1971 Master Plan and associated use permit.

Currently, the Placer County General Plan, Martis Valley Community Plan (2003), Martis Valley Community Plan Land Use Diagram, and the Placer County Zoning Ordinance guide development-specific entitlements and development at Northstar. Of the 3,300 Northstar residential units allowed under the 2003 Martis Valley Community Plan, approximately 1,968 units are built. Recently entitled large-scale development projects within and adjacent to Northstar include the following:

- Northstar Village (revitalization and expansion of the existing village site)
- Northstar Highlands (1,295 residential units, resort commercial and 170 hotel rooms and lodging facilities)
- Sawmill Heights (270 workforce housing units entitled with Highlands EIR – 96 units have been constructed)
- The Northside/Welk (22 residential units and commercial expansion near the existing Northstar Village)
- Porcupine Hill (12 residential units)

Historically, Northstar has functioned as a winter-time recreation destination primarily serving day-use skier and snowboarders – individuals and groups who travel from outside the Northstar community to visit for the day and then leave Northstar at day's end. However, following approval and initial construction of the first phases of recent above-mentioned lodging and residential development projects, the resort is increasingly selling lift tickets to "destination skiers". Destination skiers live seasonally or year-round in Northstar residences or stay for multiple days in Northstar transient lodging units. Destination skiers park their vehicles in the spaces allotted to the transient lodging or residences at the base of the mountain rather than in the existing day-skier parking lots. As a result, the mountain is now experiencing more use and activity without an increase in day-skier parking spaces. In addition, new development has caused an increase of residents and guests internal to the community who place additional demands on existing recreation opportunities at the resort.

Following the release of the project Final EIR, the applicant entered into negotiations with the neighboring property owner (Aspen Grove Property Owners Association) regarding the functionality of a water quality retention basin installed at the perimeter of a parking lot that was constructed during the Village expansion in 2004. These negotiations lasted for nearly two years, and were the result of litigation initiated by Aspen Grove over damages to the downhill residences from water intrusion. The litigation has been resolved as of early 2016, and the applicant is now prepared to proceed with the Northstar Mountain Master Plan.

On account of the two year lapse in time since preparation of the Final EIR, staff directed the environmental consultant to prepare an Errata to the Final EIR to address any potential changes in conditions or circumstances related to the project that may have occurred since 2014. The Errata (Attachment 4 Exhibit B) provides updated discussion relative to several resource areas. These discussions are presented later in this staff report in the CEQA section.

PROJECT DESCRIPTION

The proposed project is located on the west side of State Route 267, approximately six miles southeast of the Town of Truckee and five miles northwest of the north shore of Lake Tahoe.

The applicant proposes the Northstar Mountain Master Plan (NMMP) to guide and upgrade the resort amenities in the next 20 years through expansion and improvements of the existing mountain resort. The Master Plan would allow for the expansion of the existing ski terrain including six new mechanized ski lifts and associated trails, a high-speed gondola that would extend from the Castle Peak parking area to the Northstar Village, new snowmaking and associated infrastructure, additional trails and trail widening, five skier bridges, four new skier service lodges and facilities (restrooms, food and drink service, seating), improvements to existing skier service sites, relocation of an existing cross country ski center, and two new campsite areas.

The project also proposes amending the Martis Valley Community Plan, a zoning text amendment, and a rezoning to accommodate the proposed Master Plan. The proposed Martis Valley Community Plan (MVCP) Amendment to the Land Use Diagram would relocate a polygon of Tourist/Resort Commercial that is currently located on the west side of Lookout Mountain to the opposite side of the resort, immediately south of the Sawmill Reservoir and near the lower terminal of a proposed project-level lift. This relocation would accommodate the base and skier services for a proposed project-level ski lift while accommodating a proposed program-level campsite in the newly-designated Forest area. The applicant has also proposed a Zoning Text Amendment (ZTA) to allow certain ski-related improvements allowed within Timberland Production Zones (TPZ) without compromising the purpose and intent of the zone district to "encourage prudent and responsible forest resource management."

The NMMP used the guidelines and management measures identified in the Northstar Habitat Management Plan (HMP) to determine the most suitable locations of proposed land uses. The applicant prepared the HMP, a comprehensive mountain-wide survey and resource management plan that identified all habitat types present within Northstar to guide the resort's development, while protecting and preserving the sensitive environmental resources. The HMP clarifies and provides habitat information to facilitate the proposed design of the expansion of the mountain resort that avoids the most sensitive and valuable resources in the area.

The proposed 20-year project plan would include near-term improvements for which entitlements are currently being requested that were analyzed in the EIR at a "project-level" and long-term, conceptual improvement plans that were analyzed at a "program-level" in the EIR, requiring for future analysis and project approval. All proposed components of the NMMP are graphically represented on the Master Plan exhibit (Attachment 2).

The following are lists of the specific project- and program-level entitlements being requested:

Project-level Components

The project proposes a Conditional Use Permit to allow construction of the following project-level components:

- a) New ski trails, modernization of existing ski trails and snowmaking as depicted on the site plan (Figure 3-7, Attachment 2. These improvements will be comprised of widening runs adjacent to the Vista, Rendezvous, Arrow, Comstock and Backside lifts;
- b) Snowmaking line adjacent to the Challenger Run, along the ski area boundary on the Backside;
- c) Upgrades (including new engines, lines, poles or stand-by equipment) or replacement of existing lifts in the same general configuration and length;
- d) Five new ski lifts designated as C, J, V, W, and Z lifts in the locations shown on the site plan (Attachment 2 and described as follows:
 - 1) C lift bottom terminal will be located just south of Sawmill Lake and the top terminal will be located approximately 700 feet downhill from the existing Vista lift top terminal,
 - 2) The J lift bottom terminal will be located approximately 100 feet uphill of the Highland Gondola terminal in the Village and the top terminal will be located at the top of Lookout Mountain,
 - 3) The V lift bottom terminal will be located approximately 1,100 feet west of the existing Backside Express lift bottom terminal and the top terminal will be located at the top of Lookout Mountain,
 - 4) The W lift bottom terminal will be located approximately 3,000 feet northwest of the existing Backside lift bottom terminal and the top terminal will be located near the top of Sawtooth Ridge, and
 - 5) The Z lift will be a surface tow lift located approximately 5,550 feet northwest of the existing Backside Express lift.
- e) New ski terrain, snowmaking equipment, fuel tanks and standby engines, and necessary utilities and seasonal spur roads to operate and maintain the five new lifts, including:
 - 1) A 1,000-gallon above-ground fuel tank at the top of the J lift and a 500-gallon tank located at the top of each of the fixed grip lifts (C, V and W). No fuel tanks are proposed for the Z lift,
 - 2) Fuel tanks are to be sealed concrete or other approved material,

- 3) A stand-by/evacuation engine will be located at each of the lifts (J, C, V and W) except for the Z lift, which won't require one, and
- 4) Attendant huts may be constructed at each of the new lifts.
- f) Relocation of cross-country ski trails to allow for the construction of the C lift and associated trails;
- g) Approximate 6,000 square-foot expansion of the existing Summit Deck and Grille facility located on the top of Mt. Pluto to include additional food service with seating and restrooms;
- h) 5,000 square-foot lodge/warming hut with deck located on the Backside (the portion of the project site generally west of the Mt. Pluto summit, east of Sawtooth Ridge, and south of the Lookout Mountain summit), directly adjacent to the Promised Land Express bottom terminal. The Backside Warming Hut will provide food service, beverages, restroom facilities and indoor and outdoor seating, including a picnic area;
- i) Five new skier bridges, four over Schaffer Creek (or its tributaries) and one over the west branch of West Martis Creek, in the locations identified on the site plan; and
- j) Seasonal spur roads and improvements to existing roads as depicted on Figure 3-9 of the Draft EIR.

Program-level Components.

The applicant also requests conceptual approval of improvements that were analyzed at a programmatic level in the EIR, but would not be specifically entitled through the Master Plan. At such time as the following components are proposed, each would require an individual entitlement (use permit, design/site review, grading permit, etc.) and subsequent conformity review for consistency with the Northstar Mountain Master Plan Program EIR prior to implementation:

- a) The Q lift and associated terrain, snowmaking, fuel tank and standby engine, and necessary utilities and seasonal spur roads to operate and maintain the lift. The Q lift would be constructed on Lookout Mountain;
- b) The Castle Peak Parking Area Gondola – new alignment, fuel tank and standby engine, and necessary utilities and seasonal spur roads to operate and maintain the lift;
- c) Skier access from the top of Lookout Mountain to the W lift bottom terminal. This improvement would be limited to tree clearing and moderate grading. No snowmaking would be approved along this access;
- d) 8,000 square-foot skier service site (lodge with food service, seating and restrooms) to be located at the top of the proposed C lift, and near the top terminal of the existing Vista Express lift;
- e) 8,000 square-foot skier service site (lodge with food service, seating and restrooms) to be located near the top of Lookout Mountain, near the top terminal of the proposed J lift;
- f) 7,500 square-foot skier service site which would relocate the existing cross-country ski center at mid-mountain to the south side of Sawmill Reservoir. The cross-country lodge facility would include limited food service with seating and restrooms;
- g) Campsite at the bottom of the proposed C lift, adjacent south of the Sawmill Reservoir. The existing Reservoir maintenance road would be improved to provide access to the skier service site and campground. Additional improvements would include group tents to accommodate up to 50 people, one open fire pit, construction of new roadway, a small 20-space parking lot and relocated cross-country ski trails that would be necessary to provide connectivity with existing ski trails to the relocated cross-country center lodge. The proposed cross-country center lodge would provide restrooms and food service to the campers during the summer months;
- h) Remote campsite located in the Backside area to the west of Lookout Mountain. This campsite would include group tents to accommodate up to 50 people, one cooking tent, one dining awning and one open fire pit. Access to this site would be by van via the existing 900 road to the 705 road in the summer and by snowcat in the winter; and
- i) Additional non-skiing recreation activities/amenities that may require construction of permanent or semi-permanent improvements. Such activities/amenities could include (but may not be limited to) new or expanded hiking and mountain-biking terrain, environmental education opportunities, and athletic or passive recreation activities.

An Environmental Impact Report (EIR) was prepared for the Northstar Mountain Master Plan at a project and program level review and has been finalized consistent with the requirements of the California Environmental Quality Act (CEQA). The Notice of Preparation (NOP) was sent to the California Clearinghouse, federal, state, and local agencies, and members of the public on November 6, 2012. The Draft EIR was released for a 45-day public comment period that started on November 26, 2013 and ended on January 13, 2014. Additionally, the Planning Commission conducted a public hearing on January 9, 2014 to receive comments on the Draft EIR. A total of 71 comments or comment letters were provided by State and local agencies, public interest groups and local residents. These included verbal comments provided at the January 2014 Planning Commission hearing. All comments were responded to in the Final EIR, which was made available for public review at the Planning Services Division (Community Development/Resource Agency), the County Clerk's Office, the Tahoe Customs House (County offices), the Truckee Library, the Tahoe City Library, and on the County's website. A Notice of Availability of the Final EIR was included in the Sacramento Bee and in the Sierra Sun. The Final EIR (SCH2012112020) was distributed for a ten-day review period from Monday, June 9, 2014 through Thursday, June 19, 2014.

Environmental Impact Report Summary

The EIR found that Northstar Mountain Master Plan impacts to the following environmental resource areas would be less than significant without mitigation:

- Traffic and Circulation (Chapter 9)
- Hazardous materials and Hazards (Chapter 15)

The Draft EIR prepared for the Northstar Mountain Master Plan identified the following project impacts as "significant" or "potentially significant." Specific analysis was provided in each environmental issue area section:

- Land Use and Forestry Resources (Chapter 4.0)
- Population, Housing and Employment (Chapter 5.0)
- Biological Resources (Chapter 6.0)
- Cultural Resources (Chapter 7.0)
- Visual Resources (Chapter 8.0)
- Air Quality (Chapter 10.0)
- Noise (Chapter 11.0)
- Geology and Soils (Chapter 12.0)
- Hydrology and Water Quality (Chapter 13.0)
- Public Services (Chapter 14.0)
- Greenhouse Gases and Climate Change (Chapter 16.0)
- Traffic and Circulation "cumulatively" (Chapter 18.0)

Significant and Unavoidable Impacts

The Final EIR concluded that implementation of the mitigation measures described in the Draft EIR would reduce most of these identified impacts to less than significant levels, but that some impacts would remain significant and unavoidable in the following areas:

- Visual Impacts (resulting from new mountain ski terrain proposed for project and program level ski lifts and runs) (Impact 8.2)
- Air Quality (temporary construction-time increase in NOx emissions) (Impact 10.2)

Visual Resources

The proposed NMMP project-level components to improve existing ski trails associated with the Backside lift would be noticeable as would the proposed new W and V lifts and associated ski terrain (Visual Simulation, Figure 8-4 of the Draft EIR). The addition of these ski terrain features from this view point would appear as an increase in existing ski terrain features beyond existing conditions. As stated in the Project Description, and found in the Northstar HMP, the proposed ski trail improvements would incorporate tree

islands and utilize existing open areas, featuring varying trail widths to minimize visual impacts. However, visual impacts to views from SR 89 would be considered potentially significant.

In addition, the Q lift and associated ski terrain improvements would likely be visible from viewpoints along I-80 (Donner Pass and east of the I-80/SR 267 interchange), SR 267, and SR 89. The alterations of views from Donner Pass are anticipated to be minimal given the distance of the view and would likely blend with existing visible ski terrain features. The Q lift and its ski terrain are also anticipated to blend with existing Lookout ski terrain features from views associated with I-80 east of the I-80/SR 267 interchange and SR 267. However, the Q lift would likely add to an appearance of the expansion of ski terrain (in combination with improvement of existing ski trails associated with the Backside lift and the proposed new W and V lifts and associated ski terrain) from views along SR 89. No details of alignment or character of the ski trails and improvements are available at this time to fully evaluate the extent of this impact, so visual impacts to views from SR 89 would be considered potentially significant.

Mitigation Measure 8-2 requires that the project applicant design ski trails to utilize the existing unforested and open areas of the Q, W, and V lifts as well as the topography and forests to minimize the appearance of the trails from views along State Route 89 north of Interstate 80. This may include the use of tree islands and other design features set forth in the Northstar Habitat Management Plan (HMP). Ski trail details would be required to be provided in project application materials for the lifts as well as in proposed grading plans.

Implementation of the above mitigation measure and project design practices from the HMP (e.g., incorporation of tree islands, utilization of existing open areas, and varying trail widths to minimize the visual impacts) would assist in reducing visual impacts. However, the proposed Q lift in combination with the improvement of existing ski trails associated with the Backside lift and the proposed new W and V lifts and associated ski terrain would result in a significant and unavoidable impact to scenic vistas given the alteration of the visual character from views along SR 89.

Air Quality

The air quality impacts associated with the project have been analyzed in the Draft EIR. The mitigation measures as well as standard rules and regulations enforced by the Placer County Air Pollution Control District and standard Best Management Practices required for all improvement/grading plans and building permits in Placer County will reduce virtually all air quality impacts to a less than significant level.

However, the NO_x (nitrogen oxides) emissions projected to result from grading for the J lift are projected to be 146.97 lbs./day (DEIR Table 10-5). A 20 percent reduction of NO_x as required by mitigation measure 10-2a would reduce projected emissions to 117.58 lbs./day, which is still in excess of the NO_x significance threshold of 82 lbs./day. Moreover, detailed construction schedules are not known at the time of preparation of this analysis. Therefore, it is possible that several project components listed in Table 10-5 could be under construction simultaneously and would generate cumulative construction emissions that could surpass all thresholds and impact air quality. Construction of the project could result in construction emissions in excess of PCAPCD significance threshold levels, established by the district to determine the significance for short-term, construction-related emissions from a project. Thus, this impact is considered significant and unavoidable.

It is not uncommon for large projects to exceed construction-time NO_x emissions, particularly in the Sierra, where construction time frames are compressed by weather and multiple sources of heavy equipment must operate simultaneously. While the impact is significant and unavoidable, it is, nonetheless, temporary and would not result in a permanent, significant impact on local or regional air quality.

CEQA recognizes and authorizes the approval of projects where not all adverse impacts can be fully lessened or avoided. For the hearing body to approve the project and certify the Final EIR, a Statement of Overriding Considerations must be prepared for this project and must be adopted as part of the project approval. (Attachment 4, Exhibit C)

Changes to the Final EIR (Errata)

Following the release of the project Final EIR, the applicant entered into negotiations with the neighboring property owner (Aspen Grove Property Owners Association) regarding the functionality of a water quality retention basin installed at the perimeter of a parking lot that was constructed during the Village expansion in 2004. These negotiations lasted for nearly two years, and were the result of litigation initiated by Aspen Grove over damages to the downhill residences from water intrusion. The litigation has been resolved as of early 2016, and the applicant is now prepared to proceed with the Northstar Mountain Master Plan.

Because of the two year lapse in time since preparation of the Final EIR, staff directed the environmental consultant to prepare an Errata to the Final EIR to address any potential changes in conditions or circumstances related to the project that may have occurred since 2014. The Errata (Attachment 4, Exhibit B) provides updated discussion relative to several resource areas.

The Errata evaluated changes in environmental setting and cumulative conditions since June 2014 to determine if recirculation of the Northstar Mountain Master Plan Draft EIR would be required. The errata analysis follows CEQA Guidelines Section 15088.5 "...if conditions or significant new information would trigger the need to recirculate the Draft EIR." Key changes in the Northstar Mountain Master Plan environmental baseline consisted of the Northstar Basin Retrofit Project, Martis Valley West Parcel Specific Plan including an Amendment to the Martis Valley Community Plan which included Policy 6.J.2. "The Placer Operational Area Eastside Emergency Evacuation Plan", Adoption of Clean Energy and Pollution Reduction Act of 2015, and the Adoption of the amended California Global Warming Solutions Act of 2006. As analyzed in the attached errata (Attachment 4, Exhibit B), there are no changes in setting and cumulative changes that are considered "significant new information" that would alter the environmental impact conclusions in the Draft or Final EIR such that a new significant impact would occur. Therefore the errata concluded recirculation of the Draft EIR would not be required.

DISCUSSION OF ISSUES

Martis Valley Community Plan Consistency

The MVCP currently designates a 0.68-acre polygon Tourist/Resort Commercial, within a large area that is in an isolated and remote forested area that is designated Forest 40-640 acre minimum on the west side of Lookout Mountain (Attachment 5). The proposed program-level campsite in the remote location that would be redesignated Forest would be more consistent with the surrounding Forest land use district and would allow this relatively-undeveloped area to remain free of skier services and ski lifts.

The proposed relocated Tourist/Resort Commercial designation would accommodate the base of the proposed C lift in an area that is more developed and is currently designated Forest 40-640 acre minimum. This proposed project-level commercial use (a new skier service lodge) would be located in an area where support facilities would not conflict with adjacent land uses. Relocating the Tourist/Resort Commercial designation from a remote and isolated location at the Backside to an area that is already partially improved would accommodate the proposed development while ensuring the intensity of development impact is consistent with the surrounding terrain and geographic and topographic features. Attachment 5 depicts the precise location of the land use designation relocation and the proposed final adjusted location of the Tourist/Resort Commercial site.

The proposed land use change would only relocate an existing land use designation and would not create a new Tourist/Resort Commercial land use area within the Martis Valley Community Plan. The Tourist/Resort Commercial designation would also not increase in size and would retain its original size in its new location.

Zoning Consistency

Certain components of the NMMP would require a Rezone to align two existing FOR (Forestry) zone district polygons within the surrounding TPZ zoning to be consistent with the proposed MVCP land use designation change mentioned above to locate the campsite proposed at the Backside to an area that is more easily accessed and developable (Attachment 6, Exhibit A).

Currently, the zone district for each of these areas is TPZ. But as the Tourist/Resort Commercial land use designation is adjusted to the more suitable location, the corresponding FOR zone district would also be relocated where the Tourist/Resort Commercial land use square was located (Attachment 6). Similarly, the FOR zone district square already near the proposed site of the Backside campsite would need to be adjusted slightly southward and uphill to be consistent with the location of the proposed campsite.

Because the Rezone would not result in the loss of TPZ land, the Rezone would remain consistent with the Martis Valley Community Plan. Furthermore, as discussed in the Draft EIR the remainder of the project proposal, including construction and operation of all proposed facilities, has been found to be consistent with the underlying zone district purpose and intent.

Zoning Text Amendment

In March 2012, the applicant proposed an independent Zoning Text Amendment (ZTA) to allow ski facilities in the TPZ. The Planning Commission continued the request in order to link it to a specific development proposal. At the time, members of the public and interest groups were concerned that allowing ski facilities in the TPZ could set a precedent to allow ski resorts that could conflict with the protection and preservation of timber resources and, by extension, the California Forest Practice Act. Some respondents were particularly concerned about the potential for impacts to extend into the Lake Tahoe Basin. In response to these concerns, the language of the proposed ZTA was changed to exclude TPZ land within the Basin boundary and to further restrict the ZTA to allow only existing resorts to expand, such that no new resort could be constructed in the TPZ, and only lift lines, support facilities and ski runs at existing resorts that are zoned TPZ could be allowed.

As proposed today, the project would construct new lift facilities and ski runs onto land zoned TPZ that is currently located outside the active areas of the resort, but lies within the boundaries of Northstar California. The proposed Zoning Text Amendment (ZTA) to allow specific skier facilities in TPZ would limit the independent commercial or significant support facilities that could be constructed in TPZ. For example, lodges, parking lots and restaurants would be prohibited, while individual lifts and ski runs could be approved.

The Draft EIR (Section 4.0) also evaluated the project proposal for consistency with the Placer County General Plan (PCGP) and the Martis Valley Community Plan (MVCP). The Draft EIR concluded that the ZTA would be consistent with all goals and policies of the PCGP and the MVCP.

In addition, the MVCP acknowledges that ski-related uses and TPZ can exist simultaneously. To this end the MVCP encourages the continued use of TPZ and other multiple use functions, which can include ski-related uses, within the Plan area as follows:

POLICY 9.E.11 - The County shall encourage the continued use of commercially viable timberlands for timber production and other multiple use functions which can include ski-related uses within the Plan area. Conversion of such lands to other uses is discouraged.

As proposed, the ZTA would restrict the "Ski Lift Facilities" and "Ski Runs" uses permitted within the TPZ. While these uses within the FOR zoning district may also include helicopter skiing facilities, equipment rental and storage lockers, restaurants and bars, and overnight lodging accommodations, the applicant is not requesting that these uses be allowed within the TPZ. Instead, the applicant is requesting that only non-commercial support facilities (i.e., snow-making, back-up equipment) be allowed so as to maintain the timber character of the TPZ. The applicant has requested that additional "ski lift facilities" and "ski runs" be subject to Conditional Use Permit review similar to the other "Recreation, Education and Public Assembly" uses within the TPZ.

This proposed request to allow ski lifts and ski runs in TPZ is not unique to Placer County. The following counties already allow ski lifts and ski runs within the TPZ: Alpine County, Lassen County and Sierra County. Representatives of these counties stated that allowing ski lift facilities and ski runs within the TPZ

has actually increased the viability of the TPZ, as an alternative use has been provided which does not necessitate taking the land out of timber production. As a result, each county stated they have seen a reduction in requests for immediate removal and/or a ten-year roll-out for TPZ lands.

The California State Department of Forestry/Cal Fire also stated that allowing for alternative uses within the TPZ, which provides alternative sources of income to the underlying property owner, has resulted in fewer properties requesting immediate removal from the TPZ. Representatives from the Department of Forestry emphasized that the alternative uses need to be compatible with the goals of the TPZ, and that ski lift facilities and ski runs are found to be compatible uses within the TPZ.

As proposed by the applicant, and similar to other "Recreation, Education and Public Assembly" uses within the TPZ, staff recommends that "ski lift facilities" and "ski runs" within the TPZ be subject to Conditional Use Permit review by the County. As part of this discretionary review, an environmental analysis will be required to determine whether or not the individual projects could have an adverse impact on the environment, and what mitigation measures (if any) may be required to reduce identified impacts to less than significant levels.

Habitat Management Plan

The Biological Resources section (6.0) of the Draft EIR identifies all habitat types and biological resources that presently exist in the Plan area. This assessment relied on several database searches (US Fish and Wildlife Service, California Department of Fish and Wildlife and California Native Plant Society) as well as project area-specific surveys and evaluations, including the Martis Valley Community Plan EIR, the Northstar Highlands EIR and the Northstar Habitat Management Plan (2007), which is Appendix 3.3 of the NMMP project EIR.

As stated in the Project Description, the purpose of the Northstar Habitat Management Plan (HMP) is to maintain and enhance the natural resource values of Northstar, while allowing for current and planned future land uses (including the proposed NMMP) in a manner that is compatible with those values. The HMP provides a programmatic framework for the long-term management, conservation, and monitoring of biological resources at Northstar. Implementation of the HMP is intended to minimize the biological and water quality impacts of development. Section 6.0 of the Draft EIR describes how the HMP divides Northstar into Resource Management Zones that are associated with the identification of Target Habitats (i.e., late-seral forest and riparian/aquatic) and Focal Species (species associated with Target Habitats).

The resource management zones are identified alphabetically, in ascending order of sensitivity. For example, Zone A is presently the most heavily developed and impacted area and is generally located in the center of the resort, extending from the Village uphill to mid-mountain and beyond. Zone E is the most pristine, intact and valuable in terms of biological function, and occurs around the perimeter of the site, particularly at the east and west boundaries.

Because the HMP has guided the development of this master plan, most of the development associated with the NMMP, including the greatest area of new ski trails and trail widening, is proposed within Zones A and B. New ski lifts and runs associated with the Backside (W lift and V lift) are proposed in Zone D, along Sawtooth Ridge and the Z-lift is the only project component that would extend into Zone E.

The Draft EIR provides several mitigation measures to reduce impacts to habitat, water resources, individual species and wildlife movement. Additionally, mitigation measures are proposed to ensure consistency with goals and policies of the Martis Valley Community Plan. Such measures include pre-construction surveys for all potential special-status plant and animal species, avoidance measures to protect individual species, specific measures (with protocol) to protect certain bird, mammalian and plant species, mule deer fawning habitat protection, assurance of no net loss of wetlands, reduced impacts to wildlife movement and migration and conservation efforts to off-set all habitat impacts. Operationally, other measures, including access and seasonal use restrictions will ensure that particularly sensitive resources remain unaffected.

The HMP identifies Zone E as containing the greatest amount of land suitable for conservation efforts. This Zone includes the most late-seral (old growth) forests, the greatest extent of sensitive habitat and contains the highest number of documented special status plant and animal species. Mitigation Measure 6-9 requires the applicant to mitigate any loss of habitat in Zones C, D or E through the creation of a mitigation enhancement area at a one-to-one (1:1) ratio of habit loss to habitat enhancement. The habitats must be of similar type and the enhancement area will also be protected from future development or impact with a conservation easement or similar mechanism. The ability to protect and preserve habitat on-site is unique in that the project will not need to seek banking credits from an outside agency. This means the conservation efforts will occur in the closest possible proximity to the areas of impact and will minimize the extent of those impacts locally.

Employee Housing

The Project is expected to generate up to 110 new full-time equivalent employees (FTEEs). Consistent with the Placer County General Plan Housing Policy C-2, the Developer shall provide housing for half of the total FTEEs which is rounded up to represent 55 FTEEs. Policy C-2 provides flexibility in how a project meets its employee housing obligation, allowing employee housing to be provided in one of the following ways:

- Construction of on-site employee housing
- Construction of off-site employee housing
- Dedication of land for needed unit; and/or
- Payment of an in-lieu fee

Accordingly, a condition of approval will require the applicant to submit an Employee Housing Mitigation Plan which will outline the specific details of how the applicant will meet the project's affordable housing obligation. The condition of approval requires the Employee Housing Mitigation Plan to be submitted to the County's Planning Division for approval prior to submittal of any grading/improvement plans or building permits. Additionally, while Policy C-2 allows for flexibility in how a project can meet its affordable housing obligation, the condition of approval requires that the Employee Housing Mitigation Plan include construction or dedicated housing units for at least 75 percent of the project's FTEE obligation (42 FTEEs). This approach ensures that housing units are either constructed or dedicated for some of the project's generated FTEEs, but also provides some flexibility for the applicant to pay an in-lieu fee for up to 13 FTEEs. This approach is also consistent with recent actions of the Board of Supervisors, including the Martis Valley West Parcel Specific Plan project.

Hydrology and Water Quality

The Hydrology and Water Quality section of the Draft EIR relies on a preliminary drainage report, prepared by Auerbach Engineering (2013a), which analyzes the complete range of proposed improvements in terms of their potential impact on drainage (including storm water and snow melt), surface and groundwater quality, groundwater supplies, and the potential alteration of floodplain conditions. In addition to the Auerbach report, the analysis also relies on the Martis Valley Groundwater Management Plan (TDPUD 2013), the Northstar Highlands Draft EIR (2003) and the Northstar-at-Tahoe Mountain Improvements Project Draft EIR (2004). Furthermore, in response to comments received during the Notice of Preparation (NOP) comment period by Stoel Rives, LLP, on behalf of the Aspen Grove Owners Association, additional review has been provided by an associated addendum memorandum entitled *NMMP-Drainage Influence on Aspen Grove Condominiums*.

Through the combination of reports and analyses specific to the NMMP, the Hydrology and Water Quality section has found that impacts to all environmental resource areas identified in this section (aside from groundwater supplies) would be potentially significant unless mitigated. The section concludes that appropriate mitigation measures, such as construction-level water quality controls, grading restrictions and Best Management Practices will reduce construction activity impacts to a less than significant level. With respect to the operational impacts, mitigation measures include construction of water quality treatment facilities, preparation, review and approval of final drainage reports and drainage improvements to ensure no increase in flows. In particular, to address concerns expressed by

the Aspen Grove Owners Association about potential increases in downstream impacts, the original mitigation measure and condition of approval required the project to provide a four-year storm water monitoring program for the then, existing water quality retention basin system located uphill from the Aspen Grove development to ensure no additional flows into the system.

At the January 2014 Planning Commission hearing, concerns about potential downstream impacts were discussed at length. Staff explained that the post project surface flow would be reduced to pre-project levels through implementation of all required Mitigation Measures and Conditions of Approval. Additionally, staff explained that no new groundwater impacts could result from the construction of project components because snowmaking does not add new water to the hydrologic conditions of Northstar. This is because snowmaking only partially supplements natural snow conditions during abnormally low snow years.

As stated in the Master Responses (Section 1.0) of the Final EIR, snowmaking would not result in additional snowpack on the mountain above and beyond what nature would provide under normal conditions. Additionally, snowmaking would only occur within ski trail areas, where snowmaking facilities are located, and not across the entire mountain. The Final EIR concludes that downstream surface and groundwater impacts that could result from the project would be less than significant with implementation of the Mitigation Measures and Conditions of Approval.

The Final EIR identified that Mitigation Measures 13-3a through c include performance standards that would ensure the NMMP would not increase downstream flows (see Final EIR pages 1-6 through 1-10). Since release of the Final EIR, the Northstar Basin Retrofit Project was approved and constructed that consists of an underground treatment facility that no longer utilizes the previous Northstar Village water quality basin (which has been removed). As a result of this modification, the Errata to the Final EIR indicates Mitigation Measure 13-3b has been modified (see below) and Mitigation Measure 13-3c has been deleted as potential drainage impacts to Aspen Grove have already been addressed.

Mitigation Measure 13-3b

The Improvement Plan submittal and final Drainage Report for each phase shall provide details showing that stormwater runoff shall be reduced to pre-project conditions through the installation of retention/detention facilities, or other methods that slow and infiltrate stormwater runoff to levels equal to or less than pre-project conditions. Retention/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 & Surveying Department (ESD), and shall be shown on the Improvement Plans. ~~For specific project phases where any portion of the specific project phase development is within the 178-acre watershed (Watershed 1-F) which drains to the Northstar Village, a comprehensive drainage study shall be prepared that identifies pre and post-project peak flows for the 2, 5, 10, 25 and 100-year return intervals in order to assure that post-project peak flows from the site will be equal to or less than pre-project conditions for a broad range of storm events.~~ The retention/detention system shall be designed to the satisfaction of the Engineering and Surveying Division (ESD). Maintenance of these facilities shall be provided by the project owners/permittees.

~~At the sole discretion of the County, the above comprehensive drainage study may be waived for a specific phase of development where that specific phase of development is wholly contained outside of the 178-acre watershed (Watershed 1-F) which drains to the Northstar Village. Furthermore, at the sole discretion of the County, the above comprehensive drainage study may be waived for a specific project development phase where any portion of the development is within the 178-acre watershed (Watershed 1-f) which drains to the Northstar Village if the County is presented with sufficient written evidence, to the satisfaction of the County, that the issues related to the Aspen Grove Northstar Village water quality basin dispute have been resolved through relocation of the basin, settlement of the litigation or final adjudication by a court of law.~~

The additional groundwater supply demands of the MVWPSP would be similar to the groundwater demands of the original land use intensities identified in the Martis Valley Community Plan (MVCP). The 2013 Martis Valley Groundwater Management Plan identifies that annual average groundwater recharge is approximately 32,745 to 35,168 acre-feet, while build out of the Martis Valley would generate a groundwater demand below the recharge level (21,000 acre-feet annually). Thus, no new groundwater supply impacts are expected. Overall, hydrology and water quality impacts would not change.

Parking

As stated in the project description, the NMMP does not propose to add parking spaces to the primary existing visitor parking lot (Village View and Castle Peak). No additional public parking would be provided with this project other than a small 20-space parking lot intended to serve the campground at the bottom of the proposed C-Lift. Some comments received on the DEIR raised concerns about increasing the mountain carrying capacity while not providing additional parking to accommodate the increase. However, as stated in the Project Description and in the Draft EIR, the mountain is already crowded and experiences delays in service at the individual lift terminals, particularly at the north face of Mount Pluto and the mid-mountain area, when the existing parking is utilized. This indicates that existing on-site parking provisions are more than sufficient. Further, it should be noted that the existing parking lots throughout the resort are fully occupied fewer than ten percent of the days of the average ski season.

While existing parking facilities prove adequate for today's operation of the resort, Northstar anticipates growth in the skier base as previously approved dwelling and lodging units are constructed in the Highlands and Village areas at mid-mountain and below. These new units (over 1,000) will provide on-site parking as required by Placer County, and the units will be occupied by "destination skiers" who generally ski for multiple days. In essence, the total number of parking spaces available to future skiers and snowboarders will grow without the need to expand the Castle Peak parking lot.

The expansion of terrain would help relieve existing crowding at the resort by dispersing skiers and snowboarders more evenly across the mountain. Also, previously analyzed and approved residential and transient lodging units that will be constructed at the base of the mountain will place additional burdens on the services of Northstar California and the proposed expansion would accommodate the new skiers and snowboarders represented by these projects.

Traffic

The Draft EIR analyzed the anticipated increase in traffic that could be generated by the improvements proposed by the NMMP, traffic that would consist of additional summer and winter workforce travel and new summer-time guests. In response to this analysis, several comment letters have asserted that the project would generate additional traffic beyond summertime expanded uses (such as the campgrounds) and new workforce traffic. A substantial amount of new traffic in the form of visitors to Northstar's expanded terrain would consist of destination skiers who will take advantage of overnight accommodations and would park in the private parking areas provided by those previously analyzed and approved residential and lodging unit projects. Therefore, the impacts of traffic associated with those residential and lodging units has already been analyzed and will be mitigated through the approved entitlements and the EIR's that were certified for their approval.

Therefore, the Draft EIR appropriately focused on potential increases in day-skier parking to determine the extent of potential new traffic impacts. Initially, the Draft EIR considered that no new parking would be created, and presumed that there would be no corresponding increase in day-skier traffic, as no new or expanded facilities would be available for additional guests to park in. However, the Draft EIR did not recognize the potential increase in day-skier traffic that could be realized on days when the parking lots are not full (i.e. weekday, non-holiday). These days are identified as "non-peak" days and the Final EIR includes a matrix (Table 3-1) that accounts for all traffic generated by the proposed expansion of the resort terrain on such non-peak days. The Final EIR conservatively accounts for a potential increase of 341 daily round trips that could result from build-out of the NMMP on days when the parking lots are not

full. Table 3-1 also demonstrates that, with the potential increase in non-peak daily traffic, the existing parking facilities would have sufficient capacity to accommodate the increase. As a result, the Final EIR properly accounts for all potential traffic increases that could result from the project as proposed.

Lake Tahoe Basin Traffic

Other comment letters assert that the project EIR needs to account for additional project-generated traffic into the Tahoe Basin. As explained in the Final EIR, the potential increase in guests on non-peak days would consist almost exclusively of skiers visiting Northstar for the day who would then drive home at the end of the day. This is because any destination skiers (those staying for more than one day at a time-share, hotel, etc.) would primarily park in the location of their overnight accommodations, and not in the day-skier parking lot. Therefore, on non-peak days, the increase in guests to Northstar would consist of primarily day-use skiers. Few day-skiers who drive to Northstar from Auburn, Sacramento or further west, would be likely to drive over Brockway Summit and into Kings Beach at the end of a day of skiing to find a place to eat/drink only to have to drive back over the summit before starting their trips back down the mountain.

As the destination-skier base traffic has already been analyzed in previous EIR's in terms of the vehicle miles traveled (VMT) into the Tahoe Basin, and as the day-skier traffic is not likely to generate significant new trips into the Basin, the increase in VMT into the Basin is considered a less than significant impact. The Draft EIR found that project and program level components of the NMMP would not exceed the Tahoe Regional Planning Agency's VMT threshold (DEIR pages 9-40 and -41 and pages 18-27 and -28). However, the Draft EIR, to be conservative, considered the potential for these trips to extend into the Tahoe Basin, and found that even if the trips were to enter the Lake Tahoe Basin, they would not exceed the Tahoe Regional Planning Agency's VMT threshold.

Emergency Evacuation

As part of the project consideration of the MVWPSP, concerns were also raised regarding safety hazards associated with risk of fire hazards (as well as other hazards such as seismic events) and emergency evacuation and response. These concerns identified potential issues with the limited capacity of State Route 267 to support evacuation in a timely manner. In response to the overall emergency evacuation and response concerns, the Board of Supervisors adopted policy changes to the MVCP that require new development projects to prepare and implement an emergency preparedness and evacuation plan consistent with Government Code Section 65302(g) and in furtherance of the Placer Operational Area Eastside Emergency Evacuation Plan.

The NMMP project applicant has prepared the Emergency Preparedness and Evacuation Plan (EPEP) that complies with the recent policy additions to the MVCP. The EPEP is focused primarily on emergency preparedness and evacuation protocols for emergency events, such as fire, and supplements the existing Northstar California Emergency Response Plan (ERP). Other hazards are also addressed, including avalanche, seismic and flood protection measures. The EPEP is consistent with the MVCP, and is intended to be implemented in conjunction with the Northstar Fire Department Evacuation Plan and the Placer County Operational Area East Side Emergency Evacuation Plan. A key component to the Errata includes the EPEP (Attachment 4, Exhibit B, Exhibit 1) which includes the most current response plans, and emergency preparedness and evacuation policies that establish protocols for emergency events, such as fire, avalanche, seismic and flood protection measures.

NORTH TAHOE REGIONAL ADVISORY COUNCIL

The project was presented as an Action Item to the North Tahoe Regional Advisory Council (NTRAC) on June 12, 2014. Staff provided the NTRAC an overview of the Master Responses contained in the Final EIR and answered questions specific to the Zoning Text Amendment, new traffic impacts and the proposed expansion of snowmaking facilities. The NTRAC took action (5-1-0-2, with council members Hymanson, Drake, Roeder, Jewett and Kojane voting yes; council member Chilemi voting no; council members Hill and Kupec abstaining) to recommend approval of the project to the Planning Commission. The two council members that abstained from the vote cited insufficient time to review the Final EIR

prior to being asked to render a decision. The single vote to recommend denial of the project was based primarily on the potential traffic increases generated by new visitors to the mountain.

PLANNING COMMISSION HEARING

On February 2, 2017, the Planning Commission conducted a public hearing to consider the Northstar Mountain Master Plan project. After hearing a presentation from County staff and the EIR Consultant, and listening to public testimony from approximately nine individuals in broad support of the project, two individuals brought up concerns about the project. One individual raised issues in a letter that included noise and vehicle passenger drop off at the proposed J lift terminal within the existing village. A second individual had concerns about spot zoning within the TPZ zone district and introducing ski trails and facilities into the TPZ without CDF support. Staff and the EIR consultant provided testimony that the EIR addressed and mitigated any proposed project noise, traffic, and the project ski trails within the TPZ are not considered spot zoning and will be consistent with Martis Valley Community Plan. Attachment 9 provides a written consultant response to the noise and vehicle drop off concerns and the environmental document remains adequate. After public testimony and deliberation, the Planning Commission took action (6-0-0-0, with District 5 Commissioner seat vacant) to recommend that the Board of Supervisors certify the Northstar Mountain Master Plan EIR and Errata. The Commission also took action to recommend that the Board of Supervisors approve the Northstar Mountain Master Plan including actions to 1) Amend the Martis Valley Community Plan Land Use Diagram to relocate an existing Tourist/Resort Commercial land use area that comprises 0.68-acre from one side of the ski resort to another; 2) Adopt an ordinance to Rezone two existing FOR (Forestry) zone district areas that comprise 1.33 and 0.68 acres in size and relocate within the same TPZ (Timber Production Zone) area so that one would align with the relocated Martis Valley Community Plan land use designation square; 3) Adopt an ordinance to amend Placer County Code Chapter 17, Article 17.04, Section 17.04.030 to amend the definition of "Ski lift facilities and Ski runs" and Article 17.16, Section 17.16.010 (D) Timberland Production Zone (TPZ) to allow for the development of ski lift facilities and ski runs as a conditionally-permitted use within land boundaries owned and/or operated by existing ski resorts within Timberland Production Zone (TPZ) land located outside the Tahoe Basin, and 5) Approve a Conditional Use Permit to allow for the Northstar Mountain Master Plan that would guide development of the ski resort over a projected 20-year period

RECOMMENDATION

At its February 2, 2017 hearing, the Planning Commission took action to recommend that the Board of Supervisors approve the Northstar Mountain Master Plan by taking the following actions:

- 1) Adopt a resolution to certify the Northstar Mountain Master Plan Final Environmental Impact Report (SCH# 2012112020) and Errata prepared pursuant to the California Environmental Quality Act, and adopt the Mitigation Monitoring Reporting Program supported by and incorporating by reference in its entirety the Findings of Fact and Statement of Overriding Considerations (Attachment 4, Exhibit C) and the following statements:
 - a. The Northstar Mountain Master Plan Project Final Environmental Impact Report has been prepared as required by law and in accordance with all requirements of CEQA and the CEQA Guidelines and the document as adopted reflects the independent judgment and analysis of Placer County, which has exercised overall control and direction of the preparation of the Environmental Impact Report.
 - b. The custodian of records for the Northstar Mountain Master Plan is the Placer County Planning Director, 3091 County Center Drive, Suite 140, Auburn, CA 95603.
- 2) Adopt a resolution to amend the Martis Valley Community Plan (MVCP) Land Use Diagram to relocate an existing Tourist/Resort Commercial land use area that comprises 0.68-acre from one side of the ski resort to another as depicted in Exhibit A to Attachment 5, supported by the following finding:

- a. The resolution is consistent with the objectives, policies, general land uses and programs otherwise specified in the Placer County General Plan and Martis Valley Community Plan and State law and support and enhances the general health, safety and welfare of the residence of the County. Specifically the relocated Tourist/Resort Commercial land use area is closer to existing improvements and utilities and will have limited grading and disturbance to existing vegetation. The relocated land use area will promote the efficient use of land and natural resources and will encourage and facilitate the efficient and timely provision of urban infrastructure and services. Furthermore, the land use area will concentrate more intense land use (i.e. characterized as recreation and development in the HMP) in the central-western portions of Northstar property, and emphasize habitat management, open space conservation, and less intense recreation at the previous location.
- 3) Adopt an ordinance to rezone two existing FOR (Forestry) zone district areas that comprise 1.33 and 0.68 acres in size and relocate within the same TPZ (Timber Production Zone) area so that one would align with the relocated Martis Valley Community Plan (MVCP) land use designation square, and the other would align with one of the campsites as depicted in Exhibit A to Attachment 6, supported by the following findings:
 - a. The proposed realignment of the two FOR zone districts within the same corresponding TPZ zone districts are not inconsistent with the purposes of the Placer County General Plan and Martis Valley Community Plan in that the relocation of the FOR zone districts do not increase in size, are located in the same general vicinity and project area, are located in areas that would result in less of a natural resource and environmental impact as identified in the Northstar Habitat Management Plan (HMP). Additionally, there is no net loss of TPZ zoning district which will ensure its current and continuing availability for the growing and harvesting of timber and compatible uses.
 - 4) Adopt an ordinance to amend Placer County Code Chapter 17, Article 17.04, Section 17.04.030 to amend the definition of "Ski lift facilities and Ski runs" and Article 17.16, Section 17.16.010 (D) Timberland Production Zone (TPZ) to allow for the development of ski lift facilities and ski runs as a conditionally permitted use within land boundaries owned and/or operated by existing ski resorts within Timberland Production Zone (TPZ) land located outside the Tahoe Basin, supported by the following findings:
 - a. The proposed zoning text amendment is consistent and complies with the objectives, policies, general land uses and programs otherwise specified in the Placer County General Plan and Martis Valley Community Plan and State law and support and enhances the general health, safety and welfare of the residence of the County by providing a long-term viable recreational opportunities within the TPZ area and sustain the health, diversity and production of the TPZ to meet the needs of present and future generations.
 - b. The proposed zoning text amendment will add ski-related improvements to be allowed within Timber Production Zones (TPZ) without compromising the purpose and intent of the zone district by encouraging prudent and responsible forest resource management. The ski lift facilities and ski runs will be limited to existing ski resorts and do not include commercial type services which are specifically worded as prohibited in the text amendment.
 - 5) Approve a Conditional Use Permit to allow for the Northstar Mountain Master Plan that would guide development of the ski resort over a projected 20-year period. The Master Plan would allow for the expansion of the existing ski terrain including six new mechanized ski lifts and associated trails, a high-speed gondola that would extend from the Castle Peak parking area to the Northstar Village, new snowmaking and associated infrastructure, additional trails and trail widening, five skier bridges, four new skier service lodges and facilities (restrooms, food and drink service, seating), improvements to existing skier service sites, relocation of an existing cross country ski center and

two new campsite areas subject to the Conditions of Approval and supported by the following findings:

- a. The site for the proposed use is consistent with applicable policies and requirements of the Placer County General Plan and Martis Valley Community Plan since the Northstar Mountain Master Plan would allow for an orderly expansion of an existing permitted ski resort use with appropriate design and improvements. The Martis Valley Community Plan identifies this as an area that is intended to maintain and enhance the ski services with easy access to trail and recreational activities and works to further the implementation of the Martis Valley Community Plan. Staff finds that the project is consistent with the vision contained within the Martis Valley Community Plan, in that it is adding infrastructure to further support the existing ski use, and the use is compatible with the various surrounding land uses (commercial, recreational, and residential) in the vicinity.
- b. The establishment, maintenance and operation of the proposed use will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, comfort and general welfare of people residing or working in the neighborhood of the proposed use, or be detrimental or injurious to property or improvements in the neighborhood or to the general welfare of the County; in that the Parking Management Plan adequately addresses the concerns raised relative to potential parking conflicts, adequate parking is provided to accommodate the uses, the existing parking areas will continue to be adequate for the project, the construction of lifts will relieve existing crowding of the terrain by dispersing skiers and snowboarders more evenly across the mountain. The expansion of the existing ski terrain, new snow making, skier bridges, and lodges is consistent with the provisions of the Martis Valley Community Plan that would allow the development proposed to be located on this site/project area and is physically suitable for the type of development. Additionally, an Emergency Evacuation and Preparedness Plan prepared for the project will address the proposed uses and safe evacuation of person's onsite in the event of an emergency.
- c. The proposed project with the recommended conditions, is compatible with the surrounding neighborhood, consistent with the land use vision for this area as described in the Martis Valley Community Plan, and adequate provisions have been made for necessary public services and mitigation of potential environmental impacts. Specifically, the Northstar Mountain Master Plan is designed to enhance and upgrade existing ski resort area with ski lifts, new and wider ski trail ways, snowmaking and skier amenities by allowing an orderly designed development that will blend into native mountain landscaping and be constructed with mountain type architecture and a design that takes into consideration the location of the project and its surroundings.
- d. The proposed project identifies planned on-mountain improvements and infrastructure to accommodate recreational components internal to Northstar ski resort. Specifically to maintain and/or enhance natural resource values of Northstar lands while allowing current and planned future land uses in a manner that is compatible with those values, improve skier/snowboarder terrain and the amount and type of services offered, implement trail widening of existing trails, improving the capacity of existing out-of-base mountain access points, provide redundancy and reliability to existing lifts, and increase snow making coverage and efficiency of the snow making system for early season consistency and low snow years. The improvements to the skier facilities would increase the overall employment and therefore the site trips generated during the winter months would increase, but the number of employees generated for the project is insignificant and will not generate a volume of traffic beyond the design capacity of all roads provided access to the project shown in the parking analysis provided for the project.

ATTACHMENTS:

Attachment 1: Vicinity map

Attachment 2: Site plan

Attachment 3: Recommended Conditions of Approval

Attachment 4: Resolution to Certify Final Environmental Impact Report and Errata

Exhibit A: Draft and Final Environmental Impact Reports (under separate cover)

Exhibit B: Errata to the Final Environmental Impact Report

Exhibit 1: Emergency Preparedness and Evacuation Plan (Appendices under separate cover)

Exhibit C: CEQA Findings of Fact and Statement of Overriding Considerations

Exhibit D: Mitigation Monitoring Reporting Program

Attachment 5: Resolution to Amend the Martis Valley Community Plan Land Use Diagram

Exhibit A: Proposed Land Use Diagram Amendment

Attachment 6: Ordinance to Rezone Certain Properties Within the Northstar Mountain Master Plan

Exhibit A: Northstar Mountain Master Plan Rezone

Attachment 7: Ordinance to amend Placer County Code Chapter 17, Article 17.04, Section 17.04.030 and Article 17.16, Section 17.16.010

Attachment 8: February 2, 2017 Planning Commission Staff Report (attachments removed)

Attachment 9: EIR Consultant response to public correspondence raised at Planning Commission

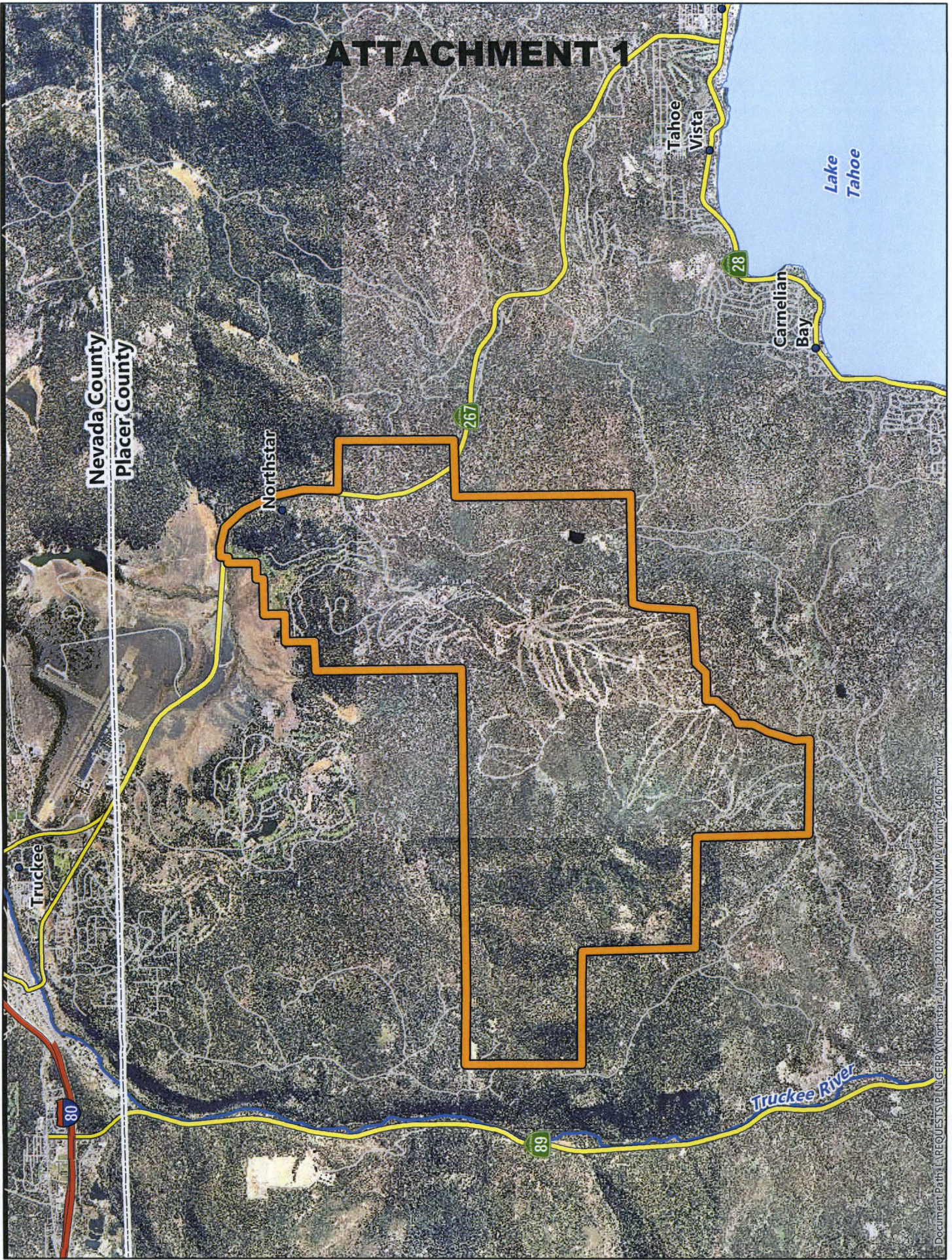
Attachment 10: Correspondence (under separate cover)

OTHER ATTACHMENTS PROVIDED UNDER SEPARATE COVER:

- Draft Environmental Impact Report
- Final Environmental Impact Report
- Appendices to the Emergency Preparedness and Evacuation Plan
- Correspondence

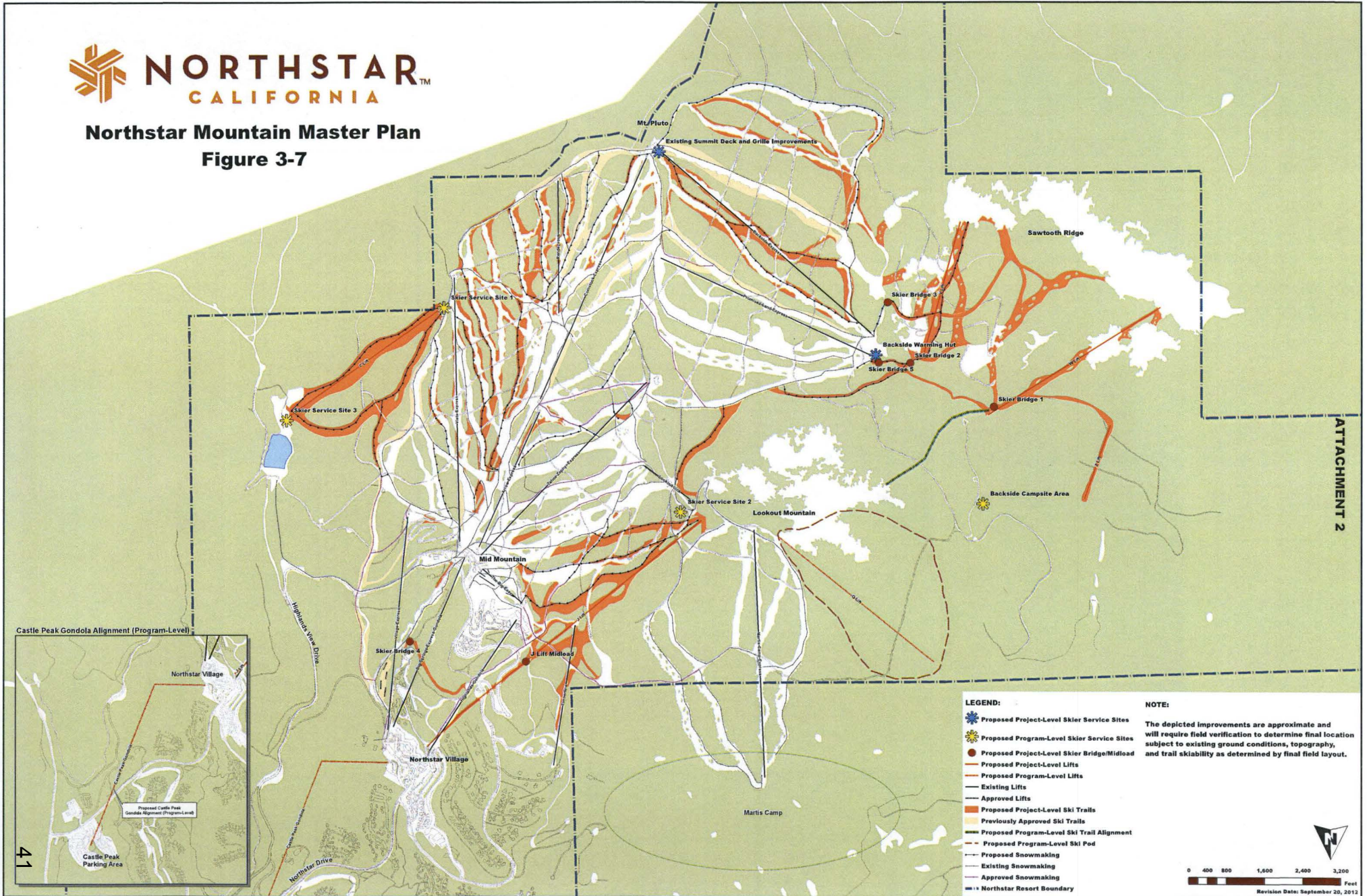
cc: David Boesch – CEO
Dave Defanti – CEO
Steve Pedretti – CDRA
Paul Thompson – CDRA
E.J. Ivaldi – Planning Services
Allen Breuch – Tahoe Planning Services
Rick Eiri – ESD
Karin Schwab – Supervising Deputy County Counsel

ATTACHMENT 1

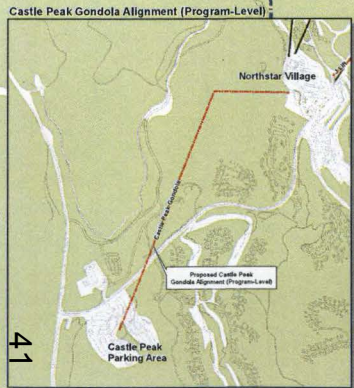


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Northstar Mountain Master Plan
Figure 3-7



ATTACHMENT 2



**CONDITIONS OF APPROVAL
NORTHSTAR MOUNTAIN MASTER PLAN (PCPA 20140100)
CONDITIONAL USE PERMIT**

ASSESSOR PARCEL NUMBERS: 091-100-025-000, 091-100-022-000, 110-070-010-000, 110-070-008-000, 110-081-073-000, 110-081-070-000, 110-081-068-000, 110-081-069-000, 110-051-033-000, 110-051-034-000, 080-260-010-000, 080-260-015-000, 091-100-027-000, 080-260-013-000, 110-051-030-000, 110-051-031-000, 110-051-035-000, 110-081-072-000, 110-081-041-000, 110-081-067-000, 110-081-021-000, 110-081-071-000, 110-051-032-000, 080-260-002-000, 080-260-017-000, 080-260-016-000, 110-051-002-000, 110-051-001-000, 110-051-003-000, 110-051-015-000, 110-051-022-000, 110-081-017-000, 110-030-078-000, 110-030-085-000, 110-030-091-000, 110-600-017-000, 110-600-024-000, 110-660-026-000, 110-051-042-000, 080-260-008-000, 110-660-027-000, 110-030-090-000, 110-081-061-000, 110-051-016-000, 110-051-018-000, 110-051-014-000, 110-051-019-000, 110-051-013-000, 110-051-027-000, 114-040-001-000 and 110-081-034-000

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.

Mitigation Measures from the Northstar Mountain Master Plan Program EIR are identified in the project conditions with the following format:

(MM-xx) = Mitigation Measure where xx represents the actual mitigation number

This Conditional Use Permit (CUP) shall function as the Master Use Permit for Northstar California, guiding the expansion and permitting development of the mountain terrain in a manner consistent with the February 2009 Northstar Habitat Management Plan, the Northstar Mountain Master Plan EIR and these Conditions of Approval.

DESCRIPTION OF PROJECT

1. The Conditional Use Permit (PCPA 20140100) is approved to allow for the following project-level improvements. Anticipated subsequent County review and approval of each improvement is identified in [brackets], although the applicant is advised that the County may determine additional application and review is required at the time each improvement is proposed.
 - a) New ski trails, modernization of existing ski trails and snowmaking as depicted on the site plan (Figure 3-7). These improvements will be comprised of widening of runs adjacent to the Vista, Rendezvous, Arrow, Comstock and Backside lifts [grading permit or plans]
 - b) Snowmaking line adjacent to the Challenger Run, along the ski area boundary on the Backside [grading permit or plans]
 - c) Upgrades (including new engines, lines, poles or stand-by equipment) or replacement of existing lifts in the same general configuration and length [improvement/grading plans, building permit]

- d) Five new ski lifts designated as C, J, V, W, and Z lifts in the locations shown on the approved site plan and described as follows [improvement plans and building permit]
 - 1) C lift bottom terminal will be located just south of Sawmill Lake and the top terminal will be located approximately 700 feet downhill from the existing Vista lift top terminal,
 - 2) The J lift bottom terminal will be located approximately 100 feet uphill of the Highland Gondola terminal in the Village and the top terminal will be located at the top of Lookout Mountain,
 - 3) The V lift bottom terminal will be located approximately 1,100 feet west of the existing Backside Express lift bottom terminal and the top terminal will be located at the top of Lookout Mountain,
 - 4) The W lift bottom terminal will be located approximately 3,000 feet northwest of the existing Backside lift bottom terminal and the top terminal will be located near the top of Sawtooth Ridge, and
 - 5) The Z lift will be a surface tow lift located approximately 5,550 feet northwest of the existing Backside Express lift
 - e) New ski terrain, snowmaking equipment, fuel tanks and standby engines, and necessary utilities and seasonal spur roads to operate and maintain the five new lifts, including [grading/improvement plans, building permit]:
 - 1) A 1,000-gallon above-ground fuel tank at the top of the J lift and a 500-gallon tank located at the top of each of the fixed grip lifts (C, V and W). No fuel tanks are approved for the Z lift
 - 2) Fuel tanks are to be sealed concrete or other approved material
 - 3) A stand-by/evacuation engine will be located at each of the lifts (J, C, V and W) except for the Z lift, which won't require one
 - 4) Attendant huts may be constructed at each of the new lifts
 - f) Relocation of cross-country ski trails to allow for the construction of the C lift and associated trails [grading permit or plans]
 - g) Approximate 6,000 square-foot expansion of the existing Summit Deck and Grille facility located on the top of Mt. Pluto to include additional food service with seating and restrooms [building permit]
 - h) 5,000 square-foot lodge/warming hut with deck located on the Backside (the portion of the project site generally west of the Mt. Pluto summit, east of Sawtooth Ridge, and south of the Lookout Mountain summit), directly adjacent to the Promised Land Express bottom terminal. The Backside Warming Hut will provide food service, beverages, restroom facilities and indoor and outdoor seating, including a picnic area [grading permit or plans, building permit]
 - i) Five new skier bridges, four over Schaffer Creek (or its tributaries) and one over the west branch of West Martis Creek, in the locations identified on the site plan [likely grading permit or plans, but individual bridge design will determine specific County approval]
 - j) Seasonal spur roads and improvements to existing roads as depicted on Figure 3-9 [grading/improvement plans]
2. The following improvements were analyzed at a programmatic level and are approved conceptually, but are not specifically entitled. At such time as these components are proposed, each may require individual entitlement (use permit, design/site review, grading permit, etc.) and subsequent conformity review for consistency with the Northstar Mountain Master Plan Program EIR prior to implementation.

For each of the following program-level components, the required entitlements are identified in [brackets]. Anticipated subsequent review and approval (following initial entitlement) is also

indicated, but the applicant is advised that the County may determine additional application and review is required at the time each improvement is proposed.

- a) The Q lift and associated terrain, snowmaking, fuel tank and standby engine, and necessary utilities and seasonal spur roads to operate and maintain the lift. The Q lift will be constructed on Lookout Mountain. [use permit, grading/improvement plans, building permit]
 - b) The Castle Peak Parking Area Gondola – new alignment, fuel tank and standby engine, and necessary utilities and seasonal spur roads to operate and maintain the lift [use permit, design/site review agreement, grading/improvement plans, building permit]
 - c) Skier access from the top of Lookout Mountain to the W lift bottom terminal. This improvement would be limited to tree clearing and moderate grading. No snowmaking is approved along this access. [use permit, grading permit or plans]
 - d) 8,000 square-foot skier service site (lodge with food service, seating and restrooms) to be located at the top of the proposed C lift, and near the top terminal of the existing Vista Express lift. [use permit, grading/improvement plans, building permit]
 - e) 8,000 square-foot skier service site (lodge with food service, seating and restrooms) to be located near the top of Lookout Mountain, near the top terminal of the proposed J lift. [use permit, grading/improvement plans, building permit]
 - f) 7,500 square-foot skier service site consisting of a relocation of the existing cross-country ski center at mid-mountain on the south side of Sawmill Reservoir. The cross-country lodge facility would include limited food service with seating and restrooms. [use permit, grading/improvement plans, building permit]
 - g) Campsite at the bottom of the proposed C lift, adjacent south of the Sawmill Reservoir. The existing Reservoir maintenance road will be improved to provide access to the skier service site and campground. Additional improvements include group tents to accommodate up to 50 people, one open fire pit, construction of new roadway, a small 20-space parking lot and relocated cross-country ski trails that would be necessary to provide connectivity with existing ski trails to the relocated cross-country center lodge. The proposed cross-country center lodge would provide restrooms and food service to the campers during the summer months. [use permit, grading/improvement plans, building permit]
 - h) Remote campsite located in the Backside area to the west of Lookout Mountain. This campsite will include group tents to accommodate up to 50 people, one cooking tent, one dining awning and one open fire pit. Access to this site would be by van via the existing 900 road to the 705 road in the summer and by snowcat in the winter. [use permit, grading/improvement plans, building permit]
 - i) Additional non-skiing recreation activities/amenities that may require construction of permanent or semi-permanent improvements. Such activities/amenities could include (but may not be limited to) new or expanded hiking and mountain-biking terrain, environmental education opportunities, and athletic or passive recreation activities. [entitlement requirements will be determined upon DRC review of the specific component]
3. Master Plan Development Phases – Each of the project and program components mentioned above (Conditions 1 and 2) shall be considered an individual Phase of development for the Northstar Mountain Master Plan. There is no requisite order for development of the individual Phases of this Master Plan. Each Phase may be initiated by the applicant at any time following approval, and multiple Phases may be processed by the County concurrently. To avoid confusion, the first set of plans submitted to the DRC will be identified as Phase I. The second set of plans will be identified as Phase II and so on.
 4. Prior to approval of the first set of Grading/Improvement Plans or Building Permit, the applicant

shall provide to the DRC, for review and approval, a "Development Matrix" that will outline the following:

- a) A list of all potential individual development Phases of the Northstar Mountain Master Plan
- b) Itemization of traffic impacts, measured in dwelling unit equivalent (DUE), that would result from Phase I
- c) Itemization of workforce housing requirements specific to Phase I
- d) Calculation of annual Greenhouse Gas (CO₂e) emissions generated by Phase I
- e) Identification of habitat impacts (acreage) within the Northstar Habitat Management Plan zones C, D or E that would result from Phase I

Thereafter, prior to approval of any subsequent development phase, the applicant shall provide an updated version of the Development Matrix that will track all previous and current improvements and clearly identify the compounding GHG emissions, workforce housing and habitat and traffic impact mitigation obligations for the project.

5. If additional environmental impacts, other than those already identified, analyzed and mitigated (if necessary) as part of the Program EIR are created as a result of any of the proposed program-level elements, the Improvement Plans shall not be approved until subsequent environmental review has been completed.
6. At any time, the DRC may request, and the applicant shall provide evidence of project consistency with the Martis Valley Community Plan Design Guideline 1.11 (Section IV: Community Design – C) regarding the minimum 75% Open Space requirement for the resort area controlled by Northstar.
7. The applicant shall participate in a comprehensive water quality monitoring program for the Martis Valley area if undertaken by Placer County, Lahontan WQCB, the Placer County Water Agency, Northstar Community Services District, and Truckee Donner Public Utility District. This program entails the preparation and implementation of a comprehensive surface and groundwater management program to ensure the long-term protection and maintenance of surface and groundwater resources. (The fee for preparation/implementation of the program shall be established through the engineers report). Such participation may include payment to the Department of Public Works and Facilities of an initial one-time fee of \$30.82 per equivalent single-family residential unit for monitoring plan development, on-going participation in a County Service Area (CSA) for program implementation, and/or project specific water quality monitoring efforts funded and performed in the manner specified by the Department of Public Works and Facilities.

Prior to the approval of the initial Improvement Plans, the applicant's participation and obligations in the CSA established for this purpose shall be demonstrated. If this land is already included in that program, the applicant shall provide verification that this condition has been satisfied. **(PLN)**

8. The expansion of the Summit Deck and Grille, and the new snowmaking line along the Challenger Run, extending into the Tahoe Regional Planning Agency (TRPA) boundary, are improvements that are subject to the TRPA Code of Ordinances and will require review and approval by TRPA prior to approval of the Improvement/Grading Plans or Building Permit.
9. The property owner/resort operator shall adhere to the goals, objectives, targets and practices of the February 2009 Northstar Habitat Management Plan.
10. The property owner/resort operator California shall adhere to the goals and strategies set forth

in the July 2013 Traffic and Parking Management Plan prepared for Northstar California Resort.

IMPROVEMENTS / IMPROVEMENT PLANS

11. **(MM 14.7-1)** The Castle Peak Parking Lot Transport Gondola project design and improvement plan shall include measures to avoid impacts to the West Martis Creek Hiking Trail and the Northstar Property Owners Association Recreation Center associated with the placement of gondola towers and associated improvements. The improvement plans shall also include temporary construction control measures to minimize disruption of these recreation facilities that may include signage, recreation traffic control, prohibition of construction during weekends and holidays, and daily removal of any construction equipment that obstructs access to these recreation facilities.
12. Elements/phases of the Project that include the construction of buildings, and gondolas are 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/Grading Plans or Building Permit 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; circulation; recreational facilities; snow storage areas; parking areas; fences and walls; noise attenuation barriers; all open space amenities; entry features and trails. **(PLN / ESD)**
13. **(MM 12-3b)** 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 Division (ESD) for review and approval of each project phase. The plans shall show all physical improvements as required by the conditions for the project as well as pertinent topographical features both on and off site. All existing and proposed utilities and easements, on site and adjacent to the project, which may be affected by planned construction, shall be shown on the plans. The applicant shall pay plan check and inspection fees with the 1st Improvement Plan submittal. (NOTE: Prior to plan approval, all applicable recording and reproduction cost shall be paid). It is the applicant's responsibility to obtain all required agency signatures on the plans and to secure department approvals. Record drawings shall be prepared and signed by a California Registered Civil Engineer at the applicant's expense and shall be submitted to the ESD in both hard copy and electronic versions in a format to be approved by the ESD prior to acceptance by the County of site improvements.

Any Building Permits associated with this project shall not be issued until, at a minimum, the Improvement Plans are approved by the Engineering and Surveying Division.

Prior to the County's final acceptance of the project's improvements, submit to the Engineering and Surveying Division two copies of the Record Drawings in digital format (on compact disc or other acceptable media) in accordance with the latest version of the Placer County Digital Plan and Map Standards along with two blackline hardcopies (black print on bond paper) and two PDF copies. The digital format is to allow integration with Placer County's Geographic Information System (GIS). The final approved blackline hardcopy Record Drawings will be the official document of record. **(ESD)**

14. **(MM12-3c)** The Improvement Plans shall show all proposed grading, drainage improvements, vegetation and tree removal 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 (except per the current Timber Harvest Plan) shall occur until the Improvement Plans are approved and all temporary construction fencing has been installed and inspected by a member of the Development Review Committee (DRC). All cut/fill slopes shall be at a maximum of 2:1 (horizontal: vertical) unless a soils report supports a steeper slope and the Engineering and Surveying Division (ESD) concurs with said recommendation. Fill slopes shall not exceed 1.5:1 (horizontal: vertical)

The applicant shall revegetate all disturbed areas. Revegetation, undertaken from April 1 to October 1, shall be consistent with mountain revegetation specifications to ensure adequate growth. A winterization plan shall be provided with project Improvement Plans. It is the applicant's responsibility to ensure proper installation and maintenance of erosion control/winterization before, during, and after project construction. Soil stockpiling or borrow areas, shall have proper erosion control measures applied for the duration of the construction as specified in the Improvement Plans. Provide for erosion control where roadside drainage is off of the pavement, to the satisfaction of the Engineering and Surveying Division (ESD).

The applicant shall submit to the ESD a letter of credit or cash deposit in the amount of 110 percent of an approved engineer's estimate for winterization and permanent erosion control work 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. **Staging Areas:** The Improvement Plan(s) shall identify the stockpiling and/or vehicle staging areas with locations as far as practical from existing dwellings and protected resources in the area. **(ESD)**
16. **(MM 13-3a)** The Improvement Plan submittal for each phase shall include a final drainage report in conformance with the requirements of Section 5 of the Land Development Manual and the Placer County Storm Water Management Manual that are in effect at the time of submittal, to the Engineering and Surveying Division 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 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" measures shall be provided to reduce erosion, water quality degradation, and prevent the discharge of pollutants to stormwater to the maximum extent practicable. **(ESD)**
17. **(MM 13-3b)** The Improvement Plan submittal and final Drainage Report for each phase shall provide details showing that stormwater runoff shall be reduced to pre-project conditions through the installation of retention/detention facilities, or other methods that slow and infiltrate

stormwater runoff to levels equal to or less than pre-project conditions. Retention/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 & Surveying Department (ESD), and shall be shown on the Improvement Plans. The retention/detention system shall be designed to the satisfaction of the Engineering and Surveying Division (ESD). Maintenance of these facilities shall be provided by the project owners/permittees. **(ESD)**

18. **(MM 13-3d)** Prior to environmental determination for new development within the NMMP program-level components, a project-level, site-specific analysis of the drainage impacts associated with these facilities shall be provided to Placer County. The project-level analysis shall include a site-specific analysis based on the specific improvements proposed to the satisfaction of Placer County. Additional mitigation measures shall be included in the analysis as required based on the project-level site-specific impacts. **(ESD)**
19. **(MM 12-3e and MM 13-2)** The Improvement Plans shall show that water quality treatment facilities/Best Management Practices (BMPs) shall be designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment, and for Industrial and Commercial (or other similar source as approved by the Engineering and Surveying Division (ESD) such as the Stormwater Quality Design Manual for the Sacramento and South Placer Regions).

Construction (temporary) BMPs for the project include, but are not limited to: Waterbars, Straw Wattles, Hydroseeding (EC-4), Silt Fence (SE-1), Construction Fencing, Wind Erosion Control (WE-1), Stabilized Construction Entrance (TC-1), Storm Drain Inlet Protection (SE-10), staging areas, drip line trenches, and revegetation techniques.

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 Engineering and Surveying Division (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: infiltration trenches, vegetated swales, revegetation and soil stabilization, waterbars, etc. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.

All BMPs shall be maintained as required to ensure effectiveness. The applicant shall provide for the establishment of vegetation, where specified, by means of proper irrigation. 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. **(ESD)**

20. **(MM 12-3d)** Prior to Improvement Plan approval, the applicant shall obtain a State Regional Water Quality Control Board National Pollutant Discharge Elimination System (NPDES) construction stormwater quality permit and shall provide to the Engineering and Surveying Division evidence of a state-issued Waste Discharge Identification (WDID) number or filing of a Notice of Intent and fees. **(ESD)**
21. **(MM 13-1a)** The project applicant shall prepare a stormwater pollution prevention plan (SWPPP), which describes the site, erosion, and sediment controls identified in Draft EIR Section 3.0,

Project Description, and in the Northstar Habitat Management Plan, means of waste disposal, implementation of approved local plans, control of post-construction sediment and erosion control measures and maintenance responsibilities, and non-stormwater management controls. The SWPPP shall be submitted to the Lahontan Regional Water Quality Control Board for review. The applicant shall require all construction contractors to retain a copy of the approved SWPPP on the construction site. Best management practices identified in the SWPPP shall be utilized in all subsequent site development activities. Water quality controls shall be consistent with the Placer County Grading Ordinance and the Lahontan RWQCB's Lahontan Regional Project Guidelines for Erosion Control and will demonstrate that the water quality controls will ensure compliance with all current requirements of the County and the Lahontan Regional Water Quality Control Board. Water quality controls shall ensure that runoff meets the Water Quality Control Plan for the Lahontan Region (Basin Plan) water quality objectives for Martis Creek, as well as comply with the Basin Plan's narrative water quality objectives and the state antidegradation policy, and maintain beneficial uses of Martis Creek and the Martis Creek Reservoir as defined by the Basin Plan. Stormwater quality sampling and reporting associated with the SWPPP shall be the responsibility of the project applicant.

22. Prior to Improvement Plan approval, provide the Engineering and Surveying Division with a letter from the appropriate fire protection agency describing conditions under which service will be provided to this project. A representative's signature from the appropriate fire protection district shall be provided on the Improvement Plans. **(ESD)**
23. **(MM 12-3a)** The Improvement Plan submittal shall include a final geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer for Engineering and Surveying Division (ESD) review and approval. The report shall address and make recommendations on the following:
 - a) Road, pavement, and parking area design;
 - b) Structural foundations, including retaining wall design (if applicable);
 - c) Grading practices;
 - d) Erosion/winterization;
 - e) Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.)
 - f) Slope stability

Once approved by the ESD, two copies of the final report shall be provided to the ESD and one copy to the Building Services Division for its use. It is the responsibility of the developer to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report.

If the soils report indicates the presence of critically expansive or other soils problems that, if not corrected, could lead to structural defects, a certification of completion of the requirements of the soils report will be required.

24. 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 Environmental Health Services Division and the Engineering and Surveying Division 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)**
25. The Improvement Plans shall include the message details, placement, and locations showing that 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." or other

language and/or graphical icons to discourage illegal dumping as approved by the Engineering and Surveying Division (ESD). 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 Property Owners' association is responsible for maintaining the legibility of stamped messages and signs. **(ESD)**

26. **(MM 13-1c)** This project is located within the permit area covered by Placer County's Small Municipal Separate Storm Sewer System (MS4) Permit (State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000004, Order No. 2013-0001-DWQ), pursuant to the NPDES Phase II program. Project-related stormwater discharges are subject to all applicable requirements of said permit.

Best management practices (BMPs) shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff in accordance with "Attachment 4" of Placer County's NPDES Municipal Stormwater Permit (State Water Resources Control Board NPDES General Permit No. CAS000004, Board Order 2003-005-DWQ) and shall be shown on the Improvement Plans.

- a) The project shall implement permanent and operational source control measures as applicable. Source control measures shall be designed for pollutant generating activities or sources consistent with recommendations from the California Stormwater Quality Association (CASQA) Stormwater BMP Handbook for New Development and Redevelopment, or equivalent manual, and shall be shown on the Improvement Plans.

The project is also required to implement Low Impact Development (LID) standards designed to reduce runoff, treat stormwater, and provide baseline hydro modification management. **(ESD)**

- b) Per the State of California NPDES Phase II MS4 Permit, a Regulated Project is a project that creates and/or replaces 5,000 square feet or more of impervious surface. A final Storm Water Quality Plan (SWQP) shall be submitted, either within the final Drainage Report or as a separate document that identifies how any Regulated Project approved as part of this Conditional Use Permit will meet the Phase II MS4 Permit obligations. Site design measures, source control measures, and Low Impact Development (LID) standards, as necessary, shall be incorporated into the design and shown on the Improvement Plans. In addition, per the Phase II MS4 Permit, projects creating and/or replacing one acre or more of impervious surface are also required to demonstrate hydromodification management of stormwater such that post-project runoff is maintained to equal or below pre-project flow rates for the 2 year, 24-hour storm event, generally by way of infiltration, rooftop and impervious area disconnection, bioretention, and other LID measures that result in post-project flows that mimic pre-project conditions. **(ESD)**

27. The Improvement Plans shall show that 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)**

28. 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)**

29. **(MM13-4)** As part of the submittal of the final drainage report for each phase of the project and included in improvement plans, the report shall include the following:
- a) Show the limits of the future, unmitigated, fully developed 100-year floodplain for the tributaries under the proposed skier bridges and near the bottom terminals for lifts V and W on the Improvement Plans. Skier bridge number 1 includes a center pier within the 100-year floodplain. MM 13-4 **(ESD)**
 - b) In order to protect site resources, no grading activities of any kind may take place within the 100-year floodplain of the stream/drainage way, unless otherwise approved as a part of this project (skier bridge number 1). 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 floodplain shall be shown on the Improvement Plans.
 - c) The project applicant shall prepare a final drainage report, which shall demonstrate that the proposed skier bridge number 1 will not significantly increase the limits or water surface elevation of the 100-year floodplain upstream and downstream of the proposed improvements to the satisfaction of the Engineering and Surveying Division and Placer County Flood Control and Water Conservation District. MM 13-4 **(ESD)**
 - d) All required approvals associated with construction-related stormwater permit requirements of the current federal Clean Water Act National Pollutant Discharge Elimination System (NPDES) program and other associated permit approvals from the Lahontan Regional Water Quality Control Board.
30. **(MM 4-4)** Prior to Improvement Plan approval and/or during any construction, demolition, or tree removal activities requiring complete or partial closure of existing roadways, the project applicant shall perform the following tasks to the satisfaction of the Placer County Department of Public Works and Facilities:
- a) Provide written notice to property owners along affected roadways and the Northstar Fire District 1 week before roadway closures.
 - b) Ensure public safety by clearly marking and securing roadway construction areas.
 - c) Place steel plates over open trenches at the end of each workday (or other appropriate measures) to restore vehicle access to all residents.
 - d) Ensure access and parking for users and residents of buildings to remain on the project site.
 - e) Obtain written approval from the County Director of Public Works and Facilities for any proposed temporary road closures or detour routes.
 - f) Obtain written approval from the Northstar Fire Department and Cal Fire for any proposed temporary road closures or detour routes.
 - g) Post notice of planned closure on affected roadways two weeks prior to roadway closures.
 - h) During demolition, tree removal, and construction activities, the project applicant shall limit the amount of daily construction equipment traffic by staging heavy construction equipment and vehicles on the project site at the end of each workday rather than removing them.
 - i) Clear demarcation of construction areas, including fencing, temporary walls, signage, protective barriers, and security provisions from public safety, shall be noted in the improvement plans for project components. These public safety protection features for persons using the trails system shall be in place prior to the onset of construction. **(ESD)**
31. **(MM 18-1b)** Prior to Improvement Plan approval for the initial phase, the applicant shall establish a new Zone of Benefit (ZOB) within an existing County Service Area (CSA) or annex into a pre-existing ZOB (County Service Area 28 – Zone of Benefit 204) to provide adequate funding of capital and on-going operational transit services/requirements. The applicant 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 the project. (The annual transit funding totals are estimated to be \$1,705.80 for the project level improvements and \$3,082.53 for the program level improvements (which includes project level improvements); a detailed funding calculation is included in Appendix 9 of the EIR). **(ESD)**

VISUAL / AESTHETIC

32. **(MM 8-2)** The project applicant shall design ski trails to utilize the existing unforested/open areas of the Q, W, and V lifts as well as the topography and forests to minimize the appearance of the trails from views along State Route 89 north of Interstate 80. This may include the use of tree islands and other design features set forth in the Northstar Habitat Management Plan. Ski trail details shall be provided in project application materials for the lifts as well as in proposed grading plans.
33. **(MM 8-3)** Skier services, relocated cross-country ski center facilities, and the Castle Peak Parking Lot Transport Gondola shall be designed consistent with the Northstar-at-Tahoe Design Guidelines provided in Section IV (Community Design) of the Martis Valley Community Plan. This consists of site design requirements on roadways and parking as well as building materials. Improvements at the Summit Deck and Grille shall be designed consistent with TRPA Code of Ordinances Chapters 36 (Design Standards) and 37 (Height). Building plans and improvement plans for the project shall identify compliance with this measure.
34. **(MM 8-5a)** All outdoor lighting installed as part of the proposed project shall be limited to the minimum amount needed for safety and shall be designed to limit upward and sideways spillover of light. All lighting shall be consistent with the most recent update of the Nonresidential Compliance Manual for California's 2005 Energy Efficiency Standards. Outdoor light fixtures shall be shielded and directed down to preserve the night sky and away from residential areas to minimize light and glare effects on such areas. In addition, all light poles shall be finished in a color that will blend into the landscape and prevent glare (i.e., black, bronze, or dark bronze). Light fixtures at the Summit Deck and Grille shall be designed consistent with TRPA Code of Ordinances Section 36.8 (Exterior Lighting Standards). These lighting requirements shall be included in lighting plans for the project prior to issuance of any building permits.
35. **(MM 8-5b)** Non-reflective building materials shall be used for the exterior of all buildings. Building windows shall be coated with tinting materials to reduce glare and to minimize the visibility of interior lighting.

GRADING

36. **(MM 13-4)** Include the following standard note on the Improvement Plans: In order to protect on site resources, no grading activities of any kind may take place within the 100-year flood plain of the stream/drainage way nor within the watershed of the vernal pool(s), unless otherwise approved as a part of this project (skier bridge number 1). 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)**
37. 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 developer shall comply with applicable County Ordinances that relate to blasting and use only State licensed contractors to

conduct these operations. **(ESD)**

38. The Improvement Plan submittal shall include the following requirements:
- a) **(MM 12-3f.A & 13-1b)** Grading activities and other disturbance shall be prohibited during the winter months (between October 15 of any year and May 1 of the following year), unless otherwise approved by the Lahontan Regional Water Quality Control Board (RWQCB) and the Placer County ESD. Exposed graded areas shall be protected during the winter months using appropriate methods. **(ESD)**
 - b) **(MM 12-3f.B)** Truck routes are to be located across existing logging roads and constructed seasonal spur roads proposed with this project. **(ESD)**
 - c) **(MM 12-3f.C)** Existing drainage patterns shall not be significantly modified. **(ESD)**
 - d) Drainage swales disturbed by construction activities shall be stabilized by appropriate soil stabilization measures to prevent erosion. **(ESD)**
 - e) All non-construction areas shall be protected by fencing or other means to prevent unnecessary disturbance. **(ESD)**
 - f) **(MM 12-3f.D)** During construction, temporary gravel, straw bale, earthen, or sandbag dikes and/or nonwoven filter fabric fence shall be used as necessary to prevent discharge of earthen materials from the site during periods of precipitation or runoff. **(ESD)**
 - g) **(MM 12-3f.E)** Revegetated areas shall be continually maintained in order to assure adequate growth and root development. Erosion control facilities shall be installed with a routine maintenance and inspection program to provide continued integrity of erosion control facilities. **(ESD)**
39. **(MM 12-1)** The Improvement Plan submittal for either the J or C lift shall include a geologic investigation produced by a California registered civil engineer or geotechnical engineer to determine if any active faults cross the proposed lift alignments. If an active fault is identified, the geologic investigation shall establish necessary setbacks (generally 50-foot minimums) and other design parameters for proposed lift terminals as required by the Alquist-Priolo Earthquake Fault Zoning Act. **(ESD)**
40. Prior to Grading Permit or Improvement Plan approval and before any grading or clearing occurs on the project site, within 50 feet of any on-site sewage disposal area, the on-site sewage disposal area of any affected lot shall be fenced off with fluorescent construction fencing and clearly marked with a sign that states "KEEP OFF! Reserved for Sewage Disposal Only."
41. No grading operations shall occur under saturated soil conditions.

ROADS / TRAILS

42. The Improvement Plans shall show that all on-site parking and circulation areas shall be improved 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)**
43. The Northstar Ski Resort operator shall continue to implement the "Northstar California Resort: Traffic and Parking Management Plan" dated July 2013 and included in the Appendix 3.2 of the EIR; The "Traffic and Parking Management Plan" includes the provision of manual traffic control

personnel during peak winter periods at the Northstar Drive/Big Springs Drive intersection and at the Northstar Drive roundabout. The Plan also identifies that when peak days are experienced and onsite parking spaces reach capacity, the Resort operator is required to notify guests that parking is unavailable.

44. The Improvement Plans shall show the construction of the private roadway from Highlands View Road to the cross-country center/campsite area to a Modified Rural Minor Residential (Plate R-3 Land Development Manual (LDM)) standard with 22' of total pavement width with 2' aggregate base shoulders as described in the project EIR and shown on the preliminary grading plans. The roadway structural section shall not be less than 3 inches Asphalt Concrete (AC)/8 inches Class 2 Aggregate Base (AB) unless otherwise approved by the ESD and DPW.
45. The Improvement Plans shall show the construction of any private seasonal spur road identified in the EIR (Figure 3.9) to a standard width of 12' of native earth surface as described and shown in the project EIR. The spur roads shall not exceed a grade of 15%, except for grades of up to 20% for lengths of road of less than 500 continuous feet.
46. The Backside Campsite Area shall not be accessed by the public. Campers would be transported to the campsite by a van in the summer and by snow cat in the winter; both operated by the ski resort operator. The access to the campsite shall provide adequate emergency access and shall be reviewed and approved by the servicing fire district(s).
47. Prior to approval of Improvement Plans for each phase, the project applicant shall join and maintain membership in perpetuity in the Truckee-North Tahoe Transportation Management Association (TNT/TMA).

PUBLIC SERVICES

48. Prior to Improvement Plan approval provide to the Development Review Committee "will-serve" letters from the following public service providers, as required:
 - a) Northstar Community Services District (NCS D) ~ Water and Sewer
 - b) Truckee Sanitary District (TSD)
 - c) Tahoe-Truckee Sanitation Agency (TTSA)
 - d) Tahoe-Truckee Sierra Disposal
 - e) Appropriate fire agency
 - f) Southwest Gas CorporationIf such "will-serve" letters were obtained as a part of the environmental review process, and are still valid, (received within one year) no additional verification shall be required.

GENERAL DEDICATIONS / EASEMENTS

49. On the Improvement Plans, provide the following easements/dedications to the satisfaction of the Engineering and Surveying Division (ESD) and the Development Review Committee (DRC):
(ESD)
 - a) Public utility easements as required by the serving utilities, excluding Wetland Preservation Easements (WPE).
 - b) Drainage easements as appropriate.
 - c) Provide private easements for existing, relocated, or proposed utility lines, service/distribution facilities, valves, etc., as appropriate.
 - d) Fire protection and emergency access easement(s) as appropriate or required by the

servicing fire district(s).

- e) Dedicate sewer and water easements as necessary to the NCSD over any existing or proposed sewer and water infrastructure to the satisfaction of the NCSD and the County.

- 50. Development of the Backside campsite area will require the dedication of easements for and/or construction of appropriate multi-purpose trail sections (as determined by the DRC) within the project boundaries to facilitate the trail system schematically shown on Figure 3 of the MVCP, including linkages to recreational areas within the project. Required trail easements shall be provided prior to approval of the improvement/grading plans for the individual project phase. Trail alignments shall be reviewed and approved by the DRC prior to submittal of legal descriptions and acceptance of easements.

The developer agrees to work cooperatively with Placer County and Northstar Community Services District (NSCSD) to convey trail easements related to the Class 1 Martis Valley Trail (as described in the Martis Valley Trail Environmental Impact Report SCH#2010122057) in timely support of the construction schedule to be undertaken by NCSD and/or the County. Construction of the Class 1 Martis Valley Trail within the dedicated public trail easements is not a requirement of this project. **(PARKS)**

VEGETATION & OTHER SENSITIVE NATURAL AREAS

- 51. **(MM 6-1a)** The applicant shall retain a qualified biologist to perform focused preconstruction surveys to determine the presence/absence of special-status plant species with potential to occur in and adjacent to (within 25 feet, where appropriate) the proposed impact area of each project component. These surveys shall be conducted in accordance with CDFW Guidelines for Assessing Effects of Proposed Developments on Rare Plants and Plant Communities (Nelson 1994). These guidelines require that rare plant surveys be conducted at the proper time of year when rare or endangered species are both evident and identifiable. Field surveys shall be scheduled to coincide with known flowering periods and/or during appropriate developmental periods that are necessary to identify the plant species of concern and will be reviewed and accepted by the Placer County Planning Services Division prior to site disturbance or construction activity.
- 52. **(MM 6-1b)** If any state or federally listed, CNPS List 1, or CNPS List 2 plant species is found in or adjacent to (within 25 feet) the proposed impact area of each project component during the surveys, these plant species shall be avoided to the extent feasible. Avoidance measures shall include fencing of the population(s) before construction, exclusion of project activities from the fenced-off areas, and construction monitoring by a qualified biologist. Avoidance areas shall be identified on improvement plans. If these plants cannot be avoided, the following measures shall be applied, and the following mitigation measures shall be implemented prior to approval of improvement plans, issuance of grading permits, and/or any clearing:
 - a) In some cases involving state-listed plants, it may be necessary to obtain an incidental take permit under Section 2081 of the Fish and Game Code (2081 permit). The applicant shall consult with the CDFW to determine whether a 2081 permit is required, and obtain all required authorizations prior to initiation of ground-breaking activities.
 - b) The applicant shall submit a mitigation plan concurrently to the CDFW and the USFWS (if appropriate) for review and comment. The plan shall include mitigation measures for the population(s) to be directly affected. Possible mitigation for impacts to special-status plant species can include implementation of a program to transplant, salvage, cultivate, or re-establish the species at suitable sites (if feasible), or through the purchase of credits from an approved mitigation bank, if available. The actual level of mitigation may vary depending

on the sensitivity of the species, its prevalence in the area, and the current state of knowledge about overall population trends and threats to its survival. The final mitigation strategy for directly impacted plant species shall be determined by the CDFW and the USFWS (if appropriate) through the mitigation plan approval process.

Any special-status plant species that are identified adjacent to the PSA, but not proposed to be disturbed by the project, shall be protected by barrier fencing to ensure construction activities and material stockpiles do not impact any special-status plant species. These avoidance areas shall be identified on project plans.

53. **(MM 6-2a)** The project applicant shall include the following Northstar HMP practices and protection measures as standards in all NMMP project component improvement plans, building permits, use permits, and grading permits prior to their approval for the protection of northern goshawk and California spotted owl. The Placer County Planning Department shall be notified of the results of the preconstruction surveys and establishment of buffers to avoid discovered nesting birds.

Northern Goshawk

- a) Pre-project surveys will be conducted in suitable nesting habitat within 0.25 mile of vegetation removal, construction, and development activities, and will be reviewed and accepted by the Placer County Planning Services Division prior to site disturbance or construction activity. Surveys for northern goshawks will follow the *Northern Goshawk Inventory and Monitoring Technical Guide* (Woodbridge and Hargis 2006), or another appropriate method determined by the appropriate regulatory agency. Suitable habitat is preliminarily defined here as Class 2 (moderate breeding value) and 3 (high breeding value) areas shown in HMP Exhibit 3-7. However, these areas were mapped primarily from GIS data, and they may overestimate the amount of suitable breeding habitat (particularly in the "moderate" category). Final determination of suitability, and whether a pre-project protocol survey is required, should be based on a reconnaissance field assessment of habitat conditions by a qualified avian biologist before initiating projects in these areas. For efficiency, this assessment could be conducted as part of the pre-project survey, as follows: if suitable habitat is present, continue by implementing the protocol survey; if suitable habitat is not present, no further (protocol) survey would be required.

Survey Timing: June 1–August 15 (broadcast acoustical surveys or intensive surveys/stand searches); or approximately March 1–April 15 (dawn acoustical surveys)

- b) To avoid disturbances to or loss of active nest sites, between March 15 and August 15, delay project activities within 0.25 mile of (or at a distance directed by the appropriate regulatory agency) the nest to avoid disturbance until the nest is no longer active. Project activities include vegetation removal, earth moving, and construction. This buffer may be reduced through consultation with the County and/or the CDFW. This time frame is based on the California Forest Practice Rules guidelines and definition of "Critical Period" for northern goshawk.
- c) Access and Seasonal Use Restrictions for Resource Management Zones D and E: Where pre-project surveys (see HMP Table 4-3) or other monitoring (see HMP Chapter 6, Appendix 3.3) have identified nesting by northern goshawk, the following will be restricted:
1. Motorized vehicle use not related to the necessary maintenance of facilities or resource protection, within 0.25 mile of the nest.
 2. Bicycling and snowmobiling, within 0.25 mile of the nest.

Access and Seasonal Use Restriction Timing: March 15–August 15

California Spotted Owl

- d) Pre-project surveys will be conducted in suitable nesting habitat within 0.25 mile of vegetation removal, construction, and development activities, and will be reviewed and accepted by the Placer County Planning Services Division prior to site disturbance or construction activity. Surveys for California spotted owl will follow the *Protocol for Surveying for Spotted Owl in Proposed Management Activity Areas and Habitat Conservation Areas* (USFS 1993), or another appropriate method determined by the appropriate regulatory agency. Suitable habitat is preliminarily defined here as Class 2 (moderate breeding value) and 3 (high breeding value), and portions of Class 1 (low to moderate breeding value), areas shown in HMP Exhibit 3-8 (Appendix 3.3). Final determination of suitability, and whether a pre-project protocol survey is required, should be based on a reconnaissance field assessment of habitat conditions by a qualified avian biologist before initiating projects in these areas. For efficiency, this assessment could be conducted as part of the pre-project survey, as follows: if suitable habitat is present, continue by implementing the protocol survey; if suitable habitat is not present, no further (protocol) survey would be required.

Survey Timing: March 1–August 31

- e) To avoid disturbances to or loss of active nest sites, between March 1 and August 31, delay project activities within 0.25 mile of (or at a distance directed by the appropriate regulatory agency) the nest to avoid disturbance until the nest is no longer active. Project activities include vegetation removal, earth moving, and construction. This buffer may be reduced through consultation with the County and/or the CDFW.
- f) Access and Seasonal Use Restrictions for Resource Management Zones D and E: Where pre-project surveys (see HMP Table 4-3) or other monitoring (see HMP Chapter 6) have identified nesting by California spotted owl, the following will be restricted:
- 1) Motorized vehicle use not related to the necessary maintenance of facilities or resource protection, within 0.25 mile of the nest.
 - 2) Bicycling and snowmobiling, within 0.25 mile of the nest.

Access and Seasonal Use Restriction Timing: March 1–August 31 (as determined by a qualified biologist)

54. **(MM 6-2b)** The project applicant shall not remove any trees between September 1 and February 28 that contained active nest sites for California spotted owl or northern goshawk during the breeding season. Once a qualified biologist has deemed a nest site inactive for two consecutive years, the restriction to protect the nest tree shall be lifted.
55. **(MM 6-3a)** The project applicant shall retain a qualified biologist to determine if suitable nesting habitat for these species occurs within 500 feet of the proposed impact area. The survey will be reviewed and accepted by the Placer County Planning Services Division prior to site disturbance or construction activity. If suitable habitat exists, focused surveys must be performed by a qualified biologist for the purposes of determining presence/absence of yellow warbler.

If active nest sites are determined to exist within 500 feet of project activities, the project applicant shall delay all construction activities within 500 feet of the nest site (or distance determined appropriate by the biologist in consultation with the California Division of Fish and Wildlife) until the birds leave the nest, or a time deemed acceptable by the biologist. The Placer County Planning

Services Division shall be notified of the results of the preconstruction surveys and establishment of buffers to avoid discovered nesting birds.

56. **(MM 6-3b)** The project applicant shall include the following Northstar HMP practices and protection measures as standards in all NMMP project component improvement plans, building permits, use permits, and grading permits prior to their approval for the protection of willow flycatcher. The Placer County Planning Services Division shall be notified of the results of the preconstruction surveys and establishment of buffers to avoid discovered nesting birds.

a) Pre-project surveys will be conducted in suitable nesting habitat within 500 feet of vegetation removal, construction, and development activities, and will be reviewed by the Placer County Planning Services Division prior to site disturbance or construction activity. The surveys will follow *A Willow Flycatcher Survey Protocol for California, June 6, 2000* (Bombay et al. 2003), or another appropriate method determined by the appropriate regulatory agency. The protocol requires a minimum of two survey visits to determine presence or absence of willow flycatcher. One survey must be performed between June 15 and 25; the second survey may be performed either June 1–14 or June 26–July 15. Determination of habitat suitability, and whether a pre-project survey is required, should be based on a reconnaissance field assessment of habitat conditions before initiating projects in these areas.

Survey Timing: Two surveys – June 15–25 and either June 1–14 or June 26–July 15

b) If an area is determined to be occupied by willow flycatcher during pre-project surveys (see HMP Table 4-3) or otherwise, notify the County and the CDFW. Between June 1 and July 31, delay project activities within 500 feet of (or at a distance directed by the appropriate regulatory agency) of the site until the nest is no longer active. Project activities include vegetation removal, earth moving, and construction.

57. **(MM 6-4)** The project applicant shall include the Northstar HMP practices identified below for the American marten and apply these same survey practices and protection measures to the Sierra red fox, Pacific fisher, and California wolverine. The applicant shall include the Northstar HMP practices and protection measures for these species as standards in all improvement plans, building permits, use permits, and grading permits prior to their approval for all NMMP project components. The Placer County Planning Services Division shall be notified of the results of the preconstruction surveys and establishment of buffers to avoid discovered dens.

a) Pre-project surveys for American marten den sites will be conducted in suitable denning habitat within 0.25 mile of vegetation removal, construction, and development activities, and will be reviewed and accepted by the Placer County Planning Services Division prior to site disturbance or construction activity. If a potential den is located, an appropriate method will be used to determine whether the site is occupied by marten. Suitable denning habitat is preliminarily defined here as Class 2 (moderate breeding value) and 3 (high breeding value) areas shown in HMP Exhibit 3-9 (Appendix 3.3). However, these areas were mapped primarily from GIS data, and they may overestimate the amount of suitable denning habitat (particularly in the “moderate” category). Final determination of suitability, and whether a pre-project survey is required, should be based on a reconnaissance field assessment of habitat conditions before initiating projects in these areas.

Survey Timing: April 1–July 31

b) If an active marten den site is located during the pre-project surveys (see HMP Table 4-3, Appendix 3.3) or otherwise, notify the County and the CDFW. Delay project activities within 500 feet of the den during the sensitive denning season when activities could disturb rearing of

young (April 1 through July 31). (Note: Although martens are active and can be surveyed year-round, this is considered the sensitive reproductive period that could overlap with timing of project activities. Generally, young are born in March–April, emerge from the den at about 50 days, and leave their mother in late summer [see Buskirk and Ruggiero 1994]).

- c) Access and Seasonal Use Restrictions for Resource Management Zones D and E: Where pre-project surveys (see Table 4-3, Appendix 3.3) or other monitoring have identified denning or concentrated use by American marten, the following will be restricted:
 - 1) Motorized vehicle use not related to the necessary maintenance of facilities or resource protection, within 0.25 mile of the den or activity center.

Access and Seasonal Use Restriction Timing: April 1–July 31

- 58. **(MM 6-5a)** The project applicant shall retain a qualified biologist to determine if suitable breeding habitat for Sierra Nevada mountain beaver, Sierra Nevada snowshoe hare, and/or western white-tailed jackrabbit occurs within 250 feet of the proposed impact area for all NMMP project components. The survey will be reviewed and accepted by the Placer County Planning Services Division prior to site disturbance or construction activity. If suitable habitat exists, focused surveys must be performed by a qualified biologist for the purposes of determining presence/absence of active dens within the proposed impact area and a 250-foot buffer (if feasible). The Placer County Planning Services Division shall be notified of the results of the preconstruction surveys.
- 59. **(MM 6-5b)** If active breeding sites are identified within 250 feet of project activities, the project applicant shall implement limited operating periods (LOP) for all dens prior to commencement of any project construction activities to avoid construction or access-related disturbances to breeding activities and/or habitat for Sierra Nevada mountain beaver, Sierra Nevada snowshoe hare, and/or western white-tailed jackrabbit. An LOP constitutes a period during which project-related activities (i.e., vegetation removal, earth moving, and construction) will not occur, and will be imposed between April 1 and July 31 within 250 feet of any active den sites. Activities permitted within and the size (i.e., 250 feet) of LOPs may be adjusted through consultation with the CDFW and/or the County. The Placer County Planning Services Division shall be notified of the establishment of buffers and LOPs to avoid impacts.
- 60. **(MM 6-6)** The project applicant shall include the following Northstar HMP practices and protection measures as standards in all improvement plans, building permits, use permits, and grading permits for the following NMMP project components prior to their approval for the protection of mule deer fawning. These measures shall be implemented in suitable habitat, as determined by a qualified biologist. The Placer County Planning Services Division shall be notified of the results of the preconstruction surveys and establishment of buffers to avoid mule deer fawning.
 - a) Pre-project surveys will be conducted in suitable fawning habitat within 500 feet of vegetation removal, construction, and development activities, and will be reviewed and accepted by the Placer County Planning Services Division prior to site disturbance or construction activity. Suitable habitat is preliminarily defined here as moderate and high potential areas shown in HMP Exhibit 3-11 (Appendix 3.3); however, these were mapped primarily from GIS data. Final determination of suitability, and whether a pre-project focused survey is required, should be based on a reconnaissance field assessment of habitat conditions by a qualified wildlife biologist before initiating projects in these areas. For efficiency, this assessment could be conducted as part of the pre-project survey, as follows: if suitable habitat is present, continue by implementing the focused survey; if suitable habitat is not present, no further (focused) survey would be required. (Note: Riparian vegetation along Schaffer Creek is mapped on HMP Exhibit 3-11 as high potential; however, it is not easily seen on HMP Exhibit 3-11 because of overlap with stream and trail features.)

Survey Timing: Approximately April 15–July 31 (These dates are only guidelines. Appropriate survey dates should be determined by a qualified biologist during the year of the survey, based on snowpack conditions and deer activity.)

- b) If mule deer fawning is confirmed during pre-project surveys (see HMP Table 4-3, Appendix 3.3) or otherwise, notify the County and the CDFW. During the fawning and fawn-rearing period (typically sometime between mid-April and late July, depending on snowpack/weather), delay project activities at a distance determined by a qualified biologist in consultation with the appropriate regulatory agency. Project activities include vegetation removal, earth moving, and construction. Appropriate dates within this period should be determined by a qualified biologist during the year of project activity, based on snowpack conditions and deer reproductive activity.
 - c) Access and Seasonal Use Restrictions for Resource Management Zones C, D, and E: To allow deer access to fawning grounds and avoid disturbances to fawning activities, the following will be restricted:
 - 1) Recreation activities (including snowmobiling and bicycling), motorized vehicle use not related to the necessary maintenance of facilities or resource protection, and other unnecessary operational uses within a seasonal closure area during the deer fawning season. This closure area is introduced and shown (as HMP Exhibit 4-1, Appendix 3.3) and under Management Practices for Access and Use for Zones B, D, and E.
 - 2) Pets (such as walking dogs) within moderate-potential, high-potential, or occupied fawning habitat.
 - d) Access and Seasonal Use Restriction Timing: Approximately April 15–July 31 (These dates are only guidelines. Appropriate survey dates should be determined by a qualified biologist during the year of the survey, based on snowpack conditions and deer activity.)
 - e) Protect mule deer access to fawning grounds and minimize loss of fawning habitat by implementing the following measures (Resource Management Zones B, C, D, and E):
 - 1) Implement recreation and development designs that emphasize protection of occupied and high-potential mule deer fawning habitats. To the extent practicable, design trails and structures to avoid locations mapped as high potential or occupied mule deer fawning habitat, and minimize impacts on locations mapped as moderate potential fawning habitat.
 - 2) Within physical design constraints, locate ski lifts, towers, and terminals to avoid or minimize removal of high potential or occupied fawning habitat, particularly riparian and shrub vegetation.
 - 3) Where moderate-potential, high-potential, or occupied fawning habitat cannot be avoided, design development and trails to retain habitat elements important for mule deer fawning (shrub cover, tree cover, riparian vegetation) to the extent practicable and appropriate.
61. **(MM 6-7)** The project applicant shall implement the Northstar HMP practices identified below for raptors and apply these same survey practices and protection measures to the bald eagle, golden eagle, long-eared owl, and olive-sided flycatcher, as well as to other migratory birds with the potential to nest within the PSA. The applicant shall include the Northstar HMP practices and protection measures as standards in all improvement plans, building permits, use permits, and grading permits prior to their approval for all NMMP project components. The Placer County Planning Services Division shall be notified of the results of the preconstruction surveys and establishment of buffers to avoid migratory birds and raptors.
- a. Pre-project surveys for other nesting raptors will be conducted in suitable nesting habitat within 500 feet of vegetation removal, construction, and development activities, and will be reviewed and accepted by the Placer County Planning Services Division prior to site disturbance or construction activity. Visual surveys of trees larger than approximately 11 inches in diameter at breast height (dbh) and taller than 30 feet will be conducted.

Determination of habitat suitability, and whether a pre-project survey is required, should be based on a reconnaissance field assessment of habitat conditions before initiating projects in these areas.

Survey Timing: April 15–August 31

- b. If an active raptor or migratory bird nest is located during the pre-project surveys (see HMP Table 4-3, Appendix 3.3), notify the County and the CDFW. To avoid disturbances to or loss of active nest sites, between March 1 and August 31, delay project activities within 0.25 mile of (or at a distance directed by the appropriate regulatory agency) the nest to avoid disturbance until the nest is no longer active. Project activities include vegetation removal, earth moving, and construction. The 0.25-mile buffer may be reduced through consultation with the county and/or the CDFW.

62. **(MM 6-8)** Scheduled between April and the middle of August, a preconstruction survey by a qualified biologist approved by the County shall be conducted to determine the presence or absence of roosting bats or a maternity site, and will be reviewed and accepted by the Placer County Planning Services Division prior to site disturbance or construction activity. Surveys will be conducted by first visually inspecting all trees in the project area and identifying potential roosts and maternity sites (e.g., tree cavities). Dusk to early evening emergence surveys will then be conducted using high-quality night vision equipment to identify roost sites and the presence of any relatively high number of bats emerging from a specific location; the latter situation would be indicative of a maternity colony. If occupation of such a site (concentration of individuals) is confirmed two weeks later, then a maternity colony will be assumed and the location will be protected until mid-August, when young of the year would usually be able to fly and relocate. Removal of the maternity site (after mid-August) will be compensated for by locating a minimum of two similar but unoccupied trees outside of but in the proximity of the project area; these trees will be excluded from disturbance and removal. If no concentrations are found, then mitigation for any roosting (non-breeding) bats will be compensated for by the construction and installation of two bat boxes suitable to the bat species excluded from the original roosting site. The bat boxes shall be installed in the vicinity prior to removal of the original day roost sites. A detailed program for bat flushing, roosting site removal, and installation of bat boxes shall be developed in consultation with a qualified biologist.

63. **(MM 6-9)** The project applicant shall ensure the proposed project components mitigate any loss of habitat in HMP Zones C, D, or E through the creation of a mitigation enhancement area at a 1:1 ratio of habitat loss to habitat enhancement. The habitat in the mitigation enhancement area shall be similar to the habitat where tree removal is conducted (i.e., conifer forest, late-seral forest, or riparian habitat) and shall occur in HMP Zone E.

Demonstration of compliance with this mitigation measure shall be provided with the phased implementation of improvement plans, grading permits, and/or building permits for each project component that results in tree loss in HMP Zones C, D, or E. The mitigation enhancement area shall also be protected from development with a conservation easement or similar mechanism.

64. **(MM 6-10)** The project applicant shall ensure that the project will result in no net loss of federally protected waters through impact avoidance, impact minimization, and/or compensatory mitigation, as determined in CWA Section 404 and 401 permits and/or 1602 Streambed Alteration Agreement. Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project.

65. 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:

- a) Adjacent to any and all wetland areas that are within 50 feet of any proposed construction activity;
- b) 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);
- c) Around any and all "special protection" areas as discussed in the project's environmental review documents.
- d) 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. **(PLN / ESD)**

CULTURAL RESOURCES

66. **(MM 7-1)** In order to ensure that no unanticipated disturbance occurs to sites NS-13, NS-31, NS-34, NS-36, NS-37, NS-38, NS-39, NS-42, NS-43, NS-44, NS-45, NS-46, and NS-47 during project construction, protective orange field fencing will be installed around the site perimeters to keep construction debris and construction support vehicles from impacting the resources. This shall be included on improvement plans for the following project components:

- a) C lift base and associated lower trail improvements
- b) V and W lift associated lower trail improvements and bridges
- c) Top of V lift
- d) Cross-country center relocation and skier services near C lift

Potential Prehistoric and Historic Resources: Final improvement plans approved by the County shall include a note that states: If during the course of construction cultural resources [i.e., prehistoric sites, historic sites, exotic rock (non-native), or unusual amounts of shell or bone, isolated artifacts, or other similar features] are discovered, work shall be halted immediately within 50 feet of the discovery, and the Placer County Community Development Resource Agency shall be notified. A professional archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in archaeology shall be retained to determine the significance of the discovery. Determination of impacts, significance, and mitigation shall be made by a qualified archaeologist (in consultation with recognized local Native American groups). Mitigation for

significant cultural resources located on-site shall consist of one or more of the following that will ensure protection of the resource consistent with Public Resources Code Section 21083.2:

- a) Redesign of improvements to avoid the resource.
- b) Capping or covering the resource in a manner that protects the resource.

The Placer County Planning Services Division and Department of Museums shall also be contacted for review of the archaeological find(s). Prior to the commencement of project excavations, all construction personnel shall be informed of the potential to inadvertently uncover cultural resources and human remains, and shall also be informed of the procedures to follow should subsequent to an inadvertent discovery of cultural resources or human remains occur. The County Coroner shall be notified, according to Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5, if human remains are discovered. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.

67. **(MM 7-3)** Final improvement plans for the project components shall include a note that states: If paleontological resources are discovered on-site, the applicant shall retain a qualified paleontologist to observe all grading and excavation activities throughout all phases of project construction and shall 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 that require temporarily halting or redirecting of grading, the paleontologist shall report such findings to the project developer and to the Placer County Community Development Resource Agency and Department of Museums. The paleontologist shall determine appropriate actions, in cooperation with the project developer, that ensure proper exploration and/or salvage. Excavated finds shall first be offered to a State-designated repository such as the Museum of Paleontology, University of California, Berkeley, or the California Academy of Sciences. 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 the Community Development Resource Agency that shall include the period of inspection, an analysis of the fossils found, and the present repository of fossils.

FEES

68. **(MM 18-1a)** Prior to Improvement Plan approval and/or issuance of any Building Permits, this project shall be subject to the payment of traffic impact fees that are in effect in this area (Tahoe), pursuant to applicable Ordinances and Resolutions for each project phase. The applicant is notified that the following traffic mitigation fee(s) shall be required and shall be paid to Placer County DPW:
- a) County Wide Traffic Limitation Zone: Article 15.28.010, Placer County Code

The current estimated fee is \$4,986 per DUE (current project level estimated fee \$213,749.82; current additional program level estimated fee \$172,515.60). The fees were calculated using the information supplied. If the use or the square footage changes, then the fees will change. The actual fees paid shall be those in effect at the time the payment occurs. **(DPWF)**.

ENVIRONMENTAL HEALTH

69. Prior to the approval of Improvement Plans, submit to EHS, for review and approval, a "will-serve"

letter or a "letter of availability" from the Northstar Community Services District for domestic water supply service. The applicant shall connect the project to this public domestic water supply. If this public domestic water supply is not available for a proposed project, and if the proposed project meets the definition of a public water system, then the project shall obtain an approved domestic water supply permit from Environmental Health Services prior to project operation. **(EHS)**

70. Adequate sewage disposal shall be provided for all proposed facilities. Provide a "will serve" or "letter of availability" from the Northstar Community Services District for sewer service, and connect the proposed site to this sewer service. Alternatively contact EHS, pay required fees, and obtain an approved Site Evaluation Report and Construction Permit, and as approved, install on-site sewage disposal system(s) for the proposed site. Composting toilets shall not be used to provide sewer service. **(EHS)**
71. If at any time during the course of executing the proposed project, evidence of soil and/or groundwater contamination with hazardous material is encountered; the applicant shall immediately stop the project and contact Environmental Health Services Hazardous Materials Section. The project shall remain stopped until there is resolution of the contamination problem to the satisfaction of Environmental Health Services and to the Lahontan Regional Water Quality Control Board. A note to this effect shall be added to the Improvement Plans where applicable. **(EHS)**
72. The discharge of fuels, oils, or other petroleum products, chemicals, detergents, cleaners, or similar chemicals to the surface of the ground or to drainage ways on or adjacent to, the site is prohibited. **(EHS)**
73. If Best Management Practices are required by the ESD for control of urban runoff pollutants, then any hazardous materials collected shall be disposed of in accordance with all applicable hazardous materials laws and regulations. **(EHS)**
74. Prior to Building Permit issuance for any food facility, 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)**
75. 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)**
76. Prior to building permit final for any proposed ski lift, the property owner shall submit: **(EHS)**
 - a) An updated 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)**
77. Submit to the Environmental Health Services a "will-serve" letter from the franchised refuse collector for weekly or more frequent refuse collection service.

NOISE

78. **(MM 11-1)** The project applicant shall prepare construction specifications that require the construction contractor to limit periods of construction, including the operation of off-road equipment and rock-breaking activities, as follows:
- a) Noise-generating construction activities shall be limited to between the hours of 6:00 AM and 8:00 PM, Monday through Friday, and between the hours of 8:00 AM and 8:00 PM on Saturdays. Construction activities shall be prohibited on Sundays and holidays. An exception to these hours of construction may be allowed with approval by the Placer County Planning Services Division.

The project applicant shall prepare construction specifications that require the construction contractor to implement noise reduction measures during construction when within 700 feet of noise-sensitive receptors. The construction specifications shall include the following measures:

- b) Fixed construction equipment such as compressors and generators shall be located as far as feasibly possible from sensitive receptors. All intake and exhaust ports on power construction equipment shall be muffled or shielded.
- c) Before any particularly noisy activities are performed, written notice of such activities shall be provided to all residences within a 200-foot radius of the development site. Notices shall include specific information about the expected timing of these activities and the name and phone number of the applicant's construction representative. The construction contractor shall show reasonable flexibility in accommodating affected parties if there are specific, relatively brief time periods for which a major affected party would like to avoid noise disturbance (e.g., special events).
- d) All construction equipment shall be fitted with factory-installed muffling devices and shall be maintained in good working order.

In the event that blasting is required for the removal of rock during the construction process, the project applicant shall implement a blast noise mitigation and notification plan that will include, but is not limited to, the following measures:

- e) Blasting notification identifying the date and time of blasting shall be provided to nearby sensitive receptors located within 2,000 feet of blasting.
- f) Best available practices shall be employed to limit airblast from blasting to a single-event peak linear overpressure of 122 dB, or a C-weighted Sound Exposure Level (SEL) of 98 dBC. The cumulative noise level shall not exceed a C-weighted noise level of 60 Ldn/CNEL on any given day. These standards shall be applied at the property line of a receiving land use. Groundborne vibration from blasting shall not exceed commonly applied limits, such as those established by the US Bureau of Mines (e.g., 0.5 in/sec ppv) at the nearest noise-sensitive land uses.
- g) Blasting activities shall be limited to between the hours of 7:00 AM and 7:00 PM, Monday through Friday, and between the hours of 8:00 AM and 7:00 PM on Saturdays. Blasting activities shall be prohibited during the nighttime hours and on Sundays and holidays.
- h) A blast engineer shall be on-site during all blasting activities.

79. **(MM 11-2)** The applicant shall implement the following measures for project-level components:
- a) Snowmaking activities located within 1,200 feet of the Ritz-Carlton and Northstar Highlands shall utilize quieter fan guns, as opposed to nozzle guns. Fan guns shall be directed to minimize noise levels at the Ritz-Carlton and existing and planned residential areas at Northstar Highlands, based on the directional noise aspects of the fan guns used (refer to Table 11-14), while still achieving snowmaking objectives.
 - b) Fan guns located within 300 feet of the Ritz-Carlton and existing and planned residential

areas at Northstar Highlands shall be shielded from direct line of sight of the Ritz-Carlton and existing and planned residential areas at Northstar Highlands by use of temporary barriers or comparable technology or by locating the fan guns to take advantage of intervening physical features or structures. Temporary barriers or comparable technology shall be constructed of plywood having a minimum thickness of 0.5 inches, or a material of equivalent/increased density. Barriers or comparable technology shall be constructed to minimize air gaps at the base of the structure and between any barrier components. To the extent possible, fan guns located within 300 feet of the Ritz-Carlton and Northstar Highlands shall be placed at ground level to increase the effectiveness of the shielding provided by temporary barriers or intervening physical features.

- c) Snowmaking equipment shall be located as far as practical from the Ritz-Carlton Hotel and existing and planned residential areas at Northstar Highlands.

AIR QUALITY

- 80. a) **(MM 10-2a)** 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/District). The applicant shall not break ground prior to receiving approval of the Construction Emission / Dust Control Plan. To download the form go to www.placer.ca.gov/apcd and click on Dust Control Requirements. The applicant shall not break ground prior to receiving APCD approval of the Construction Emission / Dust Control Plan, and delivering that approval to the County.
 - b) **(MM 10-2b)** The prime contractor shall submit to the APCD a comprehensive inventory (e.g., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or 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 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) **(MM 10-2b)** Prior to approval of Grading or Improvement Plans, whichever occurs first, the applicant shall provide a written calculation to the APCD for approval 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 of 20% of NOx and 45% of DPM reduction as compared to CARB statewide fleet average emissions. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.
81. Include the following standard notes on the Improvement/Grading Plans:
- a) A person shall not discharge into the atmosphere volatile organic compounds (VOCs) 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 Rule 217.
 - b) **(MM 10-2c)** The contractor shall utilize existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.
 - c) During construction activity, no open burning of removed vegetation shall be allowed unless permitted by the District. (District Regulation 3)

- d) **(MM 10-2d)** The contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment. (Placer County Code Chapter 10, Article 10.14).
 - e) Idling of construction related equipment and construction related vehicles is not recommended within 1,000 feet of any sensitive receptor.
 - f) Construction equipment exhaust emissions shall not exceed District Rule 202 Visible Emissions limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by the District to cease operations and the equipment must be repaired within 72 hours. (APCD Rule 202)
 - g) The contractor shall suspend all grading operations when fugitive dust exceeds District Rule 228 Fugitive Dust limitations. Fugitive dust is not to exceed 40% opacity, nor go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading areas shall not exceed District Rule 228.
 - h) Operators of vehicles and equipment found to exceed opacity limits will be notified by the District and the equipment must be repaired within 72 hours. (APCD Rule 228)
 - i) 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. (APCD Rule 228)
 - j) During construction activity, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less. (APCD Rule 228)
 - k) 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) to minimize wind driven dust.
 - l) 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. (APCD Rule 228)
 - m) The prime contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are excessive and dust is impacting adjacent properties. (APCD Rule 228)
 - n) Any device or process that discharges 2 pounds per day or more of air contaminants into the atmosphere, as defined by Health and Safety Code Section 39013, may require a District permit. Developers/contractors should contact the District prior to construction and obtain any necessary permits prior to the issuance of a Building Permit. (APCD Rule 501)
82. 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)**
83. 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 / contractors 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)**

84. 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)*
85. 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)*
86. Prior to the issuance of a Building Permit, the applicant shall show provisions for all truck loading and unloading docks equipped with a 110/208 volt power outlet for every two dock doors. Diesel Trucks idling for more than five minutes shall connect to the 110/208 volt power to run any auxiliary equipment.
87. Prior to the issuance of the certificate of occupancy, a 2'x3' signage which indicates "Diesel engine Idling Limited to a Maximum of Five Minutes" shall be constructed. **(APCD)**
88. Wood burning or pellet appliances are not permitted within structures in the project area. 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. **(APCD)**

CLIMATE CHANGE

89. **(MM 16-1)** The project applicant shall implement one or more of the following measures to offset total new greenhouse gas (GHG) emissions associated with the project. Each phase of the development must demonstrate appropriate GHG reduction measures to offset the incremental increase in GHG production prior to approval of each entitlement application (i.e., Use Permit or Improvement/Grading Plans) for that phase. During review of entitlement applications for each phase, the project applicant shall provide a report to the Placer County Planning Services Division that describes the suite of options selected to reduce GHG emissions and quantifies the specific reductions using the California Emissions Estimator Model (CalEEMod) or other model approved by the Planning Division or Placer County Air Pollution Control District.
 - a) Measures to mitigate GHG emissions associated with the project may include the following:
 - 1) Plant trees in areas appropriate for restoration or reforestation, such as reclaimed land or sites previously impacted by wildfires. A monitoring, maintenance and reporting plan shall be submitted for review and approval by the Planning Services Division and Placer County Air Pollution Control District prior to approval of Use Permit or Improvement/Grading Plans for each phase.
 - 2) Replace existing resort equipment and/or vehicles with newer or more efficient models to reduce water and/or energy consumption.
 - 3) Implement emission offsets as new technology becomes available and as determined acceptable by the Placer County Air Pollution Control District and Placer County.
 - 4) Increase usage of renewable energy sources.
 - 5) Implement transportation management demand measures that decrease the number of vehicle trips to the site, including incentives for employee and guest carpooling, improved public transport, and increased employee housing.
 - 6) Exceed California minimum energy and water efficiency standards (Title 24, Part 6) in project facilities.

- 7) Demonstrate increased carbon sequestration from implementation of forest management or habitat conservation/enhancement using practices such as those identified in the Northstar Habitat Management Plan and mitigation measure 6-9.
- b) Should the project applicant not demonstrate GHG emissions offset, as required, through item (a) above, prior to approval of the entitlement applications for each phase of development, the project applicant shall purchase carbon offset credits that are (1) from the Climate Action Reserve (CAR) registry, CAPCOA GHG Reduction Exchange Program, or other similar entity as determined acceptable by the Placer County Air Pollution Control District (PCAPCD) and Placer County, and (2) quantified through an approved protocol by either the State of California or other similar entity and verified by a qualified verification body accredited by either the Climate Action Reserve or the State of California, or other similar entity as determined acceptable.

These carbon credits would be used to offset both construction and operational GHG emissions of the project. Prior to purchase, the project applicant shall provide an analysis to Placer County and the PCAPCD for review and approval. This analysis shall include the project's estimated emissions, calculation methodology, and proposed offset purchase. The applicant shall submit either the purchase certification from CAR registry or verification certification issued by a qualified verification body for all carbon offset credits purchased. In either case, the certification received for payment of credit shall indicate that the emissions are "retired."

Emissions and required offsets associated with specific NMMP project components will utilize emission estimates provided in Draft EIR Tables 16 4, 16-5 and 16 6. The project applicant will provide documentation of compliance for review and approval by Placer County and the PCAPCD as a condition of final approval.

The compliance report required under this mitigation measure will include the following components:

- a) Calculation of the total annual emissions which is the sum of the emissions from the proposed phase/project component;
- b) List of selected mitigation measures for the proposed phase/project component which have been or will be implemented before this proposed phase/project component is constructed;
- c) Emission reduction calculation from selected mitigation measures (if the purchase of offset credits is selected, the total required credits will be calculated based on the portion of the lifetime for each phase/project component);
- d) Documentation or certification if required by the selected mitigation measure;
- e) Compliance determination to verify that emissions for the proposed phase/project component are offset; and
- f) Monitoring plan to ensure the accomplishment of the selected mitigation measures.

MISCELLANEOUS CONDITIONS

90. Approval of this Conditional Use Permit is contingent upon approval by the Board of Supervisors of the proposed amendments to the Martis Valley Community Plan, the Rezone to relocate two FOR (Forestry) district squares within the larger TPZ fields and the Zoning Text Amendment to allow ski lifts and runs within the TPZ. **(PLN)**
91. 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. **(PLN)**

92. 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 attorney's fees awarded in any proceeding brought in any State or Federal court, challenging the County's approval of that certain Project known as the Northstar Mountain Master Plan. 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.
93. The Improvement Plans shall include a note stating that: During project construction, staking shall be provided pursuant to Section 5-1.07 of the County General Specifications. **(ESD)**
94. Prior to Improvement Plan approval: This project is located within a "State Responsibility Area" and, as such, is subject to fire protection regulations established by the State Board of Forestry. Compliance with these regulations shall be evidenced by submittal of a letter from California Department of Forestry (CDF) to the Engineering and Surveying Division. **(ESD)**

AFFORDABLE HOUSING

95. **(MM 5-3)** The project applicant shall mitigate potential impacts to employee housing through compliance with the Placer County General Plan Housing Element policy (C-2). The applicant is obligated to provide for 50 percent of its total Full Time Equivalent (FTE) generated by the project, or 55 FTEs. Prior to submittal of any grading/improvement plans or building permits for the project, the applicant shall submit a Employee Housing Mitigation Plan to the County's Planning Division. Prior to issuance of the first grading/improvement plans or building permits, whichever comes first, the County's Planning Division shall review and approve the Plan. The Employee Housing Mitigation Plan shall include construction or dedicated housing units for at least 75 percent of the FTE obligation (42 FTEs) for NMMP projects that generate additional FTEs. The Plan shall also detail the method of providing the required employee housing units, proposed occupancy (rental or for sale), number of employees served by the employee housing units or, in the case of in-lieu fee payment, number of employees credited, transportation to and from the project, timing of the development of employee housing units, and any incentives requested. Compliance with the Plan shall be demonstrated prior to approval of each grading/improvement plans or building permits for each project component. **(PLN)**

EXERCISE OF PERMIT

96. The Project Applicant shall have 60 months from the approval date to exercise Phase I (Condition 3) of development of this Master Plan. This permit shall expire on February 4, 2022 unless exercised by approval of Improvement/Grading Plans or Building Permit for Phase I.

97. In the event litigation is initiated by any party other than Northstar California that challenges the issuance of PCPA20140100 or the environmental document upon which the approvals are based, Northstar may request the time period in which to exercise these approvals be tolled. The tolling shall commence upon receipt by the County of written notice from Northstar invoking this right to tolling. The tolling shall terminate upon the earliest date that a final order is issued in said litigation that upholds the approvals of this Master Use Permit.
98. 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. **(PLN / ESD)**

ATTACHMENT 4

Before the Board of Supervisors County of Placer, State of California

In the matter of:

A resolution certifying the Final Environmental Impact Report and Errata, adopting the Findings of Fact and Statement of Overriding Considerations; and adopting the Mitigation Monitoring and Reporting Program regarding the Northstar Mountain Master Plan and related entitlements.

Resolution No.: _____

The following resolution was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held _____, 2017 by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Chair, Board of Supervisors

Attest:

Clerk of said Board

WHEREAS, the County of Placer acting as lead agency pursuant to the California Environmental Quality Act ("CEQA") prepared an environmental impact report for the project known as "Northstar Mountain Master Plan" to analyze the following:

- 1) Amendment to the Martis Valley Community Plan Land Use Diagram;
- 2) Conditional Use Permit to adopt the Northstar Mountain Master Plan;
- 3) Rezoning of certain properties within the Northstar Mountain Master Plan;
- 4) Zoning Text Amendment to amend Placer County Code Chapter 17, Article 17.04, Section 17.04.030 and Article 17.06, Section 17.16.010 (D) Timberland Production Zone (TPZ) related to "Ski lift facilities" and "ski runs" within Timberland Production Zone (TPZ) land located outside the Tahoe Basin.

(Hereinafter collectively referred to as "Project Approvals")

WHEREAS, the Project Approvals constitute the "Project" for purposes of the California Environmental Quality Act ("CEQA"--Public Resources Code sections 21000 et seq.) and CEQA Guidelines Sec. 15378 and these determinations of the Board, and

WHEREAS, a notice of preparation for an environmental impact report for the Project was prepared by the County and sent to the State Clearinghouse on November 6, 2012, under the title "Northstar Mountain Master Plan" (SCH No. 2012112020), and

WHEREAS, on November 26, 2013, the County released a draft environmental impact report ("DEIR") that was prepared for the Project under the direction of the County, and

WHEREAS, the DEIR was made available for public comment in accordance with CEQA from November 26, 2013 through January 13, 2014, and

WHEREAS, the County received written comments on the DEIR, in response to which the County prepared and released a Final Environmental Impact Report on June 9, 2014, (the "FEIR"), and

WHEREAS, the Project applicant subsequently placed the Project application on hold, and

WHEREAS, the Project applicant requested in late 2016 to re-initiate the processing of the Project application, and

WHEREAS, the County determined that an Errata to the FEIR was appropriate given the length of time since release of the FEIR, and

WHEREAS, on February 2, 2017, the County Planning Commission considered the FEIR and Errata and on February 2, 2017, recommended certification of the same, and adoption of the Findings of Fact and Statement of Overriding Considerations and the Mitigation Monitoring and Reporting Program, and

WHEREAS, the Board gave full and legal notice of a public hearing to consider and act upon the Project Approvals and the FEIR and Errata, which was held on _____, 2017, and

WHEREAS, on _____, 2017, the Board closed the public hearing to further public testimony, and

WHEREAS, the Board has duly considered the FEIR for the Project, which consists of the DEIR, the FEIR and Errata, all supporting studies and references to the EIR, the comments of the public, both oral and written, and all written materials in the record connected therewith, and is fully informed thereon, and

WHEREAS, the Board further finds there is no evidence of "new information" as such term is defined in CEQA Guidelines Section 15088.5 to require the FEIR and Errata to be recirculated prior to the Board's action as outlined in this resolution. This decision is based on substantial evidence in the administrative record, including but not limited to the responses to comments contained in the FEIR, the analysis in the Errata and all documents and testimony considered by the Board in rendering its decision herein, and

WHEREAS, the Board also concludes the benefits of the Project override the significant and unavoidable impacts of the Project. In particular, Northstar's prepared Habitat Management

Plan will guide the placement of more developed features of the ski resort away from ecologically sensitive lands, including upgrades to the Project area to achieve a balance between uphill capacity, downhill capacity, base lodging services, parking capacity, and stabilizing the ski area business cycle followed by a 20-year plan to upgrade almost all of the current facilities and services that will enhance Northstar's status as a self-sustaining, self-contained destination resort that provides necessary services and amenities to guests and residents on-site.

BE IT RESOLVED, by the Board of Supervisors, County of Placer, State of California:

- 1) The FEIR and Errata have been prepared in accordance with all requirements of CEQA and the Guidelines.
- 2) The FEIR and Errata were presented to and reviewed by the Board. The FEIR and Errata were prepared under supervision by the County and reflects the independent judgment of the County. The Board has reviewed the FEIR, and bases its findings on such review and other substantial evidence in the record.
- 3) The Board hereby certifies the FEIR and Errata as complete, adequate and in full compliance with CEQA as a basis for considering and acting upon the Project Approvals and, exercising its independent judgment.
- 4) The Board has considered and hereby adopts the "Findings of Fact" as set forth in Exhibit C, attached hereto and incorporated herein by reference.
- 5) The Board hereby adopts the Mitigation Monitoring and Reporting Program ("MMRP") prepared for the Project Approvals and as set forth in Exhibit D and incorporated herein by reference. All mitigation measures proposed in the FEIR shall be implemented, and the MMRP will implement all mitigation measures adopted with respect to the Project Approvals. The MMRP is hereby incorporated into the Project conditions of approval and thereby becomes part of and limitations upon the entitlements conferred by the Project Approvals.

BE IT FURTHER RESOLVED: That notwithstanding the imposition of the mitigation measures in the MMRP as set forth above, significant impacts of the Project have not been reduced to a level of insignificance or eliminated by changes in the proposed Project. The Board of Supervisors finds that the Project will bring substantial benefits to the County and that the Project's benefits outweigh the Project's significant unmitigated adverse impacts and pursuant to CEQA Guidelines section 15093 adopts and makes the Statement of Overriding Considerations as set forth in Section 7 of Exhibit C, attached hereto and incorporated herein by reference, to explain why the Project's benefits override its unavoidable impacts. Having carefully considered the Project, its impacts and the foregoing benefits, the Board of Supervisors finds, in light of the important social, economic and other benefits that the Project will bring, the adverse environmental impacts of the Project that are not fully mitigated are acceptable.

BE IT FURTHER RESOLVED: That the Planning Services Division is directed to file a Notice of Determination with the County Clerk within five (5) working days in accordance with Public Resources Code section 21152(a) and CEQA Guidelines section 15094.

- Exhibit A: Draft Environmental Impact Report / Final Environmental Impact Report
- Exhibit B: Errata to the Final Environmental Impact Report
- Exhibit C: CEQA Findings of Fact and Statement of Overriding Considerations
- Exhibit D: Mitigation Monitoring and Reporting Program

**Delivered Under Separate Cover:
Exhibit A: Draft EIR and Final EIR**

EXHIBIT B

ERRATA TO NORTHSTAR MOUNTAIN MASTER PLAN FINAL EIR (STATE CLEARINGHOUSE NO. 2012112020) - ANALYSIS OF CHANGED ENVIRONMENTAL CONDITIONS SINCE THE RELEASE OF THE FINAL EIR

PROJECT OVERVIEW

The proposed Northstar Mountain Master Plan (NMMP) identifies planned, on-mountain improvements, including upgrading and widening of existing ski trails, new ski lifts, and new/replaced ski trails, as well as infrastructure to accommodate these features, including on-mountain, skier service facilities and upgrades, snowmaking facilities, utilities, and maintenance/access roadways. In addition, the NMMP includes other recreation components such as camping and relocation of the existing cross-country ski center facilities. The NMMP has been designed to comply with guidelines and management measures established in the Northstar Habitat Management Plan (HMP). The project includes improvements at various stages of design that would occur over a time period (i.e., 20 years for full buildout of all NMMP improvements). Improvements anticipated to be constructed in the near term are identified as project-level components and have been designed and evaluated at a project level of detail in the Draft and Final EIR consistent with the requirements of California Environmental Quality Act (CEQA) Guidelines Section 15161. Other improvements have been conceptually designed and further details about these components would be proved in the future. These improvements are identified as program-level components and were analyzed in the Draft and Final EIR at a programmatic level of detail consistent with State CEQA Guidelines Section 15168.

The requested entitlements for the NMMP consist of the following:

- ▲ General Plan Amendment to the Martis Valley Community Plan – Placer County approvals for the transfer of land use designations; Tourist/Resort Commercial land use designation located in the Backside area with the Forest land use designation located at the program-level Campsite/Skier Service/Cross Country ski center project area and associated adjustment of the final location of these land use designation squares
- ▲ Rezone to align the FOR (Forestry) zoning with the relocated underlying land use designation squares related to the General Plan Amendment
- ▲ Zoning Text Amendment – A limited countywide Zoning Text Amendment that allows ski lifts, trails, snowmaking, and related facilities in lands currently zoned for TPZ, outside the Lake Tahoe Basin boundary and within land boundaries that are owned and/or operated by existing ski resorts
- ▲ Conditional Use Permit
- ▲ Design/site review for all proposed structures with the Design Sierra (Ds) zoning designation

The NMMP Draft EIR was released for public review on November 26, 2013. The Final EIR was completed on June 9, 2014. However, the processing was placed on hold and the Final EIR was never certified. The County and applicant have now reinitiated the project for consideration by the Planning Commission and Board of Supervisors. There have been no changes to the project design or requested entitlements.

PURPOSE OF THIS ANALYSIS

The technical analysis below evaluates changes in environmental setting and cumulative conditions since June 2014 (e.g., new regulations and development applications) to determine if recirculation of the Draft EIR would be required. This analysis utilizes the following criteria set forth in CEQA Guidelines Section 15088.5

(a) in regards to determining whether changes in the conditions would be considered “significant new information” that would trigger the need to recirculate the Draft EIR:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project’s proponents decline to adopt it.
- (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Key changes in the environmental baseline setting and cumulative setting conditions since June 2014 related to the NMMP Draft and Final EIRs consist of the following:

- ▲ Northstar Basin Retrofit Project: This project was approved and constructed in 2015 and consists of the replacement of storm drainage facilities in the lower parking area (below Northstar Village) with a new treatment system. The new treatment system consists of an underground infiltration facility that no longer utilizes the previous Northstar Village water quality basin (which has been removed) to address downstream hydrologic impacts and associated litigation involving the Aspen Grove Property Owners Association. Prior to this project, representatives of Aspen Grove Property Owners Association commented on the NMMP Draft EIR regarding the potential for the NMMP to contribute to downstream hydrologic impacts to Aspen Grove related to the operation of a Northstar Village water quality basin. This change to the setting conditions is addressed below under “Hydrology and Water Quality.”
- ▲ Martis Valley West Parcel Specific Plan (MVWSP): This project was approved by the Board of Supervisors on October 11, 2016 and is located adjacent to the southeast corner of the NMMP area. The MVWSP would allow for the development of up to 760 residential units (including 21 units of workforce housing), 6.6 acres of commercial uses, and approximately 390 acres of designated forest land on the west parcel (west of Highway 267). This development potential was transferred from 1,360 residential units and 6.6 acres of commercial uses previously designated under the Martis Valley Community Plan (MVCP) to be located east of State Route 267 (referred to as the East Parcel)¹. The remaining 600 residential units of development potential on the East Parcel will be permanently retired. As noted in the NMMP Final EIR, the MVWSP application had not been submitted at the time of the release of the Notice of Preparation, and, therefore, was not in the Draft EIR cumulative analysis. However, the MVWSP Draft EIR cumulative setting and impact analysis did include the NMMP. The consideration of the approved MVWSP and the project and cumulative impact conclusions of its Draft and Final EIR are utilized in the analysis below under several environmental issue areas.
- ▲ Amendment to the Martis Valley Community Plan: The MVCP was amended on October 11, 2016 by the Board of Supervisors to include the following goal and policies related to emergency preparedness and evacuation plans. This new requirement is addressed below under “Hazardous Materials and Hazards.”

Goal 6.J. To establish protocols for emergency events, such as fire, avalanche, seismic and flood protections measures.

- **Policy 6.J.1.** The County shall require all new development projects prepare and implement an emergency preparedness and evacuation plan consistent with Government Code Section 65302(g) (protection from unreasonable risks associated with the effects of seismic, geologic or flooding

¹ The Northstar Mountain Master Plan Draft EIR cumulative traffic analysis utilized the full build out of this area based on the Martis Valley Community Plan (1,360 dwelling units and 6.6 acres of commercial uses) and not the development reductions as part of the approved MVWSP.

events or wildland fires, etc.) and in furtherance of the Placer Operational Area Eastside Emergency Evacuation Plan (Update 2015).

- **Policy 6.J.2.** The Placer Operational Area Eastside Emergency Evacuation Plan, as updated by the Board of Supervisors in 2015 is hereby incorporated by reference.
- ▲ Verizon Wireless Brockway Summit Cell Tower (located within MVWPSP that is adjacent to the southeast corner of NMMP area). This project is further discussed under “Visual Resources.”
- ▲ Brockway Campground² (located south of Northstar west of State Route 267 in the Tahoe Basin)
- ▲ Middle Martis Creek Wetland Restoration Project (wetlands restoration located within Martis Valley north of NMMP area). This project will result in an improvement in natural habitat conditions. These improvements would lessen overall cumulative biological impacts and would not alter the biological resources analysis of the NMMP Draft and Final EIR.
- ▲ Tahoe Expedition Academy: A new approved (May 2016) pre-kindergarten to 12th grade campus on Schaffer Mill Road in Martis Valley located north of NMMP area. This project is further discussed under “Traffic and Circulation” and “Hydrology and Water Quality.”
- ▲ PlumpJack Squaw Valley Inn: A proposed redevelopment of the hotel site to provide both lodging units and residences in Squaw Valley. This project is over five miles from the NMMP project area and is not located in Martis Valley or along the State Route 267 corridor. Given its distance from NMMP and because it is the redevelopment of an existing hotel use, this project would not alter any of the conclusions of the NMMP Draft and Final EIR.
- ▲ Palisades at Squaw: A proposed 63 residential dwelling units in Squaw Valley on an infill site. This project is over three miles from the NMMP project area and is not located in Martis Valley or along the State Route 267 corridor. Given its distance from the NMMP and because it involves development of an infill development, it would not alter any of the conclusions of the NMMP Draft and Final EIR.
- ▲ Squaw Valley – Alpine Sierra Gondola: A proposed gondola connecting Alpine Meadows and Squaw Valley ski resorts. This project is over seven miles from the NMMP project area and is not located in Martis Valley or along the State Route 267 corridor. Given its distance, it would not alter any of the conclusions of the NMMP Draft and Final EIR.
- ▲ Adoption of Clean Energy and Pollution Reduction Act of 2015 (known as Senate Bill 350 [SB 350]): SB 350 was signed into law on October 7, 2015 and expands the existing the California Renewables Portfolio Standards (RPS) Program, which is codified in the Public Utilities Act, with the target to increase the amount of electricity generated per year from eligible renewable energy resources to an amount that equals at least 33% of the total electricity sold to retail customers per year by December 31, 2020. SB 350 amended the RPS to include a 50% renewable energy resources target by the year December 31, 2030. While the RPS requirements did not specifically change CEQA or the CEQA Guidelines, the GHG analysis in the NMMP Draft EIR (Chapter 16, Greenhouse Gases and Climate Change) utilize the RPS standards at the time (33% renewables) and did not factor the additional GHG emission reduction benefits of SB 350. This new law is further discussed under “Greenhouse Gases and Climate Change.”
- ▲ Adoption of the amended California Global Warming Solutions Act of 2006 (known as Senate Bill 32 [SB 32]): SB 32 was signed into law on September 8, 2016 and establishes statewide greenhouse gas emissions reduction target of at least 40 percent below the statewide greenhouse gas emissions limit no

² The applicant has formally requested the County suspend work on this application and it is understood that the property is to be conveyed to the U.S. Forest Service.

later than December 31, 2030. The impact of this new law is further discussed under “Greenhouse Gases and Climate Change.”

- ▲ *Center for Biological Diversity v. California Department of Fish and Wildlife (2015) 62 Cal.4th 204 (CBD v. CDFW)*: The California Supreme Court issued an opinion regarding the validity of how GHG impacts were evaluated in an EIR, among other issues. The impact of this court decision is further discussed under “Greenhouse Gases and Climate Change.”

As analyzed below by environmental issue area evaluated in the NMMP Draft EIR, none of the changes in setting and cumulative changes since release of the Final EIR in June 2014 are considered “significant new information” that would alter the environmental impact conclusions in the Draft or Final EIR such that a new significant impact would occur. Recirculation of the Draft EIR would not be required.

Land Use and Forestry Resources (Draft EIR Chapter 4)

The Draft and Final EIR identified that the NMMP would not result in any significant land use or forestry resource impacts with the application of mitigation measures 4-4 (Implement construction control measures), 10-2a through d (Construction air pollution controls), 11-1 (Mitigation for construction generated noise), and 11-2 (Mitigate for snowmaking and grooming activities) (see Draft EIR Chapter 4.0, Land Use and Forestry Resources, Impacts 4.1 through 4.4). No cumulatively considerable land use and forestry impacts were identified.

While new projects in the NMMP project area and Martis Valley have altered the land areas anticipated to be developed in the cumulative analysis provided in the NMMP Draft and Final EIR, none of these projects would result in greater development potential than what was established in the MVCP (which was used in the cumulative setting in the NMMP Draft and Final EIR). The only project in close proximity to the NMMP proposed facilities is the MVWSP. The nearest proposed NMMP facilities to the MVWSP are C lift and its related trails, skier services/relocated cross-country ski center facilities and the campsite. These facilities would be located approximately 2,000 feet from the western boundary of the development area of the MVWSP. This area consists of forested land not planned for development and would effectively buffer these two land uses. It should also be noted that the MVWSP would result in the reduction of the total development potential under the MVCP (which was the basis of the cumulative setting for the NMMP Draft and Final EIR) by 600 dwelling units and would result in a net gain of 8 acres of land designated Timber Production Zone (TPZ) over existing conditions (see MVWSP Draft EIR, Chapter 5, Land Use and Forestry Resources). Overall, land use and forestry impacts would not change.

Population, Housing, and Employment (Draft EIR Chapter 5)

No significant impacts were identified in the NMMP Draft and Final EIR in regards to displacement of housing or population and the project would not trigger growth inducement (see Draft EIR Chapter 5.0, Population, Housing and Employment, Impacts 5.1 and 5.2). Potentially significant impacts were identified under Impact 5.3 (Require Additional Employee Housing), pertaining to the NMMP’s generation of up to 107 full-time equivalent jobs and need to provide employee housing. This impact would be reduced to a less-than-significant level through the implementation of Mitigation Measure 5-3 (Provision of Employee Housing) which would require the project to provide housing for 50% of the NMMP’s full-time equivalent jobs consistent with Placer County Housing Element Policy C-2. The Draft EIR identifies current employee housing available at the Sawmill Heights site located within Northstar, anticipated employee housing demands from build out of Northstar’s major projects (see Draft EIR Table 5-11), the ability to further expand Northstar employee housing at Sawmill Heights by an additional 174 units, and other off-site housing opportunities.

While other projects in the region have been proposed since 2014 that would place further demand for employee housing, each project is required to provide for employee housing and include in their project design and/or mitigation measures the provision of employee housing to offset their impact similar to Mitigation Measure 5-3 applied to the NMMP. For example, the MVWSP Policies LU-HS1 through LU-HS5 require compliance with Placer County workforce housing requirements and includes the designation of a 6.9-acre site that could accommodate 21 workforce housing units. Therefore, cumulative housing impacts

would be reduced to a less-than-significant level through compliance with County plans and policies. No new significant population and housing impacts would occur.

Biological Resources (Draft EIR Chapter 6)

The Draft and Final EIR identified that the NMMP could result in significant impacts related to following biological resources:

- ▲ special-status plant species (Impact 6-1: mitigated to a less-than-significant level by mitigation measures 6-1a and b and implementation of the Northstar HMP.),
- ▲ special status wildlife species (northern goshawk, California spotted owl, yellow warbler, willow flycatcher, Sierra Nevada mountain beaver, Sierra Nevada snowshoe hare, and western white-tailed jackrabbit) (Impacts 6-2 through 6-5: mitigated to a less-than-significant level by mitigation measures 6-2a and b, 6-3a and b, 6-4, 6-5a and b and implementation of the Northstar HMP.),
- ▲ mule deer fawning (Impact 6-6: Mitigated to a less-than-significant level by mitigation measure 6-6 and implementation of the Northstar HMP.),
- ▲ migratory birds (Impact 6-7: mitigated to a less-than-significant level by mitigation measure 6-7 and implementation of the Northstar HMP.),
- ▲ special-status bat species (Pallid bat, Townsend's big-eared bat, and spotted bat) (Impact 6-8: mitigated to a less-than-significant level by Mitigation Measure 6-8.),
- ▲ riparian and sensitive habitat communities (late-seral conifer forest habitat and riparian and aquatic habitat) (Impact 6-9: mitigated to a less-than-significant level by mitigation measure 6-9 and implementation of the Northstar HMP.), and
- ▲ wetlands (Impact 6-10: mitigated to a less-than-significant level by mitigation measure 6-10.)

The Draft and Final EIR identify that implementation of the above mitigation measures HMP would offset the NMMP's cumulative contribution to regional biological resource impacts. Therefore, the project's contribution to these impacts would not be considerable.

The MVWPSP project area is near the NMMP project area and has similar habitat conditions. However, the development portion of the MVWPSP was not included in the NMMP Draft EIR cumulative impact analysis as the MVWPSP application had not been filed at the time of the preparation of the NMMP Draft EIR. MVWPSP Draft and Final EIR were released after completion of the NMMP Final EIR and identified similar impacts to special-status plant and animal species as well as sensitive habitat conditions and included the NMMP in its cumulative setting and impact analysis (see MVWPSP Draft EIR Table 4-2 and Chapter 7.0, Biological Resources). The MVWPSP Draft and Final EIR identified mitigation measures similar to those identified in NMMP Draft and Final EIR and concluded that biological impacts would be mitigated to less than significant under project and cumulative conditions (similar to the conclusions of the NMMP Draft and Final EIR). The other projects identified above do not have same habitat conditions as the NMMP project area (mixed conifer forest, late-seral conifer forest habitat and riparian and aquatic habitat) and would not alter the setting conditions utilized in the NMMP Draft and Final EIR. Overall, biological resource impacts would not change.

Cultural Resources (Draft EIR Chapter 7)

Chapter 7.0 of the NMMP Draft EIR identified that the implementation of the NMMP project and program components could impact 13 identified prehistoric and historic sites that required mitigation to avoid and protect the resources consistent with Public Resources Code Section 21083.2 (see Impact 7.1 and Mitigation Measure 7-1). The Draft EIR also identified potential impacts to paleontological resources (see Impact 7.3 and Mitigation Measure 7-3).

As noted in the NMMP, implementation of the project, along with foreseeable development in the region (including the new projects noted above since June 2014), could result in the disturbance of cultural and paleontological resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) and human remains. Implementation of NMMP mitigation measures 7-1 and 7-3 would continue to offset the project's contribution to the loss of prehistoric, historical, and paleontological resources in the region through avoidance and mitigation of discovered resources. Overall, cultural resources impacts would not change.

Visual Resources (Draft EIR Chapter 8)

The NMMP Draft and Final EIR identify significant and unavoidable project and cumulative visual impacts associated with the proposed Q, W, and V lifts, related ski trail improvements viewed from State Route 89 (see visual simulation in NMMP Draft EIR Figure 8-4), and nighttime lighting sources (see Impact 8.2 and Section 18.2.5 of the Draft EIR). Visual character impacts internal to Northstar were also identified for proposed skier services/relocated cross-country ski center facilities and Castle Peak parking lot transport gondola terminals would be less than significant with the implementation of Mitigation Measure 8-3 (Design features to blend with natural and resort character) (see Impact 8.3). Nighttime lighting and glare would be limited to isolated light sources associated with the skier service sites, relocated cross-country ski center facilities, lift terminals, and the Castle Peak parking lot transport gondola terminals. Project impacts would be mitigated to a less-than-significant level through implementation of Mitigation Measure 8-5a and b (minimize light and use of nonreflective building materials).

While the MVWSP and the Verizon Wireless Brockway Summit Cell Tower could further add to cumulative alteration of the visual character of Maris Valley mountains and ridgelines, this impact was already identified as significant and unavoidable for project and cumulative conditions in the NMMP Draft and Final EIR. Nothing about the assumptions for these projects has changed since the Draft and Final EIR was prepared. Overall, visual resources impacts would not change.

Traffic and Circulation (Draft EIR Chapter 9)

As documented in the NMMP Draft and Final EIR, transportation-related and vehicle miles traveled (VMT) impacts of the project are limited to the increase of summer and winter employment from recreation facility expansion at the Northstar ski resort. With the application of mitigation measures 18-1a (Payment of countywide traffic impact fees), and 18-1b (Payment of annual transit fee), NMMP project and cumulative transportation impacts would be less than significant. As noted in the Draft EIR (see page 18-27 and 18-28) and the Final EIR (see pages 1-18 and 1-19), the NMMP would not exceed the Tahoe Regional Planning Agency's VMT threshold as proposed. The NMMP has been designed to accommodate both a day skier population and the destination-oriented guest. Given the approved bed-base and commercial venues, the project is designed to extend the vacation and recreation experience for the destination visitor within Northstar rather than having visitors leave Northstar for other destinations (such as the Lake Tahoe Basin).

The MVWSP and the Tahoe Expedition Academy are both located within the traffic analysis study area of the NMMP and were not specifically identified in the NMMP Draft EIR traffic analysis. As identified on NMMP Draft EIR pages 18-8 and -9, the cumulative traffic impact analysis for summer and winter conditions was based on assumed buildout of the MVCP. Because MVWSP resulted in the reduction of MVCP development potential from 1,360 residential units and 6.6 acres of commercial uses to 760 residential units and 6.6 acres of commercial uses), no new or more severe cumulative traffic impacts would occur beyond what was disclosed in the NMMP Draft and Final EIR. It should be noted that the MVWSP did include transportation mitigation measures similar to the NMMP mitigation measures for the payment of countywide traffic fees (MVWSP Mitigation Measure 10-9) and annual transit fees (MVWSP Mitigation Measure 10-5a).

The Tahoe Expedition Academy is located north of the NMMP on Schaffer Mill Road on the Hopkins Ranch site. The traffic analysis in the subsequent mitigated negative declaration for the Tahoe Expedition Academy (March 2016) identified that the Tahoe Expedition Academy direct traffic impacts would be limited to its access point on Schaffer Mill Road that would be mitigated through proper design of the access (Tahoe Expedition Academy Mitigation Measure MM 4.4.1) (see page 33 of the Tahoe Expedition Academy

Subsequent Mitigated Negative Declaration). No significant cumulative traffic operation impacts were identified. The academy project is subject to payment of traffic impact fees (Tahoe Expedition Academy Mitigation Measure MM 4.4.3) and participation in the Truckee-North Tahoe Transportation Management Association (Tahoe Expedition Academy Mitigation Measure MM 4.4.7b). Thus, the Tahoe Expedition Academy does not alter cumulative traffic conditions that would trigger a new or more severe transportation impact not already addressed in the NMMP Draft and Final EIR.

Air Quality (Draft EIR Chapter 10)

The NMMP air quality impacts are limited to construction-related emissions and would be mitigated through implementation of mitigation measures 10-2a (mitigate for on-site dust), 10-2b (mitigate for ozone precursor emissions), 10-2c (mitigate for diesel power generators), and 10-2d (mitigate for emissions from idling). No significant operational or cumulative air quality impacts were identified for the NMMP (see Draft EIR Impact 10.4 and Section 18.1.7 [Cumulative Air Quality Impact]).

While the projects noted above could add to existing and cumulative air pollutant emissions, the NMMP mitigation measures identified above would reduce its construction emissions below Placer County Air Pollution Control District's (PCAPCD) thresholds of 82 pounds per day for emissions of reactive organic gases, nitrogen oxides, and particulate matter and NMMP cumulative emissions would also be below PCAPCD cumulative threshold of 10 pounds per day of emissions of reactive organic gases and nitrogen oxides (see Draft EIR Impact 10.4 and Section 18.1.7 [Cumulative Air Quality Impact]). Overall, air quality impacts would not change.

Noise (Draft EIR Chapter 11)

NMMP Draft and Final EIR identify that project noise impacts are limited to site-specific noise and vibration generated by construction activities (Mitigated by implementation of Mitigation Measure 11-1 [mitigate for construction-generated noise] and snowmaking and grooming activities (mitigated by implementation of Mitigation Measure 11-2 [mitigate for snowmaking and grooming activities].) Project and cumulative traffic noise contributions to area roadways would be not be perceptible (0.01 to 0.39 dBA under project impacts and 0.01 to 0.11 dBA under cumulative impacts. The human ear perceives changes in noise levels at a 3-dBA increase.)

As noted above under "Traffic and Circulation", the MVWSP and Tahoe Expedition Academy would not further increase cumulative traffic volumes and the associated traffic noise levels used in the NMMP Draft EIR and would not alter the noise impact conclusions of the NMMP Draft and Final EIR. Overall, noise impacts would not change.

Geology and Soils (Draft EIR Chapter 12)

Geology and soil impacts of the NMMP are site-specific and consist of the following (based on the NMMP Draft and Final EIR:

- ▲ potential fault rupture (Impact 12.1: Mitigated by Mitigation Measure 12-1 [require lift design to avoid fault hazard].), and
- ▲ slope and soil stability (Impact 12.3: Mitigated by mitigation measures 12-3a [conform to recommendations of final geotechnical subsurface investigation], 12-3b [improvement plan review and approval], 12-3c [grading, revegetation, and winterization requirements], 12-3d [water quality permit coverage], 12-3e [implementation of best management practices], and 12-3f [improvement plan measures for water quality protection].)

No significant cumulative geologic impacts for the NMMP were identified in the Draft and Final EIR.

Given the site-specific nature of geologic and soil impacts, none of the projects identified above would alter project and cumulative impact conclusions of the NMMP Draft and Final EIR. The MVWSP includes

mitigation measures like the NMMP mitigation measures to address geologic and soil stability (see MVWSP Draft EIR Impact 14-4 and 14-5). Overall, geology and soils impacts would not change.

Hydrology and Water Quality (Draft EIR Chapter 13)

The NMMP Draft and Final EIR identified the following project and cumulative impacts that can be mitigated to less than significant:

- ▲ construction water quality degradation (Impact 13.1: Mitigated by mitigation measures 13.1a [implement construction water quality controls], 13.1b [grading restrictions], and 13.1c [compliance with NPDES Phase II Program].),
- ▲ operational water quality degradation (Impact 13.2: Mitigated by Mitigation Measure 13-2 [implement water quality controls for project components].),
- ▲ increases in stormwater runoff (Impact 13.3: Mitigated by mitigation measures 13-3a [submit final drainage report], 13-3b [drainage improvements to ensure no increase in flows], 13-3c [drainage improvements to ensure proper function], and 13-3d [address drainage changes with program-level components].)
- ▲ alteration of floodplain conditions (Impact 13.4: Mitigated by Mitigation Measure 13-4 [bridge and culvert design].)

Concerns regarding the potential for the NMMP to contribute to downstream hydrologic impacts to Aspen Grove Condominiums (Aspen Grove) related to the operation of a Northstar Village water quality basin were provided as comments on the NMMP Draft EIR. The Final EIR identified that Mitigation Measures 13-3a through c include performance standards that would ensure the NMMP would not increase downstream flows (see Final EIR pages 1-6 through 1-10). Since release of the Final EIR, Northstar completed the Northstar Basin Retrofit Project in the fall 2015 to replace portions of the storm drain system. The project reconfigured the overall stormwater system to provide long-term treatment of stormwater runoff by removing the water quality basin and installing a permanent, below-ground treatment system and overflow channel. Additionally, the litigation related to the Aspen Grove and Northstar water quality basin dispute was settled in January 2016. As a result of these actions, the County finds it appropriate to revise portions of Mitigation Measure 13-3b and delete Mitigation Measure 13-3c (see below).

Mitigation Measure 13-3b

The Improvement Plan submittal and final Drainage Report for each phase shall provide details showing that stormwater runoff shall be reduced to pre-project conditions through the installation of retention/detention facilities, or other methods that slow and infiltrate stormwater runoff to levels equal to or less than pre-project conditions. Retention/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 & Surveying Department (ESD), and shall be shown on the Improvement Plans. For specific project phases where any portion of the specific project phase development is within the 178-acre watershed (Watershed 1-F) which drains to the Northstar Village, a comprehensive drainage study shall be prepared that identifies pre and post project peak flows for the 2, 5, 10, 25 and 100-year return intervals in order to assure that post project peak flows from the site will be equal to or less than pre-project conditions for a broad range of storm events. The retention/detention system shall be designed to the satisfaction of the Engineering and Surveying Division (ESD). Maintenance of these facilities shall be provided by the project owners/permittees.

~~At the sole discretion of the County, the above comprehensive drainage study may be waived for a specific phase of development where that specific phase of development is wholly contained outside of the 178-acre watershed (Watershed 1-F) which drains to the Northstar Village. Furthermore, at the sole discretion of the County, the above comprehensive drainage study may be waived for a specific project development phase where any portion of the development is within the 178-acre watershed (Watershed~~

~~1 f) which drains to the Northstar Village if the County is presented with sufficient written evidence, to the satisfaction of the County, that the issues related to the Aspen Grove – Northstar Village water quality basin dispute have been resolved through relocation of the basin, settlement of the litigation or final adjudication by a court of law.~~

The MVWPSP would discharge stormwater into watershed 1 of the NMMP and contribute to drainage flows. However, the MVWPSP does identify storm drain collection, treatment and infiltration facilities and includes mitigation that require runoff be reduced to pre-project conditions (MVWPSP Mitigation Measure 15-5b).

Since release of the NMMP Final EIR, the Sustainable Groundwater Management Act of 2014 (SGMA) became law on January 1, 2015, and applies to all groundwater basins in the state (Water Code Section 10720.3). By enacting the SGMA, the legislature intended to provide local agencies with the authority and the technical and financial assistance necessary to sustainably manage groundwater within their jurisdiction (Water Code Section 10720.1). The Department of Water Resources has ranked the Martis Valley Groundwater Basin as “medium priority.” The counties and special districts with jurisdiction over this basin will need to take steps to comply with SGMA.

The additional groundwater supply demands of the MVWPSP and Tahoe Expedition Academy would be similar to the groundwater demands of the original land use intensities identified in the MVCP. The 2013 Martis Valley Groundwater Management Plan identifies that annual average groundwater recharge is approximately 32,745 to 35,168 acre-feet, while buildout of the Martis Valley would generate a groundwater demand below the recharge level (21,000 acre-feet annually).³ Thus, no new groundwater supply impacts are expected. Overall, hydrology and water quality impacts would not change.

Public Services (Draft EIR Chapter 14)

The only significant public services impact identified in the NMMP Draft and Final EIR was potential conflicts with the proposed Castle Peak parking lot transport gondola facilities on the Martis Creek Hiking Trail and the Northstar Property Owners Association Recreation Center. This impact could be reduced to a less-than-significant level through implementation of Mitigation Measure 14.7-1 (Design Castle Peak parking lot transport gondola to avoid recreation facilities.) (see Impact 14.7-1)

The MVWPSP will annex into the Northstar Community Services District for fire protection, water service and wastewater service, which would also provide service to the NMMP facilities. The MVWPSP Draft and Final EIR identifies no significant and unavoidable project or cumulative impacts for public service provision. MVWPSP mitigation measures 16-8b (ensure sufficient capacity in Truckee Sanitary District lines to accommodate MVWPSP) and 17-3 (provide additional fire protection staffing) would offset MVWPSP impacts to services. Thus, no new significant public service impacts to the NMMP would occur beyond what was addressed in the NMMP Draft and Final EIR.

Hazardous Materials and Hazards (Draft EIR Chapter 15)

The NMMP Draft and Final EIR identified no project or cumulative significant hazard impacts related to hazardous materials (Impact 15.1 and 15.2), wildland fire hazards (Impact 15.3), temporary construction impacts (Impact 15.4), and potential height conflicts with airport operations (Impact 15.5).

As part of the project consideration of the MVWPSP, concerns were raised regarding safety hazards associated with risk of fire hazards (as well as other hazards such as seismic events) and emergency evacuation and response. These concerns also identified potential issues with the limited capacity of State Route 267 to support evacuation in a timely manner. The MVWPSP Final EIR estimated that it could take up to 1.5 hours to evaluate the area using State Route 267 under worst-case cumulative conditions during the summer tourist season (page 3-39 of the MVWPSP Final EIR). In response to the overall emergency evacuation and response concerns, the Board of Supervisors adopted policy changes to the MVCP that require new development projects to prepare and implement an emergency preparedness and evacuation

³ MVWPSP does address and mitigate site-specific impacts to groundwater should on-site well facilities be utilized under MVWPSP EIR Impact 15-4. This would not impact the groundwater supply impact analysis for the NMMP.

plan consistent with Government Code Section 65302(g) and in furtherance of the Placer Operational Area Eastside Emergency Evacuation Plan.

The NMMP consists of improving and expanding current winter and limited summer recreation facilities on the mountain, which differs from projects like MVWSP that involve the establishment of new development in forested land condition as opposed the recreational users that are only on-site for brief periods of time. Implementation of the NMMP at full build out would add 107 full-time equivalent employees during the winter season and three full-time equivalent employees during the summer season to existing resort operations. In addition, build out of the Northstar community has resulted in roadway improvements that now provide multiple points of access into Northstar (e.g., Northstar Drive, Highlands View Drive, Fibreboard Freeway, Sawmill Flat Road emergency access connection from Martis Camp community and Sierra Meadows).

The NMMP project applicant has prepared an Emergency Preparedness and Evacuation Plan (EPEP- that complies with the recent policy additions to the MVCP. The EPEP is focused primarily on emergency preparedness and evacuation protocols for emergency events, such as fire, and supplements the existing Northstar California Emergency Response Plan (ERP). Other hazards are also addressed, including avalanche, seismic and flood protection measures. The EPEP is consistent with the MVCP, and is intended to be implemented in conjunction with the Northstar Fire Department Evacuation Plan and the Placer County Operational Area East Side Emergency Evacuation Plan.

The EPEP is provided as Exhibit 1. Key components to the EPEP include the following:

▲ Evacuation Routes

- Highlands View Drive to State Route 267
- Northstar Drive to State Route 267
- Fibreboard Freeway to State Route 267
- Sawmill Flat Road adjacent to one-mile sign to State Route 267
- Old Mill Site Road through Martis Camp community to Schaffer Mill Road to State Route 267
- 900 Road to Fibreboard Freeway to Sierra Meadows to Old Brockway Road

▲ Northstar California Fire Protection Programs

- Northstar Annual Wildland Fire Drill: This annual training includes Northstar Fire, CAL FIRE, and other local agencies to familiarize the agencies to the mountain and mountain roadways, snowmaking hydrants for wildland fire suppression, and communication processes.
- Northstar Snowmaking System Charged for Wildfire Suppression: Northstar has a policy that portions of the snowmaking system shall remain charged with water during the summer months in the event of a wildfire. Northstar implements annual employee training on snowmaking system training for summer use.
- Northstar Hot Work Program: Written procedures to prevent fires resulting from operations on the mountain that can cause a fire.
- Northstar Wildland Fire Emergency Action Procedures: Procedures that detail the appropriate response personnel during an emergency and fire reporting protocols.
- Northstar Defensible Space Checklist: Guidelines to reduce fuels within 100, 30, and five feet of structures.
- Red Flag Warning Days: Also, known as a "Fire Weather Warning." This is a forecast of whether conditions are ideal for wildland fire ignition and rapid propagation.

- ▲ Northstar Traffic and Parking Management Plan: This plan is provided in Appendix 3.2 of the NMMP Draft EIR and is implemented during winter resort operations to ensure that public safety and emergency access conditions are optimal.
- ▲ Northstar Parking Lot Staging Areas: In the unlikely event that evacuation is not possible, Northstar has designated five open parking areas totaling over 30 acres that can be used for emergency staging event and “shelter-in-place.”
- ▲ Northstar Water Sources in the Event of a Wildfire: As noted above, the mountain provides water sources associated with snowmaking hydrants that can be used for fire suppression. Additionally, Sawmill Lake is an onsite water source than can be used for fire suppression.
- ▲ Northstar Yearly Fuels Reduction and Forest Management: Northstar implements a fuels management program as part of the Northstar Habitat Management Plan. From 2009 to 2015, the Northstar Fire Department conducted fuels reduction approximately 820 acres and Northstar conducted fuels reduction on approximately 370 acres.
- ▲ Northstar Habitat Management Plan: The Northstar Habitat Management Plan is provided in Appendix 3.3 of the NMMP Draft EIR and includes provisions for forest enhancement through fuels reductions and identifies “High Priority” fuel treatment locations. Northstar implements fuels reduction in these areas per the Habitat Management Plan recommendations.
- ▲ Northstar Enhancement Timber Harvest Plan: Northstar and the Northstar Fire Department partnered in 2016 in the preparation of CAL FIRE Timber Harvest Plan. The Enhancement Timber Harvest Plan allows fuel reduction through thinning and meadow/wet area restoration in priority areas with the goal to enhance forest resources and provide for a more fire resistant forest type. Both Northstar and Northstar Fire Department were able to implement projects within this Timber Harvest Plan in 2016, with additional projects anticipated yearly.

As noted above, the EPEP provides multiple measures to minimize and effectively respond to wildland fire events on the mountain, as well as provide six evacuation routes to respond to catastrophic events (fires, avalanches, seismic and flood events). The NMMP Draft and Final EIR identifies no significant and unavoidable impacts to the traffic operations of these six evacuation routes.

Greenhouse Gases and Climate Change (Draft EIR Chapter 16)

The NMMP Draft and Final EIR identified that the combined construction and operational greenhouse gas (GHG) emissions would be significant and identified Mitigation Measure 16-1 that would involve reduction of total new GHG emissions NMMP facilities below 1,150 metric tons annually (MTCO_{2e}/year) through project design or the purchase of carbon offsets (see Draft EIR Impact 16.1 and Final EIR page 2-26).

Since release of the Final EIR, there have been three events that have altered the evaluation of GHG emission impacts in EIRs. The first involves the California Supreme Court decision involving GHG impact analysis in an EIR. The second involves the passage of SB 32 that establishes a new statewide GHG emission reduction target for year 2030. The third involves the passage of SB 350 that establishes a new requirement for California utilities to generate 50% of their electricity from renewable energy sources by the year 2030. These are further discussed below.

Center for Biological Diversity v. California Department of Fish and Wildlife (2015) 62 Cal.4th 204 (CBD v. CDFW)

The California Supreme Court issued an opinion regarding the validity of how GHG impacts were evaluated in an EIR, among other issues. The decision, *Center for Biological Diversity v. California Department of Fish and Wildlife (2015) 62 Cal.4th 204 (CBD v. CDFW)*, concerned a large land use development proposal, commonly known as “Newhall Ranch,” located in Southern California. The discussion below is based entirely on the written opinion. An “order modifying and denying petition for rehearing” was filed by the Supreme Court on

February 17, 2016, but it did not alter any of the conclusions of the case as it relates to the discussion below.

The Newhall Ranch EIR was certified in 2010 and evaluated a large land use project in Southern California. The EIR concluded that the project would generate approximately 270,000 MTCO₂e/year of GHG emissions. The EIR discussed the Scoping Plan and the BAU scenario, which suggested (at the time the EIR was prepared in 2008 – 2010) that GHG emissions would need to be reduced 29 percent below BAU to meet the statewide reduction goal for 2020, mandated by AB 32. The impact analysis in the Newhall Ranch EIR concluded that the project would emit 31 percent less GHG emissions than BAU and, therefore, the project would result in a less-than-significant GHG impact, because it was consistent with the Scoping Plan's conclusion that a 29 percent reduction was needed to reach the 2020 goal. The Supreme Court addressed the adequacy of the analysis and concluded, as relevant to this project, that:

- ▲ Given that GHG emissions are global in nature and that “any one project’s contribution is unlikely to be significant by itself,” these emissions are properly evaluated considering whether their contribution is cumulatively considerable;
- ▲ GHG emissions, “once released in the atmosphere, are not contained in the local area of their emission means that the impacts to be evaluated are also global in nature...from a climate change point of view it does not matter where in the state those emissions are produced”;
- ▲ Given the reality of growth...evaluating the significance of...a project’s greenhouse gas emissions by their effect on the state’s efforts to meet its long-term goals make as least as much sense as measuring them against a numeric goal; and,
- ▲ Using consistency with AB 32’s statewide goals for greenhouse gas reduction, rather than a numerical threshold, as a significance criterion is also consistent with the broad guidance provided by section 15064.4 of the CEQA Guidelines.” And, “...distinctive aspects of the greenhouse gas problem make consistency with statewide reduction goals a permissible significance criterion for such emissions. Using a hypothetical scenario as a method of evaluating the project’s efficiency and conservation measures does not violate” CEQA.

However, the Court also found that, in the instance of the Newhall Ranch EIR, the record did not show how the statewide reduction targets set forth in the Scoping Plan (upon which the BAU reductions were based) related to the reduction needed from an individual project, and that the EIR lacked substantial evidence to link achievement of the Scoping Plan reduction below BAU to the adequacy of the project’s rate of emission reduction. The Court went on to cite the plaintiff’s argument that *additional reductions*, greater than suggested by a BAU approach, “...may be needed from new land use projects than from the economy as a whole: Designing new buildings and infrastructure for maximum energy efficiency and renewable energy use is likely to be easier, and is more likely to occur, than achieving the same savings by retrofitting older structures and systems.”

The Court was also clear, later in its opinion, that it was not directing that additional reductions beyond the BAU are required, rather, only that the EIR in that case did not substantiate its assumption that the Scoping Plan’s statewide GHG reductions requirement can be used as criterion for the specific project under review (Newhall Ranch). The Court reasoned that “In the absence of substantial evidence to support the EIR’s no-significance finding, as noted above, the EIR’s readers have no way of knowing whether the project’s likely greenhouse gas emissions impacts will indeed be significant and, if so, what mitigation measures will be required to reduce them. This is not the sort of ‘insubstantial or merely technical omission’ that can be overlooked in deciding whether to grant relief.”

The Court also offered “potential options” or “pathways to compliance” for lead agencies faced with evaluating GHG impacts:

- ▲ Use the BAU approach, but link the level of reduction needed for a project using substantial evidence, including data in the Scoping Plan, to substantiate what a “new land use development at the proposed location must contribute in order to comply with statewide goals.”
- ▲ Determine consistency with AB 32 goals by examining the degree to which a project meets regulatory programs and performance standards adopted for the purpose of complying with a statewide plan for reduction of GHGs, so long as the programs and standards apply to the elements of the project that generate GHGs. Common mechanisms for compliance would be the preparation of “geographically specific,” GHG reduction plans, such as “climate action plans” and sustainable community strategies and determination that a project is consistent with such a plan.
- ▲ Rely on an adopted numeric threshold. Here the Court cited as an example, the Bay Area Air Quality Management District’s threshold of 1,100 MTCO_{2e}/year (similar to the 1,150 MTCO_{2e}/year used in the NMMP Draft EIR).

The Court also noted that, with the passage of time, “... consistency with year 2020 goals will become a less definitive guide, especially for long-term projects that will not begin operations for several years. An EIR taking a goal-consistency approach to CEQA significance may in the near future need to consider the project’s effects on meeting longer-term emissions reduction targets.”

Clean Energy and Pollution Reduction Act of 2015

SB 350 was signed into law on October 7, 2015 and expands the existing - California Renewables Portfolio Standards (RPS) Program, which is codified in the Public Utilities Act, with the target to increase the amount of electricity generated per year from eligible renewable energy resources to an amount that equals at least 33% of the total electricity sold to retail customers per year by December 31, 2020. SB 350 amended the RPS to include a 50% renewable energy resources target by the year December 31, 2030.

While the RPS requirements did not specifically change CEQA or the CEQA Guidelines, the GHG analysis in the NMMP Draft EIR (Chapter 16, Greenhouse Gases and Climate Change) utilize the RPS standards at the time (33% renewables) and did not factor the additional GHG emission reduction benefits of SB 350.⁴

Amended California Global Warming Solutions Act of 2006

SB 32 was signed into law on September 8, 2016 and establishes statewide greenhouse gas emissions reduction target of at least 40 percent below the statewide greenhouse gas emissions limit no later than December 31, 2030. However, there are no current requirements or guidance on how this statewide GHG emission reduction target is to be applied to local agency projects subject to CEQA.

The NMMP includes project-level and program-level facility improvements that would be built out under a Conditional Use Permit over a 20-year period. This means that full build out of the NMMP may not occur until year 2036, which is beyond the GHG emission reduction targets under AB 32 (year 2020) and SB 32 (year 2030). As a result of the Newhall Ranch court decision and SB 32, the following changes are made to Mitigation Measure 16-1 to require complete offset of new GHG emissions from the NMMP. This change is considered minor and would not meet the definition of “significant new information” under CEQA Guidelines Section 15088.5 that would not trigger the need to recirculate the Draft EIR as no new significant impact would occur.

Mitigation Measure 16-1: Mitigate for Greenhouse Gas Impacts from Project Operation

The project applicant shall implement one or more of the following measures to offset ~~reduce~~ total new greenhouse gas (GHG) emissions associated with the project ~~below 1,150 metric tons annually.~~

⁴ As shown in NMMP Draft EIR Table 16-6, energy use makes up 79.6% of the NMMP’s total GHG emissions (8,527 metric tons annually of the NMMP’s total emissions of 10,711 metric tons annually).

~~To ensure this mitigation remains proportional to the individual impacts of the project, Each phase of the development must demonstrate appropriate GHG reduction measures to offset the incremental increase in GHG production prior to approval of Improvement/Grading Plans for that phase. During review of Improvement/Grading Plans for each phase, the project applicant shall provide a report to the Placer County Planning Services Division that describes the suite of options selected to reduce GHG emissions and quantifies the specific reductions according to the California Emissions Estimator Model (CalEEMod) or other model accepted by the California Air Resources Board.~~

- a. Measures to mitigate GHG emissions associated with the project may include the following:
1. Plant trees in areas appropriate for restoration or reforestation, such as reclaimed land or sites previously impacted by wildfires. In the Sierra Nevada, conifer species can sequester approximately 0.0367 metric tons of CO₂e annually. As an example, the planting of 1,000 trees would sequester 734 metric tons of CO₂e over a 20-year period. Assuming a construction time frame of 10 years and 1,000 trees planted annually, the result would be a total sequestration of 7,340 metric tons of CO₂e over a 20-year period. In this manner, planting trees annually with each phase of development can offset some or all of the production of GHG emissions by the project. Since climate change is a global issue, not limited to a specific area or air basin, planting may occur on- or off-site provided the planting location is deemed appropriate by the US Forest Service (if forests are on federal lands), by the California Department of Forestry and Fire Protection (Cal Fire) (if forests are on state lands), or by a registered forester. A monitoring, maintenance and reporting plan shall be submitted for review and approval by the Planning Services Division and Placer County Air Pollution Control District prior to approval of Improvement/Grading Plans for each phase.
 2. Replace existing resort equipment and/or vehicles with newer or more efficient models to reduce water and/or energy consumption.
 3. Implement emission offsets as new technology becomes available and as determined acceptable by the Placer County Air Pollution Control District and Placer County.
 4. Increase usage of renewable energy sources.
 5. Implement transportation management demand measures that decrease the number of vehicle trips to the site, including incentives for employee and guest carpooling, improved public transport, and increased employee housing.
 6. Exceed California minimum energy and water efficiency standards (Title 24, Part 6) in project facilities.
 7. Demonstrate increased carbon sequestration from implementation of forest management or habitat conservation/enhancement using practices such as those identified in the Northstar Habitat Management Plan and mitigation measure 6-9.
- b. Should the project applicant not demonstrate GHG emissions ~~offset below 1,150 metric tons annually~~, as required, through item (a) above, prior to approval of the Improvement/Grading Plans for each phase of development, the project applicant shall purchase carbon offset credits that are (1) from the Climate Action Reserve (CAR) registry, CAPCOA GHG Reduction Exchange Program, or other similar entity as determined acceptable by the Placer County Air Pollution Control District (PCAPCD) and Placer County, and (2) quantified through an approved protocol by either the State of California or other similar entity and verified by a qualified verification body accredited by either the Climate Action Reserve or the State of California, or other similar entity as determined acceptable.

These carbon credits would be used to offset both construction and operational GHG emissions of the project. Prior to purchase, the project applicant shall provide an analysis to Placer County and the PCAPCD for review and approval. This analysis shall include the project's estimated emissions, calculation methodology, and proposed offset purchase. The applicant shall submit either the purchase certification from CAR registry or verification certification issued by a qualified verification body for all carbon offset credits purchased. In either case, the certification received for payment of credit shall indicate that the emissions are "retired."

Emissions and required offsets associated with specific NMMP project components will utilize emission estimates provided in Draft EIR Tables 16-4, 16-5 and 16-6. The project applicant will provide documentation of compliance for review and approval by Placer County and the PCAPCD as a condition of final approval.

The compliance report required under this mitigation measure will include the following components:

1. Calculation of the total annual emissions which is the sum of the emissions from the proposed phase/project component and any applicable remaining emissions from the previous phase/project component after compliance determination;
2. List of selected mitigation measures for the proposed phase/project component which have been or will be implemented before this proposed phase/project component is constructed;
3. Emission reduction calculation from selected mitigation measures (if the purchase of offset credits is selected, the total required credits will be calculated based on the portion of the lifetime for each phase/project component);
4. Documentation or certification if required by the selected mitigation measure;
5. Compliance determination to verify that remaining emissions for the proposed phase/project component are offset do not exceed 1,150 MT/CO₂e annually; and
6. Monitoring plan to ensure the accomplishment of the selected mitigation measures.

REFERENCES

Northstar California. 2016 (October). *Northstar Mountain Master Plan Emergency Preparedness and Evacuation Plan*. Northstar, CA. Prepared by Northstar California.

Placer County. 2016 (October). *Placer County Active CEQA Projects List, October 2016*. Auburn, CA. Prepared by Placer County, Auburn, CA.

Placer County. 2016 (March). *Tahoe Expedition Academy at Hopkins Ranch Subsequent Mitigated Negative Declaration*. Auburn, CA. Prepared by Placer County, Auburn, CA.

Placer County. 2016 (May). *Martis Valley West Parcel Specific Plan Final EIR*. Tahoe City, CA. Prepared by Ascent Environmental, Sacramento, CA.

Placer County. 2015 (October). *Martis Valley West Parcel Specific Plan Draft EIR*. Tahoe City, CA. Prepared by Ascent Environmental, Sacramento, CA.

Placer County. 2015 (July). *Northstar Basin Retrofit Mitigated Negative Declaration*. Auburn, CA. Prepared by Placer County, Auburn, CA.

MINOR CHANGES TO MITIGATION MEASURES

The table below provides corrections to errors and minor revisions to the mitigation measures identified in the Northstar Mountain Master Plan Draft and Final EIR, which were identified subsequent to the documents' publication. These revisions do not change the conclusions of the EIR and do not contain "significant new information" requiring recirculation of the Draft EIR. The revisions are presented in the order in which they appear in the Draft and Final EIR and are identified by page number in respective chapters. These revisions are shown as excerpts from the EIR, with strikethrough (~~strikethrough~~) text in indicate deletions and underlined (underlined) text to indicate additions.

Document/Chapter/ Section	Page	Correction
Draft EIR Chapter 2, Executive Summary, Table 2-2, Impact Summary Table – Proposed Project Chapter 6, Biological Resources, Impact 6.4	2-13 and 6-63	<p>“Mitigation Measure 6-4: Mitigate for Impacts to Special-Status Forest Carnivore Species (American Marten, Pacific Fisher, Sierra Red Fox, and California Wolverine)”</p> <p>The project applicant shall implement <u>include</u> the Northstar HMP practices identified below for the American marten and apply these same survey practices and protection measures to the Sierra red fox, Pacific fisher, and California wolverine. The applicant shall include the Northstar HMP practices and protection measures for the these species as standards in all improvement plans, building permits, use permits, and grading permits prior to their approval for all NMMP project components. The Placer County Planning Services shall be notified of the results of the preconstruction surveys and establishment of buffers to avoid discovered dens.”</p>
Draft EIR Chapter 2, Executive Summary, Table 2-2, Impact Summary Table – Proposed Project Chapter 6, Biological Resources, Impact 6.9	2-21 and 6-71	<p>“Mitigation Measure 6-9: Mitigate for Impacts to Habitat Loss</p> <p>The project applicant shall ensure the proposed project components mitigate any loss of habitat in HMP Zones C, D, or E through the creation of a mitigation enhancement area at a 1:1 ratio of habitat loss to habitat enhancement. The habitat in the mitigation enhancement area shall be similar to the habitat where tree removal is conducted (i.e., conifer forest, late-seral forest, or riparian habitat) and shall occur in HMP Zone E in order to provide a large continuous habitat area. Demonstration of compliance with this mitigation measure shall be provided with the phased implementation of improvement plans, grading permits, and/or building permits for each project component that results in tree loss <u>in HMP Zones C, D, or E</u>. The mitigation enhancement area shall also be protected from development with a conservation easement or similar mechanism.”</p>
Draft EIR Chapter 2, Executive Summary, Table 2-2, Impact Summary Table – Proposed Project Chapter 12, Geology and Soils, Impact 12.3	2-31 and 12-17	<p>“Mitigation Measure 12-3b: Submit Improvement Plans for Review and Approval</p> <p>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 Division (ESD) for review and approval of each project phase. The plans shall show all physical improvements as required by the conditions for the project as well as pertinent topographical features both on- and off-site. All existing and proposed utilities and easements, on-site and adjacent to the project, which may be affected by planned construction, shall be shown on the plans. The applicant shall pay plan check and inspection fees with the first Improvement Plan submittal. (Note: Prior to plan approval, all applicable</p>

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		<p>recording and reproduction cost shall be paid.) 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 Development Review Committee (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 hard copy and electronic versions in a format to be approved by the ESD prior to acceptance by the County of site improvements.</p> <p>Any Building Permits associated with this project shall not be issued until, at a minimum, the Improvement Plans are approved by the Engineering and Surveying Division <u>Department</u>.</p> <p>Prior to the County’s final acceptance of the project’s improvements, the applicant shall submit to the Engineering and Surveying <u>Division</u> Department two copies of the Record Drawings in digital format (on compact disc or other acceptable media) in accordance with the latest version of the Placer County Digital Plan and Map Standards, along with two blackline hardcopies (black print on bond paper) and two PDF copies. The digital format is to allow integration with Placer County’s Geographic Information System (GIS). The final approved blackline hardcopy Record Drawings will be the official document of record.”</p>
<p>Draft EIR Chapter 2, Executive Summary, Table 2-2, Impact Summary Table – Proposed Project Chapter 12, Geology and Soils, Impact 12.3</p>	<p>2-34 and 12-18</p>	<p>“Mitigation Measure 12-3f: Improvement Plan Measures for Water Quality Protection</p> <p>The Improvement Plan submittal shall include the following requirements:</p> <p>A) There shall be no grading or other disturbance of ground between October 15 of any year and May 1 of the following year, unless a Variance has been granted <u>otherwise approved</u> by the Lahontan Regional Water Quality Control Board (RWQCB) and the Placer County ESD.”</p>
<p>Draft EIR Chapter 2, Executive Summary, Table 2-2, Impact Summary Table – Proposed Project Chapter 13, Hydrology and Water Quality, Impact 13.1</p>	<p>2-36 and 13-34</p>	<p>“Mitigation Measure 13-1c: Compliance with NPDES Phase II Program</p> <p>This project is located in the area covered by Placer County’s municipal stormwater quality permit, pursuant to the National Pollutant Discharge Elimination System (NPDES) Phase II program. Project-related stormwater discharges are subject to all applicable requirements of said permit. Best management practices (BMPs) shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff in accordance with “Attachment 4” of Placer County’s NPDES Municipal Stormwater Permit (State Water Resources Control Board NPDES General Permit No. CAS000004, Board Order 2003-005-DWQ) and shall be shown on the Improvement Plans.”</p>
<p>Final EIR Chapter 2, Revisions to the Draft EIR</p>	<p>2-17 and 2-18</p>	<p>“Mitigation Measure 13-3b: Drainage Improvements to Ensure No Increase in Flows</p> <p>The Improvement Plan submittal and final Drainage Report for each phase shall provide details showing that stormwater runoff shall be reduced to pre-project conditions through the installation of retention/detention facilities, or other methods that slow and infiltrate stormwater runoff to levels equal to or less than pre-project conditions. Retention/detention facilities shall be designed in accordance with the requirements of the Placer County Storm Water Management Manual</p>

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		<p>that are in effect at the time of submittal, and to the satisfaction of the Engineering & Surveying Division (ESD), and shall be shown on the Improvement Plans. For specific project phases where any portion of the specific project phase development is within the 178 acre watershed (Watershed 1 F) which drains to the Northstar Village, a comprehensive drainage study shall be prepared that identifies pre and post project peak flows for the 2, 5, 10, 25 and 100 year return intervals in order to assure that post project peak flows from the site will be equal to or less than pre project conditions for a broad range of storm events. The retention/detention system shall be designed to the satisfaction of the ESD. Maintenance of these facilities shall be provided by the project owners/permittees.</p> <p>At the sole discretion of the County, the above comprehensive drainage study may be waived for a specific phase of development where that specific phase of development is wholly contained outside of the 178-acre watershed (Watershed 1 F) which drains to the Northstar Village. Furthermore, at the sole discretion of the County, the above comprehensive drainage study may be waived for a specific project development phase where any portion of the development is within the 178 acre watershed (Watershed 1 f) which drains to the Northstar Village if the County is presented with sufficient written evidence, to the satisfaction of the County, that the issues related to the Aspen Grove – Northstar Village water quality basin dispute have been resolved through relocation of the basin, settlement of the litigation or final adjudication by a court of law.</p> <p>Mitigation Measure 13 3c: Drainage Improvement to Ensure Proper Function</p> <p>The Improvement Plan approval for specific project phases where any portion of the development of the specific project phase is within the 178-acre watershed (Watershed 1 F) which drains to the Northstar Village shall include a stormwater runoff monitoring program prepared to assure that the retention/detention system is functioning as designed per the comprehensive drainage study. Prior to County acceptance of the project as complete, an acceptable runoff monitoring program shall be in place. The frequency and intervals of monitoring, as well as monitoring objectives, shall be defined in the program to the satisfaction of the County.</p> <p>An annual monitoring report shall be provided to the County Development Review Committee (DRC) for a period of four years following project acceptance to confirm ongoing functioning of the system as designed. Any needed changes/modifications to the system as necessary to meet outflow objectives shall be submitted to the DRC for review and approval prior to implementation. Additionally, should the DRC find that changes/modifications are needed based on the annual reporting, the applicant shall implement modifications to the satisfaction of the DRC within 120 days of notification, subject to seasonal grading limitations in effect at the time.</p> <p>Prior to Improvement Plan approval, a letter of credit, certificate of deposit, or cash deposit in the amount of 100 percent of the accepted proposal shall be deposited with the Placer County Engineering and Surveying Division, or an acceptable financial institution on behalf of the County, to</p>

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		<p>assure ongoing performance of the monitoring program. Evidence of this deposit shall be provided to the satisfaction of the DRC prior to the approval of Improvement Plans. For the purposes of administrative and program review by Placer County, a cash retainer in the amount of 25 percent of the monitoring program deposit shall be paid to the County at the time the deposit is posted. The retainer will be used to pay for any associated County staff time needed to review the monitoring reports, including time to inspect the system in the field as needed. With the exception of the 25 percent retainer, the full deposit shall be returned to the applicant once the applicant has demonstrated four years of successful monitoring have been completed to the satisfaction of the DRC. Any unused retainer funds will likewise be refunded to the applicant.</p> <p>It is the applicant's responsibility to ensure compliance with the stormwater monitoring program. Violation of any components of the approved program may result in enforcement activities per Placer County Environmental Review Ordinance, Section 18.28.080. If a monitoring report is not submitted for any one year, or combination of years, as outlined in these conditions, the County has the option of utilizing the deposit to hire a consultant to implement the program. Failure to submit annual monitoring reports could also result in forfeiture of all or a portion of the deposit. An agreement between the applicant and County shall be prepared which meets DRC approval that allows the County use of this deposit to assure performance of the program in the event the responsible party fails to perform.</p> <p>At the sole discretion of the County, the above condition may be waived in part or in its entirety if the County is presented with sufficient written evidence, to the satisfaction of the County, that the issues related to the Aspen Grove Northstar Village water quality basin dispute has been resolved through relocation of the basin, settlement of the litigation, or final adjudication by a court of law."</p>
<p>Final EIR Chapter 2, Revisions to the Draft EIR</p>	<p>2-26</p>	<p>“Mitigation Measure 16-1: Mitigate for Greenhouse Gas Impacts from Project Operation</p> <p>The project applicant shall implement one or more of the following measures to offset <u>reduce</u> total new greenhouse gas (GHG) emissions associated with the project below 1,150 metric tons annually. To ensure this mitigation remains proportional to the individual impacts of the project, Each phase of the development must demonstrate appropriate GHG reduction measures to offset the incremental increase in GHG production prior to approval of Improvement/Grading Plans for that phase. During review of Improvement/Grading Plans for each phase, the project applicant shall provide a report to the Placer County Planning Services Division that describes the suite of options selected to reduce GHG emissions and quantifies the specific reductions according to the California Emissions Estimator Model (CalEEMod) or other model accepted by the California Air Resources Board.</p> <p>a. Measures to mitigate GHG emissions associated with the project may include the following:</p> <ol style="list-style-type: none"> 1. Plant trees in areas appropriate for restoration or reforestation, such as reclaimed land or sites previously impacted by wildfires. In the Sierra Nevada, conifer species can sequester

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		<p>approximately 0.0367 metric tons of CO₂e annually. As an example, the planting of 1,000 trees would sequester 734 metric tons of CO₂e over a 20-year period. Assuming a construction time frame of 10 years and 1,000 trees planted annually, the result would be a total sequestration of 7,340 metric tons of CO₂e over a 20-year period. In this manner, planting trees annually with each phase of development can offset some or all of the production of GHG emissions by the project. Since climate change is a global issue, not limited to a specific area or air basin, planting may occur on- or off-site provided the planting location is deemed appropriate by the US Forest Service (if forests are on federal lands), by the California Department of Forestry and Fire Protection (Cal Fire) (if forests are on state lands), or by a registered forester. A monitoring, maintenance and reporting plan shall be submitted for review and approval by the Planning Services Division and Placer County Air Pollution Control District prior to approval of Improvement/Grading Plans for each phase.</p> <ol style="list-style-type: none"> 2. Replace existing resort equipment and/or vehicles with newer or more efficient models to reduce water and/or energy consumption. 3. Implement emission offsets as new technology becomes available and as determined acceptable by the Placer County Air Pollution Control District and Placer County. 4. Increase usage of renewable energy sources. 5. Implement transportation management demand measures that decrease the number of vehicle trips to the site, including incentives for employee and guest carpooling, improved public transport, and increased employee housing. 6. Exceed California minimum energy and water efficiency standards (Title 24, Part 6) in project facilities. 7. Demonstrate increased carbon sequestration from implementation of forest management or habitat conservation/enhancement using practices such as those identified in the Northstar Habitat Management Plan and mitigation measure 6-9. <p>b. Should the project applicant not demonstrate GHG emissions <u>offset below 1,150 metric tons annually</u>, as required, through item (a) above, prior to approval of the Improvement/Grading Plans for each phase of development, the project applicant shall purchase carbon offset credits that are (1) from the Climate Action Reserve (CAR) registry, CAPCOA GHG Reduction Exchange Program, or other similar entity as determined acceptable by the Placer County Air Pollution Control District (PCAPCD) and Placer County, and (2) quantified through an approved protocol by either the State of California or other similar entity and verified by a qualified verification body accredited by either the Climate Action Reserve or the State of California, or other similar entity as determined acceptable.</p> <p>These carbon credits would be used to offset both construction and operational GHG emissions of the project. Prior to purchase, the</p>

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		<p>project applicant shall provide an analysis to Placer County and the PCAPCD for review and approval. This analysis shall include the project's estimated emissions, calculation methodology, and proposed offset purchase. The applicant shall submit either the purchase certification from CAR registry or verification certification issued by a qualified verification body for all carbon offset credits purchased. In either case, the certification received for payment of credit shall indicate that the emissions are "retired."</p> <p>Emissions and required offsets associated with specific NMMP project components will utilize emission estimates provided in Draft EIR Tables 16-4, 16-5 and 16-6. The project applicant will provide documentation of compliance for review and approval by Placer County and the PCAPCD as a condition of final approval.</p> <p>The compliance report required under this mitigation measure will include the following components:</p> <ol style="list-style-type: none"> 1. Calculation of the total annual emissions which is the sum of the emissions from the proposed phase/project component and any applicable remaining emissions from the previous phase/project component after compliance determination; 2. List of selected mitigation measures for the proposed phase/project component which have been or will be implemented before this proposed phase/project component is constructed; 3. Emission reduction calculation from selected mitigation measures (if the purchase of offset credits is selected, the total required credits will be calculated based on the portion of the lifetime for each phase/project component); 4. Documentation or certification if required by the selected mitigation measure; 5. Compliance determination to verify that remaining emissions for the proposed phase/project component are offset do not exceed 1,150-MT/CO₂e annually; and 6. Monitoring plan to ensure the accomplishment of the selected mitigation measures."
Final EIR Chapter 2, Revisions to the Draft EIR	2-28	<p>Mitigation Measure 18-1a: Payment of Countywide Traffic Impact Fees</p> <p>Prior to Improvement Plan approval and/or issuance of any building permits, this project shall be subject to the payment of traffic impact fees that are in effect in this area (Tahoe), pursuant to applicable ordinances and resolutions for each project phase. The applicant is notified that the following traffic mitigation fee(s) shall be required and shall be paid to Placer County DPW:</p> <ol style="list-style-type: none"> a) County Wide Traffic Limitation Zone: Article 15.28.010, Placer County Code. <p>The current fee is \$4,986.714 per DUE (current project level estimated fee is \$213,749.82 202,089.18; current additional program level estimated fee is \$172,515.60 163,104.40). The fees were calculated using the information supplied. If the use or the square footage changes, then the fees will change. The actual fees paid shall be those in effect at the time the payment occurs.</p>

EXHIBIT 1



Northstar Mountain Master Plan (NMMP)

Emergency Preparedness and Evacuation Plan (EPEP)

Prepared for Placer County
Prepared by Northstar California

November 2016

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APPENDICES

- A. Northstar California Emergency Response Plan (ERP)
- B. Eastside Emergency Evacuation Plan and Northstar Fire Department Emergency Preparedness and Evacuation Guide
- C. Northstar Mountain Master Plan (NMMP) Hazard and Emergency Regulatory Requirements per the NMMP EIR
- D. Applicable Fire Codes and Ordinances and Programs
 - California Public Resources Code Section 4291
 - NCSD Ordinance 26-09 (Fuel Maintenance and Defensible Space)
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 - Defensible Space Program
 - CalFire General Guidelines for Creating Defensible Space
 - Northstar Community Wildfire Protection Plan
 - Your Northstar Fire Department
- E. Northstar Fire and Northstar Resort Evacuation Route Maps
- F. Northstar California Fire Protection Programs
 - Hot Work Program
 - Wildland Fire Emergency Action Procedures
 - Defensible Space Checklist – Guidelines to ensure structures are safe
 - Charging the Northstar Snowmaking System for Wildfire
- G. Northstar California Traffic and Parking Management Plan
- H. Northstar Enhancement Timber Harvest Plan

1.0 INTRODUCTION

1.1 Introduction

This Emergency Preparedness and Evacuation Plan (EPEP) has been prepared for the Northstar Mountain Master Plan (NMMP) and to supplement the existing Northstar California Emergency Response Plan (ERP)(see **Appendix A**). The focus of the EPEP is primarily on emergency preparedness and evacuation protocols for emergency events, such as fire. However, other hazards are also addressed, including avalanche, seismic and flood protection measures.

This EPEP is consistent with the concepts and goals of the Martis Valley Community Plan and NMMP, and is intended to be implemented in conjunction with the Northstar Fire Department Evacuation Plan and the Placer County Operational Area East Side Emergency Evacuation Plan (see **Appendix B**) as are incorporated into the EPEP by reference.

1.2 Purpose

This EPEP specifically applies to properties within Northstar California boundaries. The EPEP provides a framework for protection of property owners and guests from natural hazards, prevention of fire and exposure to avalanche, seismic events or flooding, and preparation for responding to emergencies if they arise.

The NMMP includes mostly winter activities and improvements, with no additional parking or residential development proposed. Summer uses are proposed on a conceptual level and include two campsite areas, one on the Backside and one south of Sawmill Lake. Both campsites are anticipated to include group tents to accommodate up to 50 people, one cooking tent, and one firepit for interpretive evening discussions. Future environmental review and entitlements would be necessary for both of these sites.

Given the winter nature of the proposed NMMP and Northstar Resort in general, evacuation are mostly winter focused. NMMP improvements will be subject to federal and state laws, county ordinances and regulations and mitigation measures identified in the EIR. The key provisions that would address hazards and emergencies within the plan area are summarized in **Appendix C** including fire prevention and response requirements; seismic, landslide and avalanche hazard regulations; and flood regulations.

1.3 Project Summary

Location

Northstar is approximately 6 miles southeast of the Town of Truckee, California; approximately 5 miles northwest of the northern shore of Lake Tahoe; approximately 96 miles northeast of the city of Sacramento, California; and approximately 40 miles west of the City of Reno, Nevada. The Northstar California Ski Resort (resort or Northstar) is located in the southern portion of the Martis Valley Community Plan area and consists of approximately 5,500 acres, while the overall Northstar community (resort and residential/commercial development) consists of approximately 8,000 acres. Northstar provides year-round recreational activities, including skiing, snowboarding, hiking, biking, and golf.

Emergency ingress/egress routes to Northstar California are as follows (see **Figure 1-1, Northstar Evacuation Routes**):

1. Highlands View Drive to SR 267
2. Northstar Drive to SR 267
3. Fibreboard Freeway to SR 267
4. Sawmill Flat Road adjacent the one mile sign to SR 267
5. Old Mill Site Road through Martis Camp to SR 267
6. 900 Road to Fibreboard Freeway to Sierra Meadows to Old Brockway Road

Northstar can also be accessed by non-vehicular traffic, such as on foot, bicycle and cross-country skis from Fibreboard Freeway and nearby trails, such as the Tompkins Memorial Trail.

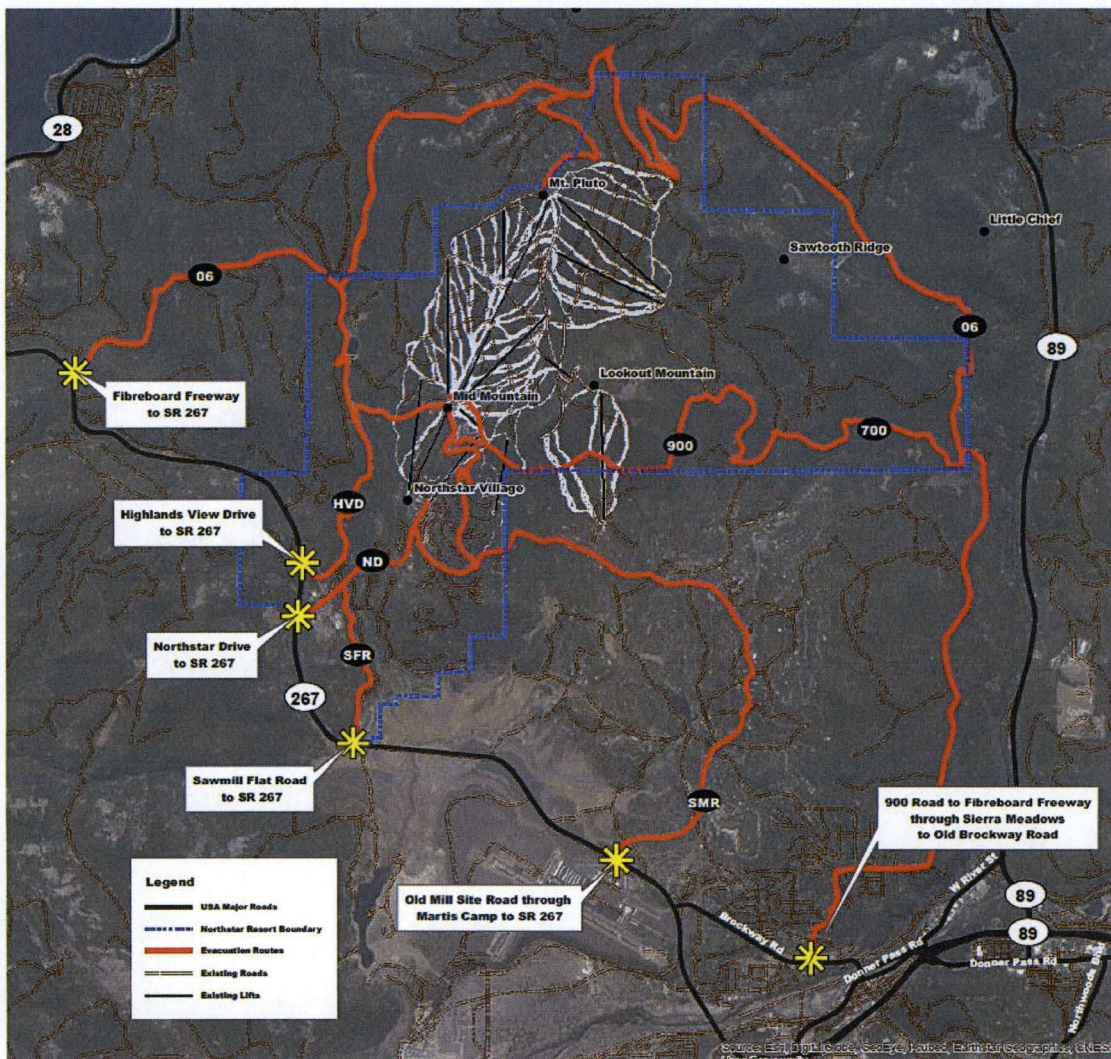


Figure 1-1, Northstar Evacuation Routes

Project Description

The NMMP identifies planned on-mountain improvements, including upgrading and widening of existing ski trails, new ski lifts, and new/replaced ski trails, as well as infrastructure to accommodate these features, including on-mountain skier service facilities and upgrades, snowmaking facilities, utilities, and seasonal spur roads that are anticipated to be built over the next 20 -30 years (see **Figure 1-2, Proposed NMMP**). In addition, the NMMP includes other recreation components such as camping and relocation of the existing cross-country ski center facilities. The NMMP has been designed utilizing guidelines and management measures established in the Northstar Habitat Management Plan (HMP).

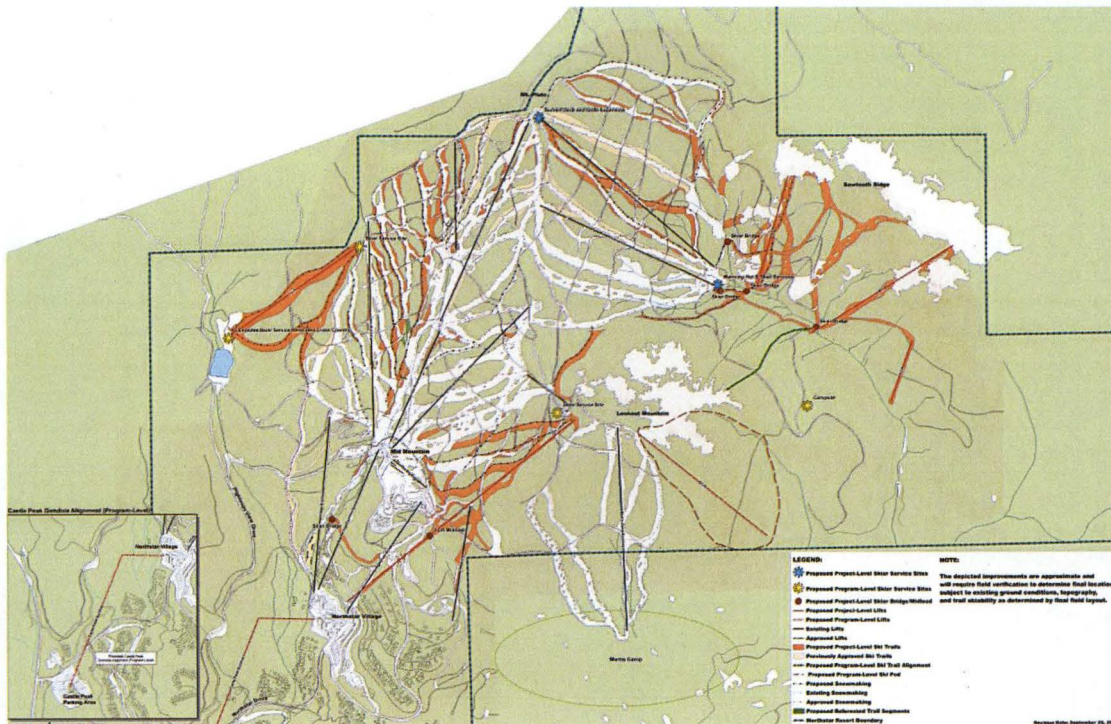


Figure 1-2, Proposed NMMP

The proposed project includes improvements at various stages of design that would occur over a period of time. Improvements anticipated to be constructed in the near term are identified as “project-level” components, while other improvements are only conceptually designed at this time and are identified as “program-level” components. **Table 1** summarizes the project components by project level and program level.

**TABLE 1
SUMMARY OF PROJECT COMPONENTS**

Project-Level Components
<p>Additional ski trails and the modernization of ski trails and snowmaking through widening of runs adjacent to the Vista, Rendezvous, Arrow, Comstock, and Backside lifts. Upgrades and replacement of existing lifts.</p> <p>Additional ski lifts designated as C, J, V, W, and Z lifts and associated terrain, snowmaking, fuel tanks and standby engines, and necessary utilities and seasonal spur roads to operate and maintain the lifts. The relocation of cross-country ski trails would be necessary with the construction of the C lift and trails.</p> <p>Skier service site improvements – The skier service sites would provide for improved food service, restroom facilities, and seating areas offered on-mountain. The project-level sites include improvements to the existing Summit Deck and Grille facility located on the top of Mt. Pluto and a new warming hut with deck located on the Backside (the portion of the project site generally west of the Mt. Pluto summit, east of Sawtooth Ridge, and south of the Lookout Mountain summit), directly adjacent to the Promised Land Express bottom terminal.</p> <p>General Plan/Martis Valley Community Plan Amendment to relocate an existing Tourist/Commercial land use designation located at the Backside campsite area to the proposed cross-country center/skier services/campsite area at the bottom of the proposed C lift. In addition to exchanging the land use designations, Each of the small land use squares would be adjusted southward and uphill from their present locations.</p> <p>Rezone to align the FOR (Forestry) zone district with the relocated MVCP land use designation squares mentioned above.</p> <p>Zoning Text Amendment to allow for the development of ski lift facilities and ski runs in the Timberland Production Zone (TPZ) district, except where TPZ land exists within the Tahoe Basin.</p>
Program-Level Components
<p>The Q lift and associated terrain, snowmaking, fuel tank and standby engine, and necessary utilities and seasonal spur roads to operate and maintain the lift.</p> <p>The Castle Peak Parking Area Gondola alignment, fuel tank and standby engine, and necessary utilities and seasonal spur roads to operate and maintain the lift.</p> <p>Skier access from the top of Lookout Mountain to the W lift bottom terminal.</p> <p>Three program-level skier service sites:</p> <p>Two of the skier service sites would provide restrooms and food service facilities. The first program-level skier service site would be located at the top of the C lift, while the second program-level skier service site would be located near the top of the existing Lookout Link and Martis Camp Express lifts.</p> <p>The third skier service site consists of relocating the existing cross-country ski center at mid-mountain near the base of the Vista Express chair to the south side of Sawmill Reservoir. A proposed campsite in the same area would offer a variety of camping and educational opportunities. The existing Reservoir maintenance road would be improved, a limited new roadway would be constructed, a small 20-space parking lot would be implemented, and relocated cross-country ski trails would be necessary to provide connectivity with existing ski trails to the relocated cross-country center lodge.</p> <p>Remote campsite located in the Backside area to the west of Lookout Mountain that would offer a variety of summer and winter camping opportunities. Access to this site would be by van via the existing 900 road to the 705 road in the summer and by snowcat in the winter.</p> <p>Additional non-skiing recreation activities that are centered in the mid-mountain area.</p>

2.0 EXISTING CONDITIONS

2.1 Topography

The regional terrain in the Martis Valley and vicinity is generally defined by gently sloping to moderately steep plateaus and mountain valleys (Martis Valley and Sierra Valley) with some steep mountainous areas. The crest of the Sierra Nevada rises to the west of the Truckee River canyon with numerous peaks between 8,000 feet and 9,000 feet above mean sea level (msl), including Mount Lincoln, Mount Andersen, and Tinker Knob. The northern portion of the Carson Range, an eastern spur of the Sierra Nevada, rises to the east and southeast of Martis Valley; the highest peaks in this portion of the range are in Nevada and include Slide Mountain (9,698 feet) and Mount Rose (10,776 feet).

The characteristics of the proposed project site and surrounding area are typical of a mountain forest. The project area consists of mountain terrain, with low to steep slope conditions. The project site is covered with vegetation communities and habitats that include several upland forest, chaparral, herbaceous, and riparian types. Aquatic habitats include perennial and intermittent streams, a reservoir, and aquatic conditions associated with wet meadows. Numerous resident and migratory wildlife species use habitats within the project study area for foraging, shelter, and breeding. Elevations at the resort range between approximately 6,330 feet above mean sea level (amsl) at the Village at Northstar (Village) to 8,610 feet amsl at the top of Mt. Pluto.

2.2 Vegetation

The proposed project site is composed primarily of coniferous forest habitats (see **Figure 2-1, Existing Vegetative Communities**). The dominant habitat is white-fir/Jeffrey pine, red fir, and white fir. Other habitat types within the Resort include Jeffrey pine, montane riparian, Lodgepole pine, white fir/montane chaparral, sagebrush, wyethia, aspen, and wet meadow.¹

The proposed project contains numerous mountain access roads, in addition to numerous unmapped skid trails.

2.3 Climate

Martis Valley is located east of the crest of the Sierra Nevada, and has a climactic pattern similar to the surrounding mountain area, with cool, wet winters (average daytime high of 43F at Northstar) and mild, dry summers (average daytime high of 78F). Annual storms bring rain, ice, snow and fog.² The proposed project area and surrounding areas can experience in excess of 100 inches of snow.

The likelihood and ease of combustion increases as the temperature increases and the humidity decreases. Wet winters encourage undergrowth of vegetation that dries out in the summer and creates hazardous fuel conditions. Relative humidity for the Martis Valley (as measured at the Truckee-Tahoe Airport) typically ranges from a low of 20% to a high of 96%. Humidity is typically lowest in August and highest in December.³

¹ PMC. 2013. NMMP Draft Environmental Impact Report, page 6-2.

² <https://weatherspark.com/averages/31796/Truckee-California-United-States>.

³ <https://weatherspark.com/averages/31796/Truckee-California-United-States>.

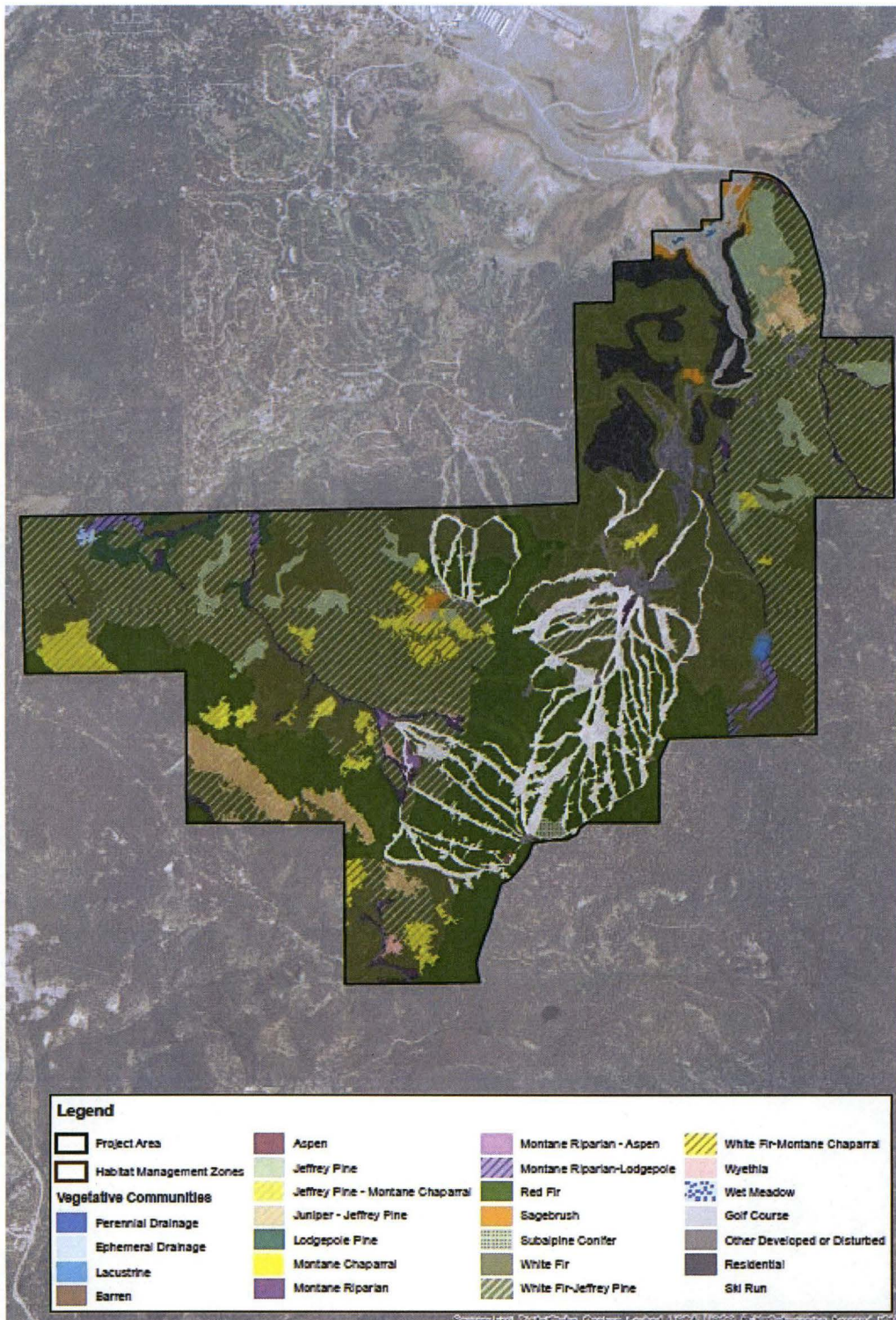


Figure 2-1, Existing Vegetative Communities

2.4 Existing Land Uses

Northstar is located in the southern portion of the Martis Valley region within the Martis Valley Community Plan area. Large-scale development projects within and immediately adjacent to Northstar include Northstar Village, Northstar Highlands, Sawmill Heights, the Northside, and Martis Camp.⁴

The Northstar resort community provides year-round recreational activities, including skiing, snowboarding, hiking, and biking. Existing accommodations at Northstar consist of private homes and condominiums, commercial development, and undeveloped lots. Some of the existing residential units serve as rental properties. Northstar also includes an 18-hole golf course and recreational trails that connect to the regional trail system. Northstar Village consists of retail areas, commercial uses, parking and circulation, pedestrian areas, restaurants, residential uses, open space, and recreation areas. One ski lift and two gondolas from the Northstar Village provide skier access to the upper mountain resort and recreation facilities.⁵

2.5 Law Enforcement

The County Sheriff-Coroner-Marshall (County Sheriff) currently provides law enforcement services to the Northstar community. The County Sheriff's Department has a service area of approximately 125 square miles, stretching from Tahoma on the southern boundary, around Lake Tahoe to the California/Nevada state line, north to Truckee, and west to the crest of the Sierra Nevada. Patrol and investigation services operate out of the Sheriff's Department headquarters in the DeWitt Center located in Auburn and out of three substations. One substation is located in North Lake Tahoe. Currently the department has an east and a west beat. The proposed project site falls within the east beat, which includes Kings Beach, Carnelian Bay, Lahontan, and Truckee. Response times in the Northstar area can vary from 3 to 15 minutes in good conditions to 35 minutes in poor conditions. The weather, traffic, and crime conditions in the other communities in the beat can slow response times considerably.

The County Sheriff's Department receives mutual aid from the Truckee Police Department, which began its operations in September 2001.

The California Highway Patrol assists the County Sheriff's Department with mutual law enforcement assistance as well as with traffic violations.⁶

2.6 Fire History

In Placer County, the wildland fire hazard extends from early spring to late fall. Fire conditions arise from a combination of hot weather, an accumulation of vegetation, and low moisture content in air and fuel. Northstar has not experienced a major fire in recent years. The closest recent fire was the Martis fire in 2001, which burned 14,126 acres, located over 5 miles to the east of Northstar. Larger fires in the vicinity include the Donner Ridge fire in 1960, which burned 43,373 acres north of Truckee in 1960 and the Cottonwood fire, which burned 48,056 acres south of Loyalton in 1947.⁷

⁴ PMC. 2013. NMMP Draft Environmental Impact Report, page 4-1.

⁵ PMC. 2013. NMMP Draft Environmental Impact Report, page 4-1.

⁶ PMC. 2013. NMMP Draft Environmental Impact Report, page 14-9.

⁷ CalFire, *Ignition Management Plan, Battalion 15*, page 84.

2.7 Fire Hazard Severity Zones and State Responsibility Area

Cal Fire has designated the entire project site as either a Very High Fire Hazard Severity Zone or a High Fire Hazard Severity Zone. The proposed improvements do not include any residential uses and would not increase the number of visitors to the resort. The project would increase employment; however, nearly all new employment would occur during the winter season.

Portions of Northstar are located within a State Responsibility Area (SRA) served by CAL FIRE.⁸

2.8 Eastside Emergency Evacuation Plan

Placer County adopted an update to the East Side Emergency Evacuation Plan in March 2015 to address physical evacuation of one or more communities in unincorporated eastern Placer County. The Plan covers the portion of the county from just west of Cisco Grove to the Nevada State line, but does not include areas that are within the Tahoe National Forest or the Lake Tahoe Basin Management Unit. The Plan prescribes specific responsibilities for first responders and other agencies that would be involved in an emergency evacuation, defines typical evacuation scenarios, establishes incident command responsibilities, and addresses traffic control, transportation, resources and support, communications, care and shelter and animal services. A number of public agencies were involved in the development of the plan, including the Placer County Office of Emergency Services, Placer County Sheriff's Office, the Nevada County Sheriff's Office, Town of Truckee, five eastern Fire Protection Districts/Departments (including Northstar Fire Department), California Highway Patrol, US Forest Service, American Red Cross, and Nevada County Office of Emergency Services.

The full Eastside Emergency Evacuation Plan is provided in **Appendix C** and is incorporated into the EPEP by reference.

2.9 Northstar Fire Department

Fire protection and emergency medical services are provided to the proposed project site primarily by the Northstar Fire Department (NFD), which is administered by the Northstar Community Services District (NCSD). The NFD has a service area encompassing approximately 5 square miles with a sphere of influence of over 18 square miles. Additional fire protection and emergency medical services are provided by the Truckee Fire Protection District (TFPD) and the California Department of Forestry and Fire Protection (Cal Fire)

The Northstar Fire Department (NFD) provides response to structural and wildland fires, hazardous materials, vehicle accidents, and medical aid (paramedic) services. In addition, the NFD provides public assistance, fire prevention inspections, and public education. The NFD maintains two fire stations: Station 31 located at 910 Northstar Drive; and Station 32 located at 9100 Highlands View Road.

Station 31 is equipped with Engine 31, which responds to fires, vehicle accidents, and rescues and medical aids, as well as Truck 31, which responds to structure fires, rescues, and other emergencies, and Brush 31, which is a specialized engine designed to respond to vegetation fires. Station 32 is equipped with Engine 32 and Brush 32,

⁸ PMC. 2013. NMMP Draft Environmental Impact Report, page 15-22.

which are similar to their partner vehicles housed at Station 31, as well as Rescue 32, which responds to medical calls in areas with difficult access. Two snowmobiles are also maintained by the NFD for over-the-snow incidents.

The NFD has an average response time of 3–4 minutes and responds to approximately 500 calls per year. In terms of the Insurance Service Organization (ISO) rating system, which ranks fire protection and sets insurance rates on a scale from 1 to 10 (with 1 being the lowest and 10 the highest), the NFD's current ISO rating is 02. Funding for the NFD comes entirely from property tax revenue and a Fire Mitigation Fee Program for residential construction. The project applicant would provide fire hydrants and water supplies in accordance with the applicable requirements of the current adopted Uniform Fire Code, California Fire Code, and California Building Standards Code.⁹

Services and Programs

The NFD responds to both structural and wildland fires, and provides hazardous materials, vehicle accident and medical aid services. The NFD also has defensible space programs for residences and fuel reduction programs for open space areas. In 2013, the NFD received 402 emergency incident calls.¹⁰

In addition to reducing fuel by removing certain trees and vegetation, the NFD undertakes efforts to restore forested areas to the original species composition. Logging and other activities removed certain species, allowing other species to dominate. For example, when large pines were logged, white fir, which had been part of the understory, became more prevalent. White fir is not drought tolerant, so it is more vulnerable to pests and disease during drought periods than the pine species that were logged. When original species ratios are restored, the forest can become healthier and more drought tolerant, and therefore more resistant to pests, such as the bark beetle, and disease. The healthier trees are also more resistant to fire.

The NFD also conducts annual defensible space inspections and issues annual Compliance Certification for homeowners within Northstar. All properties in Northstar are inspected for defensible space compliance, and notices are mailed to homeowners who are not in compliance. Failure to comply can result in a citation.¹¹ A summary of the Defensible Space Program, including the checklist of the defensible space guidelines, is provided in **Appendix D**.

The NFD also provides a list of contractors who are qualified to remove trees and/or provide defensible space clean-up.¹²

Staffing

Currently, the NFD normally has three firefighters on duty at Station 31. Station 32 is staffed with two firefighters. In total, there are five personnel on duty at any given time. The minimum staffing level is two people per station per shift (4 personnel total). In

⁹ PMC. 2013. NMMP Draft Environmental Impact Report, page 14-2.

¹⁰ Citygate Associates, LLC, *Assessment of Fire Service Impacts for the Proposed Martis Valley West Parcel Development*, February 10, 2015, page 7.

¹¹ NCSFD NFD, *Defensible Space Program*, <http://northstarcsd.org/docs/Defensible/DS%20Program%20-%20Owner%20Ref.%20Guide.pdf>, accessed April 27, 2016.

¹² Approved Defensible Space Contact List, <http://northstarcsd.org/docs/Defensible/DS%20Contractors%20List.pdf>, accessed April 27, 2016.

addition to firefighters, the NFD has a full-time Fire Chief, a Fire Prevention Officer and a forester, and employs seasonal firefighters.¹³

All NFD firefighters are licensed paramedics providing Advanced Life Support. However, NFD does not provide ambulance service, which is provided by either Truckee Fire Protection District or the North Tahoe Fire Protection District.¹⁴

Water Service

NCSD provides domestic water service to Northstar. The water sources originate from two natural springs, Sawmill Flat and Big Springs, and one man-made reservoir with 180 acre-feet (af) of storage. The NCSD system provides NFD with the storage, water pressure control and water supply needed for fire suppression.¹⁵ NCSD operates and maintains the 180 acre-feet reservoir, 16.2 miles of water line, 13 pressure reducing stations for 14 pressure zones, seven water tanks with a capacity of 3.625 million gallons of water, and approximately 900 water service accounts. One third of this water capacity, or 1.2 million gallons, is dedicated solely to fire suppression. In addition to the combined reservoir and tank storage, Northstar site over one of California's largest aquifers, the Martis Valley Aquifer. The well system includes two wells (TH-1 and TH-2) and is capable of pumping 1,600 gallons per minutes (gpm) of treated water from this substantial supply. The reliable yield of the mountain springs and wells combined is approximately 1,900 gpm. All fire hydrants in the district are test to 500psi and are suitable for working pressures of 250psi. The District has a total of 232 hydrants where 95% of those hydrants are within 300 feet of each other. The combination of ample water storage, water pressure control, and the commitment of the NCSD utilities department provides Northstar with an exceptional fire suppression water system.¹⁶ (see **Appendix D – Your Northstar Fire Department**).

Emergency Dispatch and Initial Incident Response

The NFD is dispatched by the CAL FIRE Grass Valley Emergency Command Center (ECC). The Grass Valley ECC also dispatches CAL FIRE resources from across the region as well as U.S. Forest Service Tahoe National Forest fire assets. All agencies involved in an active incident are dispatched from the Grass Valley ECC, which ensures that incident response is coordinated to place emergency response resources where they are needed. Emergency response resources include local, state and federal engine companies, hand crews, dozers, air tankers, air tactics coordinators, helitack crews and helicopters/helitacks of various sizes and capacities.

Depending on the weather, CAL FIRE has a choice of dispatch levels; when humidity is low and temperatures are high - a "High Level" dispatch would be the appropriate choice.

A "High Level Dispatch" for Northstar would include:

- 6 Type 3 wildland engines
- 2 Air tankers

¹³ Citygate Associates, LLC, *Assessment of Fire Service Impacts for the Proposed Martis Valley West Parcel Development*, February 10, 2015, page 9.

¹⁴ Citygate Associates, LLC, *Assessment of Fire Service Impacts for the Proposed Martis Valley West Parcel Development*, February 10, 2015, page 9.

¹⁵ PMC. 2013. NMMP Draft Environmental Impact Report, page 14-12.

¹⁶ Northstar Fire Department, *Your Northstar Fire Department*, page 4.

- 1 Air Attack
- 1 Helitack
- 1 Water Tender (on request)
- 2 Hand Crews
- 1 Dozer
- 1 CalFire Battalion Chief
- 1 Northstar Fire Chief

In accordance with industry standards, NCSD uses the Incident Command System for all incidents involving more than a single unit response. Typically, the first-arriving company's most senior level officer will be assigned as the Incident Commander (IC) and will transfer command to either a higher-ranking officer or a representative of the authority having jurisdiction for the incident upon their arrival at scene. Typically, the agency having authority for investigation has jurisdiction. If there is a question as to jurisdictional responsibility, the Grass Valley ECC can determine jurisdictional responsibility.

Emergency Communication with the Public

Technological changes have provided distinct advantages for communicating to the public about emergencies. In the recent past, the most effective means of conveying emergency information to the residents of an area was the use of a 'reverse directory' listing of telephone numbers in order of street address. This "Reverse 911" system is still in use.

Placer County uses a similar system called Placer Alert or Everbridge. Residents sign up to receive notifications via phone calls, text messages and emails for one or more location, such as primary or second homes, work places and schools. The system is used to provide notification of severe weather, flooding, gas leaks, police activities and similar events.¹⁷

The NFD is also registered with Nixle Connect, a service that allows the NFD to contact the public directly via text and email. Similar to Everbridge, notification can range from emergency alerts, including mandatory evacuations, to public safety information and other community information. The NFD recommends that all property owners and visitors to the area sign up for Nixle Connect, which is a free service.¹⁸

The NFD also maintains an audible siren on top of Fire Station #31 on Northstar Drive. The siren sounds continuously in event of large scale evacuations.¹⁹

Evacuation Routes and Logistics

The NFD has identified several evacuation routes, which provides access to 267 and Martis Camp. If an evacuation order is issued, the public would be directed to one of the following routes:

- Northstar Drive to Highway 267
- Northstar Drive to Big Springs Drive to Highlands View Road to Highway 267

¹⁷ Northstar Fire Department, *Emergency Preparedness and Evacuation Guide*, page 7.

¹⁸ Northstar Fire Department, *Emergency Preparedness and Evacuation Guide*, page 7.

¹⁹ Northstar Fire Department, *Emergency Preparedness and Evacuation Guide*, page 7.

- Big Springs Drive to Mill Road into Martis Camp to Highway 267

From SR 267, people evacuating would be directed either to Truckee or Kings Beach. The complete Northstar Fire and Northstar Resort Evacuation Route Maps are included in **Appendix E**.

Mutual Aid

The NFD has entered into mutual aid agreements with local, state and federal fire service providers. Some of these providers include the Truckee Fire Protection District, North Tahoe Fire Protection District, Squaw Valley Fire Department, Cal Fire, and the U.S. Forest Service. The NFD has a close working relationship with each of its neighboring agencies.

The NFD makes their resources available to the fire departments that help them and regularly respond to incidents in the areas surrounding Northstar. NFD offers assistance to help neighbors augment their emergency response. It is an effective system that protects Northstar and surrounding districts and ensures that the region is well protected.²⁰

2.10 Transit Routes and Agencies

The Eastside Emergency Evacuation Plan indicates that transit vehicles may be used to evacuate those who do not have their own vehicles. If transit vehicles are available during evacuations, evacuation bus stops would be identified.

Northstar has an extensive fleet of approximately 40 buses that are used to successfully operate the transit services and could be used in the event of an emergency evacuation. These buses consist of the following categories:²¹

- Parking shuttles: 18 transit buses with average capacity of 37 – 55 passengers.
- Small shuttles: 16 cutaways or similar with average capacity of 25 – 45 passengers.
- Other shuttles: 5 buses with average capacity of 42 passengers.

There are several other transit service providers that serve the Martis Valley, Truckee, Tahoe City and environs. Tahoe Area Regional Transit (TART), operated by Placer County, connects Martis Valley with Truckee and Kings Beach. TART service is provided 7 days per week including holidays, and serves Eastern Placer County including the North Shore of Lake Tahoe, Incline Village, and Truckee. The Town of Truckee also provides fixed-route and dial-a-ride service in the project area.

TART has a total of 17 busses in the current fleet with a capacity of 30 to 38 passengers per vehicle. The total seating capacity of the entire fleet is 602 passengers. Agreements with TART or the Town of Truckee for emergency transit use would be necessary.

²⁰ Northstar Fire Department, *Your Northstar Fire Department*, page 4.

²¹ Northstar California Resort Traffic and Parking Management Plan, 2013, page 3.

2.11 Seismic and Geologic Hazards

The project site is located in a potentially active seismic area. It may be subjected to ground motions from relatively large earthquakes (moment magnitude 6.6 or larger) in eastern California and central or western Nevada. Seismicity is dominated by activity along the Sierra Nevada-Great Basin Boundary Zone (SNGBZ), a sub-province within the Walker Lane Belt. The SNGBZ is a seismic belt formed by a nearly continuous north-to northwest-trending zone of earthquakes extending from the Garlock fault in Southern California along the eastern Sierra to the Lake Almanor region in Northern California. Earthquakes in the zone tend to concentrate along the east flank of the Sierra Nevada. The zone trends in a northwest direction, very near the project site. This seismicity zone coincides with the Mohawk Valley fault zone and has been recently referred to as the Tahoe-Medicine Lake Trough. The SNGBZ is located about 15 miles east of the project site.

Three faults trend northwest-southeast through the eastern side of Northstar. The nearest fault in this fault zone trends northwest-southeast through both the proposed J lift and C lift alignments. These faults are associated with the Dollar Point Fault Zone. The referenced preliminary study conducted by URS indicates that these faults are younger than originally believed. URS has named this the West Tahoe-Dollar Point Fault Zone and has listed the fault zone as Holocene-aged. A second fault system has also been identified by URS in the project vicinity and is listed as the Truckee Fault Zone. This fault zone is listed as a late Quaternary age fault zone. The most southerly fault trace in this fault zone is located approximately 1,000 feet northwest of the proposed Z lift.

The criteria for evaluation of Quaternary earthquake faults has been formulated by the State of California Alquist-Priolo Earthquake Fault Zoning Act, which defines active faults as those with evidence of displacement within the past 10,000 years (Holocene time). Those faults with evidence of displacement during Pleistocene time (10,000 to 2,000,000 years before present) are classified as potentially active. The late Quaternary period does not necessarily exclude the Holocene epoch, therefore, based on the referenced fault map, the faults in the vicinity of the project may be considered active.²²

2.12 Avalanche Hazards

The Northstar area has a typically maritime climate with generally deep snowpacks, warm temperatures, and strong south/southwest storm winds. These conditions tend to result in a well-bonded snowpack during most winter months. In addition, there have been no records of avalanches occurring in the area. However, direct action avalanches from new snow accumulating on older snowpacks may occur on steep slopes. More specifically, the minimum steepness required for a typical avalanche occurrence is 29 degrees or greater. At higher elevations within Northstar, some slopes are over 30 degrees. These slopes are generally densely forested, except for the ski runs, indicating that they are not active avalanche areas.²³

2.13 Flood Hazards

All of the West Martis Creek watershed area, per FEMA via its National Flood Insurance Program, is in a Zone X designation—"areas determined to be outside 500-year floodplain." This designation indicates the watershed area is dominated by terrain that is

²² PMC. 2013. NMMP Draft Environmental Impact Report, page 12-5.

²³ PMC. 2013. NMMP Draft Environmental Impact Report, page 12-7.

either not prone to flooding or is considered to be of lesser concern by FEMA and has not been studied in detail. There are no designated 100-year flood hazard areas designated by FEMA within the proposed NMMP component sites.²⁴

²⁴ PMC. 2013. NMMP Draft Environmental Impact Report, page 13-10.

3.0 Northstar California Emergency Preparedness

3.1 Northstar California Emergency Response Plan (ERP)

The Northstar California Emergency Response Plan (ERP) includes a Mountain and Village Evacuation Plan in the event inclement weather or wildland fire have the potential to strand and/or threaten residents, guests or employee safety via road evacuation as follows:

1. Highlands View Drive to SR 267
2. Northstar Drive to SR 267
3. Fibreboard Freeway to SR 267
4. Sawmill Flat Road adjacent the one mile sign to SR 267
5. Old Mill Site Road through Martis Camp to SR 267
6. 900 Road to Fibreboard Freeway to Sierra Meadows to Old Brockway Road

There is currently 1 evacuation route that does not involve SR 267 (see **Figure 1-1, Northstar Evacuation Routes** and **Appendix A – Northstar California Emergency Response Plan**).

Additionally, the Northstar ERP includes provisions for avalanche/snow immersion, communication outage, emergency radio communications, earthquakes, explosions, flooding, lift evacuation, power outages and more.

3.2 Northstar California Fire Protection Programs

Northstar California has specific fire protection programs in place, including the requirement that all Northstar vehicles are equipped with a fire extinguisher and a strict smoking ban on the mountain and throughout the Northstar Village.

Other Northstar fire protection programs are as follows (see **Appendix F – Northstar California Fire Protection Programs**):

Northstar Annual Wildland Fire Drill

Northstar hosts an annual wildland fire drill with Northstar Fire and CalFire, along with any other local agencies who are able to attend, to familiarize these Fire Districts with the mountain and mountain road system, the snowmaking system and installation of adapters to the snowmaking hydrants for wildland fire suppression, and to run through the steps and communication that would occur during a real wildland fire onsite. Northstar provides these snowmaking hydrants adapters to Northstar Fire and other local Fire Districts to utilize the snowmaking water lines for fire suppression in the event of a wildfire.

Northstar Snowmaking System Charged for Wildfire Suppression

Northstar has a policy that portions of the snowmaking system shall remain charged with water during the summer months in the event of a wildfire. The mountain is divided into 4 zones, with the ability to charge the system in its entirety, if necessary. As mentioned above, Northstar trains employees and the applicable Fire Districts how to utilize this charged system for fire suppression. Northstar also implements annual employee training on snowmaking system training for summer use.

Northstar Hot Work Program

The Northstar Hot Work Program establishes written procedures to prevent fires resulting from temporary operations involving an open flame or operations that produce heat, sparks, or hot slag.

This written program requires the issuance of a Hot Work Permit before beginning hot work and applies to Vail Resorts employees and contractors who perform or supervise hot work activities in existing buildings, new construction in existing buildings, outside field maintenance, and new construction attached to existing buildings.

The Northstar Health and Safety Department must be contacted prior to any personnel being issued a Hot Work Permit and all precautions on the Permit must be met prior to performing any hot work.

Northstar Wildland Fire Emergency Action Procedures (EAP)

The Wildland Fire Emergency Action Procedures detail the appropriate response personnel during an emergency and fire reporting protocols.

Northstar Defensible Space Checklist

The Northstar Defensible Space Checklist includes guidelines to reduce fuels within 100 feet, 30 feet and 5 feet of structures to ensure structures are safe.

Red Flag Warning Days

A Red Flag Warning, also known as a Fire Weather Warning, is a forecast to inform local firefighting and land management agencies that conditions are ideal for wildland fire ignition and rapid propagation. Northstar does not allow outside "Hot Work" on these days.

3.3 Northstar Traffic and Parking Management Plan

The Northstar Traffic and Parking Management Plan is implemented during winter operations to ensure that public safety and emergency access conditions are optimal. The Northstar Access Management Team (AMT) periodically meets to coordinate operations and discuss changes in access patterns and parking/roadway facilities within Northstar and the Tahoe-Truckee region. The Traffic and Parking Management Plan is a working document that is updated yearly (e.g., signage updates, lot staffing, lot operations, shuttles, employee carpool incentives) to reflect current successful management strategies.²⁵ Northstar can notify guests of evacuation protocols via the low-wattage AM radio, the website, and Changeable Message Signs (CMS) installed within the Caltrans or the Town of Truckee Right-of-Way (ROW).

As previously stated, Northstar has an extensive fleet of approximately 40 buses that can be used to successfully operate emergency evacuation services (see **Appendix G – Northstar Traffic and Parking Management Plan**).

3.4 Northstar Parking Lot Staging Areas

In the unlikely event of an emergency wherein time necessary for proper Martis Valley evacuation is considered insufficient, it could be safer to "shelter-in-place", rather than to

²⁵ Northstar California Resort Traffic and Parking Management Plan, 2013, page 3.

leave Northstar. Northstar includes 5 open parking areas, totaling over 30 acres, that can be used for emergency staging in the event of a wildfire or other natural disaster, as follows:

- Castle Peak Parking Area includes approximately 14 acres of open parking;
- Village View Parking Area includes approximately 10 acres of open parking;
- Village Lower Pay Parking Area includes approximately 3.5 acres of open parking;
- Golf Course Parking Area includes approximately 2 acres of open parking; and
- CSA Employee Parking Area includes approximately 1.5 acres of open parking.

Northstar Fire confirmed these open parking acres could be used for emergency staging in the event of inclement weather or wildland fire (see **Figure 3-1, Northstar “shelter-in-place” Parking Areas**).

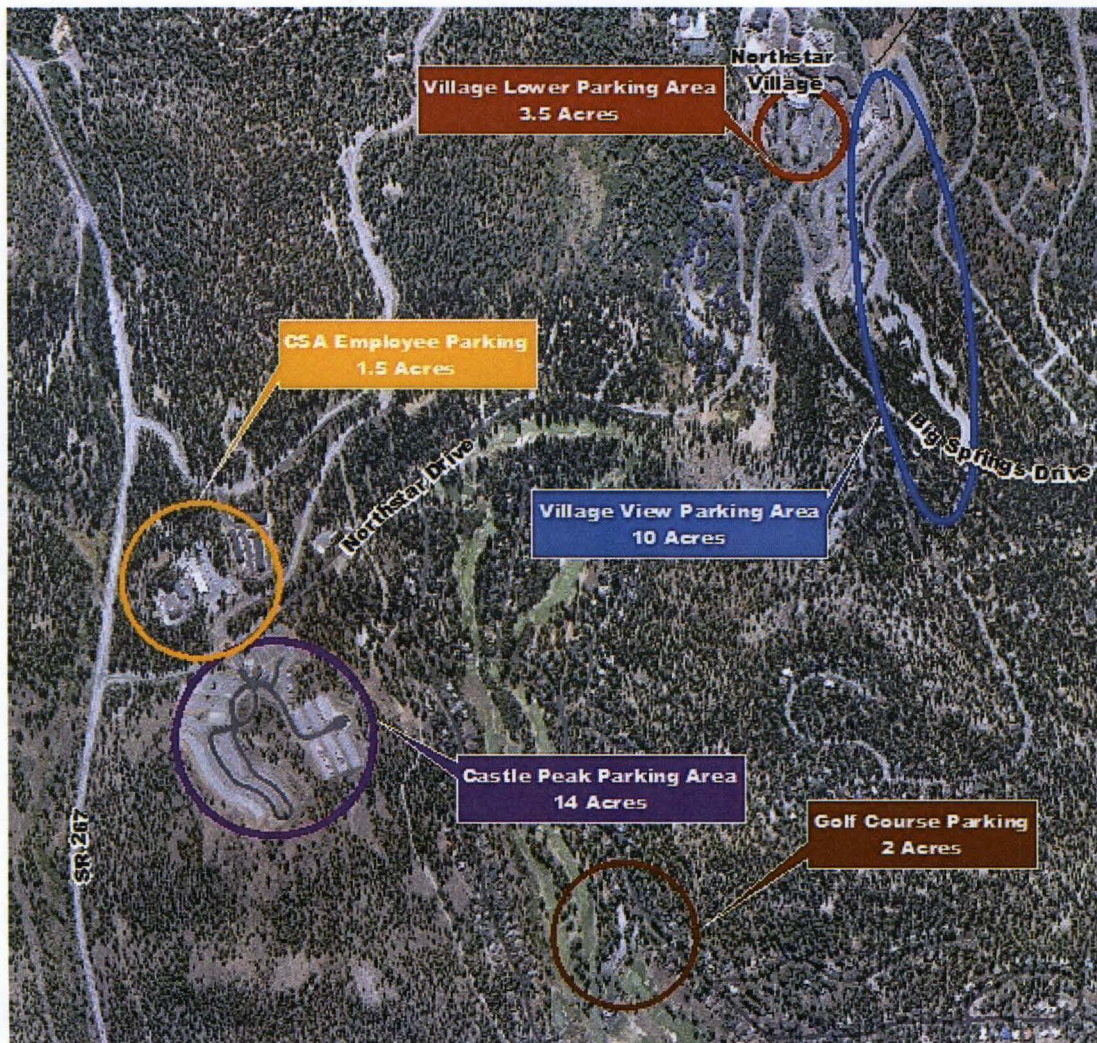


Figure 3-1, Northstar “shelter-in-place” Parking Areas

3.5 Northstar Water Sources in the Event of a Wildfire

Sawmill Lake is located within the eastern portion of Northstar California and is utilized for wildland fire suppression via Helitack waterbucket dumps. Existing snowmaking water lines located on Northstar property are retrofitted with adapters for fire suppression use in the summer. As previously mentioned, Northstar hosts an annual wildland fire drill with Northstar Fire and CalFire, along with any other local agencies who are able to attend to familiarize these Fire Districts with the mountain and mountain road system, the snowmaking system and installation of the adapters to the hydrants for wildland fire suppression, and to run through the steps and communication that would occur if a wildland fire were to occur onsite.

3.6 Northstar Yearly Fuels Reduction and Forest Management

Northstar implements a fuels management program, consistent with the Northstar Habitat Management Plan forestry prescriptions, to reduce the risk of wildfire and protect public safety. The forestry treatments, which include management for fire fuels, are managed by a licensed forester and are performed on lands in Northstar's ownership, including those adjacent to residential areas, recreational areas, and areas lying outside the ski boundary.

From 2009 through summer 2015, the NFD treated approximately 820 acres and Northstar California treated approximately 370 acres of forest land to reduce the potential for wildland fire.

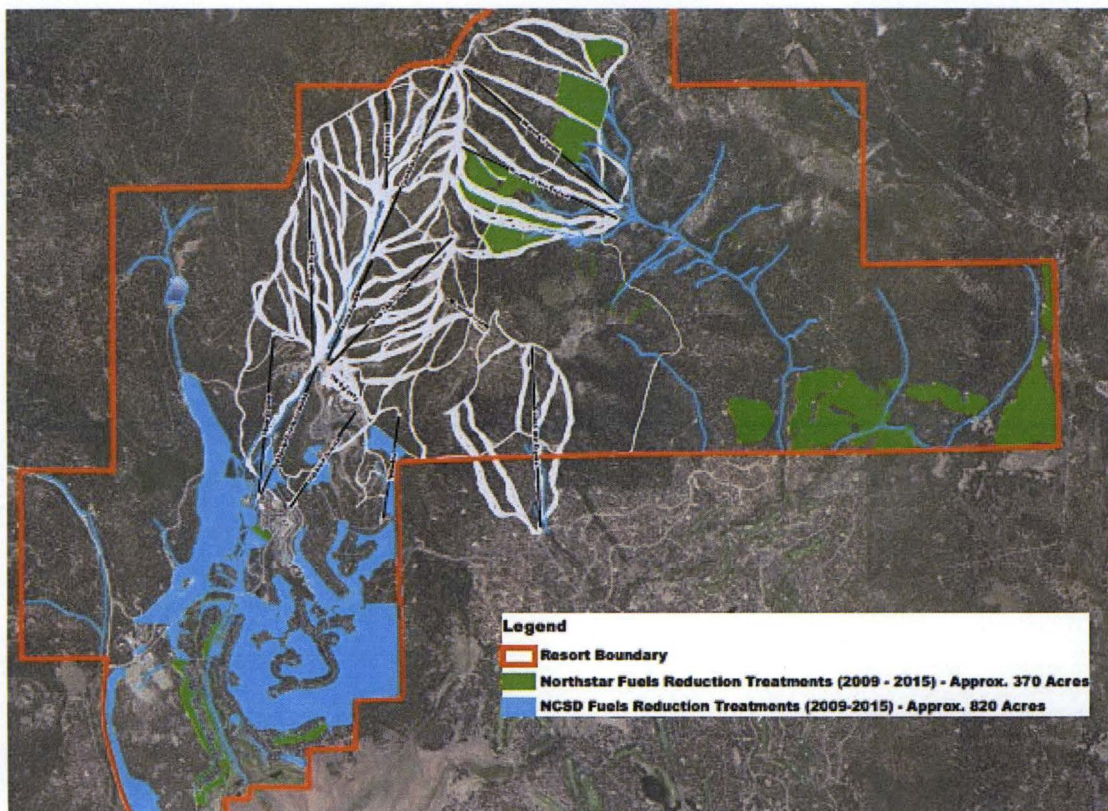


Figure 3-2, Fuels Reduction Areas

The focus of these treatments are to reduce the horizontal and vertical continuity of fuels in an effort to reduce wildfire intensity, rate of spread, and intensity.

In an effort to more aggressively manage the surrounding forest for wildfire due to increased tree mortality due to drought, disease and beetle infestation, Northstar implemented over 80 acres of fuels reduction in the summer of 2016.

3.7 Northstar Habitat Management Plan (HMP)

The Northstar Habitat Management Plan (HMP) includes provisions for forest enhancement through fuels reductions and identifies “High Priority” fuel treatment locations. Northstar implements fuels reduction in these areas per the Habitat Management Plan recommendations. The HMP is included as **Appendix 3.3** in the NMMP DEIR.

3.8 Northstar Enhancement Timber Harvest Plan (THP)

Northstar and the Northstar Fire Department partnered in 2016 in the preparation of a State of California Department of Forestry and Fire Protection (CalFire) Timber Harvest Plan (THP). The Enhancement THP allows fuels reduction through thinning and meadow/wet area restoration in priority areas with goals to restore, enhance, and maintain forest resources; modify vegetation to a less dense, more fire resistant forest type; and improve overall forest health within Northstar Resort. Both Northstar and Northstar Fire were able to implement projects contained within this THP in 2016, with additional projects anticipated yearly (see **Appendix H – Northstar Enhancement Timber Harvest Plan**).

4.0 REFERENCES

- California Board of Forestry and Fire Protection, CalFire, *Ignition Management Plan, Battalion 15*.
- California Board of Forestry and Fire Protection, SRA Fire Safe Regulations, January 1, 2016 (CCR Title 14, Chapter 1.5).
- Citygate Associates, LLC, *Assessment of Fire Service Impacts for the Proposed Martis Valley West Parcel Development*, February 10, 2015.
- Northstar California Emergency Response Plan (ERP), September 2016.
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- Northstar Fire Department, Northstar Community Wildfire Protection Plan, February 2015.
- Northstar Fire Department, *Emergency Preparedness and Evacuation Guide*.
- Northstar Fire Department, *Your Northstar Fire Department*.
- North Tahoe Fire Protection District, *About Us*.
- PMC, Northstar Mountain Master Plan Draft Environmental Impact Report, 2013.
- Placer County Code Article 12.40 (Avalanche Management Ordinance).
- Placer County Code Section 15.04.700 (Fire Code).
- Placer County, Operational Area East Side Emergency Evacuation Plan, March 2015.
- Placer County General Plan, May 21, 2013.
- Placer County, Martis Valley Community Plan, 2003.
- State of California, Public Resources Code Sections 4290 and 4291.
- State of California Government Code Section 66474.2.
- State of California Code of Regulations Title 24, California Building Code.
- WeatherSpark, <https://weatherspark.com/averages/31796/Truckee-California-United-States>,

**Delivered Under Separate Cover:
Appendices to the EPEP**

EXHIBIT C

CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS

FOR THE

NORTHSTAR MOUNTAIN MASTER PLAN

SCH#2012112020

DECEMBER 2016

TABLE OF CONTENTS

INTRODUCTION

These findings have been prepared for the proposed Northstar Mountain Master Plan (NMMP) project (Project), for which an environmental impact report (EIR) and Errata were prepared pursuant to California Environmental Quality Act (CEQA, California Public Resources Code, Section 21000, et seq.). The EIR is both a program and project level document, the components of which are described in the “Project Description” section.

CEQA Guidelines Section 15092(b) requires the findings associated with the significant impacts of a project that are either: (1) mitigated to a less than significant level pursuant to the mitigation measures identified in the EIR; or (2) mitigation measures notwithstanding, have a residual significant impact that requires a Statement of Overriding Consideration be supported by substantial evidence in the Administrative Record, which includes the documents, materials, and other evidence.

These Findings are organized as follows.

Section 1 - Findings for Less Than Significant Impacts (or No Impacts): This section provides the County’s findings associated with impacts identified as “no impact” or “less than significant.”

Section 2 - Findings for Significant, Potentially Significant, and Cumulatively Significant Impacts Reduced to Less Than Significant Through Mitigation Measures: This section provides the County’s findings with respect to impacts identified as significant that are reduced to less than significant through the adoption of feasible mitigation measures identified in the Draft and Final EIRs. These findings are made pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091.

Section 3 - Findings for Significant and Unavoidable Impacts: This section provides the County’s findings with respect to impacts determined to be significant and unavoidable even with the adoption of feasible mitigation measures. These findings are made pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091.

Section 4 - Findings Associated with Project Alternatives: This section sets forth the County’s findings with respect to alternatives to the Project. These findings are made pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091.

Section 5 - Other Impacts and Considerations: This section provides the County’s findings with respect to growth inducement.

Section 6 – Mitigation Monitoring and Reporting Program: This section adopts and incorporates the Mitigation Monitoring and Reporting Program (MMRP) for mitigation measures that have been proposed for adoption. In adopting these findings, the County hereby commits to implement the MMRP pursuant to CEQA Guidelines Section 15097.

CEQA FINDINGS OF FACT

Section 7 - Statement of Overriding Considerations: This section sets forth the County's "statement of overriding considerations" concerning the Project and the acceptance of its significant and unavoidable impacts pursuant to Public Resources Code Section 21081(b) and CEQA Guidelines Section 15093.

Section 8 - Recirculation Not Required: This section sets forth the County's findings in respect to recirculation of the Draft EIR. Although formal findings are not required in regards to determinations whether or recirculate a draft EIR, the County nevertheless adopts these findings. These findings are based on substantial evidence contained or cited in the Draft EIR, Final EIR, and the Errata.

Approval of a project with significant impacts requires that findings be made by the lead agency pursuant to the California Environmental Quality Act (CEQA, California Public Resources Code, Section 21000, et seq.), and State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3) Sections 15043, 15091, and 15093. Significant impacts of the proposed Project would either: (1) be mitigated to a less than significant level pursuant to the mitigation measures identified in the EIR; or (2) mitigation measures notwithstanding, have a residual significant impact that requires a Statement of Overriding Consideration. Specifically, Public Resources Code Section 21081 and CEQA Guidelines Section 15091 no public agency shall approve or carry out a project for which a certified environmental impact report (EIR) identifies one or more significant environmental effects of the project, unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings, which must be supported by substantial evidence in the record, include:

- (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
- (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

When making the findings required in subdivision (1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

The mitigation measures required of the NMMP are referenced in the Mitigation Monitoring and Reporting Program (MMRP), which was originally provided in Chapter 4 of the Final EIR. The MMRP is adopted concurrently with these findings as required by CEQA Section 21081.6(a)(1) and will be implemented throughout construction and operation of the Project. Placer County will use the MMRP to track compliance with all mitigation measures.

The “changes or alterations” referred to in (1) above, that are required in, or incorporated into, the project which mitigate or avoid the significant environmental effects of the project, may include a wide variety of measures or actions as set forth in CEQA Guidelines Section 15370, including:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- (e) Compensating for the impact by replacing or providing substitute resources or environments.

These Findings constitute the County’s evidentiary and policy bases for its decision to approve the proposed Project in a manner consistent with CEQA. To the extent that these Findings conclude that various proposed mitigation measures outlined in the Final EIR are feasible and have not been modified, superseded, or withdrawn, Placer County binds itself to implement these measures. These Findings are not merely informational, but constitute a binding set of obligations that will come into effect when Placer County approves the NMMP project (Public Resources Code Section 21081.6(b)). The mitigation measures identified as feasible and within the County’s authority to implement for the approved Project become part of the MMRP which is adopted concurrently with these Findings. The mitigation measures are also conditions of approval of the proposed Project and will bind the property owner/applicant to implement upon project approval. The County will, pursuant to County Code, Chapters 17 and 18, enforce implementation of the conditions of approval and mitigation measures. Placer County, upon review of the Final EIR (which includes the Draft EIR and the Errata) and based on all the information and evidence in the administrative record, hereby makes the Findings set forth herein.

CEQA FINDINGS OF FACT

DEFINITIONS

The following definitions apply where the subject words or abbreviations are used in these Findings:

“Board” means the Placer County Board of Supervisors

“CEQA” means the California Environmental Quality Act (Public Resources Code Section 21000 et seq.).

“CDRA” means the Placer County Community Development Resource Agency.

“Condition” means a Condition of Approval adopted by the County in connection with approval of the proposed Project.

“Corps” means the United States Army Corps of Engineers.

“County” means Placer County.

“Draft EIR” means the Draft Environmental Impact Report for the proposed NMMP project.

“DPW” means the Placer County Department of Public Works.

“DRC” means the Placer County Development Review Committee.

“ECS” means the Placer County Environmental Coordination Services Division.

“EIR” means environmental impact report.

“Environmental Health” means the Placer County Department of Health and Human Services, Environmental Health Division.

“Environmental Review Ordinance” means the Placer County Environmental Review Ordinance, as codified in Chapter 18 of the Placer County Code.

“ERC” means the Placer County Environmental Review Committee.

“Errata” means the Errata to the Final EIR dated November 2016.

“ESD” means the Placer County Engineering and Surveying Division.

“Final EIR” means the Final Environmental Impact Report for the proposed NMMP Project, including the Draft EIR and the Errata.

“General Plan” means the Placer County General Plan, as adopted in 1994 with subsequent amendments.

“MMRP” means the Mitigation Monitoring and Reporting Program for the proposed Project.

“NOP” means Notice of Preparation of an EIR.

“Placer County APCD or PCAPCD” means the Placer County Air Pollution Control District.

“Planning Commission” means the Placer County Planning Commission.

“Planning Division” means the Placer County Planning Division.

“Proposed Project” means the currently proposed Northstar Mountain Master Plan proposed project.

“RWQCB” means the Lahontan Regional Water Quality Control Board.

“Zoning Ordinance” means the Placer County Code, Chapter 17, including all amendments thereto.

PROJECT DESCRIPTION

The Northstar Mountain Master Plan (NMMP) proposes upgrades to existing ski facilities as well as the creation of additional ski facilities on the eastern slopes of Mt. Pluto, on the northeastern slopes of Sawtooth Ridge, and on Lookout Mountain within the Northstar California Ski Resort. These lands are owned by CLP Northstar, LLC, and managed through a lease agreement by Trimont Land Company dba Northstar California.

The proposed NMMP identifies planned on-mountain improvements including upgrades to existing ski lifts, widening of existing ski trails, new/replaced ski lifts and ski trails, and infrastructure to accommodate these features including on-mountain skier service facilities and upgrades, snowmaking facilities, utilities, and seasonal spur roads. In addition, the proposed NMMP includes other recreation components such as camping and relocation of cross-country ski facilities.

SUMMARY OF PROJECT COMPONENTS

Project-Level Components
Additional ski trails and the modernization of ski trails and snowmaking through widening of runs adjacent to the Vista, Rendezvous, Arrow, Comstock, and Backside lifts. Upgrades and replacement of existing lifts.
Additional ski lifts designated as C, J, V, W, and Z lifts and associated terrain, snowmaking, fuel tanks and standby engines, and necessary utilities and seasonal spur roads to operate and maintain the lifts. The relocation of cross-

CEQA FINDINGS OF FACT

Project-Level Components

country ski trails would be necessary with the construction of the C lift and trails.

Skier service site improvements – The skier service sites would provide for improved food service, restroom facilities, and seating areas offered on-mountain. The project-level sites include improvements to the existing Summit Deck and Grille facility located on the top of Mt. Pluto and a new warming hut with deck located on the Backside (the portion of the project site generally west of the Mt. Pluto summit, east of Sawtooth Ridge, and south of the Lookout Mountain summit), directly adjacent to the Promised Land Express bottom terminal.

General Plan/Martis Valley Community Plan Amendment to relocate an existing Tourist/Commercial land use designation located at the Backside campsite area to the proposed cross-country center/skier services/campsite area at the bottom of the proposed C lift. In addition to exchanging the land use designations, each of the small land use squares would be adjusted southward and uphill from their present locations.

Rezone to align the FOR (Forestry) zone district with the relocated MVCP land use designation squares mentioned above.

Zoning Text Amendment to allow for the development of ski lift facilities and ski runs in the Timberland Production Zone (TPZ) district and within land boundaries owned and/or operated by existing ski resorts, except where TPZ land exists within the Tahoe Basin.

Program-Level Components

The Q lift and associated terrain, snowmaking, fuel tank and standby engine, and necessary utilities and seasonal spur roads to operate and maintain the lift.

The Castle Peak Parking Area Gondola alignment, fuel tank and standby engine, and necessary utilities and seasonal spur roads to operate and maintain the lift.

Skier access from the top of Lookout Mountain to the W lift bottom terminal.

Three program-level skier service sites:

Two of the skier service sites would provide restrooms and food service facilities. The first program-level skier service site would be located at the top of the C lift, while the second program-level skier service site would be located near the top of the existing Lookout Link and Martis Camp Express lifts.

The third skier service site consists of relocating the existing cross-country ski center at mid-mountain near the base of the Vista Express chair to the south side of Sawmill Reservoir. A proposed campsite in the same area would offer a variety of camping and educational opportunities. The existing Reservoir maintenance road would be improved, a limited new roadway would be constructed, a small 20-space parking lot would be implemented, and relocated cross-country ski trails would be necessary to provide connectivity with existing ski trails to the relocated cross-country center lodge.

Remote campsite located in the Backside area to the west of Lookout Mountain that would offer a variety of summer and winter camping opportunities. Access to this site would be by van via the existing 900 road to the 705 road in the summer and by snowcat in the winter.

Additional non-skiing recreation activities that are centered in the mid-mountain area.

The following actions are proposed and referred to collectively as the Project Approvals. The Project Approvals constitute the proposed Project for purposes of CEQA Guidelines Section 15378.

County Discretionary Approvals:

- Certification of the Final EIR
- Adoption of these Findings and the Mitigation Monitoring and Reporting Program

- Approval of the Placer County General Plan Amendment to the Martis Valley Community Plan – Transfer of land use designations; Tourist/Resort Commercial land use designation located in the Backside area with the Forest land use designation located at the program-level Campsite/Skier Service/Cross Country ski center project area and associated adjustment of the final location of these land use designation squares. (see **Exhibit 1**)
- Approval of the Rezone to align the FOR (Forestry) zoning with the relocated underlying land use designation squares mentioned above. (see Exhibit 2)
- Approval of the Zoning Text Amendment – A Zoning Text Amendment to allow the expansion of existing ski resorts to include the development of ski lifts, trails, snowmaking, and related facilities in lands currently zoned for TPZ, except where TPZ land is located within the Lake Tahoe Basin.
- Approval of the Conditional Use Permit to adopt the Northstar Mountain Master Plan.

County Ministerial Approvals:

- Design/site review approval for all proposed structures with the Design Sierra (Ds) zoning designation.
- Improvement Plan approval.
- Building Permit approval.

The following agencies are acting as responsible and trustee agencies pursuant to CEQA Guidelines Sections 15381 and 15386, respectively:

Federal Agencies

- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service

State Agencies

- California Air Resources Board
- California Department of Fish and Game
- Lahontan Regional Water Quality Control Board
- State Historic Preservation Officer
- State Water Resources Control Board
- California Department of Forestry and Fire Protection
- State of California Division of Occupational Safety and Health, Ride and Tramway Unit

Regional and Local Responsible Agencies

- Truckee Sanitary District
- Northstar Community Service District

CEQA FINDINGS OF FACT

- Placer County Air Pollution Control District
- Placer Local Agency Formation Commission

PROJECT OBJECTIVES

The proposed NMMP would improve skier circulation within existing terrain and diversify the types of terrain available to skiers and snowboarders at the resort. The quality of snow conditions, out-of-base access, and non-skiing recreation opportunities would also be improved. The planning, design, and implementation of current and planned future land uses at Northstar are driven by the following objectives. The first three objectives are identified as “primary objectives,” as they are fundamental in meeting the goals of the proposed Project.

Primary Objectives

- 1) Maintain Northstar’s competitiveness as a resort destination by upgrading existing services, amenities, and operations. This includes providing a better balance of skier amenities, improving lift technology, and increasing the variety and mix of recreational activities.
- 2) Implement a plan consistent with habitat and land use goals defined in the Northstar Habitat Management Plan (HMP).
- 3) Increase the variety and improve the balance of beginner, intermediate, and expert terrain by creating a wider, more diverse array of terrain offerings, such as access to the Sawtooth Range, which will facilitate an improved and extended vacation experience for the destination guest and day use skier.

General Project Objectives

- 4) Continue providing a high quality recreational experience for both the day use skier and the “destination” oriented guest.
- 5) Maintain and/or enhance natural resource values of Northstar lands while allowing for current and planned future land uses in a manner that is compatible with those values.
- 6) Concentrate more intensive land uses (i.e., characterized as recreation and development in the HMP) in the central-western portions of the Northstar property, and emphasize habitat management, open space conservation, and less intensive recreation in the more easterly and westerly portions of the property, consistent with the HMP.

- 7) Enhance Northstar's status as a self-sustaining, self-contained destination resort that provides the necessary services and amenities to guests and residents on-site.
- 8) Improve skier/snowboarder terrain and the amount and type of services offered (i.e., skier service sites, cross-country ski center relocation).
- 9) Enhance guests' recreation experience through innovative trail design that would provide the visitor with broader and more varied on-mountain experiences.
- 10) Implement trail widths and widening of existing trails adjacent to the Vista, Rendezvous, Arrow, Comstock, and Backside lifts to better accommodate modern shaped ski/snowboard technology.
- 11) Improve distribution of skiers/snowboarders across the mountain to facilitate circulation and reduce congestion in the higher-use areas and on trails returning to the Village.
- 12) Improve the capacity of existing out-of-base mountain access points for skiers and snowboarders during peak access times.
- 13) Provide ski trail access for residential development within Northstar to reduce vehicle trips to the Village and on-site day use parking areas.
- 14) Provide redundancy for critical access lifts and generally improve the reliability of the overall lift and trail system.
- 15) Increase snowmaking coverage and the efficiency of the snowmaking system for early season consistency and low snow years.
- 16) Add or develop non-skiing recreation opportunities that are consistent with the overall management and use of the resort (i.e., proposed program-level campsites).
- 17) Recognize Northstar's role and contribution to natural resources conservation and management in the Martis Valley region.

PROCEDURAL HISTORY

- An application was filed by Northstar California in September 2012 for an Initial Study on the proposed NMMP from the County.
- After reviewing the application, the County completed an Initial Study Checklist to evaluate whether any aspect of the proposed Project, either individually or cumulatively, may cause a significant adverse environmental effect on the environment.

CEQA FINDINGS OF FACT

- The County prepared and filed a Notice of Preparation (NOP) to prepare an Environmental Impact Report (EIR) with the California Office of Planning and Research, and sent the NOP to responsible and trustee agencies, federal agencies, and other interested parties on November 6, 2012. The 30-day review period for the NOP began on November 6, 2012, and ended on December 6, 2012.
- The County held a public scoping meeting on November 28, 2012, 10:00 a.m. at the Lakeview Suite, North Tahoe Event Center, 8318 North Lake Boulevard, Kings Beach to solicit input from the community and public agencies to be considered in proposed Project design and alternatives selection, and comments on the scope and content of the Draft EIR.
- The County completed and distributed a Draft EIR for the proposed Project on November 26, 2013, for a 45-day public review period, which closed on January 13, 2014. The Draft EIR was mailed to relevant public agencies, responsible agencies, and all interested parties. Copies of the Draft EIR, as well as documents and reports referenced in the Draft EIR, were available for public review at Placer County's Community Development Resource Agency (located at 3091 County Center Drive, Auburn, and the Tahoe Office at 775 North Lake Boulevard, Tahoe City); the Tahoe City Library at 740 North Lake Boulevard, Tahoe City; the Truckee Library at 10031 Levone Avenue, Truckee; and on the County's website (http://www.placer.ca.gov/Departments/CommunityDevelopment/EnvCoordSvcs/EIR/No_rthstarMMP.aspx). Additionally, copies of the Draft EIR were provided to interested parties.
- The Placer County Planning Commission held a public hearing on January 9, 2014, in the Placer County Planning Commission Hearing Room, located at 3091 County Center Drive, Auburn to consider the Draft EIR. Public comments on the Draft EIR were taken at this hearing.
- The County also received written comments on the Draft EIR from the agencies, groups, and individuals listed in the Final EIR during the comment period. The Final EIR contains responses to these comments, including a summary of each comment and the complete comment letter. Based on the comments received, edits were made to the Draft EIR as set forth in the Final EIR, which was made available for public review and comment starting on June 9, 2014.
- The proposed Project was presented to North Tahoe Regional Advisory Council (NTRAC) on June 12, 2014. The NTRAC took action (5-1) to recommend approval of the proposed Project to the Planning Commission.
- On June 18, 2014, the Applicant requested to postpone consideration of the proposed Project by the Planning Commission and requested the matter be continued off-calendar.

On May 31, 2016, the applicant asked the County to recommence the application/hearing process. The County's environmental consultant analyzed the Final EIR in light of current

conditions and concluded that the prior conclusions in the Final EIR remain current and accurate. This analysis is captured in an Errata (November 2016).

- The Placer County Planning Commission held a duly noticed public hearing on January 5, 2017 at the North Tahoe Events Center in Kings Beach, Lake Tahoe to consider the proposed Project and the Final EIR and to make recommendations on the same to the Board of Supervisors.
- The Board of Supervisors held a duly noticed public hearing on _____, 2017 at the _____ to consider the proposed Project and certification of the Final EIR.

RECORD OF PROCEEDINGS

In accordance with CEQA Section 21167.6(e), the record of proceedings for the County's decision on the proposed Northstar Mountain Master Plan project includes, without limitation, the following documents:

- The Initial Study prepared for the proposed Project;
- The Notice of Preparation (NOP) and all other public notices issued by the County in conjunction with the proposed Project;
- All comments submitted by agencies or members of the public during the comment period on the NOP (provided in Appendix 1.0 of the Draft EIR in CD format);
- The Draft EIR (November 2013) for the proposed Project;
- All comments submitted by agencies or members of the public during the comment period on the Draft EIR;
- All comments and correspondence submitted to the County with respect to the proposed Project, in addition to timely comments on the Draft EIR;
- The Final EIR (June 2014) for the proposed Project, including comments received on the Draft EIR and responses to those comments;
- The Errata to Northstar Mountain Master Plan Final EIR (State Clearinghouse No. 2012112020) – Analysis of Changed Environmental Conditions Since Release of the Final EIR (November 2016);
- Documents cited or referenced in the Draft and Final EIRs;
- The Mitigation Monitoring and Reporting Program (MMRP) for the proposed Project;
- All findings and resolutions adopted by the County in connection with the proposed Project and all documents cited or referred to therein;

CEQA FINDINGS OF FACT

- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the proposed Project prepared by the County, consultants to the County, the applicant, or responsible or trustee agencies with respect to the County's compliance with the requirements of CEQA and with respect to the County's action on the proposed Project;
- All documents submitted to the County (including the Planning Commission) by other public agencies or members of the public in connection with the proposed Project up through the close of the final public hearing on the proposed Project;
- Any minutes and/or verbatim transcripts, as available, of all information sessions, public meetings, and public hearings held by the County in connection with the proposed Project;
- Any documentary or other evidence submitted to the County at such information sessions, public meetings, and public hearings;
- Relevant portions of the Placer County Zoning Ordinance and Environmental Review Ordinance (Placer County Code, Chapters 17 and 18), and all other County Code provisions cited in materials prepared by or submitted to the County;
- Any other materials required to be in the record of proceedings by Public Resources Code Section 21167.6(e).

The official custodian of the documents comprising the record of proceedings is the Placer County Community Development Resource Agency Planning Services Division, whose office is located at 3091 County Center Drive, Auburn, CA 95603.

FINDINGS REQUIRED UNDER CEQA

Sections 1 through 6 below contain the County’s findings with respect to the proposed Project’s environmental impacts pursuant to the requirements of Public Resources Code 21081 and CEQA Guidelines Sections 15091, 15093, and 15097.

The Draft EIR, Final EIR, and Errata are hereby incorporated by reference into these Findings =. Without limitation, this incorporation is intended to address the scope and nature of mitigation measures, the basis for determining the significance of impacts, the comparative analysis of alternatives, and the reasons for approving the proposed Project in spite of the potential for associated significant and unavoidable adverse impacts. In the event a mitigation measure identified in the Draft EIR, Final EIR or Errata has inadvertently been omitted below, such a mitigation measure is hereby adopted and incorporated in the findings below by reference. In addition, in the event the language describing a mitigation measure set forth in Sections 2 and 3 does not accurately reflect the mitigation measures in the Draft EIR, Final EIR or Errata, the language of the mitigation measures as set forth in the MMRP (Attachment A) shall control. It is acknowledged that after public release of the Final EIR, County staff have made minor text changes to the mitigation measures. These changes are reflected in these Findings and the MMRP. None of these changes have altered the environmental protection provisions or performance standards of the mitigation measures.

To the extent there are any inconsistencies in the mitigation measures identified in these Findings or in the MMRP (Attachment A), any such inconsistencies are inadvertent and unintentional.

1. LESS THAN SIGNIFICANT IMPACTS (OR NO IMPACTS) IDENTIFIED IN THE FINAL EIR

The Board agrees with the characterization in the Draft and Final EIRs with respect to all impacts identified as “no impact” or “less than significant” and finds that those impacts have been described accurately and are less than significant as so described in the Final EIR.

This finding applies to the following impacts evaluated in the Draft and Final EIRs and determined to be “less than significant.”

LAND USE AND FORESTRY RESOURCES

- Conflict with General Plan/Community Plan, Zoning, or Plan Policies
- Conflict with Existing Zoning/Loss of Timberland
- Conflict with Any Applicable Habitat Conservation Plan

POPULATION, HOUSING, AND EMPLOYMENT

- Displace Substantial Numbers of Existing Housing or People
- Induce Population Growth

CEQA FINDINGS OF FACT

BIOLOGICAL RESOURCES

- Impacts to Wildlife Movement
- Conflicts with Local Policies or Ordinances
- Conflicts with an Adopted Habitat Conservation Plan, Natural Community Conservation Plan, or Any Adopted Biological Resources Recovery or Conservation Plan of Any Federal or State Agency

VISUAL RESOURCES

- Damage Visual Resources within a Scenic Highway Corridor
- Construction Impacts

TRAFFIC AND CIRCULATION

- Exceed Level of Service or Storage Capacity Standards at Study Intersections (2012)
- Exceed Level of Service Standards on Study Roadway Segments (2012)
- Increase Vehicle Miles Traveled in the Tahoe Basin
- Traffic Safety Hazard
- Public Transit
- Bicycle and Pedestrian Safety and Facilities
- Construction Traffic
- Parking

AIR QUALITY

- Conflict With or Obstruct Implementation the Air Quality Attainment Plan
- Contribute Substantially to an Existing Air Quality Violation
- Expose Sensitive Receptors to Substantial Carbon Monoxide Pollutant Concentrations
- Expose Sensitive Receptors to Toxic Air Contaminants
- Create Objectionable Odors

NOISE

- Traffic Noise Impacts
- Noise from Lift Backup Power Generators

GEOLOGY AND SOILS

- Hazards Associated with Seismic Ground Shaking and Seismic-Related Ground Failure
- Avalanche Hazards
- Volcanic Eruption

HYDROLOGY AND WATER QUALITY

- Deplete Groundwater Supplies or Interfere with Groundwater Recharge

PUBLIC SERVICES

- Fire Protection and Emergency Medical Services
- Law Enforcement Services
- Increased Water Demand
- Wastewater Collection, Conveyance, and Treatment Impacts
- Soil Support of Septic Systems
- Solid Waste Collection and Disposal Impacts
- Electrical, Natural Gas, and Telecommunications Service and Infrastructure Impacts
- Inefficient, Wasteful, and Unnecessary Consumption of Energy Impacts

HAZARDOUS MATERIALS AND HAZARDS

- Public Exposure to Hazardous Materials from Existing Site Conditions
- Public Exposure to Hazardous Materials from Transport or Accidental Release of Hazardous Materials
- Wildland Fire Hazards
- Temporary Construction Impacts
- Potential Height Conflicts with Airport Operations

GREENHOUSE GASES AND CLIMATE CHANGE

- AB 32 Compliance

CUMULATIVE IMPACTS

- Cumulative Land Use Impact
- Cumulative Increase in Vehicle Miles Traveled in the Tahoe Basin Impact
- Cumulative Parking Impact
- Cumulative Air Quality Impact
- Cumulative Noise Impact
- Cumulative Public Services Impact
- Cumulative Hazards Impact

SECTION 2 - FINDINGS FOR SIGNIFICANT, POTENTIALLY SIGNIFICANT, AND CUMULATIVELY SIGNIFICANT IMPACTS REDUCED TO LESS THAN SIGNIFICANT THROUGH MITIGATION MEASURES.

The Board agrees with the characterization in the Final EIR with respect to all impacts initially identified as “significant” or “potentially significant” that will be reduced to less than significant levels with implementation of the mitigation measures identified in the Final EIR. In accordance

CEQA FINDINGS OF FACT

with CEQA Guidelines Section 15091(a), a specific finding is made for each impact and its associated mitigation measures in the discussions below.

LAND USE AND FORESTRY RESOURCES

Impact 4.4: Result in Incompatible Uses and/or the Creation of Land Use Conflicts

Mitigation Measures

Mitigation Measure 4-4 Implement Construction Control Measures

Prior to Improvement Plan approval and/or during any construction, demolition, or tree removal activities requiring complete or partial closure of existing roadways, the project applicant shall perform the following tasks to the satisfaction of the Placer County Public Works Department:

- Provide written notice to property owners along affected roadways and the Northstar Fire District 1 week before roadway closures.
- Ensure public safety by clearly marking and securing roadway construction areas.
- Place steel plates over open trenches at the end of each workday (or other appropriate measures) to restore vehicle access to all residents.
- Ensure access and parking for users and residents of buildings to remain on the project site.
- Obtain written approval from the County Director of Public Works for any proposed temporary road closures or detour routes.
- Obtain written approval from the Northstar Fire Department and Cal Fire for any proposed temporary road closures or detour routes.
- Post notice of planned closure on affected roadways two weeks prior to roadway closures.

During demolition, tree removal, and construction activities, the project applicant shall limit the amount of daily construction equipment traffic by staging heavy construction equipment and vehicles on the project site at the end of each workday rather than removing them.

Clear demarcation of construction areas, including fencing, temporary walls, signage, protective barriers, and security provisions for public safety, shall be noted in the improvement plans for project components. These public safety protection features for persons using the trails system shall be in place prior to the onset of construction.

Finding: Implementation of mitigation measure 4-4, which has been required, will reduce potential impacts to uses and/or the creation of land use conflicts to a less than significant level. Specifically, this mitigation measure requires construction control measures to retain access to land uses. The County, therefore, finds that changes or alterations have been required as part of the proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: Implementation of mitigation measure 4-4 will require that construction control measures are implemented to ensure that public safety and access are maintained (see Draft EIR page 4-14).

POPULATION, HOUSING AND EMPLOYMENT

Impact 5.3: Require Additional Employee Housing

Mitigation Measures

Mitigation Measure 5-3 Provision of Employee Housing

The project applicant shall mitigate potential impacts to employee housing through compliance with the Placer County General Plan Housing Element policy (C-2) requiring new Sierra Nevada and Lake Tahoe projects to house 50 percent of the employee housing demand (e.g., FTEE employees) generated by the project. Compliance shall be demonstrated prior to approval of improvement plans for each project component. The project applicant shall submit to Placer County an Employee Housing Mitigation Plan detailing the method of providing the required employee housing units, proposed occupancy (rental or for sale), number of employees served by the employee housing units or, in the case of in-lieu fee payment, number of employees credited, transportation to and from the project, timing of the development of employee housing units, and any incentives requested.

Finding: Implementation of mitigation measure 5-3, which has been required, will reduce the potential for inadequate employee housing provisions to a less than significant level. Specifically, this mitigation measure requires the establishment of an Employee Housing Mitigation Plan that will comply with the employee housing provision requirements of General Plan Housing Element Policy C-2. The County, therefore, finds that changes or alterations have been required as part of the project that avoid the significant environmental impact identified in the EIR.

Explanation: Implementation of mitigation measure 5-3 will ensure that appropriate employee housing mitigation is provided through compliance with the Placer County General Plan Housing Element Policy C-2 (see Draft EIR pages 5-11 through 5-13).

BIOLOGICAL RESOURCES

Impact 6.1: Impacts to Special-Status Species.

Mitigation Measures

Mitigation Measure 6-1a Conduct Special-Status Species Surveys

The applicant shall retain a qualified biologist to perform focused preconstruction surveys to determine the presence/absence of special-status plant species with potential to occur in and adjacent to (within 25 feet, where appropriate) the proposed impact area of each project component. These surveys shall be conducted in accordance with CDFW *Guidelines for Assessing Effects of Proposed Developments on Rare Plants and Plant Communities* (Nelson 1994). These guidelines require that rare plant surveys be conducted at the proper time of year when rare or endangered species are both evident and identifiable. Field surveys shall be scheduled to coincide with known flowering periods and/or during appropriate developmental periods that are necessary to identify the plant species of concern and will be reviewed and accepted by the Placer County Planning Services Division prior to site disturbance or construction activity.

Mitigation Measure 6-1b Implement Avoidance Measures to Protect Special-Status Species

If any state- or federally listed, CNPS List 1, or CNPS List 2 plant species is found in or adjacent to (within 25 feet) the proposed impact area of each project component during the surveys, these plant species shall be avoided to the extent feasible. Avoidance measures shall include fencing of the population(s) before construction, exclusion of project activities from the fenced-off areas, and construction monitoring by a qualified biologist. Avoidance areas shall be identified on improvement plans. If these plants cannot be avoided, the following measures shall be applied, and the following mitigation measures shall be implemented prior to approval of improvement plans, issuance of grading permits, and/or any clearing:

- In some cases involving state-listed plants, it may be necessary to obtain an incidental take permit under Section 2081 of the Fish and Game Code (2081 permit). The applicant shall consult with the CDFW to determine whether a 2081 permit is required, and obtain all required authorizations prior to initiation of ground-breaking activities.
- The applicant shall submit a mitigation plan concurrently to the CDFW and the USFWS (if appropriate) for review and comment. The plan shall include mitigation measures for the population(s) to be directly affected. Possible mitigation for impacts to special-status plant species can include implementation of a program to transplant, salvage, cultivate, or re-establish the species at suitable sites (if feasible), or through the purchase of credits from an approved mitigation bank, if available. The actual level of mitigation may vary depending on the sensitivity of the species, its prevalence in the area, and the current state of knowledge about overall population

trends and threats to its survival. The final mitigation strategy for directly impacted plant species shall be determined by the CDFW and the USFWS (if appropriate) through the mitigation plan approval process.

Any special-status plant species that are identified adjacent to the PSA, but not proposed to be disturbed by the project, shall be protected by barrier fencing to ensure construction activities and material stockpiles do not impact any special-status plant species. These avoidance areas shall be identified on project plans.

Finding: Implementation of mitigation measures 6-1a and 6-1b, which has been required, will reduce the potential loss of special-status plant species to a less than significant level. Specifically, these mitigation measures require preconstruction surveys and avoidance and/or mitigation of impacted plant species to occur in coordination with USFWS and CDFW. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: Implementation of mitigation measures 6-1a and 6-1b will reduce the potential loss of special-status species by verifying the potential presence of special-status species and requiring that Project activities do not result in impacts to special-status plant species in accordance with a mitigation plan established in consultation with CDFW and USFWS and the US Fish and Wildlife Service (see Draft EIR pages 6-51 through 6-55).

Impact 6.2: Impacts to Northern Goshawk and California Spotted Owl.

Mitigation Measures

Mitigation Measure 6-2a Implement Avoidance Measures for Northern Goshawk and California Spotted Owl

The project applicant shall include the following Northstar HMP practices and protection measures as standards in all NMMP project component improvement plans, building permits, use permits, and grading permits prior to their approval for the protection of northern goshawk and California spotted owl. The Placer County Planning Department shall be notified of the results of the preconstruction surveys and establishment of buffers to avoid discovered nesting birds.

Northern Goshawk

- Pre-project surveys will be conducted in suitable nesting habitat within 0.25 mile of vegetation removal, construction, and development activities, and will be reviewed and accepted by the Placer County Planning Services Division prior to site disturbance or construction activity. Surveys for northern goshawks will follow the *Northern Goshawk Inventory and Monitoring Technical Guide* (Woodbridge and Hargis 2006), or another appropriate method determined by the appropriate regulatory agency. Suitable habitat is preliminarily defined here as Class 2 (moderate breeding

value) and 3 (high breeding value) areas shown in HMP Exhibit 3-7. However, these areas were mapped primarily from GIS data, and they may overestimate the amount of suitable breeding habitat (particularly in the “moderate” category). Final determination of suitability, and whether a pre-project protocol survey is required, should be based on a reconnaissance field assessment of habitat conditions by a qualified avian biologist before initiating projects in these areas. For efficiency, this assessment could be conducted as part of the pre-project survey, as follows: if suitable habitat is present, continue by implementing the protocol survey; if suitable habitat is not present, no further (protocol) survey would be required.

Survey Timing: June 1–August 15 (broadcast acoustical surveys or intensive surveys/stand searches); or approximately March 1–April 15 (dawn acoustical surveys)

- To avoid disturbances to or loss of active nest sites, between March 15 and August 15, delay project activities within 0.25 mile of (or at a distance directed by the appropriate regulatory agency) the nest to avoid disturbance until the nest is no longer active. Project activities include vegetation removal, earth moving, and construction. This buffer may be reduced through consultation with the County and/or the CDFW. This time frame is based on the California Forest Practice Rules guidelines and definition of “Critical Period” for northern goshawk.
- Access and Seasonal Use Restrictions for Resource Management Zones D and E: Where pre-project surveys (see HMP Table 4-3) or other monitoring (see HMP Chapter 6, Appendix 3.3) have identified nesting by northern goshawk, the following will be restricted:
 - Motorized vehicle use not related to the necessary maintenance of facilities or resource protection, within 0.25 mile of the nest.
 - Bicycling and snowmobiling, within 0.25 mile of the nest.

Access and Seasonal Use Restriction Timing: March 15–August 15

California Spotted Owl

- Pre-project surveys will be conducted in suitable nesting habitat within 0.25 mile of vegetation removal, construction, and development activities, and will be reviewed and accepted by the Placer County Planning Services Division prior to site disturbance or construction activity. Surveys for California spotted owl will follow the *Protocol for Surveying for Spotted Owl in Proposed Management Activity Areas and Habitat Conservation Areas* (USFS 1993), or another appropriate method determined by the appropriate regulatory agency. Suitable habitat is preliminarily defined here as Class 2 (moderate breeding value) and 3 (high breeding value), and portions of Class 1 (low to moderate breeding value), areas shown in HMP Exhibit 3-8 (Appendix 3.3). Final determination of suitability, and whether a pre-project protocol survey is required, should be based on a reconnaissance field assessment of

habitat conditions by a qualified avian biologist before initiating projects in these areas. For efficiency, this assessment could be conducted as part of the pre-project survey, as follows: if suitable habitat is present, continue by implementing the protocol survey; if suitable habitat is not present, no further (protocol) survey would be required.

Survey Timing: March 1–August 31

- To avoid disturbances to or loss of active nest sites, between March 1 and August 31, delay project activities within 0.25 mile of (or at a distance directed by the appropriate regulatory agency) the nest to avoid disturbance until the nest is no longer active. Project activities include vegetation removal, earth moving, and construction. This buffer may be reduced through consultation with the County and/or the CDFW.
- Access and Seasonal Use Restrictions for Resource Management Zones D and E: Where pre-project surveys (see HMP Table 4-3) or other monitoring (see HMP Chapter 6) have identified nesting by California spotted owl, the following will be restricted:
 - Motorized vehicle use not related to the necessary maintenance of facilities or resource protection, within 0.25 mile of the nest.
 - Bicycling and snowmobiling, within 0.25 mile of the nest.
 - Access and Seasonal Use Restriction Timing: March 1–August 31 (as determined by a qualified biologist)

Mitigation Measure 6-2b Nest Site Protection

The project applicant shall not remove any trees between September 1 and February 28 that contained active nest sites for California spotted owl or northern goshawk during the breeding season. Once a qualified biologist has deemed a nest site inactive for two consecutive years, the restriction to protect the nest tree shall be lifted.

Finding: Implementation of mitigation measures 6-2a, 6-2b, and 6-9 (addressed below under Impact 6-9), which has been required, will reduce the potential loss to the northern goshawk and California spotted owl and potential habitat loss (Impact 6-9) to a less than significant level. Specifically, these mitigation measures require preconstruction surveys, avoidance of active nest sites, implementation of seasonal use restrictions of portions of Northstar, and 1:1 replacement for habitat loss within Northstar. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: Implementation of mitigation measures 6-2a, 6-2b, and 6-9 will reduce the potential loss to the northern goshawk and California spotted owl and potential habitat loss through pre-project surveys, disturbance avoidance, and access and seasonal use restrictions in accordance with the Northstar Habitat Management Plan, Placer County

and the CDFW (see Draft EIR pages 6-55 through 6-60 and 6-71 through 6-72 and Final EIR page 2-13).

Impact 6.3: Impacts to Yellow Warbler and Willow Flycatcher.

Mitigation Measures

Mitigation Measure 6-3a Implement Avoidance Measures for Yellow Warbler

The project applicant shall retain a qualified biologist to determine if suitable nesting habitat for these species occurs within 500 feet of the proposed impact area. The survey will be reviewed and accepted by the Placer County Planning Services Division prior to site disturbance or construction activity. If suitable habitat exists, focused surveys must be performed by a qualified biologist for the purposes of determining presence/absence of yellow warbler.

If active nest sites are determined to exist within 500 feet of project activities, the project applicant shall delay all construction activities within 500 feet of the nest site (or distance determined appropriate by the biologist in consultation with the California Department of Fish and Wildlife) until the birds leave the nest, or a time deemed acceptable by the biologist. The Placer County Planning Department shall be notified of the results of the preconstruction surveys and establishment of buffers to avoid discovered nesting birds.

Mitigation Measure 6-3b Implement Avoidance Measures for Willow Flycatcher

The project applicant shall include the following Northstar HMP practices and protection measures as standards in all NMMP project component improvement plans, building permits, use permits, and grading permits prior to their approval for the protection of willow flycatcher. The Placer County Planning Department shall be notified of the results of the preconstruction surveys and establishment of buffers to avoid discovered nesting birds.

- Pre-project surveys will be conducted in suitable nesting habitat within 500 feet of vegetation removal, construction, and development activities, and will be reviewed by the Placer County Planning Services Division prior to site disturbance or construction activity. The surveys will follow *A Willow Flycatcher Survey Protocol for California, June 6, 2000* (Bombay et al. 2003), or another appropriate method determined by the appropriate regulatory agency. The protocol requires a minimum of two survey visits to determine presence or absence of willow flycatcher. One survey must be performed between June 15 and 25; the second survey may be performed either June 1–14 or June 26–July 15. Determination of habitat suitability, and whether a pre-project survey is required, should be based on a reconnaissance field assessment of habitat conditions before initiating projects in these areas.

Survey Timing: Two surveys – June 15–25 and either June 1–14 or June 26–July 15

- If an area is determined to be occupied by willow flycatcher during pre-project surveys (see HMP Table 4-3) or otherwise, notify the County and the CDFW. Between June 1 and July 31, delay project activities within 500 feet of (or at a distance directed by the appropriate regulatory agency) of the site until the nest is no longer active. Project activities include vegetation removal, earth moving, and construction.

Finding: Implementation of mitigation measures 6-3a, 6-3b and 6-9 (addressed below under Impact 6-9), which has been required, will reduce the potential loss to the yellow warbler and willow flycatcher and potential habitat loss (Impact 6-9) to a less than significant level. Specifically, these mitigation measures require preconstruction surveys, avoidance of active nest sites, implementation of seasonal use restrictions of portions of Northstar, and 1:1 replacement for habitat loss within Northstar. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: Implementation of mitigation measures 6-3a, 6-3b, and 6-9 will reduce the potential loss of yellow warbler and willow flycatcher and potential habitat loss through pre-project surveys, disturbance avoidance, and access and seasonal use restrictions in accordance with the Northstar Habitat Management Plan, Placer County and the CDFW (see Draft EIR pages 6-60 through 6-62 and 6-71 through 6-72 and Final EIR page 2-14).

Impact 6.4: Impacts to Special-Status Forest Carnivore Species.

Mitigation Measures

Mitigation Measure 6-4 Mitigate for Impacts to Special-Status Forest Carnivore Species (American Marten, Pacific Fisher, Sierra Red Fox, and California Wolverine)

The project applicant shall include the Northstar HMP practices identified below for the American marten and apply these same survey practices and protection measures to the Sierra red fox, Pacific fisher, and California wolverine. The applicant shall include the Northstar HMP practices and protection measures for these species as standards in all improvement plans, building permits, use permits, and grading permits prior to their approval for all NMMP project components. The Placer County Planning Department shall be notified of the results of the preconstruction surveys and establishment of buffers to avoid discovered dens.

- Pre-project surveys for American marten den sites will be conducted in suitable denning habitat within 0.25 mile of vegetation removal, construction, and development activities, and will be reviewed and accepted by the Placer County Planning Services Division prior to site disturbance or construction activity. If a potential den is located, an appropriate method will be used to determine whether the site is occupied by marten. Suitable denning habitat is preliminarily defined here as Class 2 (moderate breeding value) and 3 (high breeding value) areas shown in HMB Exhibit 3-9 (Appendix 3.3). However, these areas were mapped primarily from GIS

data, and they may overestimate the amount of suitable denning habitat (particularly in the “moderate” category). Final determination of suitability, and whether a pre-project survey is required, should be based on a reconnaissance field assessment of habitat conditions before initiating projects in these areas.

Survey Timing: April 1–July 31

- If an active marten den site is located during the pre-project surveys (see HMP Table 4-3, Appendix 3.3) or otherwise, notify the County and the CDFW. Delay project activities within 500 feet of the den during the sensitive denning season when activities could disturb rearing of young (April 1 through July 31). (Note: Although martens are active and can be surveyed year-round, this is considered the sensitive reproductive period that could overlap with timing of project activities. Generally, young are born in March–April, emerge from the den at about 50 days, and leave their mother in late summer [see Buskirk and Ruggiero 1994]).
- Access and Seasonal Use Restrictions for Resource Management Zones D and E: Where pre-project surveys (see Table 4-3, Appendix 3.3) or other monitoring have identified denning or concentrated use by American marten, the following will be restricted:
 - Motorized vehicle use not related to the necessary maintenance of facilities or resource protection, within 0.25 mile of the den or activity center.

Access and Seasonal Use Restriction Timing: April 1–July 31

Finding: Implementation of mitigation measure 6-4 and 6-9 (addressed below under Impact 6-9), which has been required, will reduce the potential loss of special-status forest carnivore species and potential loss of habitat to a less than significant level. Specifically, these mitigation measures require preconstruction surveys, avoidance of active den sites, implementation of seasonal use restrictions of portions of Northstar, and 1:1 replacement for habitat loss within Northstar. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: Implementation of mitigation measures 6-4 and 6-9 will reduce the potential loss of special-status forest carnivore species and loss of habitat through pre-project surveys, disturbance avoidance, and access and seasonal use restrictions in accordance with the Northstar Habitat Management Plan, Placer County and the CDFW (see Draft EIR pages 6-62 through 6-64 and 6-71 through 6-72 and Errata page 16).

Impact 6.5: Impacts to Special-Status Forest Herbivore Species.

Mitigation Measures**Mitigation Measure 6-5a Forest Herbivore Detection Surveys**

The project applicant shall retain a qualified biologist to determine if suitable breeding habitat for Sierra Nevada mountain beaver, Sierra Nevada snowshoe hare, and/or western white-tailed jackrabbit occurs within 250 feet of the proposed impact area for all NMMP project components. The survey will be reviewed and accepted by the Placer County Planning Services Division prior to site disturbance or construction activity. If suitable habitat exists, focused surveys must be performed by a qualified biologist for the purposes of determining presence/absence of active dens within the proposed impact area and a 250-foot buffer (if feasible). The Placer County Planning Department shall be notified of the results of the preconstruction surveys.

Mitigation Measure 6-5b Implement Avoidance Measures to Protect Special-Status Forest Herbivore Species

If active breeding sites are identified within 250 feet of project activities, the project applicant shall implement limited operating periods (LOP) for all dens prior to commencement of any project construction activities to avoid construction or access-related disturbances to breeding activities and/or habitat for Sierra Nevada mountain beaver, Sierra Nevada snowshoe hare, and/or western white-tailed jackrabbit. An LOP constitutes a period during which project-related activities (i.e., vegetation removal, earth moving, and construction) will not occur, and will be imposed between April 1 and July 31 within 250 feet of any active den sites. Activities permitted within and the size (i.e., 250 feet) of LOPs may be adjusted through consultation with the CDFW and/or the County. The Placer County Planning Department shall be notified of the establishment of buffers and LOPs to avoid impacts.

Finding: Implementation of mitigation measures 6-5a, 6-5b and 6-9 (addressed below under Impact 6-9), which has been required, will reduce the potential loss of special-status forest herbivore species and a potential habitat loss to a less than significant level. Specifically, these mitigation measures require preconstruction surveys, avoidance of active breeding sites, implementation of seasonal use restrictions of portions of Northstar, and 1:1 replacement for habitat loss within Northstar. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: Implementation of mitigation measures 6-5a, 6-5b, and 6-9 will reduce the potential loss of special-status forest carnivore species and potential habitat loss through pre-project surveys, disturbance avoidance, and access and seasonal use restrictions in accordance with the Northstar Habitat Management Plan, Placer County and the CDFW. (see Draft EIR pages 6-64 through 6-65 and 6-71 through 6-72)

Impact 6.6: Impacts to Mule Deer Fawning.

Mitigation Measures

Mitigation Measure 6-6 Mitigate for Impacts to Mule Deer Fawning

The project applicant shall include the following Northstar HMP practices and protection measures as standards in all improvement plans, building permits, use permits, and grading permits for the following NMMP project components prior to their approval for the protection of mule deer fawning. These measures shall be implemented in suitable habitat, as determined by a qualified biologist. The Placer County Planning Department shall be notified of the results of the preconstruction surveys and establishment of buffers to avoid mule deer fawning.

- Pre-project surveys will be conducted in suitable fawning habitat within 500 feet of vegetation removal, construction, and development activities, and will be reviewed and accepted by the Placer County Planning Services Division prior to site disturbance or construction activity. Suitable habitat is preliminarily defined here as moderate and high potential areas shown in HMP Exhibit 3-11 (Appendix 3.3); however, these were mapped primarily from GIS data. Final determination of suitability, and whether a pre-project focused survey is required, should be based on a reconnaissance field assessment of habitat conditions by a qualified wildlife biologist before initiating projects in these areas. For efficiency, this assessment could be conducted as part of the pre-project survey, as follows: if suitable habitat is present, continue by implementing the focused survey; if suitable habitat is not present, no further (focused) survey would be required. (Note: Riparian vegetation along Schaffer Creek is mapped on HMP Exhibit 3-11 as high potential; however, it is not easily seen on HMP Exhibit 3-11 because of overlap with stream and trail features.)

Survey Timing: Approximately April 15–July 31 (These dates are only guidelines. Appropriate survey dates should be determined by a qualified biologist during the year of the survey, based on snowpack conditions and deer activity.)

- If mule deer fawning is confirmed during pre-project surveys (see HMP Table 4-3, Appendix 3.3) or otherwise, notify the County and the CDFW. During the fawning and fawn-rearing period (typically sometime between mid-April and late July, depending on snowpack/weather), delay project activities at a distance determined by a qualified biologist in consultation with the appropriate regulatory agency. Project activities include vegetation removal, earth moving, and construction. Appropriate dates within this period should be determined by a qualified biologist during the year of project activity, based on snowpack conditions and deer reproductive activity.
- Access and Seasonal Use Restrictions for Resource Management Zones C, D, and E: To allow deer access to fawning grounds and avoid disturbances to fawning activities, the following will be restricted:

- Recreation activities (including snowmobiling and bicycling), motorized vehicle use not related to the necessary maintenance of facilities or resource protection, and other unnecessary operational uses within a seasonal closure area during the deer fawning season. This closure area is introduced and shown (as HMB Exhibit 4-1, Appendix 3.3) and under Management Practices for Access and Use for Zones B, D, and E.
- Pets (such as walking dogs) within moderate-potential, high-potential, or occupied fawning habitat.

Access and Seasonal Use Restriction Timing: Approximately April 15–July 31 (These dates are only guidelines. Appropriate survey dates should be determined by a qualified biologist during the year of the survey, based on snowpack conditions and deer activity.)

- Protect mule deer access to fawning grounds and minimize loss of fawning habitat by implementing the following measures (Resource Management Zones B, C, D, and E):
 - Implement recreation and development designs that emphasize protection of occupied and high-potential mule deer fawning habitats. To the extent practicable, design trails and structures to avoid locations mapped as high potential or occupied mule deer fawning habitat, and minimize impacts on locations mapped as moderate potential fawning habitat.
 - Within physical design constraints, locate ski lifts, towers, and terminals to avoid or minimize removal of high potential or occupied fawning habitat, particularly riparian and shrub vegetation.
 - Where moderate-potential, high-potential, or occupied fawning habitat cannot be avoided, design development and trails to retain habitat elements important for mule deer fawning (shrub cover, tree cover, riparian vegetation) to the extent practicable and appropriate.

Finding: Implementation of mitigation measure 6-6 and 6-9 (addressed below under Impact 6-9), which has been required, will reduce the potential impact to mule deer fawning and potential loss of habitat to a less than significant level. Specifically, these mitigation measures require preconstruction surveys, avoidance of mule deer fawning, implementation of seasonal use restrictions of portions of Northstar, protection of fawning grounds through project design modifications, and 1:1 replacement for habitat loss within Northstar. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: Implementation of mitigation measure 6-6 and 6-9 will reduce the potential impact to mule deer fawning and potential habitat loss through pre-project surveys; disturbance avoidance; access and seasonal use restrictions in accordance with the Northstar Habitat Management Plan, Placer County and the CDFW; specific protection

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measures incorporated into project design; and retaining habitat elements important for mule deer fawning (see Draft EIR pages 6-64 through 6-69 and 6-71 through 6-72).

Impact 6.7: Impacts to Migratory Birds and Raptors.

Mitigation Measures

Mitigation Measure 6-7 Mitigate for Impacts to Migratory Birds and Raptors

The project applicant shall implement the Northstar HMP practices identified below for raptors and apply these same survey practices and protection measures to the bald eagle, golden eagle, long-eared owl, and olive-sided flycatcher, as well as to other migratory birds with the potential to nest within the PSA. The applicant shall include the Northstar HMP practices and protection measures as standards in all improvement plans, building permits, use permits, and grading permits prior to their approval for all NMMP project components. The Placer County Planning Department shall be notified of the results of the preconstruction surveys and establishment of buffers to avoid migratory birds and raptors.

- Pre-project surveys for other nesting raptors will be conducted in suitable nesting habitat within 500 feet of vegetation removal, construction, and development activities, and will be reviewed and accepted by the Placer County Planning Services Division prior to site disturbance or construction activity. Visual surveys of trees larger than approximately 11 inches in diameter at breast height (dbh) and taller than 30 feet will be conducted. Determination of habitat suitability, and whether a pre-project survey is required, should be based on a reconnaissance field assessment of habitat conditions before initiating projects in these areas.

Survey Timing: April 15–August 31

- If an active raptor or migratory bird nest is located during the pre-project surveys (see HMP Table 4-3, Appendix 3.3), notify the County and the CDFW. To avoid disturbances to or loss of active nest sites, between March 1 and August 31, delay project activities within 0.25 mile of (or at a distance directed by the appropriate regulatory agency) the nest to avoid disturbance until the nest is no longer active. Project activities include vegetation removal, earth moving, and construction. The 0.25-mile buffer may be reduced through consultation with the county and/or the CDFW.

Finding: Implementation of mitigation measure 6-7 and 6-9 (addressed below under Impact 6-9), which has been required, will reduce the potential impact to migratory birds and raptors and potential loss of habitat to a less than significant level. Specifically, these mitigation measures require preconstruction surveys, avoidance of active nest sites, and 1:1 replacement for habitat loss within Northstar. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: Implementation of mitigation measure 6-7 and 6-9 will reduce the potential impact to migratory birds and raptors and potential loss of habitat through pre-project surveys, disturbance avoidance, buffers, and access and seasonal use restrictions in accordance with the Northstar Habitat Management Plan, Placer County and the CDFW (see Draft EIR pages 6-69 through 6-70 and 6-71 through 6-72).

Impact 6.8: Impacts to Special-Status Bats.

Mitigation Measures

Mitigation Measure 6-8 Mitigate for Impacts to Special-Status Bats

Scheduled between April and the middle of August, a preconstruction survey by a qualified biologist approved by the County shall be conducted to determine the presence or absence of roosting bats or a maternity site, and will be reviewed and accepted by the Placer County Planning Services Division prior to site disturbance or construction activity. Surveys will be conducted by first visually inspecting all trees in the project area and identifying potential roosts and maternity sites (e.g., tree cavities). Dusk to early evening emergence surveys will then be conducted using high-quality night vision equipment to identify roost sites and the presence of any relatively high number of bats emerging from a specific location; the latter situation would be indicative of a maternity colony. If occupation of such a site (concentration of individuals) is confirmed two weeks later, then a maternity colony will be assumed and the location will be protected until mid-August, when young of the year would usually be able to fly and relocate. Removal of the maternity site (after mid-August) will be compensated for by locating a minimum of two similar but unoccupied trees outside of but in the proximity of the project area; these trees will be excluded from disturbance and removal. If no concentrations are found, then mitigation for any roosting (non-breeding) bats will be compensated for by the construction and installation of two bat boxes suitable to the bat species excluded from the original roosting site. The bat boxes shall be installed in the vicinity prior to removal of the original day roost sites. A detailed program for bat flushing, roosting site removal, and installation of bat boxes shall be developed in consultation with a qualified biologist.

Finding: Implementation of mitigation measure 6-8 and 6-9 (addressed below under Impact 6-9), which has been required, will reduce the potential impacts to special-status bats and potential loss of habitat to a less than significant level. Specifically, these mitigation measures require preconstruction surveys, avoidance of roost sites, installation of bat boxes, and 1:1 replacement for habitat loss within Northstar. The County, therefore, finds that changes or alterations have been required as part of the project that avoid the significant environmental impact identified in the EIR.

Explanation: Implementation of mitigation measure 6-8 and 6-9 will reduce the potential impacts to special-status bats and potential loss of habitat by verifying the potential presence of special-status bats and requiring that Proposed Project activities do not result in disturbance of special-status bats in consultation with Placer County (see Draft EIR pages 6-70 through 6-72).

Impact 6.9: Impacts to Riparian Habitat or Sensitive Natural Communities.

Mitigation Measures

Mitigation Measure 6-9 Mitigate for Impacts to Habitat Loss

The project applicant shall ensure the proposed project components mitigate any loss of habitat in HMP Zones C, D, or E through the creation of a mitigation enhancement area at a 1:1 ratio of habitat loss to habitat enhancement. The habitat in the mitigation enhancement area shall be similar to the habitat where tree removal is conducted (i.e., conifer forest, late-seral forest, or riparian habitat) and shall occur in HMP Zone E in order to provide a large continuous habitat area. Demonstration of compliance with this mitigation measure shall be provided with the phased implementation of improvement plans, grading permits, and/or building permits for each project component that results in tree loss in HMP Zones C, D, or E. The mitigation enhancement area shall also be protected from development with a conservation easement or similar mechanism.

Finding: Implementation of mitigation measure 6-9, which has been required, will reduce the potential loss of habitat to a less than significant level. Specifically, this mitigation measures requires 1:1 replacement for habitat loss within Northstar. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: Implementation of mitigation measures 6-9 will reduce the potential loss of habitat through the creation of a mitigation enhancement area at a 1:1 ratio of habitat loss in HMP Zones, C, D, or E to habitat enhancement in HMP Zone E. The mitigation enhancement area shall also be protected from development with a conservation easement or similar mechanism (see Draft EIR pages 6-71 and 6-72 and Errata page 16).

Impact 6.10: Impacts to Federally Protected Wetlands.

Mitigation Measures

Mitigation Measure 6-10 Mitigate for Impacts to Wetlands

The project applicant shall ensure that the project will result in no net loss of federally protected waters through impact avoidance, impact minimization, and/or compensatory mitigation, as determined in CWA Section 404 and 401 permits and/or 1602 Streambed Alteration Agreement. Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project.

Finding: Implementation of mitigation measure 6-10, which has been required, will reduce the potential loss of wetlands to a less than significant level. Specifically, this mitigation measure requires wetland avoidance, minimization, and/or compensatory mitigation to ensure no net less loss of wetlands. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: Implementation of mitigation measures 6-10 will reduce the potential loss of wetlands through impact avoidance, impact minimization, and/or compensatory mitigation, as determined in CWA Section 404 and 401 permits and/or Streambed Alteration Agreement (see Draft EIR 6-72 and 6-73).

CULTURAL RESOURCES

Impact 7.1: Potential Destruction or Damage to Known Cultural, Prehistoric, or Historic Resources.

Mitigation Measures

Mitigation Measure 7-1 Mitigate for Known and Potential Cultural, Prehistoric, or Historic Resources

In order to ensure that no unanticipated disturbance occurs to sites NS-13, NS-31, NS-34, NS-36, NS-37, NS-38, NS-39, NS-42, NS-43, NS-44, NS-45, NS-46, and NS-47 during project construction, protective orange field fencing will be installed around the site perimeters to keep construction debris and construction support vehicles from impacting the resources. This shall be included on improvement plans for the following project components:

- C lift base and associated lower trail improvements
- V and W lift associated lower trail improvements and bridges
- Top of V lift
- Cross-country center relocation and skier services near C lift

Potential Prehistoric and Historic Resources: Final improvement plans approved by the County shall include a note that states: If during the course of construction cultural resources [i.e., prehistoric sites, historic sites, exotic rock (non-native), or unusual amounts of shell or bone, isolated artifacts, or other similar features] are discovered, work shall be halted immediately within 50 feet of the discovery, and the Placer County Community Development Resource Agency shall be notified. A professional archaeologist that meets the Secretary of the Interior’s Professional Qualifications Standards in archaeology shall be retained to determine the significance of the discovery. Determination of impacts, significance, and mitigation shall be made by a qualified archaeologist (in consultation with recognized local Native American groups). Mitigation for significant cultural resources located on-site shall consist of one or more of the following that will ensure protection of the resource consistent with Public Resources Code Section 21083.2:

- Redesign of improvements to avoid the resource.
- Capping or covering the resource in a manner that protects the resource.

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The Placer County Planning Department and Department of Museums shall also be contacted for review of the archaeological find(s). Prior to the commencement of project excavations, all construction personnel shall be informed of the potential to inadvertently uncover cultural resources and human remains, and shall also be informed of the procedures to follow should subsequent to an inadvertent discovery of cultural resources or human remains occur. The County Coroner shall be notified, according to Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5, if human remains are discovered. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.

Finding: Implementation of mitigation measure 7-1, which has been required, will reduce impacts to known cultural, prehistoric, or historic resources to a less than significant level. Specifically, this mitigation measure requires avoidance of identified cultural resource sites during construction activities and requires notification and protection of any cultural resources discovered during construction. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: Implementation of mitigation measure 7-1 will reduce impacts to known cultural, prehistoric, or historic resources through installation of orange flagging at some project sites. In addition, this mitigation measure includes provisions for the protection and mitigation of potential undiscovered cultural resources discovered during construction activities (see Draft EIR pages 7-17 through 7-19).

Impact 7.2: Potential Destruction or Damage to Undiscovered Cultural, Prehistoric, or Historic Resources.

Implementation of mitigation measure 7-1.

Finding: Implementation of mitigation measure 7-1, which has been required, will reduce impacts to undiscovered cultural, prehistoric, or historic resources to a less than significant level. Specifically, this mitigation measure requires avoidance of identified cultural resource sites during construction activities and requires notification and protection of any cultural resources discovered during construction. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: Implementation of mitigation measure 7-1 includes provisions for the protection and mitigation of potential undiscovered cultural, prehistoric, or historic resources discovered during construction activities (see Draft EIR page 7-19).

Impact 7.3: Potential Destruction or Damage to a Unique Paleontological Resource or Geological Feature.

Mitigation Measures

Mitigation Measure 7-3 Mitigate for Potential Disruption of Paleontological Resources

Final improvement plans for the project components shall include a note that states: If paleontological resources are discovered on-site, the applicant shall retain a qualified paleontologist to observe all grading and excavation activities throughout all phases of project construction and shall 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 that require temporarily halting or redirecting of grading, the paleontologist shall report such findings to the project developer and to the Placer County Community Development Resource Agency and Department of Museums. The paleontologist shall determine appropriate actions, in cooperation with the project developer, that ensure proper exploration and/or salvage. Excavated finds shall first be offered to a State-designated repository such as the Museum of Paleontology, University of California, Berkeley, or the California Academy of Sciences. 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 the Community Development Resource Agency that shall include the period of inspection, an analysis of the fossils found, and the present repository of fossils.

Finding: Implementation of mitigation measure 7-3, which has been required, will reduce this impact to a less than significant level. Specifically, this mitigation measure requires notification and protection of any paleontological resources discovered during construction. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: Implementation of mitigation measure 7-3 will require investigation and protection of paleontological resources discovered during construction so as to ensure that any such resources are properly explored and salvaged in accordance with applicable laws and protocols (see Draft EIR pages 7-19 and 7-20).

VISUAL RESOURCES

Impact 8.3: Degrade Visual Character.

Mitigation Measures

Mitigation Measure 8-3 Design Skier Services/Relocated Cross-Country Ski Center Facilities and Castle Peak Parking Lot Transport Gondola Terminals to Blend with Natural and Resort Character

Skier services, relocated cross-country ski center facilities, and the Castle Peak Parking Lot Transport Gondola shall be designed consistent with the Northstar-at-Tahoe Design Guidelines provided in Section IV (Community Design) of the Martis Valley Community Plan. This consists of site design requirements on roadways and parking as well as building materials. Improvements at the Summit Deck and Grille shall be designed consistent with TRPA Code of Ordinances Chapters 36 (Design Standards) and 37 (Height). Building plans and improvement plans for the project shall identify compliance with this measure.

Finding: Implementation of mitigation measure 8-3, which has been required, will reduce potential degradation of the visual character impact to a less than significant level. Specifically, this mitigation measure requires that the skier services, relocated cross-country ski center facilities, and the Castle Peak Parking Lot Transport Gondola shall be designed consistent with the Northstar-at-Tahoe Design Guidelines provided in Section IV (Community Design) of the Martis Valley Community Plan in order to compliment the natural and resort character of the area. Improvements at the Summit Deck and Grille are required to be designed consistent with TRPA Code of Ordinances Chapters 36 (Design Standards) and 37 (Height) in order to minimize their visual appearance and blend with the surrounding environment. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: Implementation of mitigation measure 8-3 will require that skier services, relocated cross-country ski center facilities, and the Castle Peak Parking Lot Transport Gondola shall be designed consistent with the Northstar-at-Tahoe Design Guidelines provided in Section IV (Community Design) of the Martis Valley Community Plan. Improvements at the Summit Deck and Grille shall be designed consistent with TRPA Code of Ordinances Chapters 36 (Design Standards) and 37 (Height) (see Draft EIR pages 8-22 through 8-24).

Impact 8.5: Create New Source of Light or Glare.

Mitigation Measures

Mitigation Measure 8-5a Minimize Lighting

All outdoor lighting installed as part of the proposed project shall be limited to the minimum amount needed for safety and shall be designed to limit upward and sideways spillover of light. All lighting shall be consistent with the most recent update of the Nonresidential Compliance Manual for California's 2005 Energy Efficiency Standards.

Outdoor light fixtures shall be shielded and directed down to preserve the night sky and away from residential areas to minimize light and glare effects on such areas. In addition, all light poles shall be finished in a color that will blend into the landscape and prevent glare (i.e., black, bronze, or dark bronze). Light fixtures at the Summit Deck and Grille shall be designed consistent with TRPA Code of Ordinances Section 36.8 (Exterior Lighting Standards). These lighting requirements shall be included in lighting plans for the project prior to issuance of any building permits.

Mitigation Measure 8-5b Use Nonreflective Building Materials

Nonreflective building materials shall be used for the exterior of all buildings. Building windows shall be coated with tinting materials to reduce glare and to minimize the visibility of interior lighting.

Finding: Implementation of mitigation measures 8-5a and 8-5b, which has been required, will reduce potential degradation of the visual character impact to a less than significant level. Specifically, these mitigation measures require outdoor lighting fixtures be designed with shields to avoid light and glare impacts of adjacent areas consistent with applicable standards (TRPA Code of Ordinances). The mitigation also requires the use of nonreflective building materials and tinted glass to avoid off-site glare impacts. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: Implementation of mitigation measures 8-5a and 8-5b will require outdoor lighting features to be limited and designed to limit upward and spillover lighting and avoid impacts to adjoining residential areas and views. Mitigation measure 8-5b will specifically prohibit the use of non-reflective building materials to address potential glare impacts off-site (see Draft EIR pages 8-24 and 8-25).

NOISE

Impact 11.1: Construction-Generated Noise Impacts.

Mitigation Measures

Mitigation Measure 11-1 Mitigate for Construction-Generated Noise Associated with Off-Road Equipment Operations and Rock-Breaking Activities

The project applicant shall prepare construction specifications that require the construction contractor to limit periods of construction, including the operation of off-road equipment and rock-breaking activities, as follows:

- Noise-generating construction activities shall be limited to between the hours of 6:00 AM and 8:00 PM, Monday through Friday, and between the hours of 8:00 AM and 8:00 PM on Saturdays. Construction activities shall be prohibited on Sundays and

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holidays. An exception to these hours of construction may be allowed with approval by the Placer County Planning Services Division.

The project applicant shall prepare construction specifications that require the construction contractor to implement noise reduction measures during construction when within 700 feet of noise-sensitive receptors. The construction specifications shall include the following measures:

- Fixed construction equipment such as compressors and generators shall be located as far as feasibly possible from sensitive receptors. All intake and exhaust ports on power construction equipment shall be muffled or shielded.
- Before any particularly noisy activities are performed, written notice of such activities shall be provided to all residences within a 200-foot radius of the development site. Notices shall include specific information about the expected timing of these activities and the name and phone number of the applicant's construction representative. The construction contractor shall show reasonable flexibility in accommodating affected parties if there are specific, relatively brief time periods for which a major affected party would like to avoid noise disturbance (e.g., special events).
- All construction equipment shall be fitted with factory-installed muffling devices and shall be maintained in good working order.

In the event that blasting is required for the removal of rock during the construction process, the project applicant shall implement a blast noise mitigation and notification plan that will include, but is not limited to, the following measures:

- Blasting notification identifying the date and time of blasting shall be provided to nearby sensitive receptors located within 2,000 feet of blasting.
- Best available practices shall be employed to limit airblast from blasting to a single-event peak linear overpressure of 122 dB, or a C-weighted Sound Exposure Level (SEL) of 98 dBC. The cumulative noise level shall not exceed a C-weighted noise level of 60 Ldn/CNEL on any given day. These standards shall be applied at the property line of a receiving land use. Groundborne vibration from blasting shall not exceed commonly applied limits, such as those established by the US Bureau of Mines (e.g., 0.5 in/sec ppv) at the nearest noise-sensitive land uses.
- Blasting activities shall be limited to between the hours of 7:00 AM and 7:00 PM, Monday through Friday, and between the hours of 8:00 AM and 7:00 PM on Saturdays. Blasting activities shall be prohibited during the nighttime hours and on Sundays and holidays.
- A blast engineer shall be on-site during all blasting activities.

Finding: Implementation of mitigation measure 11-1, which has been required, will reduce construction-generated noise impacts to a less than significant level. Specifically, this mitigation measure requires construction noise controls that limit the hours of construction activities, restrictions on certain construction activities, and notification of blasting activities. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: With implementation of mitigation measure 11-1, the Proposed Project's noise will be reduced to levels that comply with the noise standards contained in the Placer County General Plan Noise Element and Noise Ordinance, which would result in acceptable noise levels. Specific blasting provisions are also included to reduce construction-generated noise impacts (see Draft EIR pages 11-20 and 11-21 and Final EIR page 2-14).

Impact 11.2: Groundborne Vibration Impacts

Mitigation Measures

Implement Mitigation Measure 11-1.

Finding: Implementation of mitigation measure 11-1, which has been required, will reduce potential vibration impacts from construction to a less than significant level. Specifically, this mitigation measure requires notification of blasting activities and standards on blasting to minimize the noise impact. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: With implementation of mitigation measure 11-1, potential vibration from construction activities associated with rock-breaking activities would not result in impacts to adjoining sensitive land uses (see Draft EIR pages 11-22 and 11-23 and Final EIR page 2-13).

Impact 11.5: Noise from Snowmaking and Grooming

Mitigation Measures

Mitigation Measure 11-2 Mitigate for Snowmaking and Grooming Activities

The applicant shall implement the following measures for project-level components:

- Snowmaking activities located within 1,200 feet of the Ritz-Carlton and Northstar Highlands shall utilize quieter fan guns, as opposed to nozzle guns. Fan guns shall be directed to minimize noise levels at the Ritz-Carlton and existing and planned residential areas at Northstar Highlands, based on the directional noise aspects of the fan guns used (refer to Table 11-14), while still achieving snowmaking objectives.

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- Fan guns located within 300 feet of the Ritz-Carlton and existing and planned residential areas at Northstar Highlands shall be shielded from direct line of sight of the Ritz-Carlton and existing and planned residential areas at Northstar Highlands by use of temporary barriers or comparable technology or by locating the fan guns to take advantage of intervening physical features or structures. Temporary barriers or comparable technology shall be constructed of plywood having a minimum thickness of 0.5 inches, or a material of equivalent/increased density. Barriers or comparable technology shall be constructed to minimize air gaps at the base of the structure and between any barrier components. To the extent possible, fan guns located within 300 feet of the Ritz-Carlton and Northstar Highlands shall be placed at ground level to increase the effectiveness of the shielding provided by temporary barriers or intervening physical features.
- Snowmaking equipment shall be located as far as practical from the Ritz-Carlton Hotel and existing and planned residential areas at Northstar Highlands.

Finding: Implementation of mitigation measure 11-2, which has been required, will reduce noise from snowmaking and grooming to a less than significant level. Specifically, this mitigation measure establishes standards for operation of snowmaking equipment within 1,300 feet of the Ritz-Carlton and Northstar Highlands. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: With implementation of mitigation measure 11-2, noise from snowmaking and grooming will be reduced by utilizing quieter fan guns, appropriately directing and shielding snowmaking guns in areas in proximity to the Ritz-Carlton and existing and planned residential areas at Northstar Highlands, and locating snowmaking equipment as far as practical from the Ritz-Carlton Hotel and existing and planned residential areas at Northstar Highlands (see Draft EIR pages 11-27 and 11-28 and Final EIR page 2-15).

GEOLOGY AND SOILS

Impact 12.1: Rupture of a Known Earthquake Fault

Mitigation Measures

Mitigation Measure 12-1 Require Lift Design to Avoid Fault Hazard

The Improvement Plan submittal for either the J or C lift shall include a geologic investigation produced by a California registered civil engineer or geotechnical engineer to determine if any active faults cross the proposed lift alignments. If an active fault is identified, the geologic investigation shall establish necessary setbacks (generally 50-foot minimums) and other design parameters for proposed lift terminals as required by the Alquist-Priolo Earthquake Fault Zoning Act.

Finding: Implementation of mitigation measure 12-1, which has been required, will reduce potentially significant impacts associated with rupture of a known earthquake

fault to less than significant levels. Specifically, this mitigation measure requires a site-specific investigation to determine if any active faults cross the J or C lift alignments and provide the appropriate setback from the fault as well as other necessary design parameters to address the potential for a seismic event. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: With implementation of mitigation measure 12-1, impacts associated with rupture of a known earthquake fault will be mitigated as a geologic investigation produced by a California registered civil engineer or geotechnical engineer to determine if any active faults cross the proposed lift alignments, including any necessary setbacks, will be required (see Draft EIR page 12-15).

Impact 12.3: Slope Instability, Soil Erosion, and Changes in Site Topography

Mitigation Measures

Mitigation Measure 12-3a Provide Final Geotechnical Subsurface Investigation

The Improvement Plan submittal shall include a final geotechnical engineering report produced by a California registered civil engineer or geotechnical engineer for Engineering and Surveying Division (ESD) review and approval. The report shall address and make recommendations on the following:

- A) Road, pavement, and parking area design (if applicable);
- B) Structural foundations, including retaining wall design (if applicable);
- C) Grading practices;
- D) Erosion/winterization;
- E) Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.);
- F) Slope stability.

Once approved by the ESD, two copies of the final report shall be provided to the ESD and one copy to the Building Services Division for its use. It is the responsibility of the developer to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report. If the soils report indicates the presence of critically expansive or other soils problems that, if not corrected, could lead to structural defects, a certification of completion of the requirements of the soils report will be required.

Mitigation Measure 12-3b: Submit Improvement Plans for Review and Approval

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 Division (ESD) for review and approval of each project phase. The plans shall show all physical improvements as required by the conditions for the project as well as pertinent topographical features both on- and off-site. All existing and proposed utilities and easements, on-site and adjacent to the project, which may be affected by planned construction, shall be shown on the plans. The applicant shall pay plan check and inspection fees with the first Improvement Plan submittal. (Note: Prior to plan approval, all applicable recording and reproduction cost shall be paid.) It is the applicant's responsibility to obtain all required agency signatures on the plans and to secure department approvals. Record drawings shall be prepared and signed by a California registered civil engineer at the applicant's expense and shall be submitted to the ESD in both hard copy and electronic versions in a format to be approved by the ESD prior to acceptance by the County of site improvements.

Any Building Permits associated with this project shall not be issued until, at a minimum, the Improvement Plans are approved by the Engineering and Surveying Division.

Prior to the County's final acceptance of the project's improvements, the applicant shall submit to the Engineering and Surveying Division two copies of the Record Drawings in digital format (on compact disc or other acceptable media) in accordance with the latest version of the Placer County Digital Plan and Map Standards, along with two blackline hardcopies (black print on bond paper) and two PDF copies. The digital format is to allow integration with Placer County's Geographic Information System (GIS). The final approved blackline hardcopy Record Drawings will be the official document of record.

Mitigation Measure 12-3c: Grading, Revegetation, and Winterization Requirements

The Improvement Plans shall show all proposed grading, drainage improvements, and vegetation and tree removal, 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 (except per the current timber harvest plan) shall occur until the Improvement Plans are approved and all temporary construction fencing has been installed and inspected by a member of the Development Review Committee (DRC). All cut/fill slopes shall be at a maximum of 2:1 (horizontal: vertical) unless a soils report supports a steeper slope and the Engineering and Surveying Division (ESD) concurs with said recommendation. Fill slopes shall not exceed 1.5:1 (horizontal: vertical).

The applicant shall revegetate all disturbed areas. A winterization plan shall be provided with project Improvement Plans. It is the applicant's responsibility to ensure proper installation and maintenance of erosion control/winterization before, during, and after project construction. Soil stockpiling or borrow areas shall have proper erosion control

measures applied for the duration of the construction as specified in the Improvement Plans. Provide for erosion control where roadside drainage is off of the pavement, to the satisfaction of the Engineering and Surveying Division (ESD).

The applicant shall submit to the ESD a letter of credit or cash deposit in the amount of 110 percent of an approved engineer's estimate for winterization and permanent erosion control work 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.

Mitigation Measure 12-3d Water Quality Permit Coverage

Prior to Improvement Plan approval, the applicant shall obtain a State Regional Water Quality Control Board National Pollutant Discharge Elimination System (NPDES) construction stormwater quality permit and shall provide to the Engineering and Surveying Department evidence of a state-issued Waste Discharge Identification (WDID) number or filing of a Notice of Intent and fees.

Mitigation Measure 12-3e Implementation of Best Management Practices

The Improvement Plans shall show that water quality treatment facilities/best management practices (BMPs) shall be designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development/Redevelopment, and for Industrial and Commercial (or other similar source as approved by the Engineering and Surveying Division (ESD) such as the Stormwater Quality Design Manual for the Sacramento and South Placer Regions).

Construction (temporary) BMPs for the project include, but are not limited to, waterbars, hydroseeding (EC-4), silt fence (SE-1), construction fencing, wind erosion control (WE-1), stabilized construction entrance (TC-1), storm drain inlet protection (SE-10), staging areas, dripline trenches, and revegetation techniques.

Mitigation Measure 12-3f: Improvement Plan Measures for Water Quality Protection

The Improvement Plan submittal shall include the following requirements:

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- A) There shall be no grading or other disturbance of ground between October 15 of any year and May 1 of the following year, unless otherwise approved by the Lahontan Regional Water Quality Control Board (RWQCB) and the Placer County ESD.
- B) Truck routes are to be located across existing logging roads and constructed seasonal spur roads proposed with this project.
- C) Existing drainage patterns shall not be significantly modified.
- D) During construction, temporary gravel, straw bale, earthen, or sandbag dikes and/or nonwoven filter fabric fence shall be used as necessary to prevent discharge of earthen materials from the site during periods of precipitation or runoff.
- E) Revegetated areas shall be continually maintained in order to assure adequate growth and root development. Erosion control facilities shall be installed with a routine maintenance and inspection program to provide continued integrity of erosion control facilities.

Finding: With implementation of mitigation measures 12-3a through 12-3f, which has been required, potential impacts associated with slope instability, soil erosion and changes in site topography will be reduced to less than significant. Specifically, these mitigation measures require demonstration of compliance with County grading (including soil stability) and construction water quality control standards as part of Improvement Plan submittals and construction activities. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: With implementation of mitigation measures 12-3a through 12-3f, construction activities for the Proposed Project will be required to implement best management practices (BMPs) to stabilize soils consistent with the California Stormwater Quality Association Stormwater Best Management Practice Handbook, which provides detailed guidance on the design of BMPs. In addition, these mitigation measures require compliance with water quality and soil stability requirements provided in the County's NPDES Phase II program, the County's Land Development Manual and Grading Ordinance, and Placer County Air Pollution Control District Rule 228 to reduce erosion and prevent contamination of stormwater runoff as well as air quality (see Draft EIR pages 12-16 through 12-19 and Errata pages 16 and 17).

HYDROLOGY AND WATER QUALITY

Impact 13.1: Degrade Surface and Groundwater Water Quality – Construction.

Mitigation Measures

Mitigation Measure 13-1a Implement Construction Water Quality Controls

The project applicant shall prepare a stormwater pollution prevention plan (SWPPP), which describes the site, erosion, and sediment controls identified in Draft EIR Section 3.0, Project Description, and in the Northstar Habitat Management Plan, means of waste disposal, implementation of approved local plans, control of post-construction sediment and erosion control measures and maintenance responsibilities, and non-stormwater management controls. The SWPPP shall be submitted to the Lahontan Regional Water Quality Control Board for review. The applicant shall require all construction contractors to retain a copy of the approved SWPPP on the construction site. Best management practices identified in the SWPPP shall be utilized in all subsequent site development activities. Water quality controls shall be consistent with the Placer County Grading Ordinance and the Lahontan RWQCB's Lahontan Regional Project Guidelines for Erosion Control and will demonstrate that the water quality controls will ensure compliance with all current requirements of the County and the Lahontan Regional Water Quality Control Board. Water quality controls shall ensure that runoff meets the Water Quality Control Plan for the Lahontan Region (Basin Plan) water quality objectives for Martis Creek, as well as comply with the Basin Plan's narrative water quality objectives and the state antidegradation policy, and maintain beneficial uses of Martis Creek and the Martis Creek Reservoir as defined by the Basin Plan. Stormwater quality sampling and reporting associated with the SWPPP shall be the responsibility of the project applicant.

Mitigation Measure 13-1b: Grading Restrictions

Grading activities and other disturbance shall be prohibited during the winter months (between October 15 and May 1), unless otherwise approved by the County and the Lahontan Regional Water Quality Control Board. Exposed graded areas shall be protected during the winter months using appropriate methods.

Mitigation Measure 13-1c: Compliance with NPDES Phase II Program

This project is located in the area covered by Placer County's municipal stormwater quality permit, pursuant to the National Pollutant Discharge Elimination System (NPDES) Phase II program. Project-related stormwater discharges are subject to all applicable requirements of said permit.

Finding: Implementation of mitigation measures 13-1a through 13-1c, which has been required, will reduce potential construction-related surface water and groundwater water quality impacts to a less than significant level. Specifically, these mitigation measures require construction water quality controls (best management practices) to be implemented consistent with applicable County and Lahontan Regional Water Quality Control Board requirements that are effective in protecting water quality. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: The potential for erosion and water quality impacts is often present during construction and occurs when protective vegetative cover is removed and soils are disturbed. This Project will involve grading for ski improvements that could contribute to erosion and water quality degradation. However, compliance with stormwater pollution

prevention plan (SWPPP), the Northstar Habitat Management Plan, grading restrictions, and compliance with the NPDES Phase II Program will minimize the potential degradation of surface and groundwater water quality (see Draft EIR pages 13-32 through 13-34 and Errata page 17).

Impact 13.2: Degrade Surface Water and Groundwater Quality – Operation.

Mitigation Measures

Mitigation Measure 13-2 Implement Water Quality Controls for Project Components

The Improvement Plans shall show that water quality treatment facilities/Best Management Practices (BMPs) shall be designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development/Redevelopment, and for Industrial and Commercial (or other similar source as approved by the Engineering and Surveying Division (ESD) such as the Stormwater Quality Design Manual for the Sacramento and South Placer Regions).

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 Engineering and Surveying Division (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, infiltration trenches, vegetated swales, revegetation and soil stabilization, waterbars, etc. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.

All BMPs shall be maintained as required to ensure effectiveness. Proof of ongoing maintenance, such as contractual evidence, shall be provided to the ESD upon request. Maintenance of these facilities shall be provided by the project owners/permittees.

Finding: Implementation of mitigation measure 13-2, which has been required, will reduce potential operation-related surface water and groundwater water quality impacts to a less than significant level. Specifically, this mitigation measure requires that Improvement Plans provide details on water quality treatment facilities and that they are designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development/Redevelopment, and for Industrial and Commercial (or other similar source as approved by the Engineering and Surveying Division (ESD)). The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: With implementation of mitigation measure 13-2, potential operation-related surface water and groundwater water quality impacts will be addressed through water quality treatment facilities/Best Management Practices (BMPs) designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development/Redevelopment, and for Industrial and Commercial (or other similar source as approved by the Engineering and Surveying Division (ESD) (see Draft EIR pages 13-34 and 13-35).

Impact 13.3: Increase in Stormwater Runoff.

Mitigation Measures

Mitigation Measure 13-3a: Submit Final Drainage Report for Review and Approval

The Improvement Plan submittal shall include a final drainage report, in conformance with the requirements of Section 5 of the Land Development Manual 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 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 measures shall be provided to reduce erosion and water quality degradation and to prevent the discharge of pollutants to stormwater to the maximum extent practicable.

Mitigation Measures 13-3b and 13-3c

Northstar completed the Basin Retrofit Project in Fall 2015 to replace portions of the storm drain system in compliance with a court order (Superior Court of California, County of Placer Case No.: S-CV-0023959). The project reconfigured the overall stormwater system to provide long-term treatment of stormwater runoff by removing the water quality basin and installing a permanent, below-ground treatment system and overflow channel. Additionally, the litigation related to the Aspen Grove and Northstar water quality basin dispute was settled in January 2016. Since these items have been resolved, mitigation measure 13-3b was modified and mitigation measure 13-3c was eliminated. The revisions to 13-3b are as follows:

Mitigation Measure 13-3b: Drainage Improvements to Ensure No Increase in Flows

The Improvement Plan submittal and final Drainage Report for each phase shall provide details showing that stormwater runoff shall be reduced to pre-project conditions through the installation of retention/detention facilities, or other methods that slow and infiltrate stormwater runoff to levels equal to or less than pre-project conditions.

Retention/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 & Surveying Division (ESD), and shall be shown on the Improvement Plans. The retention/detention system shall be designed to the satisfaction of the ESD. Maintenance of these facilities shall be provided by the project owners/permittees.

Mitigation Measure 13-3d: Address Drainage Changes with Program-Level Components

Prior to environmental determination for new development within the NMMP program-level components, a project-level, site-specific analysis of the drainage impacts associated with these facilities shall be provided to Placer County. The project-level analysis shall include a site-specific analysis based on the specific improvements proposed to the satisfaction of Placer County. Additional mitigation measures shall be included in the analysis as required based on the project-level site-specific impacts.

Finding: Implementation of mitigation measures 13-3a, 13-3b, and 13-3d, which has been required, will reduce potential increases in stormwater runoff to a less than significant level. Specifically, these mitigation measures require that the Proposed Project provide a Final Drainage Report consistent with County standards as well as Improvement Plan details that demonstrate no increase in stormwater runoff runs over pre-project conditions. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: With implementation of mitigation measures 13-3a, 13-3b, and 13-3d, the Proposed Project would be required to submit a final drainage report that includes water quality protection features and methods to be used both during construction and for long-term post-construction water quality protection, and site-specific analysis for the program-level components (see Draft EIR pages 13-35 through 13-38, Final EIR pages 2-17 and 2-18, and Errata pages 8 and 9). As identified in the Errata, mitigation measure 13-3b was substantially revised and mitigation measure 13-3c was eliminated as a result of the completion of the Northstar Basin Retrofit Project.

Impact 13.4: Alteration of Floodplain Conditions.

Mitigation Measures

Mitigation Measure 13-4: Bridge and Culvert Design

As part of the submittal of the final drainage report for each phase of the project and included in improvement plans, the report shall include the following:

- Show the limits of the future, unmitigated, fully developed 100-year floodplain for the tributaries under the proposed skier bridges and near the bottom terminals for lifts

V and W on the Improvement Plans. Skier bridge number 1 includes a center pier within the 100-year floodplain.

- In order to protect site resources, no grading activities of any kind may take place within the 100-year floodplain of the stream/drainage way, unless otherwise approved as a part of this project (skier bridge number 1). 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 floodplain shall be shown on the Improvement Plans.
- The project applicant shall prepare a final drainage report, which shall demonstrate that the proposed skier bridge number 1 will not significantly increase the limits or water surface elevation of the 100-year floodplain upstream and downstream of the proposed improvements to the satisfaction of the Engineering and Surveying Department and Placer County Flood Control and Water Conservation District.
- All required approvals associated with construction-related stormwater permit requirements of the current federal Clean Water Act National Pollutant Discharge Elimination System (NPDES) program and other associated permit approvals from the Lahontan Regional Water Quality Control Board.

Finding: Implementation of mitigation measure 13-4, which has been required, will reduce potential alteration to floodplain condition impacts to a less than significant level. Specifically, this mitigation measure requires that Improvement Plans provide details on proposed skier bridge number 1 will not significantly increase the limits or water surface elevation of the 100-year floodplain upstream and downstream of the proposed improvements to the satisfaction of the Engineering and Surveying Department and Placer County Flood Control and Water Conservation District. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: With implementation of mitigation measure 13-4 the potential alteration to floodplain condition impacts will be reduced by limiting grading activities, demonstrating that the proposed skier bridge number 1 will not significantly increase the limits or water surface elevation of the 100-year floodplain upstream and downstream of the proposed improvements to the satisfaction of the Engineering and Surveying Department and Placer County Flood Control and Water Conservation District, and obtaining approvals associated with construction-related stormwater permit requirements of the current federal Clean Water Act National Pollutant Discharge Elimination System (NPDES) program and other associated permit approvals from the Lahontan Regional Water Quality Control Board (see Draft EIR pages 13-38 and 13-39 and Final EIR page 2-19).

PUBLIC SERVICES

Impact 14.7.1: Parks and Recreation Impacts.

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the Climate Action Reserve (CAR) registry, CAPCOA GHG Reduction Exchange Program, or other similar entity as determined acceptable by the Placer County Air Pollution Control District (PCAPCD) and Placer County, and (2) quantified through an approved protocol by either the State of California or other similar entity and verified by a qualified verification body accredited by either the Climate Action Reserve or the State of California, or other similar entity as determined acceptable.

These carbon credits would be used to offset both construction and operational GHG emissions of the project. Prior to purchase, the project applicant shall provide an analysis to Placer County and the PCAPCD for review and approval. This analysis shall include the project's estimated emissions, calculation methodology, and proposed offset purchase. The applicant shall submit either the purchase certification from CAR registry or verification certification issued by a qualified verification body for all carbon offset credits purchased. In either case, the certification received for payment of credit shall indicate that the emissions are "retired."

Emissions and required offsets associated with specific NMMP project components will utilize emission estimates provided in Draft EIR Tables 16-4, 16-5, and 16-6. The project applicant will provide documentation of compliance for review and approval by Placer County and the PCAPCD as a condition of final approval.

The compliance report required under this mitigation measure will include the following components:

1. Calculation of the total annual emissions which is the sum of the emissions from the proposed phase/project component;
2. List of selected mitigation measures for the proposed phase/project component which have been or will be implemented before this proposed phase/project component is constructed;
3. Emission reduction calculation from selected mitigation measures (if the purchase of offset credits is selected, the total required credits will be calculated based on the portion of the lifetime for each phase/project component);
4. Documentation or certification if required by the selected mitigation measure;
5. Compliance determination to verify that emissions for the proposed phase/project component are offset; and
6. Monitoring plan to ensure the accomplishment of the selected mitigation measures.

Finding: Implementation of mitigation measure 16-1, which has been required, will reduce potential greenhouse gas emissions to a less than significant level. Specifically, this mitigation measure requires that the Proposed Project offset its new greenhouse emissions. The County, therefore, finds that changes or alterations have been required as

part of the Proposed Project that avoid the significant environmental impact identified in the EIR

Explanation: Mitigation measure 16-1 provides measures to offset total new greenhouse gas (GHG) emissions associated with the project. Should the project applicant not demonstrate GHG emissions offset, as required, carbon offset credits could be purchased that are (1) from the Climate Action Reserve (CAR) registry, CAPCOA GHG Reduction Exchange Program, or other similar entity as determined acceptable by the Placer County Air Pollution Control District (PCAPCD) and Placer County, and (2) quantified through an approved protocol by either the State of California or other similar entity and verified by a qualified verification body accredited by either the Climate Action Reserve or the State of California, or other similar entity as determined acceptable. Compliance reporting is also required (see Draft EIR pages 16-16 through 16-23, Final EIR page 2-26, and Errata pages 11-15).

CUMULATIVE, GROWTH-INDUCING, AND IRREVERSIBLE IMPACTS

Cumulative Population, Housing, and Employment Impact.

Mitigation Measures

Implementation of mitigation measure 5-3 (see analysis above regarding these mitigation measures).

Finding: Implementation of mitigation measure 5-3, which has been required, will reduce cumulative population, housing, and employment impacts to a less than cumulatively considerable level. Specifically, this mitigation measure would offset the Proposed Project’s obligation to provide employee housing as required under the Placer County General Plan Housing Element Policy C-2. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: Implementation of mitigation measure 5-3 will ensure that appropriate employee housing mitigation is provided through compliance with the Placer County General Plan Housing Element Policy C-2 (see Draft EIR page 18-4).

Cumulative Biological Resource Impact.

Mitigation Measures

Implementation of mitigation measures 6-1 through 6-10 (see analysis above regarding these mitigation measures).

Finding: Implementation of mitigation measures 6-1 through 6-10, which has been required, will reduce cumulative biological resource impacts to a less than cumulatively considerable level. Specifically, these mitigation measures would offset the Proposed Project’s contribution to cumulative biological resources and includes on-site habitat

creation/restoration. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: Implementation of the mitigation measures included in Draft EIR Section 6.0, Biological Resources, will assist in reducing the Proposed Project's impact to a less than cumulatively considerable level by mitigating the Project's contribution to impacts to special-status species and sensitive habitats by ensuring that the requisite surveys are conducted, disturbance avoidance, and access and seasonal use restrictions in accordance with the Northstar Habitat Management Plan, Placer County and the CDFW. Additionally, the creation of a mitigation enhancement area at a 1:1 ratio of habitat loss in HMP Zones, C, D, or E to habitat enhancement in HMP Zone E would mitigate the cumulative loss of habitat. The mitigation enhancement area shall also be protected from development with a conservation easement or similar mechanism (see Draft EIR pages 18-4 and 18-5).

Cumulative Cultural Resources Impact.

Mitigation Measures

Implement mitigation measures 7-1 and 7-3 (see analysis above regarding these mitigation measures).

Finding: Implementation of mitigation measures 7-2 and 7-3, which has been required, will reduce cumulative cultural and paleontological resource impacts to a less than cumulatively considerable level. Specifically, these mitigation measures would offset the Proposed Project's contribution to regional cultural and paleontological resource impacts through avoidance and protection of on-site resources. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: Implementation of mitigation measures 7-1 and 7-3, discussed under Impacts 7.1 and 7.3, will assist in reducing these significant impacts to known and unknown cultural, prehistoric and historical resources, paleontological resources, and human remains by offsetting Project impacts through avoidance or surveillance and salvage of any such resources (see Draft EIR page 18-5).

Cumulative Traffic and Circulation Impact - Intersections.

Mitigation Measures

Mitigation Measure 18-1a: Payment of Countywide Traffic Impact Fees

Prior to Improvement Plan approval and/or issuance of any building permits, this project shall be subject to the payment of traffic impact fees that are in effect in this area (Tahoe), pursuant to applicable ordinances and resolutions for each project phase. The

applicant is notified that the following traffic mitigation fee(s) shall be required and shall be paid to Placer County DPW:

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

The current fee is \$ \$4,986 per DUE (current project level estimated fee is \$213,749.82; current additional program level estimated fee is \$172,515.60). The fees were calculated using the information supplied. If the use or the square footage changes, then the fees will change. The actual fees paid shall be those in effect at the time the payment occurs.

Finding: Implementation of mitigation measure 18-1a, which has been required, will reduce cumulative traffic and circulation impacts to a less than cumulatively considerable level. Specifically, this mitigation measure would require the Proposed Project to contribute to the County traffic impact fee program to cover its fair-share for area and regional transportation improvements. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: Implementation of mitigation measure 18-1a and the payment of countywide traffic impact fees will assist in the construction of traffic improvements in the region, thus reducing cumulative traffic and circulation impacts (see Draft EIR pages 18-6 through 18-19, Final EIR pages 2-28 and 2-29, and Errata page 21).

Cumulative Traffic and Circulation Impact – Roadway Segments.

Mitigation Measures

Implement mitigation measures 18-1a (see analysis above regarding these mitigation measures).

Finding: Implementation of mitigation measure 18-1a, which has been required, will reduce cumulative traffic and circulation impacts at roadway segments to a less than cumulatively considerable level. Specifically, this mitigation measure would require the Proposed Project to contribute to the County traffic impact fee program to cover its fair-share for area and regional transportation improvements. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: Implementation of mitigation measure 18-1a and the payment of countywide traffic impact fees will assist in the construction of traffic improvements in the region, thus reducing cumulative traffic and circulation impacts on specific roadway segments (see Draft EIR pages 18-6 through 18-19).

Cumulative Public Transit Impact.

Mitigation Measures

Mitigation Measure 18-1b: Payment of Annual Transit Fees

Prior to Improvement Plan approval for the initial phase, the applicant shall establish a new Zone of Benefit (ZOB) within an existing County Service Area (CSA) or annex into a pre-existing ZOB (County Service Area 28 - Zone of Benefit 204) to provide adequate funding of capital and on-going operational transit services/requirements. The applicant 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 the project (The annual transit funding totals are estimated to be \$1,705.80 for the project level improvements and \$3,082.53 for the program level improvements [which includes the project level improvements]; a detailed funding calculation is included in Appendix 9 of the DEIR).

Finding: Implementation of mitigation measure 18-1b, which has been required, will reduce cumulative public transit impacts to a less than cumulatively considerable level. Specifically, this mitigation measure would require the Proposed Project to contribute to the County traffic impact fee program to cover its fair-share for area and regional transportation improvements. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: Implementation of mitigation measures 18-1b and the payment of annual transit fees will assist in the funding of public transit improvements in the region, thus reducing cumulative public transit impacts (see Draft EIR page 18-29).

Cumulative Geology and Soils Impact.

Mitigation Measures

Implement mitigation measures 12-1, 12-3a through f (see analysis above regarding these mitigation measures).

Finding: Implementation of mitigation measures 12-1, 12-3a through f, which has been required, will reduce cumulative geology and soils impacts to a less than cumulatively considerable level. Specifically, these mitigation measures address site-specific seismic, geologic and soil stability impacts of the Proposed Project. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: Implementation of mitigation measures 12-1, 12-3a through f will reduce cumulative geology and soils impacts through implementation of best management practices (BMPs) to stabilize soils consistent with the California Stormwater Quality Association Stormwater Best Management Practice Handbook and compliance with

water quality and soil stability requirements provided in the County’s NPDES Phase II program and the County’s Land Development Manual and Grading Ordinance (see Draft EIR page 18-34).

Cumulative Hydrology and Water Quality Impact.

Mitigation Measures

Implement mitigation measures 13-1a through c, and 13-3a and d and 13-4 (see analysis above regarding these mitigation measures).

Finding: Implementation of mitigation measures 13-1a through c, and 13-3a, b and d and 13-4, which has been required, will reduce cumulative hydrology and water quality impacts to a less than cumulatively considerable level. Specifically, these mitigation measures require the Proposed Project to offset its contributions to water quality and flooding impacts through on-site improvements and controls. The County, therefore, finds that changes or alterations have been required as part of the Proposed Project that avoid the significant environmental impact identified in the EIR.

Explanation: Implementation of mitigation measures 13-1a through c, and 13-3a, b and d and 13-4 will reduce cumulative hydrology and water quality impacts to a less than cumulatively considerable level through stormwater pollution prevention plan (SWPPP) compliance, Northstar Habitat Management Plan implementation, grading restrictions, and NPDES Phase II Program water quality treatment facilities/Best Management Practices (BMPs) compliance (see Draft EIR page 18-34 and 18-35).

SECTION 3 - FINDINGS FOR SIGNIFICANT AND UNAVOIDABLE IMPACTS

VISUAL RESOURCES

Impact 8-2: Adversely Affect a Scenic Vista.

Mitigation Measures

Mitigation Measure 8-2 Design Q, W, and V Lift Ski Trails to Blend with Natural Conditions

The project applicant shall design ski trails to utilize the existing unforested/open areas of the Q, W, and V lifts as well as the topography and forests to minimize the appearance of the trails from views along State Route 89 north of Interstate 80. This may include the use of tree islands and other design features set forth in the Northstar Habitat Management Plan. Ski trail details shall be provided in project application materials for the lifts as well as in proposed grading plans.

Finding: While implementation of mitigation measure 8-2, which has been required, will reduce impacts to existing scenic views by ensuring that ski trails blend with the surrounding forested environment, there are no feasible mitigation measures to reduce

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this significant cumulative impact to a less than significant level. Thus, this impact remains **significant** and **unavoidable**. While the County finds the mitigation measure feasible and will be required as part of the Proposed Project to minimize the significant environmental impact identified in the EIR, the County also finds that there are no feasible mitigation measures to avoid significant alteration of views from State Route 89 north of Interstate 80.

Explanation: While mitigation measure 8-2 will ensure that the Q, W and V lift ski trails blend with the surroundings through feathering of the ski trail edges and retaining trail islands, the presence of the newly constructed ski trails would be visible from some vantage points, specifically from State Route 89 north of Interstate 80 (see Draft EIR pages 18-21 and 18-22).

AIR QUALITY

Impact 10-2: Increases in Short-Term Construction Emissions.

Mitigation Measures

Mitigation Measure 10-2a: Mitigate for On-Site Dust Control

In addition to the required adherence to PCAPCD Rule 228, the project applicant shall submit a Construction Emission/Dust Control Plan to the PCAPCD prior to the approval of grading or improvement plans. If the district 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 the district, to the Placer County Planning Services Division that the plan has been submitted to the PCAPCD. It is the responsibility of the applicant to deliver the approved plan to the Placer County Planning Services Division. The applicant shall not break ground prior to receiving district approval of the Construction Emission/Dust Control Plan and delivering that approval to the local jurisdiction issuing the permit.

Mitigation Measure 10-2b: Mitigate for Ozone Precursor Emission Control

As an attachment included on the Grading Plan or Improvement Plans, the prime contractor shall submit to the PCAPCD a comprehensive inventory (e.g., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or 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 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.

Additionally, the applicant shall provide, prior to approval of grading or improvement plans, whichever occurs first, a written calculation to the district for approval 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 of 20 percent of NOx and 45 percent of diesel particulate matter (diesel PM) reduction as compared to CARB statewide fleet average emissions. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.

Mitigation Measure 10-2c: Mitigate for Diesel Power Generators

As an attachment included on the grading plan or Improvement Plans, the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.

Mitigation Measure 10-2d: Mitigate for Emissions from Idling

As an attachment included on the grading plan or Improvement Plans, the construction contractor shall minimize idling time to a maximum of 5 minutes for all diesel-powered equipment. Additionally, signs shall be posted in the designated queuing areas of the construction site to remind off-road equipment operators that idling is limited to a maximum of 5 minutes.

Finding: While implementation of mitigation measures 10-2a through 10-2d, which has been required, will reduce impacts associated with increases in short-term construction emission, there are no feasible mitigation measures to reduce this significant cumulative impact to a less than significant level. Thus, this impact remains **significant** and **unavoidable**. While the County finds these mitigation measures are feasible and will be required as part of the Proposed Project to minimize the significant environmental impact identified in the EIR, the County also finds that there are no feasible mitigation measures for the Proposed Project to avoid construction emissions exceeding Placer County Air Pollution Control District’s thresholds.

Explanation: While mitigation measure 10-a through 10d will reduce impacts associated with increases in short-term construction emission, Placer County Air Pollution Control District’s thresholds will be exceeded (see Draft EIR pages 10-17 through 10-22).

CUMULATIVE IMPACTS

Cumulative Visual Resources Impact.

Mitigation Measures

Implement mitigation measures 8-2, 8-3, and 8-5a and 8-5b (see analysis above regarding these mitigation measures).

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Finding: While implementation of mitigation measures 8-2, 8-3, and 8-5a and 8-5b, which has been required, will reduce cumulative impacts to visual resources, cumulative ski trail development will impact existing scenic views and there are no feasible mitigation measures to reduce this significant cumulative impact to a less than significant level. The Project's contribution will remain **cumulatively considerable** and an **unavoidable** impact. While the County finds these mitigation measures are feasible and will be required as part of the Proposed Project to minimize the significant environmental impact identified in the EIR, the County also finds that there are no feasible mitigation measures to avoid the project's contribution to changes regional visual character associated with its significant alteration of views from State Route 89 north of Interstate 80.

Explanation: While mitigation measures will ensure that the Q, W and V lift ski trails blend with the surroundings through feathering of the ski trail edges and retaining trail islands, the presence of the newly constructed ski trails will be visible from some vantage points, specifically from State Route 89 north of Interstate 80 (see Draft EIR page 18-6).

Cumulative Air Quality Impact.

Mitigation Measures

Implement mitigation measures 10-2a through 10-2d (see analysis above regarding these mitigation measures).

Finding: While implementation of mitigation measures 10-2a through 10-2d, which has been required, will reduce cumulative impacts to air quality, the Project's construction emissions will result in an incremental contribution to regional criteria pollutant emissions and there are no feasible mitigation measures to reduce this significant cumulative impact to a less than significant level. The Project's contribution will remain **cumulatively considerable** and an **unavoidable** impact. While the County finds these mitigation measures are feasible and will be required as part of the Proposed Project to minimize the significant environmental impact identified in the EIR, the County also finds that there are no feasible mitigation measures for the Proposed Project to avoid construction emissions exceeding Placer County Air Pollution Control District's thresholds.

Explanation: While mitigation measures will reduce construction related emissions, no feasible mitigation is available to completely offset this impact (see Draft EIR page 18-30).

4. FINDINGS ASSOCIATED WITH PROJECT ALTERNATIVES

CEQA Guidelines require that an EIR "describe a range of reasonable alternatives to the Project, or to the location of the Project, which could feasibly obtain the basic objectives of the Project..." (CEQA Guidelines Section 15126.6[a]).

The lead agency has the discretion to determine how many alternatives constitute a reasonable range (*Citizens of Goleta Valley v. Board of Supervisors* (1990), 52 C.3d 553, 566) and that an EIR need not present alternatives that are incompatible with fundamental project objectives (*Save San Francisco Bay Association vs. San Francisco Bay Conservation & Development Commission* (1992), 10 Cal.App.4th 908). Additionally, CEQA Guidelines Section 15126.6(a) provides that an EIR need not consider alternatives that are infeasible. CEQA Guidelines Section 15126.6(f)(1) provides that among the factors that may be taken into account when addressing the feasibility of alternatives are “site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site.” CEQA Guidelines Section 15126.6(f) states that the range of alternatives required in an EIR is governed by a “rule of reason” that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.

The EIR analysis considered a reasonable range of alternatives. The EIR considered a potential off-site alternative, but then eliminated it from further discussion because there were no comparable sites that could accommodate a ski resort uses similar to that of the Project (see also discussion in Draft EIR in Section 17.2.3, Approach to Alternatives Analysis). The following alternatives were analyzed in the Draft EIR to determine whether they could meet the Project’s objectives while avoiding or substantially lessening any of the Project’s significant impacts:

- Alternative 1 – No Project Alternative;
- Alternative 2 – Reduction of Program Components; and
- Alternative 3 – Reduced Expansion of New Ski Terrain.

In compliance with CEQA, these Findings examine the alternatives and the extent to which they lessen or avoid the Project’s significant environmental effects while meeting most of the project objectives.

In addressing the No Project Alternative, the County followed the direction of the State CEQA Guidelines which provide that the no project analysis shall discuss the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services (CEQA Guidelines Section 15126[d][4]).

The Board finds that a good faith effort was made to evaluate in the Draft EIR all reasonable alternatives to the Project that could feasibly obtain the basic objectives of the Project, even when the alternatives might impede the attainment of the Project objectives or might be more costly. The Board also finds that all reasonable alternatives were reviewed, analyzed, and discussed in the review process of the Draft EIR and the ultimate decision on the Project.

ALTERNATIVE 1 – NO PROJECT

Description: Alternative 1 is the “No Project” alternative for the NMMP project. Evaluation of the No Project alternative is required by CEQA. By definition, the No Project alternative assumes that none of the improvements identified in the NMMP would occur on the project site.

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None of the project impacts would occur with implementation of the No Project alternative. The site is assumed to remain in its existing condition with current ski lifts, trails, and skier services as well as improvements that have been approved prior to this project.

Impacts of the No Project Alternative were identified as follows:

Land Use and Forestry Resources: As identified in Draft EIR Section 4.0, Land Use and Forestry Resources, and Section 18.0, Cumulative, Growth-Inducing, and Irreversible Impacts, the Proposed Project would not result in any significant impacts related to land use policy or regulation conflicts or result in conflicts or loss of timberland resources. The Proposed Project would result in potentially significant but mitigable (with implementation of mitigation measure 4-4) impacts associated with land use conflicts from project construction activities. Alternative 1 would produce no changes to Northstar. There would be no General Plan/Martis Valley Community Plan (MVCP) to relocate the existing Tourist/Resort Commercial land use designation or a Zoning Text Amendment to allow for the development of ski lift facilities and ski runs on Timberland Production Zone lands outside of the Tahoe Basin. No conflicts with the County's General Plan, MVCP, zoning, or Tahoe Regional Planning Agency (TRPA) Code of Ordinances would occur. Compatibility of the project with adjacent uses would not change, and temporary construction land use conflicts of the proposed NMMP would not occur under this alternative. Although mitigation measures under the Proposed Project would require implementation of portions of the Northstar HMP, mitigating certain tree and habitat loss associated with the proposed project, Alternative 1 would not result in any tree or habitat disturbance. Land use impacts under Alternative 1 would be better than those under the Proposed Project.

Population, Housing, and Employment: The Proposed Project would generate additional seasonal and year-round employment that would result in significant but mitigable (with implementation of mitigation measure 5-3 described in Section 5, Population, Housing, and Employment) employee housing impacts. Alternative 1 would produce no changes on the project site and thus no additional employee housing needs beyond existing conditions. Therefore, population, housing, and employment impacts would be better under Alternative 1 than under the Proposed Project.

Biological Resources: Implementation of the Proposed Project would result in development on the project site that would substantially and adversely impact (project and cumulative conditions), either directly or through habitat modifications, special-status plant and animal species as well as impact sensitive habitats (riparian, wetlands, and late-seral forest habitat). These impacts would be potentially significant but mitigable with implementation of mitigation measures 6-1a and 6-1b, 6-2a and 6-2b, 6-3a and 6-3b, 6-4, 6-5a and 6-5b, 6-6, 6-7, 6-8, 6-9, and 6-10 described in Draft EIR Section 6.0, Biological Resources. These mitigation measures include requirements to implement measures in the Northstar HMP. Alternative 1 would not result in any new ground disturbance on the Proposed Project site. Therefore, existing biological communities on the Proposed Project site would be preserved in their current condition and/or removal of special-status plant and animal species and sensitive biological communities would not occur. Therefore, impacts to biological resources would be better under Alternative 1 than under the Proposed Project.

Cultural Resources: Implementation of the Proposed Project would result in development on the Proposed Project site that could result in significant but mitigable (with implementation of mitigation measure 7-3 described in Draft EIR Section 7.0, Cultural Resources) impact known and undiscovered cultural, prehistoric, and historic resources associated with the proposed C, V, and W lifts and associated ski terrain and facility improvements as well as potential impacts to paleontological resources. In comparison, Alternative 1 would not result in any development or ground disturbance on the Proposed Project site. Therefore, Alternative 1 would not result in the potential to adversely impact known and undiscovered cultural, prehistoric, historic, or paleontological resources.

Visual Resources: The Proposed Project is anticipated to result in substantial alteration in public views along State Route (SR) 89 in the northern portion of Truckee associated with the development of Q, W, and V lift facilities, resulting in a significant and unavoidable impact. Alternative 1 would produce no changes on the project site. Therefore, existing views would be preserved and impacts to visual resources would be better under Alternative 1 than under the Proposed Project.

Traffic and Circulation: The Proposed Project would not substantially contribute to anticipated deficient operations and significant impacts to SR 267 and Northstar Drive in year 2012 and 2032 conditions, no intersection or TRPA vehicle miles traveled impacts would occur. The Proposed Project would be required to provide the payment of Countywide traffic impact fees and annual transit service funding. Alternative 1 would have no impact on traffic, as no new recreation facilities would be placed on the site. Therefore, impacts to traffic and circulation would be better under Alternative 1 than under the Proposed Project.

Air Quality: The Proposed Project is anticipated to result in significant and unavoidable air pollution during construction activities associated with nitrogen oxide emissions, but no significant operational air quality impacts or impacts to the Lake Tahoe Basin are expected to occur. Alternative 1 would not result in any short-term construction emissions or long-term emissions, as no change would occur to the site. Therefore, impacts to air quality would be better under Alternative 1 than under the Proposed Project.

Noise: Implementation of the Proposed Project would generate potentially significant but mitigable (with implementation of mitigation measures 11-1 and 11-2 described in Section 11.0, Noise), noise impacts associated with snowmaking activity and construction activities. In comparison, Alternative 1 would produce no changes on the project site and the site would remain in its existing condition. Therefore, existing noise conditions on the site would remain unchanged under Alternative 1. Noise impacts resulting from implementation of Alternative 1 would be better than under the Proposed Project.

Geology and Soils: The Proposed Project could result in potential significant impacts from fault hazards associated with the placement of the J and C lifts as well as slope stability impacts from site development. These impacts are mitigable with implementation of mitigation measures 12-1 and 12-3a through 12-3f described in Draft EIR Section 12.0, Geology and Soils. Alternative 1 would not result in impacts relative to exposure to seismic impacts associated with on-site faults or slope stability impacts, as no changes would occur on the project site and the site would

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remain in its existing condition. Similarly, Alternative 1 would result in no clearing, grading, and excavation activities that would remove vegetative cover from project site soils and expose soils to erosion potential from wind, runoff, and surface flow as a result of construction activities. Therefore, geology and soil impacts under Alternative 1 would be better than under the Proposed Project.

Hydrology and Water Quality: Construction and operation of the Proposed Project would increase impervious surfaces on the Proposed Project site and introduce sediments and other contaminants into stormwater runoff, potentially resulting in the degradation of downstream surface water and groundwater quality (project and cumulative conditions). In addition, development of the Proposed Project would increase stormwater runoff rates and volumes when compared with existing conditions and could result in bridge and culvert structures obstructing flood flows. These impacts of the Proposed Project are significant but mitigable with implementation of mitigation. Alternative 1 would not increase impervious surfaces on the site and would not result in any changes to water quality or drainage patterns. Therefore, impacts associated with hydrology and water quality are considered better under Alternative 1 than under the Proposed Project.

Public Services: The Proposed Project would result in potentially significant but mitigable (with implementation of mitigation measure 14.7-1 described in Draft EIR Section 14.0, Public Services) impact to existing recreation facilities, although it would increase the demand, it would not significantly impact public services and utilities. Alternative 1 would not result in any increase in public service and utility demands, as it would not result in any changes to the site. Therefore, overall impacts to public services resulting from implementation of Alternative 1 would be better than under the Proposed Project.

Hazardous Materials and Hazards: Neither Alternative 1, which includes no development, nor the Proposed Project would require the transport, use, or disposal of significant quantities of hazardous materials. In addition, the Proposed Project and Alternative 1 would not expose visitors to significant hazards. Therefore, impacts associated with hazards and hazardous materials would be similar for both Alternative 1 and the Proposed Project.

Greenhouse Gases and Climate Change: The Proposed Project would result in a significant increase in the emission of greenhouse gas (GHG) emissions from construction activities, generation of vehicle traffic, energy use, and changes in forest conditions, but this impact is mitigated with the implementation of mitigation measure 16-1 described in Draft EIR Section 16.0, Greenhouse Gases and Climate Change. In comparison, GHGs and global climate change would not be impacted by Alternative 1 because no construction would occur and no increase in traffic or energy use would occur. Therefore, climate change impacts resulting from Alternative 1 would be better than under the Proposed Project.

Finding: Pursuant to Public Resources Code Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3), the Board finds that the No Project Alternative is the environmentally superior alternative because implementation of this alternative would not result in any significant and unavoidable impacts that have been identified for the Project (see Section 3 for a listing of significant and unavoidable impacts). However, CEQA Guidelines Section 15126.6(e)(2) states that if the environmentally superior alternative is the “No Project” alternative, the EIR must also

identify an environmentally superior alternative among the other alternatives; here, that would be Alternative 3 – Reduced Expansion of New Ski Terrain.

Nevertheless, the Board finds that the No Project Alternative is rejected because it does not meet any of the Primary Project Objectives:

- 1) Maintain Northstar’s competitiveness as a resort destination by upgrading existing services, amenities, and operations. This includes providing a better balance of skier amenities, improving lift technology, and increasing the variety and mix of recreational activities.
- 2) Implement a plan consistent with habitat and land use goals defined in the Northstar Habitat Management Plan (HMP).
- 3) Increase the variety and improve the balance of beginner, intermediate, and expert terrain by creating a wider, more diverse array of terrain offerings, such as access to the Sawtooth Range, which will facilitate an improved and extended vacation experience for the destination guest and day use skier.

The Board also finds that the No Project Alternative does not meet any of the General Project Objectives. The Board finds that the No Project Alternative is rejected because it will not achieve any of the Project Objectives associated with the improvement and expansion of recreational opportunities at Northstar .

ALTERNATIVE 2 – REDUCTION OF PROGRAM COMPONENTS

Description: Alternative 2 would consist of the NMMP project as proposed with the following program-level components eliminated:

- The Q lift and associated terrain, snowmaking, fuel tank and standby engine, and necessary utilities and maintenance/access roadways to operate and maintain the lift
- The Castle Peak Parking Lot Transport Gondola
- The campsite located in the Backside area to the west of Lookout Mountain

All other proposed NMMP project- and program-level components would remain.

Impacts of the Reduction of Program Components Alternative were identified as follows:

Land Use and Forestry Resources: As identified in Draft EIR Section 4.0, Land Use and Forestry Resources, and Section 18.0, Cumulative, Growth-Inducing, and Irreversible Impacts, the Proposed Project would not result in any significant impacts related to land use policy or regulation conflicts or result in conflicts or loss of timberland resources. The Proposed Project would result in potentially significant but mitigable (with implementation of mitigation measure 4-4) impacts associated with land use conflicts from project construction activities. Alternative 2 would result in the same temporary construction land use conflicts as the proposed NMMP and would not generate any additional land use or forestry resource impacts. Land use impacts under Alternative 2 would be the same as those under the Proposed Project.

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Population, Housing, and Employment: The Proposed Project would generate additional seasonal and year-round employment that would result in significant but mitigable (with implementation of mitigation measure 5-3 described in Draft EIR Section 5, Population, Housing, and Employment) employee housing impacts. Alternative 2 would result in a reduction in seasonal employment for the NMMP program-level improvements associated with the elimination of the Q lift, the Castle Peak Parking Lot Transport Gondola, and the campground in the Backside area and the additional employee housing needs as compared to the Proposed Project. Therefore, population, housing, and employment impacts would be better under Alternative 2 than under the Proposed Project.

Biological Resources: Implementation of the Proposed Project would result in development on the Proposed Project site that would substantially and adversely impact (project and cumulative conditions), either directly or through habitat modifications, special-status plant and animal species as well as impact sensitive habitats (riparian, wetlands, and late-seral forest habitat). These impacts would be potentially significant but mitigable with implementation of mitigation measures 6-1a and 6-1b, 6-2a and 6-2b, 6-3a and 6-3b, 6-4, 6-5a and 6-5b, 6-6, 6-7, 6-8, 6-9, and 6-10 described in Draft EIR Section 6.0, Biological Resources. Alternative 2 would reduce the extent of impacts to northern goshawk, California spotted owl, special-status forest herbivore species, deer fawning, raptors and migratory birds, and bats and their associated habitats. Therefore, impacts to biological resources would be better under Alternative 2 than under the Proposed Project.

Cultural Resources: Implementation of the Proposed Project would result in development on the Proposed Project site that could result in significant but mitigable (with implementation of mitigation measure 7-3 described in Draft EIR Section 7.0, Cultural Resources) impact known and undiscovered cultural, prehistoric, and historic resources associated with the proposed C, V, and W lifts and associated ski terrain and facility improvements as well as potential impacts to paleontological resources. Alternative 2 would result in the same potential for impacts, as these project components would be included in this alternative. Therefore, Alternative 2 would result in similar impacts to known and undiscovered cultural, prehistoric, historic, or paleontological resources as the Proposed Project.

Visual Resources: The Proposed Project is anticipated to result in substantial alteration in public views along SR 89 in the northern portion of Truckee associated with the development of Q, W, and V lift facilities, resulting in a significant and unavoidable impact. Alternative 2 would reduce the extent of this impact from the elimination of the Q lift and its associated ski run improvements. However, because this alternative includes the W and V lift facilities, this impact would still be considered significant and unavoidable. Alternative 2 would result in reduced visual impacts than under the Proposed Project.

Traffic and Circulation: The Proposed Project would not substantially contribute to anticipated deficient operations and significant impacts to SR 267 and Northstar Drive in year 2012 and 2032 conditions, no intersection or TRPA vehicle miles traveled impacts would occur. The Proposed Project would be required to provide fair-share funding to the ultimate improvements to the Northstar Drive/SR 267 intersection, Northstar Drive improvements and annual transit service funding. Alternative 2 would result in a reduction in employee trips for the NMMP

program-level improvements associated with the elimination of the Q lift, the Castle Peak Parking Lot Transport Gondola, and the campground in the Backside area as compared to the Proposed Project. Therefore, impacts to traffic and circulation would be better under Alternative 2 than under the Proposed Project. However, it should be noted that this alternative would not include the potential traffic benefits of the project proposed Castle Peak Parking Lot Transport Gondola.

Air Quality: The Proposed Project is anticipated to result in significant and unavoidable air pollution during construction activities associated with nitrogen oxide emissions, but no significant operational air quality impacts or impacts to the Lake Tahoe Basin are expected to occur. Alternative 2 would reduce total program-level component construction emissions for reactive organic gases (ROG) by 31.22 pounds per day, nitrogen oxide (NOx) by 230.96 pounds per day, and particulate matter (PM) by 66.24 pounds per day for PM₁₀ and 37.14 pounds per day for PM_{2.5} (see Draft EIR Table 10-5), as well as operational emissions. However, construction emissions would still be significant and unavoidable for this alternative. Alternative 2 impacts to air quality would be better than under the Proposed Project.

Noise: Implementation of the Proposed Project would generate potentially significant but mitigable (with implementation of mitigation measures 11-1 and 11-2 described in Draft EIR Section 11.0, Noise), noise impacts associated with snowmaking activity and construction activities. In comparison, Alternative 2 would result in the same noise impacts, as it would include the same project components near residential uses at mid-mountain as the Proposed Project. Therefore, noise impacts resulting from implementation of Alternative 2 would be the same as under the Proposed Project.

Geology and Soils: The Proposed Project could result in potential significant impacts from fault hazards associated with the placement of the J and C lifts as well as slope stability impacts from site development. These impacts are mitigable with implementation of mitigation measures 12-1 and 12-3a through 12-3f described in Draft EIR Section 12.0, Geology and Soils. Alternative 2 would result in similar impacts, though it would reduce the extent of slope stability impacts from the elimination of the Q lift and associated ski run improvements. Therefore, geology and soil impacts under Alternative 2 would be better than under the Proposed Project.

Hydrology and Water Quality: Construction and operation of the Proposed Project would increase impervious surfaces on the project site and introduce sediments and other contaminants into stormwater runoff, potentially resulting in the degradation of downstream surface water and groundwater quality (project and cumulative conditions). In addition, development of the Proposed Project would increase stormwater runoff rates and volumes when compared with existing conditions and could result in bridge and culvert structures obstructing flood flows. These impacts of the Proposed Project are significant but mitigable with implementation of mitigation measures 13-1a through 13-1c, 13-2, 13-3a and 13-3d, and 13-4 described in Draft EIR Section 13.0, Hydrology and Water Quality. Alternative 2 would result in similar water quality, runoff and obstruction of flood flow impacts as the Proposed Project, though it would reduce the extent of water quality and runoff impacts from NMMP program-level improvements associated with the elimination of the Q lift, the Castle Peak Parking Lot Transport Gondola, and

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the campground in the Backside area. Therefore, impacts associated with hydrology and water quality are considered better under Alternative 2 than under the Proposed Project.

Public Services: The Proposed Project would result in potentially significant but mitigable (with implementation of mitigation measure 14.7-1 described in Draft EIR Section 14.0, Public Services) impact to existing recreation facilities, although it would increase the demand, it would not significantly impact public services and utilities. Alternative 2 would result in reduced demand for public services and utilities from NMMP program-level improvements associated with the elimination of the Q lift, Castle Peak Parking Lot Transport Gondola, and the campground in the Backside area. Therefore, overall impacts to public services resulting from implementation of Alternative 2 would be better than under the Proposed Project.

Hazardous Materials and Hazards: Neither Alternative 2, which includes reduced development, nor the Proposed Project would require the transport, use, or disposal of significant quantities of hazardous materials. In addition, the Proposed Project and Alternative 2 would not expose visitors to significant hazards. Therefore, impacts associated with hazards and hazardous materials would be similar for both Alternative 2 and the Proposed Project.

Greenhouse Gases and Climate Change: The Proposed Project would result in a significant increase in the emission of greenhouse gas (GHG) emissions from construction activities, generation of vehicle traffic, energy use, and changes in forest conditions, but this impact is mitigated with the implementation of mitigation measure 16-1 described in Draft EIR Section 16.0, Greenhouse Gases and Climate Change. Alternative 2 would reduce the total program-level component construction GHG emissions by 429 metric tons, as well as operational emissions (see Table 16-4). Alternative 2 impacts to GHG emissions would be better than under the Proposed Project. However, GHG emissions under this alternative would still be significant and would require implementation of mitigation measure 16-1.

Finding: Pursuant to Public Resources Code Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3), the Board finds that implementing the Reduction of Program Components Alternative, would result in the same impact in four of the environmental topic areas, with marginal improvements in most of the environmental topic areas, without fully meeting most of the Primary Objectives.

Specifically, the Board finds that implementing the Reduction of Program Components Alternative would not meet the following Primary Project Objective:

- 3) Increase the variety and improve the balance of beginner, intermediate, and expert terrain by creating a wider, more diverse array of terrain offerings, such as access to the Sawtooth Range, which will facilitate an improved and extended vacation experience for the destination guest and day use skier.

The Board also finds that the alternative also would not meet General Project Objectives numbers 4, 7, 9, and 16. Removal of the Castle Peak Parking Lot Transport Gondola would eliminate the potential traffic benefits of this project component. Removal of the Q lift eliminates a unique future terrain offering. Removal of the campsite located in the Backside area

to the west of Lookout Mountain does not enhance non-skiing opportunities offered at Northstar. For these reasons, the Board rejects the Reduction of Program Components Alternative.

ALTERNATIVE 3 – REDUCED EXPANSION OF NEW SKI TERRAIN

Description: Alternative 3 would consist of the NMMP project as proposed with the following ski terrain expansion features eliminated. This alternative is intended to reduce the extent of ski terrain expansion to areas immediately adjacent to existing ski terrain areas.

- Additional ski lifts designated as W and Z and associated terrain, snowmaking, fuel tanks and standby engines, skier bridge, and necessary utilities and maintenance/access roadways to operate and maintain the lifts

Impacts of the Reduced Expansion of New Ski Terrain Alternative were identified as follows:

Land Use and Forestry Resources: As identified in Draft EIR Section 4.0, Land Use and Forestry Resources, and Section 18.0, Cumulative, Growth-Inducing, and Irreversible Impacts, the Proposed Project would not result in any significant impacts related to land use policy or regulation conflicts or result in conflicts or loss of timberland resources. The Proposed Project would result in potentially significant but mitigable (with implementation of mitigation measure 4-4) impacts associated with land use conflicts from project construction activities. Alternative 3 would result in the same temporary construction land use conflicts as the proposed NMMP and would not generate any additional land use or forestry resource impacts. Land use impacts under the Alternative 3 would be the same as those under the Proposed Project.

Population, Housing, and Employment: The Proposed Project would generate additional seasonal and year-round employment that would result in significant but mitigable (with implementation of mitigation measure 5-3 described in Draft EIR Section 5, Population, Housing, and Employment) employee housing impacts. Alternative 3 would result in reduction in seasonal employment associated with the elimination of the W and Z lifts and the additional employee housing needs as compared to the Proposed Project. Therefore, population, housing, and employment impacts would be better under Alternative 3 than under the Proposed Project.

Biological Resources: Implementation of the Proposed Project would result in development on the Proposed Project site that would substantially and adversely impact (project and cumulative conditions), either directly or through habitat modifications, special-status plant and animal species as well as impact sensitive habitats (riparian, wetlands, and late-seral forest habitat). These impacts would be potentially significant but mitigable with implementation of mitigation measures 6-1a and 6-1b, 6-2a and 6-2b, 6-3a and 6-3b, 6-4, 6-5a and 6-5b, 6-6, 6-7, 6-8, 6-9, and 6-10 described in Draft EIR Section 6.0, Biological Resources. Alternative 3 would reduce the extent of impacts to northern goshawk, California spotted owl, special-status forest herbivore species, deer fawning, raptors and migratory birds, and bats and their associated habitats. Therefore, impacts to biological resources would be better under Alternative 3 than under the Proposed Project.

Cultural Resources: Implementation of the Proposed Project would result in development on the project site that could result in significant but mitigable (with implementation of mitigation

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measure 7-3 described in Draft EIR Section 7.0, Cultural Resources) impact known and undiscovered cultural, prehistoric, and historic resources associated with the proposed C, V, and W lifts and associated ski terrain and facility improvements as well as potential impacts to paleontological resources. Alternative 3 would reduce the extent of this impact through the elimination of the W lift and associated ski facility and terrain improvements. Therefore, Alternative 3 would result in reduced impacts to known and undiscovered cultural, prehistoric, historic, or paleontological resources as compared to the Proposed Project.

Visual Resources: The Proposed Project is anticipated to result in substantial alteration in public views along SR 89 in the northern portion of Truckee associated with the development of Q, W, and V lift facilities, resulting in a significant and unavoidable impact. Alternative 3 would reduce the extent of this impact from the elimination of the W lift and associated ski run improvements. However, because Alternative 3 includes the Q and V lift facilities, this impact would still be considered significant and unavoidable. Alternative 3 would result in reduced visual impacts than under the Proposed Project.

Traffic and Circulation: The Proposed Project would not substantially contribute to anticipated deficient operations and significant impacts to SR 267 and Northstar Drive in year 2012 and 2032 conditions, no intersection or TRPA vehicle miles traveled impacts would occur. The Proposed Project would be required to provide fair-share funding to the ultimate improvements to the Northstar Drive/SR 267 intersection, Northstar Drive improvements and annual transit service funding. Alternative 3 would result in reduction in employee trips for the associated with the elimination of the W and Z lifts. Therefore, impacts to traffic and circulation would be better under Alternative 3 than under the Proposed Project.

Air Quality: The Proposed Project is anticipated to result in significant and unavoidable air pollution during construction activities associated with nitrogen oxide emissions, but no significant operational air quality impacts or impacts to the Lake Tahoe Basin are expected to occur. Alternative 3 would reduce total project-level component construction emissions for reactive organic gases (ROG) by 78.29 pounds per day, nitrogen oxide (NO_x) by 661.87 pounds per day, and particulate matter (PM) by 113.91 pounds per day for PM₁₀ and 72.77 pounds per day for PM_{2.5} created between construction years 3 and 5 (see Draft EIR Table 10-5), as well as operational emissions. However, construction emissions would still be significant and unavoidable for this alternative. Alternative 3 impacts to air quality would be better than under the Proposed Project.

Noise: Implementation of the Proposed Project would generate potentially significant but mitigable (with implementation of mitigation measures 11-1 and 11-2 described in Draft EIR Section 11.0, Noise), noise impacts associated with snowmaking activity and construction activities. In comparison, Alternative 3 would result in the same noise impacts, as it would include the same project components near residential uses at mid-mountain as the Proposed Project. Therefore, noise impacts resulting from implementation of Alternative 3 would be the same as under the Proposed Project.

Geology and Soils: The Proposed Project could result in potential significant impacts from fault hazards associated with the placement of the J and C lifts as well as slope stability impacts from site development. These impacts are mitigable with implementation of mitigation measures 12-1

and 12-3a through 12-3f described in Draft EIR Section 12.0, Geology and Soils. Alternative 3 would result in similar impacts, though it would reduce the extent of slope stability impacts from the elimination of the W and Z lifts and associated ski run improvements. Therefore, geology and soil impacts under Alternative 3 would be better than under the Proposed Project.

Hydrology and Water Quality: Construction and operation of the Proposed Project would increase impervious surfaces on the project site and introduce sediments and other contaminants into stormwater runoff, potentially resulting in the degradation of downstream surface water and groundwater quality (project and cumulative conditions). In addition, development of the Proposed Project would increase stormwater runoff rates and volumes when compared with existing conditions and could result in bridge and culvert structures obstructing flood flows. These impacts of the Proposed Project are significant but mitigable with implementation of mitigation measures 13-1a through 13-1c, 13-2, 13-3a, 13-3b, 13-3d, and 13-4 described in Draft EIR Section 13.0, Hydrology and Water Quality. Alternative 3 would result in similar water quality, runoff, and obstruction of flood flow impacts as the Proposed Project, though it would reduce the extent of water quality and runoff impacts from the elimination of the W and Z lifts and associated ski run and facility improvements. Therefore, impacts associated with hydrology and water quality are considered better under Alternative 3 than under the Proposed Project.

Public Services: The Proposed Project would result in potentially significant but mitigable (with implementation of mitigation measure 14.7-1 described in Draft EIR Section 14.0, Public Services) impact to existing recreation facilities, although it would increase the demand, it would not significantly impact public services and utilities. Alternative 3 would result in reduced demand for public services and utilities from elimination of the W and Z lifts and associated ski run and facility improvements. Therefore, overall impacts to public services resulting from implementation of Alternative 3 would be better than under the Proposed Project.

Hazardous Materials and Hazards: Neither Alternative 3, which includes no development, nor the Proposed Project would require the transport, use, or disposal of significant quantities of hazardous materials. In addition, the Proposed Project and Alternative 3 would not expose visitors to significant hazards. Therefore, impacts associated with hazards and hazardous materials would be similar for both Alternative 3 and the Proposed Project.

Greenhouse Gases and Climate Change: The Proposed Project would result in a significant increase in the emission of greenhouse gas (GHG) emissions from construction activities, generation of vehicle traffic, energy use, and changes in forest conditions, but this impact is mitigated with the implementation of mitigation measure 16-1 described in Draft EIR Section 16.0, Greenhouse Gases and Climate Change. Alternative 3 would reduce the total project-level component construction GHG emissions by 706 metric tons between construction years 3 and 5 (see Table 16-4), as well as operational emissions. Alternative 3 impacts to GHG emissions would be better than under the Proposed Project. However, GHG emissions under this alternative would still be significant and would require implementation of mitigation measure 16-1.

Finding: Pursuant to Public Resources Code Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3), the Board finds that implementing the Reduced Expansion of New Ski Terrain Alternative would not meet the following Primary Project Objectives:

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- 1) Maintain Northstar's competitiveness as a resort destination by upgrading existing services, amenities, and operations. This includes providing a better balance of skier amenities, improving lift technology, and increasing the variety and mix of recreational activities.
- 3) Increase the variety and improve the balance of beginner, intermediate, and expert terrain by creating a wider, more diverse array of terrain offerings, such as access to the Sawtooth Range, which will facilitate an improved and extended vacation experience for the destination guest and day use skier.

The Board also finds that the alternative also would not meet General Project Objective numbers 4, 7 and 9. The proposed W and Z lifts and associated terrain are necessary component to providing a new backcountry experience that would appeal to the destination guest and extend their stay at one resort versus driving to other local resorts in search of more diverse terrain. For these reasons, the Board rejects the Reduction of New Ski Terrain Alternative.

SECTION 5 - OTHER IMPACTS AND CONSIDERATIONS

GROWTH-INDUCING IMPACTS OF THE PROPOSED PROJECT

CEQA Guidelines Section 15126.2(d) requires that an environmental impact report (EIR) evaluate the growth-inducing impacts of a proposed action. A growth-inducing impact is defined by the CEQA Guidelines as:

The way in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which could remove obstacles to population growth...It is not assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment.

A project can have direct and/or indirect growth inducement potential. Direct growth inducement could result if a project, for example, involved construction of new housing. A project could have indirect growth inducement potential if it established substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises) or if it could involve a construction effort with substantial short-term employment opportunities that could indirectly stimulate the need for additional housing and services to support the new employment demand. Similarly, a project could indirectly induce growth if it could remove an obstacle to additional growth and development, such as removing a constraint on a required public service. A project providing an increased water supply in an area where water service historically limited growth could be considered growth-inducing.

The CEQA Guidelines further explain that the environmental effects of induced growth are considered indirect impacts of the proposed action. These indirect impacts or secondary effects of growth may result in significant, adverse environmental impacts. Potential secondary effects of growth include increased demand on other community and public services and infrastructure, increased traffic and noise, and adverse environmental impacts such as degradation of air and

water quality, degradation or loss of plant and animal habitat, and conversion of agricultural and open space land to developed uses.

The Proposed Project would consist of ski recreational improvements to the existing Northstar ski resort to improve the recreational opportunities at Northstar. Infrastructure improvements associated with the proposed NMMP are limited to supporting new ski lifts, snowmaking, skier service facilities, seasonal spur road improvements, and campgrounds on the mountain. The Proposed Project would generate up to 102 full-time equivalent jobs during the winter season, 3 full-time equivalent jobs during the summer season, and 5 full-time equivalent jobs year-round, at buildout. Additional employees would be slowly added with phases of development.

Finding: The Board finds that the NMMP project would not induce substantial growth in the Proposed Project area as it is designed to accommodate existing day skier and the destination-oriented guests. Given the approved bed-base and commercial venues, the Proposed Project is designed to extend the vacation experience for the destination visitor and help Northstar remain competitive with local Tahoe area ski resorts. Recent changes to the area on and around Northstar reflect an industry shift among ski resorts in the Tahoe area from day skier sites to destination ski resorts. The proposed NMMP reflects this trend and would provide important support for recently entitled and constructed residential and lodging units on and near the Northstar site. However, since the improvements are intended to support the expanded destination skiers, which have been analyzed as those projects were approved, no new day skier parking is proposed as a part of this Proposed Project.

While the record reflects the Proposed Project would employ 102 full-time equivalent jobs during the winter season, 3 full-time equivalent jobs during the summer season, and 5 full-time equivalent jobs year-round, the jobs would be filled by the existing workforce that lives in the surrounding area. Accordingly, the proposed NMMP would not generate increases in population or significant increases in employment. Based on the foregoing, the Board finds the Proposed Project would not be growth-inducing.

The Board makes the above findings based on the analysis provided on Draft EIR pages 18-37 through 18-38.

SECTION 6 – MITIGATION MONITORING AND REPORTING PROGRAM

The County has prepared a Mitigation Monitoring and Reporting Program (MMRP) for the Project. A copy of the MMRP appears at Chapter 4 to the Final EIR. The County, in adopting these findings, also approves the MMRP. The County will use the MMRP to track compliance with Project mitigation measures. The MMRP will remain available for public review during the compliance period. The MMRP is attached to and incorporated into the Proposed Project and is approved in conjunction with certification of the EIR and adoption of these Findings of Fact. In the event of any conflict between these findings and the MMRP with respect to the requirements of an adopted mitigation measure, the more stringent measure shall control, and shall be incorporated automatically into both the findings and the MMRP

SECTION 7 - STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to Public Resources Code Section 21081 and CEQA Guideline Section 15093, the Board hereby finds, after consideration of the Final EIR and the evidence in the record, that each of the specific overriding economic, legal, social, technological, and other benefits of the Proposed Project as set forth below independently and collectively outweighs these significant and unavoidable impacts and is an overriding consideration warranting approval of the Proposed Project. Any one of the reasons for approval cited below is sufficient to justify approval of the Proposed Project. Thus, even if all but one of these reasons were unsupported by substantial evidence, the would nevertheless by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this section, and in the documents found in the Record of Proceedings.

On the basis of the above findings and the substantial evidence in the whole record of this proceeding, the Board specially finds that there are significant benefits of the Proposed Project to support approval of the Proposed Project in spite of the unavoidable significant impacts, and therefore makes this Statement of Overriding Considerations.

The Final EIR finds that even with implementation of all feasible mitigation measures and consideration of project alternatives, the NMMP project will have the following significant and unavoidable impacts:

Impact 8.2 Adversely Affect a Scenic Vista

Impact 10.2 Increases in Short-Term Construction Emissions

Impact Cumulative Visual Impacts

Impact Cumulative Construction Air Quality Impacts

The County has adopted all feasible mitigation measures with respect to these impacts, which further lessen the impacts but would not reduce them below a level of significance.

The primary purpose of CEQA is to fully inform the decision-makers and the public as to the environmental effects of a Proposed Project and to include feasible mitigation measures and alternatives to reduce any such adverse effects below a level of significance. CEQA recognizes and authorizes the approval of projects where not all adverse impacts can be fully lessened or avoided. Before such a project can be approved, the public agency must consider and adopt a "statement of overriding considerations" pursuant to CEQA Guidelines Sections 15043 and 15093. The agency's statement of overriding considerations must explain and justify the agency's conclusion to approve such a project, setting forth the proposed project's general social, economic, policy, or other public benefits which support the agency's informed conclusion to approve the project.

Although the Board finds that the Proposed Project will result in these significant and unavoidable impacts, the Board also finds that the Proposed Project benefits outweigh these impacts.

The Board finds that, as part of the process of obtaining Proposed Project approval, all significant effects on the environment from implementation of the Proposed Project have been eliminated or substantially lessened where feasible. All mitigation measures proposed in the FEIR that are applicable to the Proposed Project are adopted as part of this approval action. Furthermore, the Board of Supervisors has determined that any remaining significant effects on the environment found to be unavoidable are acceptable due to the following specific overriding economic, technical, legal, social, and other considerations. Any alternatives proposed by the public are rejected for the reasons set forth in the EIR and the reasons set forth herein.

The Project benefits include:

- The NMMP in combination with its implementation of the Northstar Habitat Management Plan (HMP) will maintain and enhance the natural resource values of Northstar, while allowing for current and planned future land uses (including the proposed NMMP) in a manner that is compatible with those values. The NMMP (through implementation of the HMP) design and management practices that would be applied to all project components to support attainment of resource management targets and regulatory requirements. These include designing project improvements to limit the extent of overall land disturbance and tree removal, protection of sensitive habitats (e.g., riparian, aquatic, late seral forests, and meadow habitats), and construction impact minimization measures including measures to avoid effects to the following sensitive wildlife species: northern goshawk, California spotted owl, yellow warbler, willow flycatcher, American marten, Sierra red fox, Pacific fisher, California wolverine, Sierra Nevada mountain beaver, Sierra Nevada snowshoe hare, western white-tailed jackrabbit, and mule deer. The Board finds the NMMP's approach to preservation of natural resources is consistent with the Placer County General Plan (including policies 6.B.1, 6.B.2, 6.B.4, 6.C.1, and 6.C.2) and the Martis Valley Community Plan (including policies 9.D.8, 9.E.3, 9.E.10, and 9.G.1).
- Implementation of the NMMP will maintain Northstar's competitiveness as a resort destination by upgrading existing services, amenities, and operations. This includes providing a better balance of skier amenities, improving lift technology, and increasing the variety and mix of recreational activities. Specifically, the NMMP will increase the variety and improve the balance of beginner, intermediate, and expert terrain by creating a wider, more diverse array of terrain offerings, such as access to the Sawtooth Range, which will facilitate an improved and extended vacation experience for the destination guest and day use skier and provide a high quality recreational experience for both the day use skier and the "destination" oriented guest. The Board finds that the project would implement the following key recreation policies of the Placer County General Plan and Martis Valley Community Plan:

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- **Placer County General Plan Policy 1.E.1:** The County shall support the expansion of existing winter ski and snow play areas where anticipated circulation and transportation system capacity can accommodate such expansions and where environmental impacts, including visual impacts, can be adequately mitigated, recognizing that the construction of ski runs can create visual impacts.
 - **Placer County General Plan Policy 1.H.1:** The County shall identify and encourage the development of recreation facilities compatible with the Plan area's seasonal vacation home, rural lifestyle, and natural environment.
 - **Martis Valley Community Plan Update Policy 9.E.11:** The County shall encourage the continued use of commercially viable timberlands for timber production and other multiple use functions which can include ski-related uses within the Plan area. Conversion of such lands to other uses is discouraged.
 - **Martis Valley Community Plan Update Policy 1.G.1:** The County will support the expansion of existing winter ski and snow play areas and development of new areas where circulation and transportation system capacity can accommodate such expansions or new uses and where environmental impacts can be adequately mitigated.
- The NMMP will enhance Northstar's status as a self-sustaining, self-contained destination resort that provides the necessary services and amenities to guests and residents on-site and will improve skier/snowboarder terrain and the amount and type of services offered (i.e., skier service sites, cross-country ski center relocation). This will provide opportunities for visitors at Northstar to extend the length of their stay and minimize vehicle trips to other nearby resorts that may offer recreational opportunities not currently offer at Northstar. The Board finds that opportunities to reduce vehicle trips and associated vehicle miles traveled in region provides environmental benefits to air quality, traffic congestion, and greenhouse gases.
 - The NMMP includes the Emergency Preparedness and Evacuation Plan (EPEP) that complies with the recent policy additions to the Martis Valley Community Plan. The EPEP is focused primarily on emergency preparedness and evacuation protocols for emergency events, such as fire, and supplements the existing Northstar California Emergency Response Plan (ERP). Other hazards are also addressed, including avalanche, seismic and flood protection measures. The EPEP provides benefits to the overall Northstar community through improved fire protection measures, emergency preparedness, and evacuation protocols for emergency events.

SECTION 9 - RECIRCULATION NOT REQUIRED

CEQA Guidelines Section 15088.5 requires a lead agency to recirculate an EIR for further review and comment when significant new information is added to the EIR after public notice is given of the availability of a Draft EIR, but before certification. Such new information includes: (i) significant changes to the project; (ii) significant changes in the environmental setting; or (iii) significant additional data or other information. Section 15088.5 further provides that “[n]ew information added to an EIR is not ‘significant’ unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement.”

No new or substantial changes to the Draft EIR were proposed as a result of the public comment process. The Final EIR responds to comments and makes only minor technical changes, clarifications, or additions to the Draft EIR. The minor changes, clarifications, or additions to the Draft EIR do not identify any new significant impacts or substantial increase in the severity of any environmental impacts, and do not include any new mitigation measures that would have a potentially significant impact. The Errata to Northstar Mountain Master Plan Final EIR – Analysis of Changed Environmental Conditions Since Release of the Final EIR (November 2016) evaluated the changes in the environmental setting and cumulative conditions since release of the Final EIR in June 2014. This Errata determined that none of the changes in setting and cumulative conditions since release of the Final EIR are considered “significant new information” that would alter the environmental impact conclusions of the Draft or Final EIR such that a new significant impact would occur. Therefore, recirculation of the EIR is not required.

CEQA FINDINGS OF FACT

INSERT ATTACHMENT A - MMRP

EXHIBIT D

Mitigation Monitoring and Reporting Plan

MITIGATION MONITORING AND REPORTING PLAN

INTRODUCTION

Section 15097 of the California Environmental Quality Act (CEQA) requires all state and local agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a mitigated negative declaration (MND) or specified environmental findings related to environmental impact reports (EIRs).

The following is the Mitigation Monitoring and Reporting Plan (MMRP) for the Northstar Mountain Master Plan (NMMP) project. The intent of the MMRP is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified in the EIR for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this MMRP shall be funded by the applicant.

MITIGATION MONITORING AND REPORTING PLAN

The MMRP contained herein is intended to satisfy the requirements of CEQA as they relate to the EIR for the Northstar Mountain Master Plan project prepared by Placer County. This MMRP is intended to be used by County staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. Mitigation measures identified in this MMRP were developed in the EIR prepared for the proposed project.

The Northstar Mountain Master Plan EIR presents a detailed set of mitigation measures that will be implemented throughout the lifetime of the project. Mitigation is defined by CEQA as a measure which:

- Avoids the impact altogether by not taking a certain action or parts of an action;
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifies the impact by repairing, rehabilitating, or restoring the impacted environment;
- Reduces or eliminates the impact over time by preservation and maintenance operations during the life of the project; or
- Compensates for the impact by replacing or providing substitute resources or environments.

The intent of the MMRP is to ensure the effective implementation and enforcement of adopted mitigation measures and permit conditions. The MMRP will provide for monitoring of construction activities as necessary and in-the-field identification and resolution of environmental concerns.

Placer County will monitor and document the implementation of mitigation measures. The table below identifies the mitigation measures, the monitoring action for each mitigation measure, the responsible party for the monitoring action, and the timing of the monitoring action. The applicant will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMRP. Placer County will be responsible for ensuring compliance.

During construction of the project, the County will assign an inspector who will be responsible for field monitoring of mitigation measure compliance. The inspector will report to the County Planning Department and will be thoroughly familiar with permit conditions and the MMRP. In addition, the inspector will be familiar with construction contract requirements, construction schedules, standard

Northstar Mountain Master Plan

construction practices, and mitigation techniques. In order to track the status of mitigation measure implementation, field-monitoring activities will be documented on compliance monitoring report worksheets. The time commitment of the inspector will vary depending on the intensity and location of construction. Aided by the table, the inspector will be responsible for the following activities:

- On-site, day-to-day monitoring of construction activities.
- Reviewing construction plans and equipment staging/access plans to ensure conformance with adopted mitigation measures.
- Ensuring contractor knowledge of and compliance with the MMRP.
- Verifying the accuracy and adequacy of contract wording.
- Having the authority to require correction of activities that violate mitigation measures, securing compliance with the MMRP.
- Acting in the role of contact for property owners or any other affected persons who wish to register observations of violations of project permit conditions or mitigation. Upon receiving any complaints, the inspector shall immediately contact the construction representative. The inspector shall be responsible for verifying any such observations and for developing any necessary corrective actions in consultation with the construction representative and Placer County.
- Obtaining assistance as necessary from technical experts in order to develop site-specific procedures for implementing the mitigation measures.
- Maintaining a log of all significant interactions, violations of permit conditions or mitigation measures, and necessary corrective measures.

The following MMRP indicates the mitigation measure number, the impact the measure is designed to address, the mitigation, the monitoring agency, the implementation schedule, and an area for sign-off indicating compliance.

MITIGATION MONITORING AND REPORTING PLAN NORTHSTAR MOUNTAIN MASTER PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
4.0 Land Use and Forestry Resources					
4.4	Result in Incompatible Uses and/or the Creation of Land Use Conflicts	<p>Mitigation Measure 4-4: Implement Construction Control Measures</p> <p>Prior to Improvement Plan approval and/or during any construction, demolition, or tree removal activities requiring complete or partial closure of existing roadways, the project applicant shall perform the following tasks to the satisfaction of the Placer County Public Works Department:</p> <ul style="list-style-type: none"> • Provide written notice to property owners along affected roadways and the Northstar Fire District 1 week before roadway closures. • Ensure public safety by clearly marking and securing roadway construction areas. • Place steel plates over open trenches at the end of each workday (or other appropriate measures) to restore vehicle access to all residents. • Ensure access and parking for users and residents of buildings to remain on the project site. • Obtain written approval from the County Director of Public Works for any proposed temporary road closures or detour routes. • Obtain written approval from the Northstar Fire Department and Cal Fire for any proposed temporary road closures or detour routes. • Post notice of planned closure on affected roadways two weeks prior to roadway closures. <p>During demolition, tree removal, and construction activities, the project applicant shall limit the amount of daily construction equipment traffic by staging heavy construction equipment and vehicles on the project site at the end of each workday rather than removing them.</p> <p>Clear demarcation of construction areas, including fencing, temporary walls, signage, protective barriers, and security provisions for public safety, shall be noted in the improvement plans for project components. These public safety protection features for persons using the trails system shall be in place prior to the onset of construction.</p>	County Public Works Department	Prior to improvement plan approval for each project component	

MITIGATION MONITORING AND REPORTING PLAN NORTHSTAR MOUNTAIN MASTER PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
5.0 Population, Housing, and Employment					
5.3	Require Additional Employee Housing	<p>Mitigation Measure 5-3: Provision of Employee Housing</p> <p>The project applicant shall mitigate potential impacts to employee housing through compliance with the Placer County General Plan Housing Element policy (C-2) requiring new Sierra Nevada and Lake Tahoe projects to house 50 percent of the employee housing demand (e.g., FTEE employees) generated by the project. Compliance shall be demonstrated prior to approval of improvement plans for each project component. The project applicant shall submit to Placer County an Employee Housing Mitigation Plan detailing the method of providing the required employee housing units, proposed occupancy (rental or for sale), number of employees served by the employee housing units or, in the case of in-lieu fee payment, number of employees credited, transportation to and from the project, timing of the development of employee housing units, and any incentives requested.</p>	Placer County Planning Services Division	Prior to improvement plan approval for each project component	
6.0 Biological Resources					
6.1	Impacts to Special-Status Species	<p>Mitigation Measure 6-1a: Conduct Special-Status Species Surveys</p> <p>The applicant shall retain a qualified biologist to perform focused preconstruction surveys to determine the presence/absence of special-status plant species with potential to occur in and adjacent to (within 25 feet, where appropriate) the proposed impact area of each project component. These surveys shall be conducted in accordance with CDFW <i>Guidelines for Assessing Effects of Proposed Developments on Rare Plants and Plant Communities</i> (Nelson 1994). These guidelines require that rare plant surveys be conducted at the proper time of year when rare or endangered species are both evident and identifiable. Field surveys shall be scheduled to coincide with known flowering periods and/or during appropriate developmental periods that are necessary to identify the plant species of concern and will be reviewed and accepted by the Placer County Planning Services Division prior to site disturbance or construction activity.</p>	Placer County Planning Services Division	Prior to start of construction phase for each project component	

MITIGATION MONITORING AND REPORTING PLAN NORTHSTAR MOUNTAIN MASTER PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
6.1	Impacts to Special-Status Species	<p>Mitigation Measure 6-1b: Implement Avoidance Measures to Protect Special-Status Species</p> <p>If any state- or federally listed, CNPS List 1, or CNPS List 2 plant species is found in or adjacent to (within 25 feet) the proposed impact area of each project component during the surveys, these plant species shall be avoided to the extent feasible. Avoidance measures shall include fencing of the population(s) before construction, exclusion of project activities from the fenced-off areas, and construction monitoring by a qualified biologist. Avoidance areas shall be identified on improvement plans. If these plants cannot be avoided, the following measures shall be applied, and the following mitigation measures shall be implemented prior to approval of improvement plans, issuance of grading permits, and/or any clearing:</p> <ul style="list-style-type: none"> • In some cases involving state-listed plants, it may be necessary to obtain an incidental take permit under Section 2081 of the Fish and Game Code (2081 permit). The applicant shall consult with the CDFW to determine whether a 2081 permit is required, and obtain all required authorizations prior to initiation of ground-breaking activities. • The applicant shall submit a mitigation plan concurrently to the CDFW and the USFWS (if appropriate) for review and comment. The plan shall include mitigation measures for the population(s) to be directly affected. Possible mitigation for impacts to special-status plant species can include implementation of a program to transplant, salvage, cultivate, or re-establish the species at suitable sites (if feasible), or through the purchase of credits from an approved mitigation bank, if available. The actual level of mitigation may vary depending on the sensitivity of the species, its prevalence in the area, and the current state of knowledge about overall population trends and threats to its survival. The final mitigation strategy for directly impacted plant species shall be determined by the CDFW and the USFWS (if appropriate) through the mitigation plan approval process. <p>Any special-status plant species that are identified adjacent to the PSA, but not proposed to be disturbed by the project, shall be protected by barrier fencing to</p>	Placer County Planning Services Division	Prior to and throughout construction phase for each project component	

MITIGATION MONITORING AND REPORTING PLAN NORTHSTAR MOUNTAIN MASTER PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
		ensure construction activities and material stockpiles do not impact any special-status plant species. These avoidance areas shall be identified on project plans.			
6.2	Impacts to Northern Goshawk and California Spotted Owl	<p>Mitigation Measure 6-2a: Implement Avoidance Measures for Northern Goshawk and California Spotted Owl</p> <p>The project applicant shall include the following Northstar HMP practices and protection measures as standards in all NMMP project component improvement plans, building permits, use permits, and grading permits prior to their approval for the protection of northern goshawk and California spotted owl. The Placer County Planning Department shall be notified of the results of the preconstruction surveys and establishment of buffers to avoid discovered nesting birds.</p> <p><u>Northern Goshawk</u></p> <ul style="list-style-type: none"> • Pre-project surveys will be conducted in suitable nesting habitat within 0.25 mile of vegetation removal, construction, and development activities, and will be reviewed and accepted by the Placer County Planning Services Division prior to site disturbance or construction activity. Surveys for northern goshawks will follow the <i>Northern Goshawk Inventory and Monitoring Technical Guide</i> (Woodbridge and Hargis 2006), or another appropriate method determined by the appropriate regulatory agency. Suitable habitat is preliminarily defined here as Class 2 (moderate breeding value) and 3 (high breeding value) areas shown in HMP Exhibit 3-7. However, these areas were mapped primarily from GIS data, and they may overestimate the amount of suitable breeding habitat (particularly in the “moderate” category). Final determination of suitability, and whether a pre-project protocol survey is required, should be based on a reconnaissance field assessment of habitat conditions by a qualified avian biologist before initiating projects in these areas. For efficiency, this assessment could be conducted as part of the pre-project survey, as follows: if suitable habitat is present, continue by implementing the protocol survey; if suitable habitat is not present, no further (protocol) survey would be required. 	Placer County Planning Services Division	Prior to improvement plan, building permit, use permit, and grading permit approval for each project component	

MITIGATION MONITORING AND REPORTING PLAN NORTHSTAR MOUNTAIN MASTER PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
		<p>Survey Timing: June 1–August 15 (broadcast acoustical surveys or intensive surveys/stand searches); or approximately March 1–April 15 (dawn acoustical surveys)</p> <ul style="list-style-type: none"> • To avoid disturbances to or loss of active nest sites, between March 15 and August 15, delay project activities within 0.25 mile of (or at a distance directed by the appropriate regulatory agency) the nest to avoid disturbance until the nest is no longer active. Project activities include vegetation removal, earth moving, and construction. This buffer may be reduced through consultation with the County and/or the CDFW. This time frame is based on the California Forest Practice Rules guidelines and definition of “Critical Period” for northern goshawk. • Access and Seasonal Use Restrictions for Resource Management Zones D and E: Where pre-project surveys (see HMP Table 4-3) or other monitoring (see HMP Chapter 6, Appendix 3.3) have identified nesting by northern goshawk, the following will be restricted: <ul style="list-style-type: none"> o Motorized vehicle use not related to the necessary maintenance of facilities or resource protection, within 0.25 mile of the nest. o Bicycling and snowmobiling, within 0.25 mile of the nest. <p>Access and Seasonal Use Restriction Timing: March 15–August 15</p> <p><u>California Spotted Owl</u></p> <ul style="list-style-type: none"> • Pre-project surveys will be conducted in suitable nesting habitat within 0.25 mile of vegetation removal, construction, and development activities, and will be reviewed and accepted by the Placer County Planning Services Division prior to site disturbance or construction activity. Surveys for California spotted owl will follow the <i>Protocol for Surveying for Spotted Owl in Proposed Management Activity Areas and Habitat Conservation Areas</i> (USFS 1993), or another appropriate method determined by the appropriate regulatory agency. Suitable habitat is preliminarily defined here as Class 2 (moderate breeding value) and 3 (high breeding value), and portions of Class 1 (low to moderate breeding value), areas shown in HMP Exhibit 3-8 (Appendix 3.3). Final determination of suitability, and whether a 			

MITIGATION MONITORING AND REPORTING PLAN NORTHSTAR MOUNTAIN MASTER PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
		<p>pre-project protocol survey is required, should be based on a reconnaissance field assessment of habitat conditions by a qualified avian biologist before initiating projects in these areas. For efficiency, this assessment could be conducted as part of the pre-project survey, as follows: if suitable habitat is present, continue by implementing the protocol survey; if suitable habitat is not present, no further (protocol) survey would be required.</p> <p>Survey Timing: March 1–August 31</p> <ul style="list-style-type: none"> • To avoid disturbances to or loss of active nest sites, between March 1 and August 31, delay project activities within 0.25 mile of (or at a distance directed by the appropriate regulatory agency) the nest to avoid disturbance until the nest is no longer active. Project activities include vegetation removal, earth moving, and construction. This buffer may be reduced through consultation with the County and/or the CDFW. • Access and Seasonal Use Restrictions for Resource Management Zones D and E: Where pre-project surveys (see HMP Table 4-3) or other monitoring (see HMP Chapter 6) have identified nesting by California spotted owl, the following will be restricted: <ul style="list-style-type: none"> o Motorized vehicle use not related to the necessary maintenance of facilities or resource protection, within 0.25 mile of the nest. o Bicycling and snowmobiling, within 0.25 mile of the nest. o Access and Seasonal Use Restriction Timing: March 1–August 31 (as determined by a qualified biologist) 			
6.2	Impacts to Northern Goshawk and California Spotted Owl	<p>Mitigation Measure 6-2b: Nest Site Protection</p> <p>The project applicant shall not remove any trees between September 1 and February 28 that contained active nest sites for California spotted owl or northern goshawk during the breeding season. Once a qualified biologist has deemed a nest site inactive for two consecutive years, the restriction to protect the nest tree shall be lifted.</p>	Placer County Planning Services Division	Throughout construction phase for each project component	

MITIGATION MONITORING AND REPORTING PLAN NORTHSTAR MOUNTAIN MASTER PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
6.3	Impacts to Yellow Warbler and Willow Flycatcher	<p>Mitigation Measure 6-3a: Implement Avoidance Measures for Yellow Warbler</p> <p>The project applicant shall retain a qualified biologist to determine if suitable nesting habitat for these species occurs within 500 feet of the proposed impact area. The survey will be reviewed and accepted by the Placer County Planning Services Division prior to site disturbance or construction activity. If suitable habitat exists, focused surveys must be performed by a qualified biologist for the purposes of determining presence/absence of yellow warbler.</p> <p>If active nest sites are determined to exist within 500 feet of project activities, the project applicant shall delay all construction activities within 500 feet of the nest site (or distance determined appropriate by the biologist in consultation with the California Department of Fish and Wildlife) until the birds leave the nest, or a time deemed acceptable by the biologist. The Placer County Planning Department shall be notified of the results of the preconstruction surveys and establishment of buffers to avoid discovered nesting birds.</p>	Placer County Planning Services Division	Prior to site disturbance or construction activities for each project component	
6.3	Impacts to Yellow Warbler and Willow Flycatcher	<p>Mitigation Measure 6-3b: Implement Avoidance Measures for Willow Flycatcher</p> <p>The project applicant shall include the following Northstar HMP practices and protection measures as standards in all NMMP project component improvement plans, building permits, use permits, and grading permits prior to their approval for the protection of willow flycatcher. The Placer County Planning Department shall be notified of the results of the preconstruction surveys and establishment of buffers to avoid discovered nesting birds.</p> <ul style="list-style-type: none"> • Pre-project surveys will be conducted in suitable nesting habitat within 500 feet of vegetation removal, construction, and development activities, and will be reviewed by the Placer County Planning Services Division prior to site disturbance or construction activity. The surveys will follow <i>A Willow Flycatcher Survey Protocol for California, June 6, 2000</i> (Bombay et al. 2003), or another appropriate method determined by the appropriate regulatory agency. The protocol requires a minimum of two survey visits to 	Placer County Planning Services Division	Prior to improvement plan, building permit, use permit, and grading permit approval for each project component	

MITIGATION MONITORING AND REPORTING PLAN NORTHSTAR MOUNTAIN MASTER PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
		<p>determine presence or absence of willow flycatcher. One survey must be performed between June 15 and 25; the second survey may be performed either June 1–14 or June 26–July 15. Determination of habitat suitability, and whether a pre-project survey is required, should be based on a reconnaissance field assessment of habitat conditions before initiating projects in these areas.</p> <p>Survey Timing: Two surveys – June 15–25 and either June 1–14 or June 26–July 15</p> <ul style="list-style-type: none"> If an area is determined to be occupied by willow flycatcher during pre-project surveys (see HMP Table 4-3) or otherwise, notify the County and the CDFW. Between June 1 and July 31, delay project activities within 500 feet of (or at a distance directed by the appropriate regulatory agency) of the site until the nest is no longer active. Project activities include vegetation removal, earth moving, and construction. 			
6.4	Impacts to Special-Status Forest Carnivore Species	<p>Mitigation Measure 6-4: Mitigate for Impacts to Special-Status Forest Carnivore Species (American Marten, Pacific Fisher, Sierra Red Fox, and California Wolverine)</p> <p>The project applicant shall include the Northstar HMP practices identified below for the American marten and apply these same survey practices and protection measures to the Sierra red fox, Pacific fisher, and California wolverine. The applicant shall include the Northstar HMP practices and protection measures for the these species as standards in all improvement plans, building permits, use permits, and grading permits prior to their approval for all NMMP project components. The Placer County Planning Department shall be notified of the results of the preconstruction surveys and establishment of buffers to avoid discovered dens.</p> <ul style="list-style-type: none"> Pre-project surveys for American marten den sites will be conducted in suitable denning habitat within 0.25 mile of vegetation removal, construction, and development activities, and will be reviewed and accepted by the Placer County Planning Services Division prior to site disturbance or construction activity. If a potential den is located, an appropriate method 	Placer County Planning Services Division	Prior to improvement plan, building permit, use permit and grading permit approval for each project component	

MITIGATION MONITORING AND REPORTING PLAN NORTHSTAR MOUNTAIN MASTER PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
		<p>will be used to determine whether the site is occupied by marten. Suitable denning habitat is preliminarily defined here as Class 2 (moderate breeding value) and 3 (high breeding value) areas shown in HMP Exhibit 3-9 (Appendix 3.3). However, these areas were mapped primarily from GIS data, and they may overestimate the amount of suitable denning habitat (particularly in the “moderate” category). Final determination of suitability, and whether a pre-project survey is required, should be based on a reconnaissance field assessment of habitat conditions before initiating projects in these areas.</p> <p>Survey Timing: April 1–July 31</p> <ul style="list-style-type: none"> • If an active marten den site is located during the pre-project surveys (see HMP Table 4-3, Appendix 3.3) or otherwise, notify the County and the CDFW. Delay project activities within 500 feet of the den during the sensitive denning season when activities could disturb rearing of young (April 1 through July 31). (Note: Although martens are active and can be surveyed year-round, this is considered the sensitive reproductive period that could overlap with timing of project activities. Generally, young are born in March–April, emerge from the den at about 50 days, and leave their mother in late summer [see Buskirk and Ruggiero 1994]). • Access and Seasonal Use Restrictions for Resource Management Zones D and E: Where pre-project surveys (see Table 4-3, Appendix 3.3) or other monitoring have identified denning or concentrated use by American marten, the following will be restricted: <ul style="list-style-type: none"> o Motorized vehicle use not related to the necessary maintenance of facilities or resource protection, within 0.25 mile of the den or activity center. <p>Access and Seasonal Use Restriction Timing: April 1–July 31</p>			
6.5	Impacts to Special-Status Forest Herbivore Species	<p>Mitigation Measure 6-5a: Forest Herbivore Detection Surveys</p> <p>The project applicant shall retain a qualified biologist to determine if suitable breeding habitat for Sierra Nevada mountain beaver, Sierra Nevada snowshoe hare, and/or western white-tailed jackrabbit occurs within 250 feet of the</p>	Placer County Planning Services Division	Prior to site disturbance or construction activity for each	

MITIGATION MONITORING AND REPORTING PLAN NORTHSTAR MOUNTAIN MASTER PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
		proposed impact area for all NMMP project components. The survey will be reviewed and accepted by the Placer County Planning Services Division prior to site disturbance or construction activity. If suitable habitat exists, focused surveys must be performed by a qualified biologist for the purposes of determining presence/absence of active dens within the proposed impact area and a 250-foot buffer (if feasible). The Placer County Planning Department shall be notified of the results of the preconstruction surveys.		project component	
6.5	Impacts to Special-Status Forest Herbivore Species	<p>Mitigation Measure 6-5b: Implement Avoidance Measures to Protect Special-Status Forest Herbivore Species</p> <p>If active breeding sites are identified within 250 feet of project activities, the project applicant shall implement limited operating periods (LOP) for all dens prior to commencement of any project construction activities to avoid construction or access-related disturbances to breeding activities and/or habitat for Sierra Nevada mountain beaver, Sierra Nevada snowshoe hare, and/or western white-tailed jackrabbit. An LOP constitutes a period during which project-related activities (i.e., vegetation removal, earth moving, and construction) will not occur, and will be imposed between April 1 and July 31 within 250 feet of any active den sites. Activities permitted within and the size (i.e., 250 feet) of LOPs may be adjusted through consultation with the CDFW and/or the County. The Placer County Planning Department shall be notified of the establishment of buffers and LOPs to avoid impacts.</p>	Placer County Planning Services Division	Prior to construction phase for each project component	
6.6	Impacts to Mule Deer Fawning	<p>Mitigation Measure 6-6: Mitigate for Impacts to Mule Deer Fawning</p> <p>The project applicant shall include the following Northstar HMP practices and protection measures as standards in all improvement plans, building permits, use permits, and grading permits for the following NMMP project components prior to their approval for the protection of mule deer fawning. These measures shall be implemented in suitable habitat, as determined by a qualified biologist. The Placer County Planning Department shall be notified of the results of the preconstruction surveys and establishment of buffers to avoid mule deer fawning.</p> <ul style="list-style-type: none"> • Pre-project surveys will be conducted in suitable fawning habitat within 500 	Placer County Planning Services Division	Prior to improvement plan, building permit, use permit, and grading permit approval for each project component	

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
		<p>feet of vegetation removal, construction, and development activities, and will be reviewed and accepted by the Placer County Planning Services Division prior to site disturbance or construction activity. Suitable habitat is preliminarily defined here as moderate and high potential areas shown in HMP Exhibit 3-11 (Appendix 3.3); however, these were mapped primarily from GIS data. Final determination of suitability, and whether a pre-project focused survey is required, should be based on a reconnaissance field assessment of habitat conditions by a qualified wildlife biologist before initiating projects in these areas. For efficiency, this assessment could be conducted as part of the pre-project survey, as follows: if suitable habitat is present, continue by implementing the focused survey; if suitable habitat is not present, no further (focused) survey would be required. (Note: Riparian vegetation along Schaffer Creek is mapped on HMP Exhibit 3-11 as high potential; however, it is not easily seen on HMP Exhibit 3-11 because of overlap with stream and trail features.)</p> <p>Survey Timing: Approximately April 15–July 31 (These dates are only guidelines. Appropriate survey dates should be determined by a qualified biologist during the year of the survey, based on snowpack conditions and deer activity.)</p> <ul style="list-style-type: none"> • If mule deer fawning is confirmed during pre-project surveys (see HMP Table 4-3, Appendix 3.3) or otherwise, notify the County and the CDFW. During the fawning and fawn-rearing period (typically sometime between mid-April and late July, depending on snowpack/weather), delay project activities at a distance determined by a qualified biologist in consultation with the appropriate regulatory agency. Project activities include vegetation removal, earth moving, and construction. Appropriate dates within this period should be determined by a qualified biologist during the year of project activity, based on snowpack conditions and deer reproductive activity. • Access and Seasonal Use Restrictions for Resource Management Zones C, D, and E: To allow deer access to fawning grounds and avoid disturbances to fawning activities, the following will be restricted: 			

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
		<ul style="list-style-type: none"> o Recreation activities (including snowmobiling and bicycling), motorized vehicle use not related to the necessary maintenance of facilities or resource protection, and other unnecessary operational uses within a seasonal closure area during the deer fawning season. This closure area is introduced and shown (as HMP Exhibit 4-1, Appendix 3.3) and under Management Practices for Access and Use for Zones B, D, and E. o Pets (such as walking dogs) within moderate-potential, high-potential, or occupied fawning habitat. <p>Access and Seasonal Use Restriction Timing: Approximately April 15–July 31 (These dates are only guidelines. Appropriate survey dates should be determined by a qualified biologist during the year of the survey, based on snowpack conditions and deer activity.)</p> <ul style="list-style-type: none"> • Protect mule deer access to fawning grounds and minimize loss of fawning habitat by implementing the following measures (Resource Management Zones B, C, D, and E): <ul style="list-style-type: none"> o Implement recreation and development designs that emphasize protection of occupied and high-potential mule deer fawning habitats. To the extent practicable, design trails and structures to avoid locations mapped as high potential or occupied mule deer fawning habitat, and minimize impacts on locations mapped as moderate potential fawning habitat. o Within physical design constraints, locate ski lifts, towers, and terminals to avoid or minimize removal of high potential or occupied fawning habitat, particularly riparian and shrub vegetation. o Where moderate-potential, high-potential, or occupied fawning habitat cannot be avoided, design development and trails to retain habitat elements important for mule deer fawning (shrubs cover, tree cover, riparian vegetation) to the extent practicable and appropriate. 			

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
6.7	Impacts to Migratory Birds and Raptors	<p>Mitigation Measure 6-7: Mitigate for Impacts to Migratory Birds and Raptors</p> <p>The project applicant shall implement the Northstar HMP practices identified below for raptors and apply these same survey practices and protection measures to the bald eagle, golden eagle, long-eared owl, and olive-sided flycatcher, as well as to other migratory birds with the potential to nest within the PSA. The applicant shall include the Northstar HMP practices and protection measures as standards in all improvement plans, building permits, use permits, and grading permits prior to their approval for all NMMP project components. The Placer County Planning Department shall be notified of the results of the preconstruction surveys and establishment of buffers to avoid migratory birds and raptors.</p> <ul style="list-style-type: none"> • Pre-project surveys for other nesting raptors will be conducted in suitable nesting habitat within 500 feet of vegetation removal, construction, and development activities, and will be reviewed and accepted by the Placer County Planning Services Division prior to site disturbance or construction activity. Visual surveys of trees larger than approximately 11 inches in diameter at breast height (dbh) and taller than 30 feet will be conducted. Determination of habitat suitability, and whether a pre-project survey is required, should be based on a reconnaissance field assessment of habitat conditions before initiating projects in these areas. <p>Survey Timing: April 15–August 31</p> <ul style="list-style-type: none"> • If an active raptor or migratory bird nest is located during the pre-project surveys (see HMP Table 4-3, Appendix 3.3), notify the County and the CDFW. To avoid disturbances to or loss of active nest sites, between March 1 and August 31, delay project activities within 0.25 mile of (or at a distance directed by the appropriate regulatory agency) the nest to avoid disturbance until the nest is no longer active. Project activities include vegetation removal, earth moving, and construction. The 0.25-mile buffer may be reduced through consultation with the county and/or the CDFW. 	Placer County Planning Services Division	Prior to improvement plan, building permit, use permit, and grading permit approval for each project phase	

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
6.8	Impacts to Special-Status Bats	<p>Mitigation Measure 6-8: Mitigate for Impacts to Special-Status Bats</p> <p>Scheduled between April and the middle of August, a preconstruction survey by a qualified biologist approved by the County shall be conducted to determine the presence or absence of roosting bats or a maternity site, and will be reviewed and accepted by the Placer County Planning Services Division prior to site disturbance or construction activity. Surveys will be conducted by first visually inspecting all trees in the project area and identifying potential roosts and maternity sites (e.g., tree cavities). Dusk to early evening emergence surveys will then be conducted using high-quality night vision equipment to identify roost sites and the presence of any relatively high number of bats emerging from a specific location; the latter situation would be indicative of a maternity colony. If occupation of such a site (concentration of individuals) is confirmed two weeks later, then a maternity colony will be assumed and the location will be protected until mid-August, when young of the year would usually be able to fly and relocate. Removal of the maternity site (after mid-August) will be compensated for by locating a minimum of two similar but unoccupied trees outside of but in the proximity of the project area; these trees will be excluded from disturbance and removal. If no concentrations are found, then mitigation for any roosting (non-breeding) bats will be compensated for by the construction and installation of two bat boxes suitable to the bat species excluded from the original roosting site. The bat boxes shall be installed in the vicinity prior to removal of the original day roost sites. A detailed program for bat flushing, roosting site removal, and installation of bat boxes shall be developed in consultation with a qualified biologist.</p>	Placer County Planning Services Division	Prior to site disturbance or construction activity for each project component	
6.9	Impacts to Riparian Habitat or Sensitive Natural Communities	<p>Mitigation Measure 6-9: Mitigate for Impacts to Habitat Loss</p> <p>The project applicant shall ensure the proposed project components mitigate any loss of habitat in HMP Zones C, D, or E through the creation of a mitigation enhancement area at a 1:1 ratio of habitat loss to habitat enhancement. The habitat in the mitigation enhancement area shall be similar to the habitat where tree removal is conducted (i.e., conifer forest, late-seral forest, or riparian habitat) and shall occur in HMP Zone E in order to provide a</p>	Placer County Planning Services Division	Prior to improvement plan, grading permit, and building permit approval for each project component	

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
		large continuous habitat area. Demonstration of compliance with this mitigation measure shall be provided with the phased implementation of improvement plans, grading permits, and/or building permits for each project component that results in tree loss in HMP Zones C, D, or E. The mitigation enhancement area shall also be protected from development with a conservation easement or similar mechanism.			
6.10	Impacts to Federally Protected Wetlands	Mitigation Measure 6-10: Mitigate for Impacts to Wetlands The project applicant shall ensure that the project will result in no net loss of federally protected waters through impact avoidance, impact minimization, and/or compensatory mitigation, as determined in CWA Section 404 and 401 permits and/or 1602 Streambed Alteration Agreement. Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project.	Placer County Planning Services Division	Prior to construction and grading activities for each project component	
7.0 Cultural Resources					
7.1	Potential Destruction or Damage to Known Cultural, Prehistoric, or Historic Resources	Mitigation Measure 7-1: Mitigate for Known and Potential Cultural, Prehistoric, and Historic Resources In order to ensure that no unanticipated disturbance occurs to sites NS-13, NS-31, NS-34, NS-36, NS-37, NS-38, NS-39, NS-42, NS-43, NS-44, NS-45, NS-46, and NS-47 during project construction, protective orange field fencing will be installed around the site perimeters to keep construction debris and construction support vehicles from impacting the resources. This shall be included on improvement plans for the following project components: <ul style="list-style-type: none"> • C lift base and associated lower trail improvements • V and W lift associated lower trail improvements and bridges • Top of V lift • Cross-country center relocation and skier services near C lift <u>Potential Prehistoric and Historic Resources:</u> Final improvement plans approved by the County shall include a note that states: If during the course of construction cultural resources [i.e., prehistoric sites, historic sites, exotic rock	Placer County Planning Services Division	During construction phase for each project component	

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		<p>(non-native), or unusual amounts of shell or bone, isolated artifacts, or other similar features] are discovered, work shall be halted immediately within 50 feet of the discovery, and the Placer County Community Development Resource Agency shall be notified. A professional archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in archaeology shall be retained to determine the significance of the discovery. Determination of impacts, significance, and mitigation shall be made by a qualified archaeologist (in consultation with recognized local Native American groups). Mitigation for significant cultural resources located on-site shall consist of one or more of the following that will ensure protection of the resource consistent with Public Resources Code Section 21083.2:</p> <ul style="list-style-type: none"> • Redesign of improvements to avoid the resource. • Capping or covering the resource in a manner that protects the resource. <p>The Placer County Planning Department and Department of Museums shall also be contacted for review of the archaeological find(s). Prior to the commencement of project excavations, all construction personnel shall be informed of the potential to inadvertently uncover cultural resources and human remains, and shall also be informed of the procedures to follow should subsequent to an inadvertent discovery of cultural resources or human remains occur. The County Coroner shall be notified, according to Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5, if human remains are discovered. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.</p>			

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
7.2	Potential Destruction or Damage to Undiscovered Cultural, Prehistoric, or Historic Resources	Implementation of mitigation measure 7-1.	Placer County Planning Services Division	During construction phase for each project component	
7.3	Potential Destruction or Damage to a Unique Paleontological Resource or Geological Feature	<p>Mitigation Measure 7-3: Mitigate for Potential Disruption of Paleontological Resources</p> <p>Final improvement plans for the project components shall include a note that states: If paleontological resources are discovered on-site, the applicant shall retain a qualified paleontologist to observe all grading and excavation activities throughout all phases of project construction and shall 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 that require temporarily halting or redirecting of grading, the paleontologist shall report such findings to the project developer and to the Placer County Community Development Resource Agency and Department of Museums. The paleontologist shall determine appropriate actions, in cooperation with the project developer, that ensure proper exploration and/or salvage. Excavated finds shall first be offered to a State-designated repository such as the Museum of Paleontology, University of California, Berkeley, or the California Academy of Sciences. 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 the Community Development Resource Agency that shall include the period of inspection, an analysis of the</p>	Placer County Planning Services Division	Prior to improvement plan approval for each project component	

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		fossils found, and the present repository of fossils.			
8.0 Visual Resources					
8.2	Adversely Affect a Scenic Vista	<p>Mitigation Measure 8-2: Design Q, W, and V Lift Ski Trails to Blend with Natural Conditions</p> <p>The project applicant shall design ski trails to utilize the existing unforested/open areas of the Q, W, and V lifts as well as the topography and forests to minimize the appearance of the trails from views along State Route 89 north of Interstate 80. This may include the use of tree islands and other design features set forth in the Northstar Habitat Management Plan. Ski trail details shall be provided in project application materials for the lifts as well as in proposed grading plans.</p>	Placer County Planning Services Division	Prior to grading plan approval for each project component	
8.3	Degrade Visual Character	<p>Mitigation Measure 8-3: Design Skier Services/Relocated Cross-Country Ski Center Facilities and Castle Peak Parking Lot Transport Gondola Terminals to Blend with Natural and Resort Character</p> <p>Skier services, relocated cross-country ski center facilities, and the Castle Peak Parking Lot Transport Gondola shall be designed consistent with the Northstar-at-Tahoe Design Guidelines provided in Section IV (Community Design) of the Martis Valley Community Plan. This consists of site design requirements on roadways and parking as well as building materials. Improvements at the Summit Deck and Grille shall be designed consistent with TRPA Code of Ordinances Chapters 36 (Design Standards) and 37 (Height). Building plans and improvement plans for the project shall identify compliance with this measure.</p>	Placer County Planning Services Division	Prior to building and improvement plans for each project component	
8.5	Create New Source of Light or Glare	<p>Mitigation Measure 8-5a: Minimize Lighting</p> <p>All outdoor lighting installed as part of the proposed project shall be limited to the minimum amount needed for safety and shall be designed to limit upward and sideways spillover of light. All lighting shall be consistent with the most recent update of the Nonresidential Compliance Manual for California's 2005 Energy Efficiency Standards. Outdoor light fixtures shall be shielded and directed down to preserve the night sky and away from residential areas to</p>	Placer County Planning Services Division	Prior to building permit issuance for each project component	

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		minimize light and glare effects on such areas. In addition, all light poles shall be finished in a color that will blend into the landscape and prevent glare (i.e., black, bronze, or dark bronze). Light fixtures at the Summit Deck and Grille shall be designed consistent with TRPA Code of Ordinances Section 36.8 (Exterior Lighting Standards). These lighting requirements shall be included in lighting plans for the project prior to issuance of any building permits.			
8.5	Create New Source of Light or Glare	Mitigation Measure 8-5b: Use Nonreflective Building Materials Non-reflective building materials shall be used for the exterior of all buildings. Building windows shall be coated with tinting materials to reduce glare and to minimize the visibility of interior lighting.	Placer County Planning Services Division	Prior to building permit issuance for each project component	
10.0 Air Quality					
10.2	Increases in Short-Term Construction Emissions	Mitigation Measure 10-2a: Mitigate for On-Site Dust Control In addition to the required adherence to PCAPCD Rule 228, the project applicant shall submit a Construction Emission/Dust Control Plan to the PCAPCD prior to the approval of grading or improvement plans. If the district 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 the district, to the Placer County Planning Services Division that the plan has been submitted to the PCAPCD. It is the responsibility of the applicant to deliver the approved plan to the Placer County Planning Services Division. The applicant shall not break ground prior to receiving district approval of the Construction Emission/Dust Control Plan and delivering that approval to the local jurisdiction issuing the permit.	Placer County Planning Services Division	Prior to grading or improvement plan approval for each project component	
10.2	Increases in Short-Term Construction Emissions	Mitigation Measure 10-2b: Mitigate for Ozone Precursor Emission Control As an attachment included on the Grading Plan or Improvement Plans, the prime contractor shall submit to the PCAPCD a comprehensive inventory (e.g., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or 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	Placer County Planning Services Division	Prior to grading or improvement plan approval for each project component	

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
		<p>the inventory, the prime contractor shall contact the 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.</p> <p>Additionally, the applicant shall provide, prior to approval of grading or improvement plans, whichever occurs first, a written calculation to the district for approval 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 of 20 percent of NOx and 45 percent of diesel particulate matter (diesel PM) reduction as compared to CARB statewide fleet average emissions. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.</p>			
10.2	Increases in Short-Term Construction Emissions	<p>Mitigation Measure 10-2c: Mitigate for Diesel Power Generators</p> <p>As an attachment included on the grading plan or Improvement Plans, the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.</p>	Placer County Planning Services Division	Prior to grading or improvement plan approval for each project component	
10.2	Increases in Short-Term Construction Emissions	<p>Mitigation Measure 10-2d: Mitigate for Emissions from Idling</p> <p>As an attachment included on the grading plan or Improvement Plans, the construction contractor shall minimize idling time to a maximum of 5 minutes for all diesel-powered equipment. Additionally, signs shall be posted in the designated queuing areas of the construction site to remind off-road equipment operators that idling is limited to a maximum of 5 minutes.</p>	Placer County Planning Services Division	Prior to grading or improvement plan approval for each project component	
11.0 Noise					
11.1	Construction-Generated Noise	<p>Mitigation Measure 11-1: Mitigate for Construction-Generated Noise Associated with Off-Road Equipment Operations and Rock-Breaking</p>	Placer County Planning	During construction phase	

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
	Impacts	<p>Activities</p> <p>The project applicant shall prepare construction specifications that require the construction contractor to limit periods of construction, including the operation of off-road equipment and rock-breaking activities, as follows:</p> <ul style="list-style-type: none"> Noise-generating construction activities shall be limited to between the hours of 6:00 AM and 8:00 PM, Monday through Friday, and between the hours of 8:00 AM and 8:00 PM on Saturdays. Construction activities shall be prohibited on Sundays and holidays. An exception to these hours of construction may be allowed with approval by the Placer County Planning Division. <p>The project applicant shall prepare construction specifications that require the construction contractor to implement noise reduction measures during construction when within 700 feet of noise-sensitive receptors. The construction specifications shall include the following measures:</p> <ul style="list-style-type: none"> Fixed construction equipment such as compressors and generators shall be located as far as feasibly possible from sensitive receptors. All intake and exhaust ports on power construction equipment shall be muffled or shielded. Before any particularly noisy activities are performed, written notice of such activities shall be provided to all residences within a 200-foot radius of the development site. Notices shall include specific information about the expected timing of these activities and the name and phone number of the applicant's construction representative. The construction contractor shall show reasonable flexibility in accommodating affected parties if there are specific, relatively brief time periods for which a major affected party would like to avoid noise disturbance (e.g., special events). All construction equipment shall be fitted with factory-installed muffling devices and shall be maintained in good working order. <p>In the event that blasting is required for the removal of rock during the construction process, the project applicant shall implement a blast noise mitigation and notification plan that will include, but is not limited to, the following measures:</p>	Services Division	for each project component	

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
		<ul style="list-style-type: none"> Blasting notification identifying the date and time of blasting shall be provided to nearby sensitive receptors located within 2,000 feet of blasting. Best available practices shall be employed to limit airblast from blasting to a single-event peak linear overpressure of 122 dB, or a C-weighted Sound Exposure Level (SEL) of 98 dBC. The cumulative noise level shall not exceed a C-weighted noise level of 60 L_{dn}/CNEL on any given day. These standards shall be applied at the property line of a receiving land use. Groundborne vibration from blasting shall not exceed commonly applied limits, such as those established by the US Bureau of Mines (e.g., 0.5 in/sec ppv) at the nearest noise-sensitive land uses. Blasting activities shall be limited to between the hours of 7:00 AM and 7:00 PM, Monday through Friday, and between the hours of 8:00 AM and 7:00 PM on Saturdays. Blasting activities shall be prohibited during the nighttime hours and on Sundays and holidays. A blast engineer shall be on-site during all blasting activities. 			
11.2	Groundborne Vibration Impacts	Implement Mitigation Measure 11-1.	Placer County Planning Services Division	During construction phase for each project component	
11.5	Noise from Snowmaking and Grooming	<p>Mitigation Measure 11-2: Mitigate for Snowmaking and Grooming Activities</p> <p>The applicant shall implement the following measures for project-level components:</p> <ul style="list-style-type: none"> Snowmaking activities located within 1,200 feet of the Ritz-Carlton and Northstar Highlands shall utilize quieter fan guns, as opposed to nozzle guns. Fan guns shall be directed to minimize noise levels at the Ritz-Carlton and existing and planned residential areas at Northstar Highlands, based on the directional noise aspects of the fan guns used (refer to Table 11-14), while still achieving snow-making objectives. Fan guns located within 300 feet of the Ritz-Carlton and existing and 	Placer County Planning Services Division	Prior to improvement plan approval for each project component	

MITIGATION MONITORING AND REPORTING PLAN NORTHSTAR MOUNTAIN MASTER PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
		<p>planned residential areas at Northstar Highlands shall be shielded from direct line of sight of the Ritz-Carlton and existing and planned residential areas at Northstar Highlands by use of temporary barriers or comparable technology or by locating the fan guns to take advantage of intervening physical features or structures. Temporary barriers or comparable technology shall be constructed of plywood having a minimum thickness of 0.5 inches, or a material of equivalent/increased density. Barriers or comparable technology shall be constructed to minimize air gaps at the base of the structure and between any barrier components. To the extent possible, fan guns located within 300 feet of the Ritz-Carlton and Northstar Highlands shall be placed at ground level to increase the effectiveness of the shielding provided by temporary barriers or intervening physical features.</p> <ul style="list-style-type: none"> • Snowmaking equipment shall be located as far as practical from the Ritz-Carlton Hotel and existing and planned residential areas at Northstar Highlands. 			
12.0 Geology and Soils					
12.1	Rupture of a Known Earthquake Fault	<p>Mitigation Measure 12-1: Require Lift Design to Avoid Fault Hazard</p> <p>The Improvement Plan submittal for either the J or C lift shall include a geologic investigation produced by a California registered civil engineer or geotechnical engineer to determine if any active faults cross the proposed lift alignments. If an active fault is identified, the geologic investigation shall establish necessary setbacks (generally 50-foot minimums) and other design parameters for proposed lift terminals as required by the Alquist-Priolo Earthquake Fault Zoning Act.</p>	Placer County Planning Services Division	Prior to improvement plan approval for each project component	
12.3	Slope Instability, Soil Erosion, and Changes in Site Topography	<p>Mitigation Measure 12-3a: Provide Final Geotechnical Subsurface Investigation</p> <p>The Improvement Plan submittal shall include a final geotechnical engineering report produced by a California registered civil engineer or geotechnical engineer for Engineering and Surveying Department (ESD) review and approval. The report shall address and make recommendations on the following:</p> <p>A) Road, pavement, and parking area design (if applicable);</p>	Placer County Planning Services Division	Prior to improvement plan approval for each project component	

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MITIGATION MONITORING AND REPORTING PLAN NORTHSTAR MOUNTAIN MASTER PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
		B) Structural foundations, including retaining wall design (if applicable); C) Grading practices; D) Erosion/winterization; E) Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.); F) Slope stability. Once approved by the ESD, two copies of the final report shall be provided to the ESD and one copy to the Building Services Division for its use. It is the responsibility of the developer to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report. If the soils report indicates the presence of critically expansive or other soils problems that, if not corrected, could lead to structural defects, a certification of completion of the requirements of the soils report will be required.			
12.3	Slope Instability, Soil Erosion, and Changes in Site Topography	<p>Mitigation Measure 12-3b: Submit Improvement Plans for Review and Approval</p> <p>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 Division (ESD) for review and approval of each project phase. The plans shall show all physical improvements as required by the conditions for the project as well as pertinent topographical features both on- and off-site. All existing and proposed utilities and easements, on-site and adjacent to the project, which may be affected by planned construction, shall be shown on the plans. The applicant shall pay plan check and inspection fees with the first Improvement Plan submittal. (Note: Prior to plan approval, all applicable recording and reproduction cost shall be paid.) It is the applicant's responsibility to obtain all required agency signatures on the plans and to secure department approvals. Record drawings shall be prepared and signed by a California registered civil engineer at the applicant's expense and shall be submitted to the ESD in both hard copy and electronic versions in a format to be approved by the ESD prior to</p>	Placer County Planning Services Division	Prior to improvement plan approval for each project component	

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
		<p>acceptance by the County of site improvements.</p> <p>Any Building Permits associated with this project shall not be issued until, at a minimum, the Improvement Plans are approved by the Engineering and Surveying Division.</p> <p>Prior to the County's final acceptance of the project's improvements, the applicant shall submit to the Engineering and Surveying Division two copies of the Record Drawings in digital format (on compact disc or other acceptable media) in accordance with the latest version of the Placer County Digital Plan and Map Standards, along with two blackline hardcopies (black print on bond paper) and two PDF copies. The digital format is to allow integration with Placer County's Geographic Information System (GIS). The final approved blackline hardcopy Record Drawings will be the official document of record.</p>			
12.3	Slope Instability, Soil Erosion, and Changes in Site Topography	<p>Mitigation Measure 12-3c: Grading, Revegetation, and Winterization Requirements</p> <p>The Improvement Plans shall show all proposed grading, drainage improvements, and vegetation and tree removal, 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 (except per the current timber harvest plan) shall occur until the Improvement Plans are approved and all temporary construction fencing has been installed and inspected by a member of the Development Review Committee (DRC). All cut/fill slopes shall be at a maximum of 2:1 (horizontal: vertical) unless a soils report supports a steeper slope and the Engineering and Surveying Division (ESD) concurs with said recommendation. Fill slopes shall not exceed 1.5:1 (horizontal: vertical).</p> <p>The applicant shall revegetate all disturbed areas. A winterization plan shall be provided with project Improvement Plans. It is the applicant's responsibility to ensure proper installation and maintenance of erosion control/winterization before, during, and after project construction. Soil stockpiling or borrow areas shall have proper erosion control measures applied for the duration of the construction as specified in the Improvement Plans. Provide for erosion control</p>	Placer County Planning Services Division and Engineering and Surveying Department	Prior to improvement plan approval for each project component	

MITIGATION MONITORING AND REPORTING PLAN NORTHSTAR MOUNTAIN MASTER PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
		<p>where roadside drainage is off of the pavement, to the satisfaction of the Engineering and Surveying Division (ESD).</p> <p>The applicant shall submit to the ESD a letter of credit or cash deposit in the amount of 110 percent of an approved engineer's estimate for winterization and permanent erosion control work 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.</p> <p>If, at any time during construction, a field review by County personnel indicates a significant deviation from the proposed grading shown on the Improvement Plans, specifically with regard to slope heights, slope ratios, erosion control, winterization, tree disturbance, and/or pad elevations and configurations, the plans shall be reviewed by the DRC/ESD for a determination of substantial conformance to the project approvals 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.</p>			
12.3	Slope Instability, Soil Erosion, and Changes in Site Topography	<p>Mitigation Measure 12-3d: Water Quality Permit Coverage</p> <p>Prior to Improvement Plan approval, the applicant shall obtain a State Regional Water Quality Control Board National Pollutant Discharge Elimination System (NPDES) construction stormwater quality permit and shall provide to the Engineering and Surveying Department evidence of a state-issued Waste Discharge Identification (WDID) number or filing of a Notice of Intent and fees.</p>	Placer County Planning Services Division and Engineering and Surveying Department	Prior to improvement plan approval for each project component	
12.3	Slope Instability, Soil Erosion, and Changes in Site Topography	<p>Mitigation Measure 12-3e: Implementation of Best Management Practices</p> <p>The Improvement Plans shall show that water quality treatment facilities/best management practices (BMPs) shall be designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development/Redevelopment, and for Industrial and Commercial (or other similar source as approved by the</p>	Placer County Planning Services Division and Engineering and Surveying	Prior to improvement plan approval for each project component	

MITIGATION MONITORING AND REPORTING PLAN NORTHSTAR MOUNTAIN MASTER PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
		Engineering and Surveying Division (ESD) such as the Stormwater Quality Design Manual for the Sacramento and South Placer Regions). Construction (temporary) BMPs for the project include, but are not limited to, waterbars, hydroseeding (EC-4), silt fence (SE-1), construction fencing, wind erosion control (WE-1), stabilized construction entrance (TC-1), storm drain inlet protection (SE-10), staging areas, dripline trenches, and revegetation techniques.	Department		
12.3	Slope Instability, Soil Erosion, and Changes in Site Topography	Mitigation Measure 12-3f: Improvement Plan Measures for Water Quality Protection The Improvement Plan submittal shall include the following requirements: A) There shall be no grading or other disturbance of ground between October 15 of any year and May 1 of the following year, unless otherwise approved by the Lahontan Regional Water Quality Control Board (RWQCB) and the Placer County ESD. B) Truck routes are to be located across existing logging roads and constructed seasonal spur roads proposed with this project. C) Existing drainage patterns shall not be significantly modified. D) During construction, temporary gravel, straw bale, earthen, or sandbag dikes and/or nonwoven filter fabric fence shall be used as necessary to prevent discharge of earthen materials from the site during periods of precipitation or runoff. E) Revegetated areas shall be continually maintained in order to assure adequate growth and root development. Erosion control facilities shall be installed with a routine maintenance and inspection program to provide continued integrity of erosion control facilities.	Placer County Planning Services Division and Engineering and Surveying Department	Prior to improvement plan approval for each project component	
13.0 Hydrology and Water Quality					
13.1	Degrade Surface and Groundwater Water Quality –	Mitigation Measure 13-1a: Implement Construction Water Quality Controls The project applicant shall prepare a stormwater pollution prevention plan (SWPPP), which describes the site, erosion, and sediment controls identified in	Placer County Planning Services Division and	Prior to site disturbance for each project component	

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MITIGATION MONITORING AND REPORTING PLAN NORTHSTAR MOUNTAIN MASTER PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
	Construction	Draft EIR Section 3.0, Project Description, and in the Northstar Habitat Management Plan, means of waste disposal, implementation of approved local plans, control of post-construction sediment and erosion control measures and maintenance responsibilities, and non-stormwater management controls. The SWPPP shall be submitted to the Lahontan Regional Water Quality Control Board for review. The applicant shall require all construction contractors to retain a copy of the approved SWPPP on the construction site. Best management practices identified in the SWPPP shall be utilized in all subsequent site development activities. Water quality controls shall be consistent with the Placer County Grading Ordinance and the Lahontan RWQCB's Lahontan Regional Project Guidelines for Erosion Control and will demonstrate that the water quality controls will ensure compliance with all current requirements of the County and the Lahontan Regional Water Quality Control Board. Water quality controls shall ensure that runoff meets the Water Quality Control Plan for the Lahontan Region (Basin Plan) water quality objectives for Martis Creek, as well as comply with the Basin Plan's narrative water quality objectives and the state antidegradation policy, and maintain beneficial uses of Martis Creek and the Martis Creek Reservoir as defined by the Basin Plan. Stormwater quality sampling and reporting associated with the SWPPP shall be the responsibility of the project applicant.	Engineering and Surveying Department		
13.1	Degrade Surface and Groundwater Water Quality – Construction	Mitigation Measure 13-1b: Grading Restrictions Grading activities and other disturbance shall be prohibited during the winter months (between October 15 and May 1), unless otherwise approved by the County and the Lahontan Regional Water Quality Control Board. Exposed graded areas shall be protected during the winter months using appropriate methods.	Placer County Planning Services Division and Engineering and Surveying Department	During construction phase for each project component	

MITIGATION MONITORING AND REPORTING PLAN NORTHSTAR MOUNTAIN MASTER PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
13.1	Degrade Surface and Groundwater Water Quality – Construction	<p>Mitigation Measure 13-1c: Compliance with NPDES Phase II Program</p> <p>This project is located in the area covered by Placer County’s municipal stormwater quality permit, pursuant to the National Pollutant Discharge Elimination System (NPDES) Phase II program. Project-related stormwater discharges are subject to all applicable requirements of said permit.</p>	Placer County Planning Services Division and Engineering and Surveying Department	Prior to improvement plan approval for each project component	
13.2	Degrade Surface Water and Groundwater Quality – Operation	<p>Mitigation Measure 13-2: Implement Water Quality Controls for Project Components</p> <p>The Improvement Plans shall show that water quality treatment facilities/Best Management Practices (BMPs) shall be designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development/Redevelopment, and for Industrial and Commercial (or other similar source as approved by the Engineering and Surveying Division (ESD) such as the Stormwater Quality Design Manual for the Sacramento and South Placer Regions).</p> <p>Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed catch basins, vegetated swales, vaults, infiltration basins, water quality basins, filters, etc., for entrapment of sediment, debris, and oils/greases or other identified pollutants, as approved by the Engineering and Surveying Division (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, infiltration trenches, vegetated swales, revegetation and soil stabilization, waterbars, etc. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.</p> <p>All BMPs shall be maintained as required to ensure effectiveness. Proof of ongoing maintenance, such as contractual evidence, shall be provided to the ESD upon request. Maintenance of these facilities shall be provided by the project</p>	Placer County Planning Services Division and Engineering and Surveying Department	Prior to improvement plan approval for each project component	

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MITIGATION MONITORING AND REPORTING PLAN NORTHSTAR MOUNTAIN MASTER PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
		owners/permittees.			
13.3	Increase in Stormwater Runoff	<p>Mitigation Measure 13-3a: Submit Final Drainage Report for Review and Approval</p> <p>The Improvement Plan submittal shall include a final drainage report, in conformance with the requirements of Section 5 of the Land Development Manual 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 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 measures shall be provided to reduce erosion and water quality degradation and to prevent the discharge of pollutants to stormwater to the maximum extent practicable.</p>	Placer County Engineering and Surveying Department	Prior to improvement plan approval for each project component	

MITIGATION MONITORING AND REPORTING PLAN NORTHSTAR MOUNTAIN MASTER PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
13.3	Increase in Stormwater Runoff	<p>Mitigation Measure 13-3b: Drainage Improvements to Ensure No Increase in Flows</p> <p>The Improvement Plan submittal and final Drainage Report for each phase shall provide details showing that stormwater runoff shall be reduced to pre-project conditions through the installation of retention/detention facilities or other methods that slow and infiltrate stormwater runoff to levels equal to or less than pre-project conditions. Retention/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 Division (ESD), and shall be shown on the Improvement Plans. The retention/detention system shall be designed to the satisfaction of the ESD. Maintenance of these facilities shall be provided by the project owners/permittees.</p>	Placer County Engineering and Surveying Department	Prior to improvement plan approval for each project component	
13.3	Increase in Stormwater Runoff	<p>Mitigation Measure 13-3d: Address Drainage Changes with Program-Level Components</p> <p>Prior to environmental determination for new development within the NMMP program-level components, a project-level, site-specific analysis of the drainage impacts associated with these facilities shall be provided to Placer County. The project-level analysis shall include a site-specific analysis based on the specific improvements proposed to the satisfaction of Placer County. Additional mitigation measures shall be included in the analysis as required based on the project-level site-specific impacts.</p>	Placer County Planning Services Division	Prior to environmental determination for new development within the NMMP	
13.4	Alteration of Floodplain Conditions	<p>Mitigation Measure 13-4: Bridge and Culvert Design</p> <p>As part of the submittal of the final drainage report for each phase of the project and included in improvement plans, the report shall include the following:</p> <ul style="list-style-type: none"> Show the limits of the future, unmitigated, fully developed 100-year floodplain for the tributaries under the proposed skier bridges and near the bottom terminals for lifts V and W on the Improvement Plans. Skier bridge 	Placer County Engineering and Surveying Department	Prior to improvement plan approval for each project component	

MITIGATION MONITORING AND REPORTING PLAN NORTHSTAR MOUNTAIN MASTER PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
		<p>number 1 includes a center pier within the 100-year floodplain.</p> <ul style="list-style-type: none"> In order to protect site resources, no grading activities of any kind may take place within the 100-year floodplain of the stream/drainage way, unless otherwise approved as a part of this project (skier bridge number 1). 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 floodplain shall be shown on the Improvement Plans. The project applicant shall prepare a final drainage report, which shall demonstrate that the proposed skier bridge number 1 will not significantly increase the limits or water surface elevation of the 100-year floodplain upstream and downstream of the proposed improvements to the satisfaction of the Engineering and Surveying Department and Placer County Flood Control and Water Conservation District. All required approvals associated with construction-related stormwater permit requirements of the current federal Clean Water Act National Pollutant Discharge Elimination System (NPDES) program and other associated permit approvals from the Lahontan Regional Water Quality Control Board. 			
14.0 Public Services					
14.7.1	Parks and Recreation Impacts	<p>Mitigation Measure 14.7-1: Design Castle Peak Parking Lot Transport Gondola to Avoid Recreational Facilities</p> <p>The Castle Peak Parking Lot Transport Gondola project design and improvement plan shall include measures to avoid impacts to the West Martis Creek Hiking Trail and the Northstar Property Owners Association Recreation Center associated with the placement of gondola towers and associated improvements. The improvement plans shall also include temporary construction control measures to minimize disruption of these recreation facilities that may include signage, recreation traffic control, prohibition of construction during weekends and holidays, and daily removal of any construction equipment that obstructs access to these recreation facilities.</p>	Placer County Planning Services Division	Prior to improvement plan approval for each project component	

MITIGATION MONITORING AND REPORTING PLAN NORTHSTAR MOUNTAIN MASTER PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
16.0 Greenhouse Gases and Climate Change					
16.1	Greenhouse Gas Emissions	<p>Mitigation Measure 16-1: Mitigate for Greenhouse Gas Impacts from Project Operation</p> <p>The project applicant shall implement one or more of the following measures to offset total new greenhouse gas (GHG) emissions associated with the project. Each phase of the development must demonstrate appropriate GHG reduction measures to offset the incremental increase in GHG production prior to approval of Improvement/Grading Plans for that phase. During review of Improvement/Grading Plans for each phase, the project applicant shall provide a report to the Placer County Planning Services Division that describes the suite of options selected to reduce GHG emissions and quantifies the specific reductions according to the California Emissions Estimator Model (CalEEMod) or other model accepted by the California Air Resources Board.</p> <p>a. Measures to mitigate GHG emissions associated with the project may include the following:</p> <ul style="list-style-type: none"> o Plant trees in areas appropriate for restoration or reforestation, such as reclaimed land or sites previously impacted by wildfires. In the Sierra Nevada, conifer species can sequester approximately 0.0367 metric tons of CO₂e annually. As an example, the planting of 1,000 trees would sequester 734 metric tons of CO₂e over a 20-year period. Assuming a construction time frame of 10 years and 1,000 trees planted annually, the result would be a total sequestration of 7,340 metric tons of CO₂e over a 20-year period. In this manner, planting trees annually with each phase of development can offset some or all of the production of GHG emissions by the project. Since climate change is a global issue, not limited to a specific area or air basin, planting may occur on- or off-site provided the planting location is deemed appropriate by the US Forest Service (if forests are on federal lands), by the California Department of Forestry and Fire Protection (Cal Fire) (if forests are on state lands), or by a registered forester. A monitoring, maintenance and reporting plan shall be submitted for review and approval by the Planning Services 	Placer County Planning Services Division	Prior to improvement and grading plan approval for each project component	

MITIGATION MONITORING AND REPORTING PLAN NORTHSTAR MOUNTAIN MASTER PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
		<p>Division and Placer County Air Pollution Control District prior to approval of Improvement/Grading Plans for each phase.</p> <ul style="list-style-type: none"> o Replace existing resort equipment and/or vehicles with newer or more efficient models to reduce water and/or energy consumption. o Implement emission offsets as new technology becomes available and as determined acceptable by the Placer County Air Pollution Control District and Placer County. o Increase usage of renewable energy sources. o Implement transportation management demand measures that decrease the number of vehicle trips to the site, including incentives for employee and guest carpooling, improved public transport, and increased employee housing. o Exceed California minimum energy and water efficiency standards (Title 24, Part 6) in project facilities. o Demonstrate increased carbon sequestration from implementation of forest management or habitat conservation/enhancement using practices such as those identified in the Northstar Habitat Management Plan and mitigation measure 6-9. <p>b. Should the project applicant not demonstrate GHG emissions offset, as required, through item (a) above, prior to approval of the Improvement/Grading Plans for each phase of development, the project applicant shall purchase carbon offset credits that are (1) from the Climate Action Reserve (CAR) registry, CAPCOA GHG Reduction Exchange Program, or other similar entity as determined acceptable by the Placer County Air Pollution Control District (PCAPCD) and Placer County, and (2) quantified through an approved protocol by either the State of California or other similar entity and verified by a qualified verification body accredited by either the Climate Action Reserve or the State of California, or other similar entity as determined acceptable.</p> <p>These carbon credits would be used to offset both construction and operational GHG emissions of the project. Prior to purchase, the project</p>			

MITIGATION MONITORING AND REPORTING PLAN NORTHSTAR MOUNTAIN MASTER PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
		<p>applicant shall provide an analysis to Placer County and the PCAPCD for review and approval. This analysis shall include the project's estimated emissions, calculation methodology, and proposed offset purchase. The applicant shall submit either the purchase certification from CAR registry or verification certification issued by a qualified verification body for all carbon offset credits purchased. In either case, the certification received for payment of credit shall indicate that the emissions are "retired."</p> <p>Emissions and required offsets associated with specific NMMP project components will utilize emission estimates provided in Draft EIR Tables 16-4, 16-5 and 16-6. The project applicant will provide documentation of compliance for review and approval by Placer County and the PCAPCD as a condition of final approval.</p> <p>The compliance report required under this mitigation measure will include the following components:</p> <ol style="list-style-type: none"> 1. Calculation of the total annual emissions which is the sum of the emissions from the proposed phase/project component; 2. List of selected mitigation measures for the proposed phase/project component which have been or will be implemented before this proposed phase/project component is constructed; 3. Emission reduction calculation from selected mitigation measures (if the purchase of offset credits is selected, the total required credits will be calculated based on the portion of the lifetime for each phase/project component); 4. Documentation or certification if required by the selected mitigation measure; 5. Compliance determination to verify that emissions for the proposed phase/project component are offset; and 6. Monitoring plan to ensure the accomplishment of the selected mitigation measures. 			
18.0 Cumulative Impacts					

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MITIGATION MONITORING AND REPORTING PLAN NORTHSTAR MOUNTAIN MASTER PLAN					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-Off
	Cumulative Traffic and Circulation Impact – Intersections and Roadway Segments	<p>Mitigation Measure 18-1a: Payment of Countywide Traffic Impact Fees</p> <p>Prior to Improvement Plan approval and/or issuance of any building permits, this project shall be subject to the payment of traffic impact fees that are in effect in this area (Tahoe), pursuant to applicable ordinances and resolutions for each project phase. The applicant is notified that the following traffic mitigation fee(s) shall be required and shall be paid to Placer County DPW:</p> <p>a) County Wide Traffic Limitation Zone: Article 15.28.010, Placer County Code.</p> <p>The current fee is \$4,986 per DUE (current project level estimated fee is \$213,749.82; current additional program level estimated fee is \$172,515.60). The fees were calculated using the information supplied. If the use or the square footage changes, then the fees will change. The actual fees paid shall be those in effect at the time the payment occurs.</p>	Placer County Engineering and Surveying Department	Prior to improvement plan and/or issuance of building permits for each project component	
	Cumulative Public Transit Impact	<p>Mitigation Measure 18-1b: Payment of Annual Transit Fees</p> <p>Prior to Improvement Plan approval for the initial phase, the applicant shall establish a new Zone of Benefit (ZOB) within an existing County Service Area (CSA) or annex into a pre-existing ZOB (County Service Area 28 - Zone of Benefit 204) to provide adequate funding of capital and on-going operational transit services/requirements. The applicant 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 the project (The annual transit funding totals are estimated to be \$1,705.80 for the project level improvements and \$3,082.53 for the program level improvements [which includes the project level improvements]; a detailed funding calculation is included in Appendix 9 of the DEIR).</p>	Placer County Engineering and Surveying Department	Prior to improvement plan for each project component	

ATTACHMENT 5

Before the Board of Supervisors County of Placer, State of California

In the matter of: A RESOLUTION AMENDING
THE MARTIS VALLEY COMMUNITY PLAN
LAND USE DIAGRAM

Resolution No.: _____

The following Resolution was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held _____, by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Chair, Board of Supervisors

Attest:

Clerk of said Board

WHEREAS, on February 2, 2017, the Placer County Planning Commission ("Planning Commission") held a noticed public hearing pursuant to Placer County Code Chapter 17, Article 17.60, Section 17.60.090(C) to consider the Northstar Mountain Master Plan ("Master Plan") and other land use approvals related to the Master Plan, including an amendment to the Martis Valley Community Plan Land Use Diagram of certain property within the Master Plan boundaries, and the Planning Commission has made recommendations to the Board related thereto, and

WHEREAS, on _____ 2017, the Board of Supervisors ("Board") held a noticed public hearing pursuant to Placer County Code Chapter 17, Section 17.60.090(D) to consider the recommendations of the Planning Commission and to receive public input regarding the proposed amendment to the Martis Valley Community Plan Land Use Diagram of certain property within the Master Plan boundaries, and other land use approvals related to the Northstar Mountain Master Plan, and the Board then closed the public hearing, and

WHEREAS, the Board has considered the recommendations of the Planning Commission, reviewed the Northstar Mountain Master Plan and the proposed amendment to the Martis Valley Community Plan Land Use Diagram of certain property within the Master Plan boundaries, has received and considered the written and oral comments submitted by the public thereon, and has adopted Resolution No. 2017-

_____ to certify the Northstar Mountain Master Plan Final Environmental Impact Report and Errata, and

WHEREAS, the Board recognizes the proposed amendment to the Martis Valley Community Plan Land Use Diagram would relocate within the boundaries of the Master Plan, an existing Tourist/Resort Commercial land use area that comprises 0.68-acre from one side of the ski resort to another as depicted in Exhibit A. Specifically, the Tourist/Resort Commercial land use area is currently located on the west side of Lookout Mountain and would be relocated to the opposite side of the resort, immediately south of the Sawmill Reservoir and near the lower terminal of a proposed project-level lift. The Board finds this proposed relocation would accommodate the base and skier services for a proposed project-level ski lift while accommodating a proposed program-level campground in the newly-designated Forest area and result in a better overall design for the Master Plan, and

WHEREAS, based on the evidence in the record and the recommendations of the Planning Commission, the Board finds the proposed amendment to the Martis Valley Community Plan Land Use Diagram is consistent with the Placer County General Plan, the Martis Valley Community Plan goals and policies and is in the best interests of the County by facilitating logical and efficient land use within the Northstar Mountain Master Plan, and

WHEREAS, the Board finds the proposed amendments to the Martis Valley Community Plan Land Use Diagram will serve to protect and enhance the health, safety and general welfare of the residents of the Martis Valley Community Plan area and the County as a whole, and

WHEREAS, notice of all hearings required by statute and ordinance has been given and all hearings have been held as required by statute and ordinance.

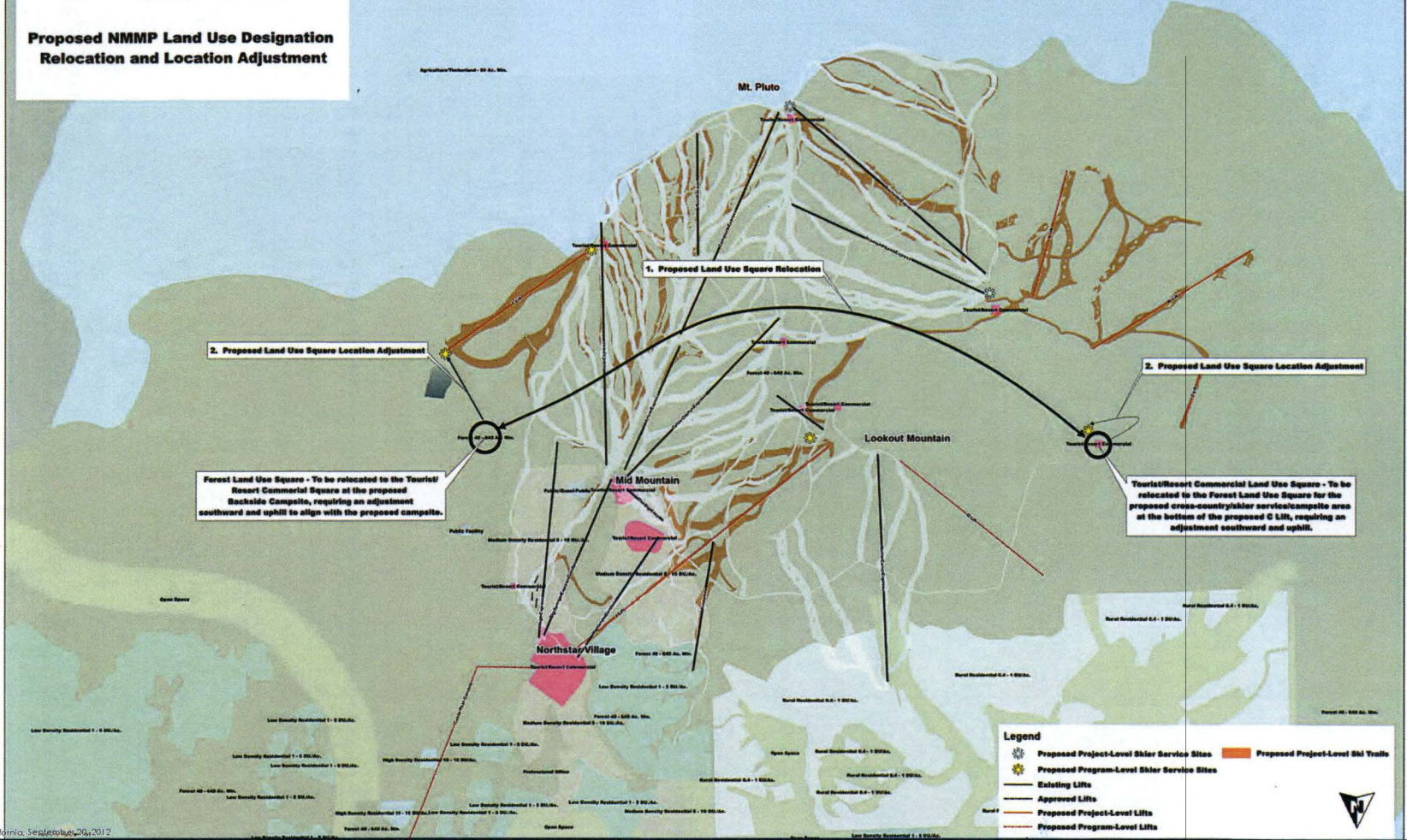
BE IT RESOLVED, by the Board of Supervisors, County of Placer, State of California, that the Martis Valley Community Plan Land Use Diagram is hereby amended to as depicted in Exhibit A.

BE IT FURTHER RESOLVED that CDRA Planning Division staff is hereby directed to prepare and publish a final revised version of the Martis Valley Community Plan Land Use Diagram with the amendment as approved herein and as depicted in Exhibit A.

Exhibit A: Existing Martis Valley Community Plan Designations and Proposed Amendment



**Proposed NMMP Land Use Designation
Relocation and Location Adjustment**



Source: Northstar California, September 20, 2012

Not to Scale

Figure 3-5
Existing Martis Valley Community Plan Designations and Proposed Amendment



ATTACHMENT 6

Before the Board of Supervisors County of Placer, State of California

In the matter of: An ordinance REZONING
CERTAIN PROPERTIES WITHIN THE
NORTHSTAR MOUNTAIN MASTER PLAN

Ordinance No.: _____

Introduced: _____

The following Ordinance was duly passed by the Board of Supervisors of the County of Placer at a regular meeting held _____, by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Chair, Board of Supervisors

Attest:

Clerk of said Board

WHEREAS, on January 5, 2017, the Placer County Planning Commission ("Planning Commission") held a noticed public hearing pursuant to Placer County Code Chapter 17, Article 17.60, Section 17.60.090(C) to consider the Northstar Mountain Master Plan and other land use approvals related to the Northstar Mountain Master Plan, including the rezoning of certain property within the Master Plan boundaries, and the Planning Commission has made recommendations to the Board related thereto, and

WHEREAS, on _____, 2017, the Board held a noticed public hearing pursuant to Placer County Code Chapter 17, Article 17.60, Section 17.60.090(D) to consider the recommendations of the Planning Commission and to receive public input regarding the proposed rezoning, among other land use approvals related to the Northstar Mountain Master Plan, and the Board then closed the public hearing, and

WHEREAS, on _____, 2017, the Board held a noticed public hearing pursuant to Placer County Code Chapter 17, Article 17.60, Section 17.60.090(D) to consider the recommendations of the Planning Commission and to receive public input regarding the proposed rezoning, among other land use approvals related to the Northstar Mountain Master Plan, and the Board then closed the public hearing, and

WHEREAS, the Board has considered the recommendations of the Planning Commission, reviewed the Northstar Mountain Master Plan and the proposed rezoning, has received and considered the written and oral comments submitted by the public thereon, and has adopted Resolution No. 2017-_____ certifying the Final Environmental Impact Report and Errata for the Northstar Mountain Master Plan and related entitlements and Resolution No. 2017-_____ to amend the Martis Valley Community Plan Land Use Diagram, and

WHEREAS, the Board has determined that the proposed rezone is intended to implement the Martis Valley Community Plan amendment to the Land Use Diagram. It switches the location of two existing FOR (Forestry) zone district areas that comprise 1.33 and 0.68 acres in size with two equally sized existing Timber Production Zone (TPZ) area (See Exhibit A). There is no reduction of TPZ zoned lands as a result of this rezone, and

WHEREAS, the Board finds the proposed rezone is consistent with the General Plan, the County Zoning Ordinance, the Martis Valley Community Plan and Design Guidelines, and is in the best interests of the County by facilitating logical and efficient land use within the Northstar Mountain Master Plan, and

WHEREAS, notice of all hearings required by statute and ordinance has been given and all hearings have been held as required by statute and ordinance.

THE BOARD OF SUPERVISORS OF THE COUNTY OF PLACER, STATE OF CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:

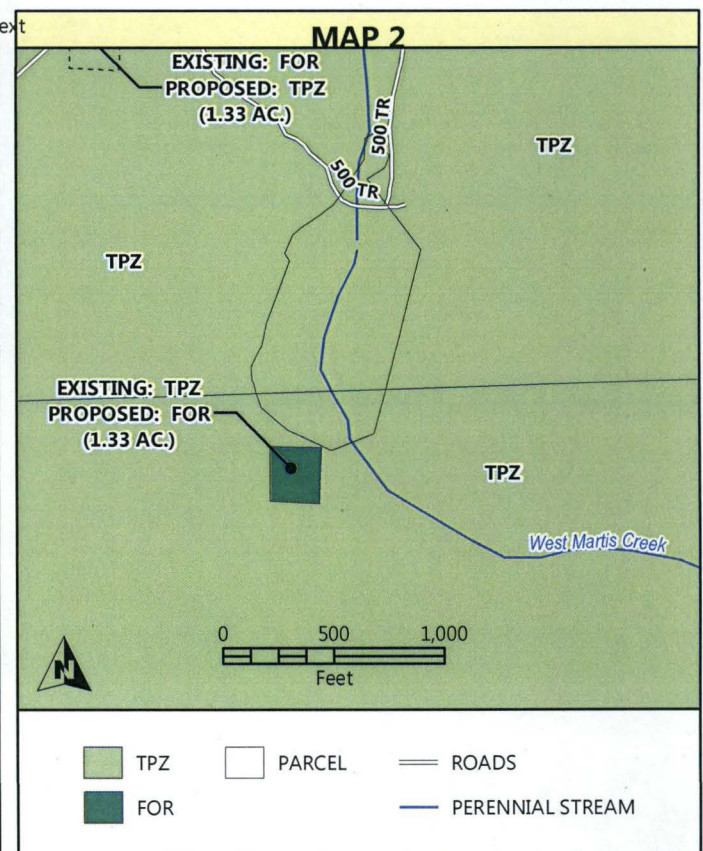
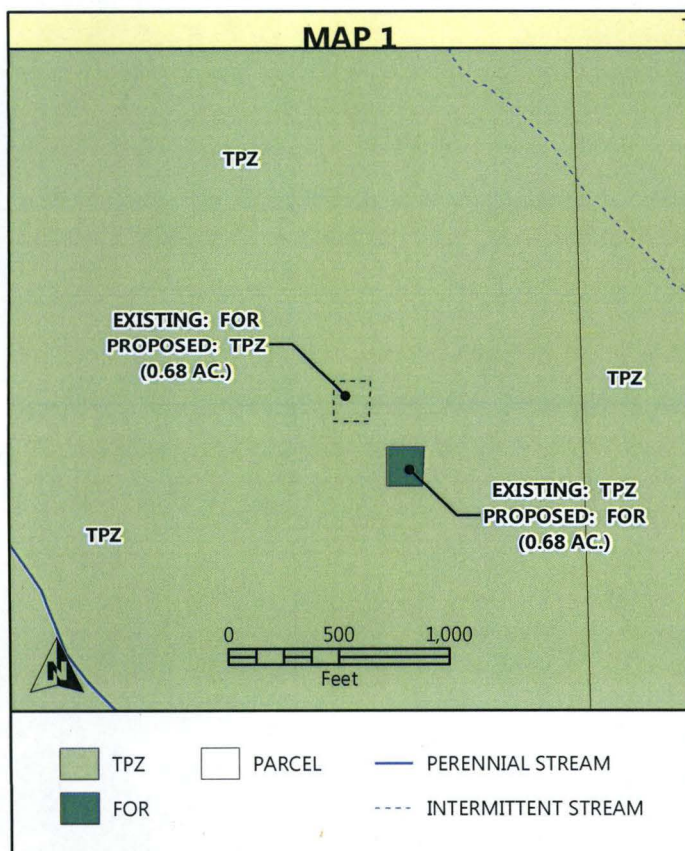
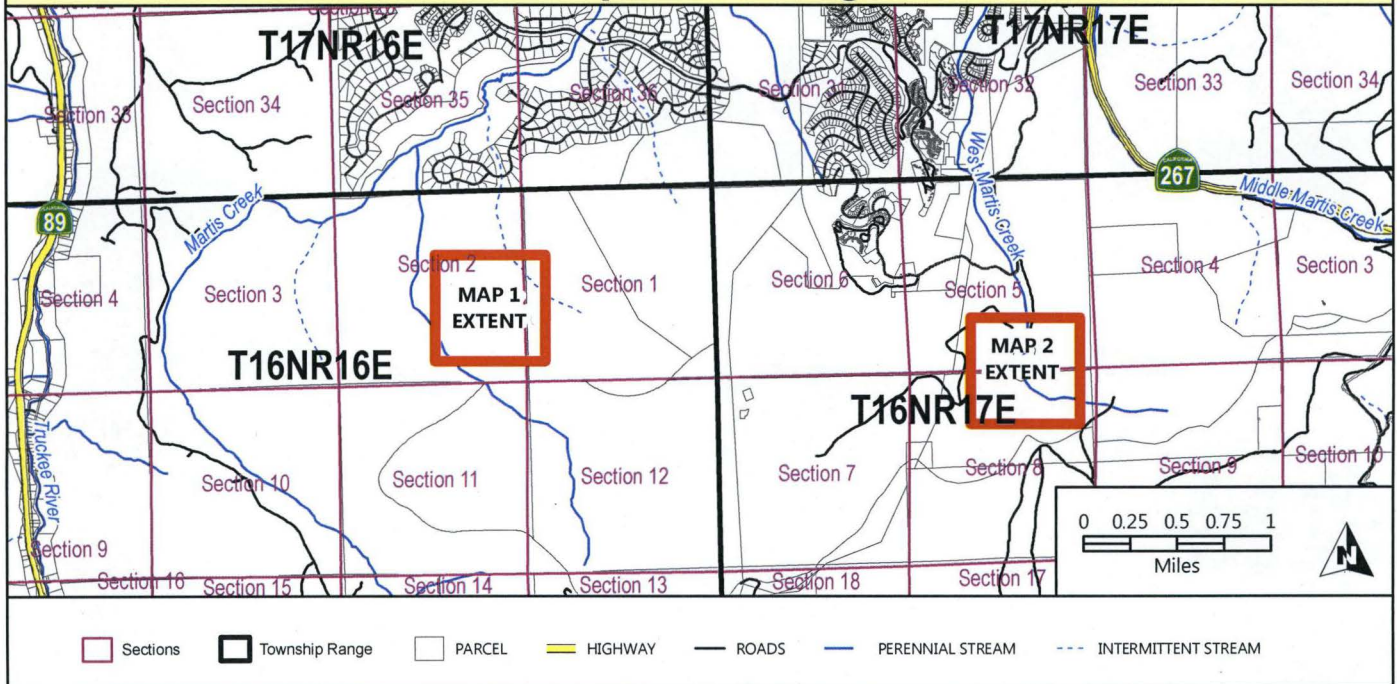
Section 1: The proposed rezone as depicted in Exhibit A is hereby approved.

Section 2: This ordinance shall take effect and be in full force and effect upon thirty (30) days after its passage. The Clerk is directed to publish a summary of the ordinance within fifteen (15) days in accordance with Government Code Section 25124.

Exhibit A: Northstar Mountain Master Plan Rezone

EXHIBIT A

Northstar Mountain Master Plan (PCPA20140100) Rezone Proposed Zoning



DATA DISCLAIMER:

The features on this map were prepared for geographic purposes only and are not intended to illustrate legal boundaries or supercede local ordinances. Official information concerning the features depicted on this map should be obtained from recorded documents and local governing agencies

ATTACHMENT 7

Before the Board of Supervisors County of Placer, State of California

In the matter of: An ordinance to amend
Chapter 17, Article 17.04, Section 17.04.030
and Article 17.16, Section 17.16.010.D re:
Ski Lift Facilities and Ski Runs In the
Timberline Production Zone

Ordinance No.: _____

Introduced: _____

The following Ordinance was duly passed by the Board of Supervisors of the County of Placer
at a regular meeting held _____, by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Chair, Board of Supervisors

Attest:

Clerk of said Board

THE BOARD OF SUPERVISORS OF THE COUNTY OF PLACER, STATE OF CALIFORNIA,
DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1: Chapter 17, Article 17.04, Section 17.04.030 "Definitions of Land Uses,
Specialized Terms and Phrases" is hereby amended as follows:

"Ski lift facilities" and "ski runs" (land use) mean the use of ski lifts, ski runs
and trails. Ski lift facilities include powered conveyors for transporting skiers or
sightseers up a mountainside, with terminals at each end and supporting towers

along the route. Ski lifts can be chair lifts, surface lifts, gondolas, or cable cars. Ski runs include slopes intended for downhill skiing, paths or trails for cross-country or Nordic skiing, and helicopter skiing runs. Ski facilities also include snow making, helicopter skiing facilities, and related commercial facilities such as equipment rental and storage lockers, warming huts, restaurants and bars, and overnight lodging accommodations.

Within the TPZ, “ski lift facilities” and “ski runs” (land use) mean the use of ski lifts, ski runs, and trails within land boundaries, owned and/or operated by existing ski resorts and which are not located within the Lake Tahoe Basin boundary. Ski lift facilities include powered conveyors for transporting skiers or sightseers up a mountainside, with terminals at each end and supporting towers along the route. Ski lifts can be chair lifts, surface lifts, gondolas, or cable cars. Ski runs include slopes intended for downhill skiing, and paths or trails for cross-country or Nordic skiing. Ski facilities also include snow-making and related noncommercial support facilities.

SECTION 2: Chapter 17, Article 17.16, Section 17.16.010.D. “Allowable Land Uses and Permit Requirements” is hereby amended as follows:

ALLOWABLE LAND USES	LAND USE PERMIT	SPECIFIC STANDARDS IN SECTION
Agricultural, Resource and Open Space Uses		
Agricultural accessory structures	C	17.56.020
Agricultural processing	MUP	
Animal raising and keeping	See Section 17.56.050	
Crop production	A	
Equestrian facilities	See Section 17.56.050	
Fisheries and game preserves	A	
Forestry	A	
Grazing	A	17.04.030
Mining, surface and subsurface	CUP	17.56.270
Oil and gas wells	CUP	
Plant production nurseries	See Section 17.56.165	
Winery	See Section 17.56.330	
Manufacturing and Processing Uses		
Lumber and wood products	CUP	
Paper products	CUP	
Water extraction and storage,	CUP	

ALLOWABLE LAND USES	LAND USE PERMIT	SPECIFIC STANDARDS IN SECTION
commercial		
Recreation, Education and Public Assembly Uses		
Campgrounds	MUP	17.56.080
Ski lift facilities and ski runs	CUP	17.56.080
Camping, incidental	A	17.56.080
Rural recreation	MUP	
Shooting ranges, commercial	MUP	
Temporary events	MUP	17.56.300
Residential Uses		
Caretaker and employee housing	MUP	17.56.090
Home occupations	C	17.56.120
Temporary dwelling	C	17.56.280
Service Uses		
Offices, temporary	C	17.56.030
Storage, accessory	A	17.56.250
Storage of petroleum products for on-site use	C	17.56.250
Transportation and Communications		
Airfields and landing strips	CUP	17.56.040
Antennas, communications facilities	See Section 17.56.060	
Heliports	CUP	17.56.040
Pipelines and transmission lines	A	

SECTION 3: This ordinance shall take effect and be in full force thirty (30) days after the date of its passage. The Clerk is directed to publish this ordinance, or a summary thereof, within fifteen (15) days in accordance with Government Code Section 25124.



ATTACHMENT 8
COMMUNITY DEVELOPMENT RESOURCE AGENCY
PLANNING DIVISION
County of Placer

HEARING DATE: January 5, 2017
ITEM NO.: 1
TIME: 11:10 AM

TO: Placer County Planning Commission
FROM: Development Review Committee
DATE: December 1, 2016
SUBJECT: **NORTHSTAR MOUNTAIN MASTER PLAN**
GENERAL PLAN AMENDMENT TO THE MARTIS VALLEY COMMUNITY PLAN
LAND USE DIAGRAM / REZONE / ZONING TEXT AMENDMENT /
CONDITIONAL USE PERMIT (PCPA20140100)
FINAL ENVIRONMENTAL IMPACT REPORT AND ERRATA (SCH NO.
2012112020)
SUPERVISORIAL DISTRICT 5 (MONTGOMERY)

COMMUNITY PLAN: Martis Valley Community Plan

COMMUNITY PLAN DESIGNATION: Forest 40 - 60 acre minimum; Medium Density Residential 5-10 Dwelling Units Acre; Tourist/Resort Commercial; Forest 40-160 Acre Minimum; Public/Quasi-Public; Public Facility and; Low Density Residential 1-5 DU/Acre

ZONING: FOR (Forestry); FOR-B-X-160 (Forestry, combining minimum Building Site of 160 Acres); TPZ (Timberland Production); RM-B-X-20-Ds PD-5.8 (Residential Multi-Family combining minimum Building Site of 20 acres, combining Design Sierra, Planned Residential Development 5.8 Units/Acre); RES-Ds PD-5.8 (Resort combining Design Sierra, Planned Residential Development 5.8 Units/Acre); RES-Ds PD 15 (Resort, combining Design Sierra, Planned Development 15 Units/Acre); RS PD 3 (Residential Single-Family, Planned Residential Development 3 Units/Acre) and; RES-UP-Ds (Resort, combining Use Permit, combining Design Sierra)

ASSESSOR'S PARCEL NUMBERS: 091-100-025-000, 091-100-022-000, 110-070-010-000, 110-070-008-000, 110-081-073-000, 110-081-070-000, 110-081-068-000, 110-081-069-000, 110-051-033-000, 110-051-034-000, 080-260-010-000, 080-260-015-000, 091-100-027-000, 080-260-013-000, 110-051-030-000, 110-051-031-000, 110-051-035-000, 110-081-072-000, 110-081-041-000, 110-081-067-000, 110-081-021-000, 110-081-071-000, 110-051-032-000, 080-260-002-000, 080-260-017-000, 080-260-016-000, 110-051-002-000, 110-051-001-000, 110-051-003-000, 110-051-015-000, 110-051-022-000, 110-081-017-000, 110-030-078-000, 110-030-085-000, 110-030-091-000, 110-600-017-000, 110-600-024-000, 110-660-026-000, 110-051-042-000, 080-260-008-000, 110-660-027-000, 110-030-090-000, 110-081-061-000, 110-051-016-000, 110-051-018-000, 110-051-014-000, 110-051-019-000, 110-051-013-000, 110-051-027-000, 114-040-001-000 and 110-081-034-000

STAFF PLANNER: Allen Breuch, Supervising Planner

PROJECT LOCATION: The project site is located on the west side of State Route 267, approximately six miles southeast of the Town of Truckee and five miles northwest of the north shore of Lake Tahoe.

APPLICANT: Jerusha Hall, on behalf of Trimont Land Company, dba Northstar California

PROPOSAL: The applicant requests approval of a Conditional Use Permit to allow for the Northstar Mountain Master Plan that would guide development of the ski resort over a projected 20-year period. The Master Plan would allow for the expansion of the existing ski terrain including six new mechanized ski lifts and associated trails, a high-speed gondola that would extend from the Castle Peak parking area to the Northstar Village, new snowmaking and associated infrastructure, additional trails and trail widening, five skier bridges, four new skier service lodges and facilities (restrooms, food and drink service, seating), improvements to existing skier service sites, relocation of an existing cross country ski center and two new campsite areas.

Additional entitlements requested by the applicant include: 1) General Plan Amendment to the Martis Valley Community Plan (MVCP) Land Use Diagram to relocate an existing Tourist/Resort Commercial land use area that comprises 0.68-acre from one side of the mountain to another as depicted in Exhibit 1 (Attachment X); 2) Rezone two existing FOR (Forestry) zone district areas that comprise 1.33 and 0.68 acres in size and relocate so that one would align with the relocated MVCP land use designation square, and the other would be adjusted to a more suitable location for development of one of the campsites as depicted in Exhibit 2 (Attachment X); 3) Zoning Text Amendment to Placer County Code Chapter 17, Article 17.04, Section 17.04.010 to amend the definition of "Ski lift facilities" and "Ski runs" and Article 17.16, Section 17.16.010(D) Timberland Production Zone (TPZ) to allow for the development of ski lift facilities and ski runs as a conditionally permitted use within land boundaries owned and/or operated by existing ski resorts within Timberland Production Zone (TPZ) land located outside the Tahoe Basin.

PUBLIC NOTICES AND REFERRAL FOR COMMENTS: Public notices were mailed to property owners of record within 300 feet of the project site and to all individuals and agencies who provided comments on the DEIR. In addition, a public hearing notice was published in the Sierra Sun and on the County's website. Copies of the project plans and application were transmitted to the Community Development/Resource Agency staff and the Departments of Public Works and Environmental Health Services, the Air Pollution Control District and Facility Services for their review and comment.

BACKGROUND: Locally, Northstar is a major destination for winter and summer recreational activities. Land uses and development have been guided by the 1971 Northstar-at-Tahoe Master Plan (LDA 674, April 12, 1971) as well as subsequent approvals and use permits. The 2003 Martis Valley Community Plan Update goals and policies superseded the 1971 Master Plan and associated use permit.

Currently, the Placer County General Plan, Martis Valley Community Plan (2003), Martis Valley Community Plan Land Use Diagram, and the Placer County Zoning Ordinance guide development-specific entitlements and development at Northstar. Of the 3,300 Northstar residential units allowed under the 2003 Martis Valley Community Plan, approximately 1,968 units are built. Recently entitled large-scale development projects within and adjacent to Northstar include the following:

- Northstar Village (revitalization and expansion of the existing village site)
- Northstar Highlands (1,295 residential units, resort commercial and 170 hotel rooms and lodging facilities)
- Sawmill Heights (270 workforce housing units entitled with Highlands EIR – 96 units have been constructed)
- The Northside/Welk (22 residential units and commercial expansion near the existing Northstar Village)
- Porcupine Hill (12 residential units)

Historically, Northstar has functioned as a winter-time recreation destination primarily serving day-use skier and snowboarders – individuals and groups who travel from outside the Northstar community to visit for the day and then leave Northstar at day's end. However, following approval and initial construction of the first phases of recent above-mentioned lodging and residential development projects, the resort is increasingly selling lift tickets to "destination skiers". Destination skiers live seasonally or year-round in Northstar residences or stay for multiple days in Northstar transient lodging units. Destination skiers park their vehicles in the spaces allotted to the transient lodging or residences at the base of the mountain rather than in the existing day-skier parking lots. As a result, the mountain is now experiencing more use and activity without an increase in day-skier parking spaces. In addition, new development has caused an increase of residents and guests internal to the community who place additional demands on existing recreation opportunities at the resort.

In March 2012, the applicant proposed an independent Zoning Text Amendment (ZTA) to allow ski facilities in the TPZ. The Planning Commission continued the request in order to link it to a specific development proposal. At the time, members of the public and interest groups were concerned that allowing ski facilities in the TPZ could set a precedent to allow ski resorts that could conflict with the protection and preservation of timber resources and, by extension, the California Forest Practice Act. Some respondents were particularly concerned about the potential for impacts to extend into the Lake Tahoe Basin. In response to these concerns, the language of the proposed ZTA was changed to exclude TPZ land within the Basin boundary and to further restrict the ZTA to allow only existing resorts to expand, such that no new resort could be constructed in the TPZ, and only lift lines, support facilities and ski runs at existing resorts that are zoned TPZ could be allowed.

Following the release of the project Final EIR, the applicant entered into negotiations with the neighboring property owner (Aspen Grove Property Owners Association) regarding the functionality of a water quality retention basin installed at the perimeter of a parking lot that was constructed during the Village expansion in 2004. These negotiations lasted for nearly two years, and were the result of litigation initiated by Aspen Grove over damages to the downhill residences from water intrusion. The litigation has been resolved as of early 2016, and the applicant is now prepared to proceed with the Northstar Mountain Master Plan.

On account of the two year lapse in time since preparation of the Final EIR, staff directed the environmental consultant to prepare an Errata to the Final EIR to address any potential changes in conditions or circumstances related to the project that may have occurred since 2014. The Errata (Attachment D) provides updated discussion relative to several resource areas. These discussions are presented later in this staff report in the CEQA section.

SITE CHARACTERISTICS:

The project site (Northstar California) is located in the southwest portion of the Martis Valley Community Plan area and consists of approximately 5,500 acres of developed ski resort and mountain terrain, while the overall Northstar community (resort plus adjacent residential and commercial development) consists of approximately 8,000 acres. The skiable acres of the mountain include 100 trails from beginner to advanced and 20 ski lifts. Northstar currently provides year-round recreational activities including skiing, snowboarding, hiking, biking and golf. Access to Northstar is provided along State Route 267, which connects State Route 28 at Kings Beach to Truckee at Interstate 80.

The biological setting of the project site and surrounding area are typical of a mountain forest, consisting of mountain terrain, with gentle to steep slope conditions. The project site is covered with vegetation communities and habitats that include several upland forest, chaparral, herbaceous, and riparian types. Aquatic habitats include perennial and intermittent streams, a reservoir, and aquatic conditions associated with wet meadows. Numerous resident and migratory wildlife species use habitats within the project area for foraging, shelter and breeding. Elevations at the resort range between approximately 6,330 feet and 8,610 feet above average mean sea level.

EXISTING LAND USE AND ZONING:

Location	Zoning	Martis Valley Community Plan	Existing Conditions & Improvements
Site	FOR (Forestry), Plan Area Statement 015 North Star, FOR-B-X-160 (Forestry, combining Building Site 160 acres minimum), TPZ (Timberland Production Zone), RM-B-X-20-Ds PD-5.8 (Residential Multi-Family, combining Building Site 20 acres minimum, combining Design Sierra, Planned Development 5.8 Units/Acre) RES-Ds PD-5.8 (Resort, combining Design Sierra, Planned Development 5.8 Units/Acre) RES-Ds PD 15 (Resort, combining Design Sierra, Planned Development 15 Units/Acre) RS PD 3 (Residential Single-Family, Planned Development 3 Units/Acre) RES-UP-Ds (Resort, combining Use Permit, combining Design Sierra)	Forest 40–60 acre minimum Medium Density Residential 5–10 DU/Acre Tourist/Resort Commercial Public/Quasi-Public Public Facility Low Density Residential 1–5 DU/Acre	Northstar California Ski Resort
North	RM (Residential Multi-Family) RES-Ds (Resort, combining Design Sierra) RS (Residential Single-Family) FOR-B-X-160 (Forestry, combining Building Site 160 Acre Minimum)	Forest 40–60 acre minimum Medium Density Residential 5–10 DU/Acre Low Density Residential 1–5 DU/Acre Open Space Rural Residential 0.4–1 DU/Acre	Martis Lake, Undeveloped Residential/Truckee-Tahoe Airport and Overflight Zone
South	FOR (Forestry) Plan Area Statement 015 Northstar TPZ (Timberland Production Zone)	Forest 40–60 acre minimum Agriculture Timberland 80 acre minimum	Forest Service Land, Undeveloped

Location	Zoning	Martis Valley Community Plan	Existing Conditions & Improvements
East	TPZ (Timberland Production Zone) FOR (Forestry) RES-Ds (Resort, combining Design Sierra)	Forest 40–60 acre minimum Open Space High Density Residential 10–15 DU/Acre Tourist/Resort Commercial	Undeveloped
West	TPZ (Timberland Production Zone) FOR-B-X-160 (Forestry, combining Building Site 160 acres minimum)	Forest 40–60 acre minimum Low Density Residential 1-5 DU/Acre Rural Residential 0.4–1 DU/Acre Open Space Medium Density Residential 5–10 DU/Acre	Martis Camp Lahontan residential subdivisions Forest Service Land, Undeveloped

PROJECT DESCRIPTION:

The applicant proposes the Northstar Mountain Master Plan (NMMP) to guide and upgrade the resort amenities in the next 20 years through expansion and improvements of the existing mountain resort. These project- and program-level improvements would include new ski lifts and trails, upgrades to existing ski lifts and trails; and infrastructure to accommodate these improvements, such as new on-mountain skier service facilities and upgrades, snowmaking facilities, utilities and maintenance/access roadways, and recreation components such as two new campgrounds and a relocation of existing cross-country ski facilities.

The applicant also proposes amending the Martis Valley Community Plan, a zoning text amendment and a rezoning to accommodate the proposed Master Plan. The proposed Martis Valley Community Plan (MVCP) Amendment to the Land Use Diagram would relocate a polygon of Tourist/Resort Commercial that is currently located on the west side of Lookout Mountain to the opposite side of the resort, immediately south of the Sawmill Reservoir and near the lower terminal of a proposed project-level lift. This relocation would accommodate the base and skier services for a proposed project-level ski lift while accommodating a proposed program-level campsite in the newly-designated Forest area. The applicant has also proposed a Zoning Text Amendment (ZTA) (Attachment J) to allow certain ski-related improvements allowed within Timberland Production Zones (TPZ) without compromising the purpose and intent of the zone district to “encourage prudent and responsible forest resource management.”

The NMMP used the guidelines and management measures identified in the Northstar Habitat Management Plan (HMP) to determine the most suitable locations of proposed land uses. The applicant prepared the HMP, a comprehensive mountain-wide survey and resource management plan, that identified all habitat types present within Northstar to guide the resort’s development, while protecting and preserving the sensitive environmental resources. The HMP clarifies and provides habitat information to facilitate the proposed design of the expansion of the mountain resort that avoids the most sensitive and valuable resources in the area.

The proposed 20-year project plan would include near-term improvements for which entitlements are currently being requested that were analyzed in the EIR at a “project-level” and long-term, conceptual improvement plans that were analyzed at a “program-level” in the EIR, requiring for

future analysis and project approval. All proposed components of the NMMP are graphically represented on the Master Plan exhibit (Attachment B).

The following are lists of the specific project and program level entitlements being requested:

Project-level Components. The applicant requests a Conditional Use Permit to allow construction of the following project-level components:

- a) New ski trails, modernization of existing ski trails and snowmaking as depicted on the site plan (Figure 3-7, Attachment X). These improvements will be comprised of widening runs adjacent to the Vista, Rendezvous, Arrow, Comstock and Backside lifts;
- b) Snowmaking line adjacent to the Challenger Run, along the ski area boundary on the Backside;
- c) Upgrades (including new engines, lines, poles or stand-by equipment) or replacement of existing lifts in the same general configuration and length;
- d) Five new ski lifts designated as C, J, V, W, and Z lifts in the locations shown on the site plan (Attachment X) and described as follows:
 - 1) C lift bottom terminal will be located just south of Sawmill Lake and the top terminal will be located approximately 700 feet downhill from the existing Vista lift top terminal,
 - 2) The J lift bottom terminal will be located approximately 100 feet uphill of the Highland Gondola terminal in the Village and the top terminal will be located at the top of Lookout Mountain,
 - 3) The V lift bottom terminal will be located approximately 1,100 feet west of the existing Backside Express lift bottom terminal and the top terminal will be located at the top of Lookout Mountain,
 - 4) The W lift bottom terminal will be located approximately 3,000 feet northwest of the existing Backside lift bottom terminal and the top terminal will be located near the top of Sawtooth Ridge, and
 - 5) The Z lift will be a surface tow lift located approximately 5,550 feet northwest of the existing Backside Express lift.
- e) New ski terrain, snowmaking equipment, fuel tanks and standby engines, and necessary utilities and seasonal spur roads to operate and maintain the five new lifts, including:
 - 1) A 1,000-gallon above-ground fuel tank at the top of the J lift and a 500-gallon tank located at the top of each of the fixed grip lifts (C, V and W). No fuel tanks are proposed for the Z lift,
 - 2) Fuel tanks are to be sealed concrete or other approved material,
 - 3) A stand-by/evacuation engine will be located at each of the lifts (J, C, V and W) except for the Z lift, which won't require one, and
 - 4) Attendant huts may be constructed at each of the new lifts.
- f) Relocation of cross-country ski trails to allow for the construction of the C lift and associated trails;
- g) Approximate 6,000 square-foot expansion of the existing Summit Deck and Grille facility located on the top of Mt. Pluto to include additional food service with seating and restrooms;
- h) 5,000 square-foot lodge/warming hut with deck located on the Backside (the portion of the project site generally west of the Mt. Pluto summit, east of Sawtooth Ridge, and south of the Lookout Mountain summit), directly adjacent to the Promised Land Express bottom terminal. The Backside Warming Hut will provide food service, beverages, restroom facilities and indoor and outdoor seating, including a picnic area;

- i) Five new skier bridges, four over Schaffer Creek (or its tributaries) and one over the west branch of West Martis Creek, in the locations identified on the site plan; and
- j) Seasonal spur roads and improvements to existing roads as depicted on Figure 3-9 of the Draft EIR.

Program-level Components. The applicant also requests conceptual approval of improvements that were analyzed at a programmatic level in the EIR, but would not be specifically entitled through the Master Plan. At such time as the following components are proposed, each would require an individual entitlement (use permit, design/site review, grading permit, etc.) and subsequent conformity review for consistency with the Northstar Mountain Master Plan Program EIR prior to implementation:

- a) The Q lift and associated terrain, snowmaking, fuel tank and standby engine, and necessary utilities and seasonal spur roads to operate and maintain the lift. The Q lift would be constructed on Lookout Mountain;
- b) The Castle Peak Parking Area Gondola – new alignment, fuel tank and standby engine, and necessary utilities and seasonal spur roads to operate and maintain the lift;
- c) Skier access from the top of Lookout Mountain to the W lift bottom terminal. This improvement would be limited to tree clearing and moderate grading. No snowmaking would be approved along this access;
- d) 8,000 square-foot skier service site (lodge with food service, seating and restrooms) to be located at the top of the proposed C lift, and near the top terminal of the existing Vista Express lift;
- e) 8,000 square-foot skier service site (lodge with food service, seating and restrooms) to be located near the top of Lookout Mountain, near the top terminal of the proposed J lift;
- f) 7,500 square-foot skier service site which would relocate the existing cross-country ski center at mid-mountain to the south side of Sawmill Reservoir. The cross-country lodge facility would include limited food service with seating and restrooms;
- g) Campsite at the bottom of the proposed C lift, adjacent south of the Sawmill Reservoir. The existing Reservoir maintenance road would be improved to provide access to the skier service site and campground. Additional improvements would include group tents to accommodate up to 50 people, one open fire pit, construction of new roadway, a small 20-space parking lot and relocated cross-country ski trails that would be necessary to provide connectivity with existing ski trails to the relocated cross-country center lodge. The proposed cross-country center lodge would provide restrooms and food service to the campers during the summer months;
- h) Remote campsite located in the Backside area to the west of Lookout Mountain. This campsite would include group tents to accommodate up to 50 people, one cooking tent, one dining awning and one open fire pit. Access to this site would be by van via the existing 900 road to the 705 road in the summer and by snowcat in the winter; and
- i) Additional non-skiing recreation activities/amenities that may require construction of permanent or semi-permanent improvements. Such activities/amenities could include (but may not be limited to) new or expanded hiking and mountain-biking terrain, environmental education opportunities, and athletic or passive recreation activities.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) COMPLIANCE:

An Environmental Impact Report (EIR) was prepared for the Northstar Mountain Master Plan at a project and program level review and has been finalized consistent with the requirements of the California Environmental Quality Act (CEQA). The Notice of Preparation (NOP) was sent to the California Clearinghouse, federal, state, and local agencies, and members of the public on November

6, 2012. The Draft EIR was released for a 45-day public comment period that started on November 26, 2013 and ended on January 13, 2014. Additionally, the Planning Commission conducted a public hearing on January 9, 2014 to receive comments on the Draft EIR. A total of 71 comments or comment letters were provided by State and local agencies, public interest groups and local residents. These included verbal comments provided at the January 2014 Planning Commission hearing. All comments were responded to in the Final EIR, which was made available for public review at the Planning Services Division (Community Development/Resource Agency), the County Clerk's Office, the Tahoe Customs House (County offices), the Truckee Library, the Tahoe City Library and on the County's website. A Notice of Availability of the Final EIR was included in the Sacramento Bee and in the Sierra Sun. The Final EIR (SCH2012112020) was distributed for a ten-day review period from Monday, June 9, 2014 through Thursday, June 19, 2014.

The EIR found that Northstar Mountain Master Plan impacts to the following environmental resource areas would be less than significant without mitigation:

- Traffic and Circulation (Chapter 9)
- Hazardous materials and Hazards (Chapter 15)

The Draft EIR prepared for the Northstar Mountain Master Plan identified the following project impacts as "significant" or "potentially significant." Specific analysis was provided in each environmental issue area section:

- Land Use and Forestry Resources (Chapter 4.0)
- Population, Housing and Employment (Chapter 5.0)
- Biological Resources (Chapter 6.0)
- Cultural Resources (Chapter 7.0)
- Visual Resources (Chapter 8.0)
- Air Quality (Chapter 10.0)
- Noise (Chapter 11.0)
- Geology and Soils (Chapter 12.0)
- Hydrology and Water Quality (Chapter 13.0)
- Public Services (Chapter 14.0)
- Greenhouse Gases and Climate Change (Chapter 16.0)
- Traffic and Circulation "cumulatively" (Chapter 18.0)

Significant and Unavoidable Impacts

The Final EIR concluded that implementation of the mitigation measures described in the Draft EIR would reduce most of these identified impacts to less than significant levels, but that some impacts would remain significant and unavoidable in the following areas:

- Visual Impacts (resulting from new mountain ski terrain proposed for project and program level ski lifts and runs) (Impact 8.2)
- Air Quality (temporary construction-time increase in NOx emissions) (Impact 10.2)

Visual Resources

The proposed NMMP project-level components to improve existing ski trails associated with the Backside lift would be noticeable as would the proposed new W and V lifts and associated ski terrain (Visual Simulation, Figure 8-4 of the Draft EIR). The addition of these ski terrain features from this view point would appear as an increase in existing ski terrain features beyond existing conditions. As

stated in the Project Description, and found in the Northstar HMP, the proposed ski trail improvements would incorporate tree islands and utilize existing open areas, featuring varying trail widths to minimize visual impacts. However, visual impacts to views from SR 89 would be considered potentially significant.

In addition, the Q lift and associated ski terrain improvements would likely be visible from viewpoints along I-80 (Donner Pass and east of the I-80/SR 267 interchange), SR 267, and SR 89. The alterations of views from Donner Pass are anticipated to be minimal given the distance of the view and would likely blend with existing visible ski terrain features. The Q lift and its ski terrain are also anticipated to blend with existing Lookout ski terrain features from views associated with I-80 east of the I-80/SR 267 interchange and SR 267. However, the Q lift would likely add to an appearance of the expansion of ski terrain (in combination with improvement of existing ski trails associated with the Backside lift and the proposed new W and V lifts and associated ski terrain) from views along SR 89. No details of alignment or character of the ski trails and improvements are available at this time to fully evaluate the extent of this impact, so visual impacts to views from SR 89 would be considered potentially significant.

Mitigation Measure 8-2 requires that the project applicant design ski trails to utilize the existing unforested and open areas of the Q, W, and V lifts as well as the topography and forests to minimize the appearance of the trails from views along State Route 89 north of Interstate 80. This may include the use of tree islands and other design features set forth in the Northstar Habitat Management Plan (HMP). Ski trail details would be required to be provided in project application materials for the lifts as well as in proposed grading plans.

Implementation of the above mitigation measure and project design practices from the HMP (e.g., incorporation of tree islands, utilization of existing open areas, and varying trail widths to minimize the visual impacts) would assist in reducing visual impacts. However, the proposed Q lift in combination with the improvement of existing ski trails associated with the Backside lift and the proposed new W and V lifts and associated ski terrain would result in a significant and unavoidable impact to scenic vistas given the alteration of the visual character from views along SR 89.

Air Quality

The air quality impacts associated with the project have been analyzed in the Draft EIR. The mitigation measures as well as standard rules and regulations enforced by the Placer County Air Pollution Control District and standard Best Management Practices required for all improvement/grading plans and building permits in Placer County will reduce virtually all air quality impacts to a less than significant level.

However, the NO_x (nitrogen oxides) emissions projected to result from grading for the J lift are projected to be 146.97 lbs./day (DEIR Table 10-5). A 20 percent reduction of NO_x as required by mitigation measure 10-2a would reduce projected emissions to 117.58 lbs/day, which is still in excess of the NO_x significance threshold of 82 lbs/day. Moreover, detailed construction schedules are not known at the time of preparation of this analysis. Therefore, it is possible that several project components listed in Table 10-5 could be under construction simultaneously and would generate cumulative construction emissions that could surpass all thresholds and impact air quality. Construction of the project could result in construction emissions in excess of PCAPCD significance threshold levels, established by the district to determine the significance for short-term, construction-related emissions from a project. Thus, this impact is considered significant and unavoidable.

It is not uncommon for large projects to exceed construction-time NOx emissions, particularly in the Sierra, where construction time frames are compressed by weather and multiple sources of heavy equipment must operate simultaneously. While the impact is significant and unavoidable, it is, nonetheless, temporary and would not result in a permanent, significant impact on local or regional air quality.

CEQA recognizes and authorizes the approval of projects where not all adverse impacts can be fully lessened or avoided. For the hearing body to approve the project and certify the Final EIR, a Statement of Overriding Consideration must be prepared for this project and must be adopted as part of the project approval.(Attachment L)

Revisions to the EIR (Errata)

The Errata evaluated changes in environmental setting and cumulative conditions since June 2014 to determine if recirculation of the Northstar Mountain Master Plan Draft EIR would be required. The errata analysis follows CEQA Guidelines Section 15088.5 "...if conditions or significant new information would trigger the need to recirculate the Draft EIR." Key changes in the Northstar Mountain Master Plan environmental baseline consisted of the Northstar Basin Retrofit Project, Martis Valley West Parcel Specific Plan including an Amendment to the Martis Valley Community Plan which included Policy 6.J.2. "The Placer Operational Area Eastside Emergency Evacuation Plan", Adoption of Clean Energy and Pollution Reduction Act of 2015, and the Adoption of the amended California Global Warming Solutions Act of 2006. As analyzed in the attached errata (Attachment D), there are no changes in setting and cumulative changes that are considered "significant new information" that would alter the environmental impact conclusions in the Draft or Final EIR such that a new significant impact would occur. Therefore the errata concluded recirculation of the Draft EIR would not be required.

DISCUSSION OF ISSUES:

Martis Valley Community Plan Consistency

The MVCP currently designates a 0.68-acre polygon Tourist/Resort Commercial, within a large area that is in an isolated and remote forested area that is designated Forest 40-640 acre minimum on the west side of Lookout Mountain (Attachment H). The proposed program-level campsite in the remote location that would be redesignated Forest would be more consistent with the surrounding Forest land use district and would allow this relatively-undeveloped area to remain free of skier services and ski lifts.

The proposed relocated Tourist/Resort Commercial designation would accommodate the base of the proposed C lift in an area that is more developed and is currently designated Forest 40-640 acre minimum. This proposed project-level commercial use (a new skier service lodge) would be located in an area where support facilities would not conflict with adjacent land uses. Relocating the Tourist/Resort Commercial designation from a remote and isolated location at the Backside to an area that is already partially improved would accommodate the proposed development while ensuring the intensity of development impact is consistent with the surrounding terrain and geographic and topographic features. Attachment I depicts the precise location of the land use designation relocation and the proposed final adjusted location of the Tourist/Resort Commercial site.

The proposed land use change would only relocate an existing land use designation and would not create a new Tourist/Resort Commercial land use area within the Martis Valley Community

Plan. The Tourist/Resort Commercial designation would also not increase in size and would retain its original size in its new location.

Zoning Consistency

Certain components of the NMMP would require a Rezone to align two existing FOR (Forestry) zone district polygons within the surrounding TPZ zoning to be consistent with the proposed MVCP land use designation change mentioned above to locate the campsite proposed at the Backside to an area that is more easily accessed and developable (Attachment H).

Currently, the zone district for each of these areas is TPZ. But as the Tourist/Resort Commercial land use designation is adjusted to the more suitable location, the corresponding FOR zone district would also be relocated where the Tourist/Resort Commercial land use square was located (Exhibit H). Similarly, the FOR zone district square already near the proposed site of the Backside campsite would need to be adjusted slightly southward and uphill to be consistent with the location of the proposed campsite.

Because the Rezone would not result in the loss of TPZ land, the Rezone would remain consistent with the Martis Valley Community Plan. Furthermore, as discussed in the Draft EIR the remainder of the project proposal, including construction and operation of all proposed facilities, has been found to be consistent with the underlying zone district purpose and intent.

Zoning Text Amendment

As proposed, the project would construct new lift facilities and ski runs onto land zoned TPZ that is currently located outside the active areas of the resort, but lies within the boundaries of Northstar California. The proposed Zoning Text Amendment (ZTA) to allow specific skier facilities in TPZ would limit the independent commercial or significant support facilities that could be constructed in TPZ. For example, lodges, parking lots and restaurants would be prohibited, while individual lifts and ski runs could be approved.

The Draft EIR (Section 4.0) also evaluated the project proposal for consistency with the Placer County General Plan (PCGP) and the Martis Valley Community Plan (MVCP). The Draft EIR concluded that the ZTA would be consistent with all goals and policies of the PCGP and the MVCP.

In addition, the MVCP acknowledges that ski-related uses and TPZ can exist simultaneously. To this end the MVCP encourages the continued use of TPZ and other multiple use functions, which can include ski-related uses, within the Plan area as follows:

POLICY 9.E.11 - The County shall encourage the continued use of commercially viable timberlands for timber production and other multiple use functions which can include ski-related uses within the Plan area. Conversion of such lands to other uses is discouraged.

As proposed, the ZTA would restrict the "Ski Lift Facilities" and "Ski Runs" uses permitted within the TPZ. While these uses within the FOR zoning district may also include helicopter skiing facilities, equipment rental and storage lockers, restaurants and bars, and overnight lodging accommodations, the applicant is not requesting that these uses be allowed within the TPZ. Instead, the applicant is requesting that only non-commercial support facilities (i.e., snow-making, back-up equipment) be allowed so as to maintain the timber character of the TPZ. The applicant has requested that additional "ski lift facilities" and "ski runs" be subject to Conditional Use Permit review similar to the other "Recreation, Education and Public Assembly" uses within the TPZ.

This proposed request to allow ski lifts and ski runs in TPZ is not unique to Placer County. The following counties already allow ski lifts and ski runs within the TPZ: Alpine County, Lassen County and Sierra County. Representatives of these counties stated that allowing ski lift facilities and ski runs within the TPZ has actually increased the viability of the TPZ, as an alternative use has been provided which does not necessitate taking the land out of timber production. As a result, each county stated they have seen a reduction in requests for immediate removal and/or a ten-year roll-out for TPZ lands.

The California State Department of Forestry/Cal Fire also stated that allowing for alternative uses within the TPZ, which provides alternative sources of income to the underlying property owner, has resulted in fewer properties requesting immediate removal from the TPZ. Representatives from the Department of Forestry emphasized that the alternative uses need to be compatible with the goals of the TPZ, and that ski lift facilities and ski runs are found to be compatible uses within the TPZ.

During the public review period for the Draft EIR, the County received a comment letter from a Registered Professional Forester, William Banka. Mr. Banka expresses concern about the potential for expanded uses on TPZ and the effect such uses could have on the ability of the land to continue producing timber resources in the future. In response to staff inquiry about the concerns raised by Mr. Banka, staff received an email from Eric Huff, Regulations Coordinator for the California Department of Forestry (Attachment K). In the email, Mr. Huff explains that CDF considers ski lifts and ski runs to be a compatible use within the TPZ as defined in California Public Resources Code 51104(h) and that the Department has no objection to the proposed ZTA.

Based upon a review of the counties that currently allow ski lift facilities and ski runs within the TPZ, and based upon comments provided by the California State Department of Forestry/Cal Fire, staff has concluded that ski lift facilities and ski runs can operate within TPZ lands without adversely impacting the viability of the TPZ. In particular, staff concludes that ski lifts and runs affect only small portions of the minimum 160-acre parcels and do not significantly impact the remainder of the land for timber production. In fact because much of the resort is actively harvested under ongoing Timber Harvest Plans, its continued use for timber production, while allowing an accessory recreational use such as skiing, helps to ensure the remainder of the site remains viable for timber harvest.

Mr. Banka's letter also raises concerns about the tax rate applicable to TPZ land as opposed to land zoned FOR (Forestry). He notes that land zoned FOR is assessed at nearly four times the rate of TPZ land because, presumably, the TPZ land is primarily intended to be set aside for the purpose of timber production and not to other commercial endeavors that can provide revenue for the land owner. Staff acknowledges the tax disparity and has contacted the Placer County Assessor's Office. While the 1976 Timber Yield Tax Law prevents reassessment of TPZ land, the County Assessor will tax improvements on TPZ land above the base tax rate of the land. Therefore, some increase in property tax revenue would be realized by the County through construction of lifts in TPZ. Because the majority of the TPZ land within Northstar would not be developed with ski lifts or runs, the assessed value of the land is more accurately captured in TPZ function with a limited amount of recreational development as opposed to being taxed at a much higher rate with the majority of the land serving an exclusive open space and timber production use, which should be taxed at a lower rate.

CALFIRE also considers the addition of low-impact commercial uses on TPZ land to be a benefit in terms of providing the property owner with some other form of commercial revenue, beyond timber

harvest, thereby bolstering the economic incentive to keep large parcels of forested land in TPZ. It should also be noted that timber products are taxed by the county upon sale of the product.

As proposed by the applicant, and similar to other "Recreation, Education and Public Assembly" uses within the TPZ, staff recommends that "ski lift facilities" and "ski runs" within the TPZ be subject to Conditional Use Permit review by the County. As part of this discretionary review, an environmental analysis will be required to determine whether or not the individual projects could have an adverse impact on the environment, and what mitigation measures (if any) may be required to reduce identified impacts to less than significant levels.

Habitat Management Plan

The Biological Resources section (6.0) of the Draft EIR identifies all habitat types and biological resources that presently exist in the Plan area. This assessment relied on several database searches (US Fish and Wildlife Service, California Department of Fish and Wildlife and California Native Plant Society) as well as project area-specific surveys and evaluations, including the Martis Valley Community Plan EIR, the Northstar Highlands EIR and the Northstar Habitat Management Plan (2007), which is Appendix 3.3 of the NMMP project EIR.

As stated in the Project Description, the purpose of the Northstar Habitat Management Plan (HMP) is to maintain and enhance the natural resource values of Northstar, while allowing for current and planned future land uses (including the proposed NMMP) in a manner that is compatible with those values. The HMP provides a programmatic framework for the long-term management, conservation, and monitoring of biological resources at Northstar. Implementation of the HMP is intended to minimize the biological and water quality impacts of development. Section 6.0 of the Draft EIR describes how the HMP divides Northstar into Resource Management Zones that are associated with the identification of Target Habitats (i.e., late-seral forest and riparian/aquatic) and Focal Species (species associated with Target Habitats).

The resource management zones are identified alphabetically, in ascending order of sensitivity. For example, Zone A is presently the most heavily developed and impacted area and is generally located in the center of the resort, extending from the Village uphill to mid-mountain and beyond. Zone E is the most pristine, intact and valuable in terms of biological function, and occurs around the perimeter of the site, particularly at the east and west boundaries.

Because the HMP has guided the development of this master plan, most of the development associated with the NMMP, including the greatest area of new ski trails and trail widening, is proposed within Zones A and B. New ski lifts and runs associated with the Backside (W lift and V lift) are proposed in Zone D, along Sawtooth Ridge and the Z-lift is the only project component that would extend into Zone E.

The Draft EIR provides several mitigation measures to reduce impacts to habitat, water resources, individual species and wildlife movement. Additionally, mitigation measures are proposed to ensure consistency with goals and policies of the Martis Valley Community Plan. Such measures include pre-construction surveys for all potential special-status plant and animal species, avoidance measures to protect individual species, specific measures (with protocol) to protect certain bird, mammalian and plant species, mule deer fawning habitat protection, assurance of no net loss of wetlands, reduced impacts to wildlife movement and migration and conservation efforts to off-set all habitat impacts. Operationally, other measures, including access and seasonal use restrictions will ensure that particularly sensitive resources remain unaffected.

The HMP identifies Zone E as containing the greatest amount of land suitable for conservation efforts. This Zone includes the most late-seral (old growth) forests, the greatest extent of sensitive habitat and contains the highest number of documented special status plant and animal species. Mitigation Measure 6-9 requires the applicant to mitigate any loss of habitat in Zones C, D or E through the creation of a mitigation enhancement area at a one-to-one (1:1) ratio of habit loss to habitat enhancement. The habitats must be of similar type and the enhancement area will also be protected from future development or impact with a conservation easement or similar mechanism. The ability to protect and preserve habitat on-site is unique in that the project will not need to seek banking credits from an outside agency. This means the conservation efforts will occur in the closest possible proximity to the areas of impact and will minimize the extent of those impacts locally.

Employee Housing

The Project is expected to generate up to 110 new full-time equivalent employees (FTEEs). Consistent with the Placer County General Plan Housing Policy C-2, the Developer shall provide housing for half of the total FTEEs which is rounded up to represent 55 FTEEs. Policy C-2 provides flexibility in how a project meets its employee housing obligation, allowing employee housing to be provided in one of the following ways:

- Construction of on-site employee housing
- Construction of off-site employee housing
- Dedication of land for needed unit; and/or
- Payment of an in-lieu fee

Accordingly, a condition of approval will require the applicant to submit an Employee Housing Mitigation Plan which will outline the specific details of how the applicant will meet the project's affordable housing obligation. The condition of approval requires the Employee Housing Mitigation Plan to be submitted to the County's Planning Division for approval prior to submittal of any grading/improvement plans or building permits. Additionally, while Policy C-2 allows for flexibility in how a project can meet its affordable housing obligation, the condition of approval requires that the Employee Housing Mitigation Plan include construction or dedicated housing units for at least 75 percent of the project's FTEE obligation (42 FTEEs). This approach ensures that housing units are either constructed or dedicated for some of the project's generated FTEEs, but also provides some flexibility for the applicant to pay an in-lieu fee for up to 13 FTEEs. This approach is also consistent with recent actions of the Board of Supervisors, including the Martis Valley West Parcel Specific Plan project.

Hydrology and Water Quality

The Hydrology and Water Quality section of the Draft EIR relies on a preliminary drainage report, prepared by Auerbach Engineering (2013a), which analyzes the complete range of proposed improvements in terms of their potential impact on drainage (including storm water and snow melt), surface and groundwater quality, groundwater supplies, and the potential alteration of floodplain conditions. In addition to the Auerbach report, the analysis also relies on the Martis Valley Groundwater Management Plan (TDPUD 2013), the Northstar Highlands Draft EIR (2003) and the Northstar-at-Tahoe Mountain Improvements Project Draft EIR (2004). Furthermore, in response to comments received during the Notice of Preparation (NOP) comment period by Stoel Rives, LLP, on behalf of the Aspen Grove Owners Association, additional review has been provided by an associated addendum memorandum entitled *NMMP-Drainage Influence on Aspen Grove Condominiums*.

Through the combination of reports and analyses specific to the NMMP, the Hydrology and Water Quality section has found that impacts to all environmental resource areas identified in this section (aside from groundwater supplies) would be potentially significant unless mitigated. The section concludes that appropriate mitigation measures, such as construction-level water quality controls, grading restrictions and Best Management Practices will reduce construction activity impacts to a less than significant level. With respect to the operational impacts, mitigation measures include construction of water quality treatment facilities, preparation, review and approval of final drainage reports and drainage improvements to ensure no increase in flows. In particular, to address concerns expressed by the Aspen Grove Owners Association about potential increases in downstream impacts, the original mitigation measure and condition of approval required the project to provide a four-year storm water monitoring program for the then, existing water quality retention basin system located uphill from the Aspen Grove development to ensure no additional flows into the system.

At the January 2014 Planning Commission hearing, concerns about potential downstream impacts were discussed at length. Staff explained that the post project surface flow would be reduced to pre-project levels through implementation of all required Mitigation Measures and Conditions of Approval. Additionally, staff explained that no new groundwater impacts could result from the construction of project components because snowmaking does not add new water to the hydrologic conditions of Northstar. This is because snowmaking only partially supplements natural snow conditions during abnormally low snow years.

As stated in the Master Responses (Section 1.0) of the Final EIR, snowmaking would not result in additional snowpack on the mountain above and beyond what nature would provide under normal conditions. Additionally, snowmaking would only occur within ski trail areas, where snowmaking facilities are located, and not across the entire mountain. The Final EIR concludes that downstream surface and groundwater impacts that could result from the project would be less than significant with implementation of the Mitigation Measures and Conditions of Approval.

The Final EIR identified that Mitigation Measures 13-3a through c include performance standards that would ensure the NMMP would not increase downstream flows (see Final EIR pages 1-6 through 1-10). Since release of the Final EIR, the Northstar Basin Retrofit Project was approved and constructed that consists of an underground treatment facility that no longer utilizes the previous Northstar Village water quality basin (which has been removed). As a result of this modification, the Errata to the Final EIR indicates Mitigation Measure 13-3b has been modified (see below) and Mitigation Measure 13-3c has been deleted as potential drainage impacts to Aspen Grove have already been addressed.

Mitigation Measure 13-3b

The Improvement Plan submittal and final Drainage Report for each phase shall provide details showing that stormwater runoff shall be reduced to pre-project conditions through the installation of retention/detention facilities, or other methods that slow and infiltrate stormwater runoff to levels equal to or less than pre-project conditions. Retention/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 & Surveying Department (ESD), and shall be shown on the Improvement Plans. ~~For specific project phases where any portion of the specific project phase development is within the 178-acre watershed~~

~~(Watershed 1-F) which drains to the Northstar Village, a comprehensive drainage study shall be prepared that identifies pre and post project peak flows for the 2, 5, 10, 25 and 100-year return intervals in order to assure that post-project peak flows from the site will be equal to or less than pre-project conditions for a broad range of storm events. The retention/detention system shall be designed to the satisfaction of the Engineering and Surveying Division (ESD). Maintenance of these facilities shall be provided by the project owners/permittees.~~

~~At the sole discretion of the County, the above comprehensive drainage study may be waived for a specific phase of development where that specific phase of development is wholly contained outside of the 178-acre watershed (Watershed 1-F) which drains to the Northstar Village. Furthermore, at the sole discretion of the County, the above comprehensive drainage study may be waived for a specific project development phase where any portion of the development is within the 178-acre watershed (Watershed 1-f) which drains to the Northstar Village if the County is presented with sufficient written evidence, to the satisfaction of the County, that the issues related to the Aspen Grove—Northstar Village water quality basin dispute have been resolved through relocation of the basin, settlement of the litigation or final adjudication by a court of law.~~

The additional groundwater supply demands of the MVWPSP would be similar to the groundwater demands of the original land use intensities identified in the Martis Valley Community Plan (MVCP). The 2013 Martis Valley Groundwater Management Plan identifies that annual average groundwater recharge is approximately 32,745 to 35,168 acre-feet, while build out of the Martis Valley would generate a groundwater demand below the recharge level (21,000 acre-feet annually). Thus, no new groundwater supply impacts are expected. Overall, hydrology and water quality impacts would not change.

Parking

As stated in the project description, the NMMP does not propose to add parking spaces to the primary existing visitor parking lot (Village View and Castle Peak). No additional public parking would be provided with this project other than a small 20-space parking lot intended to serve the campground at the bottom of the proposed C-Lift. Some comments received on the DEIR raised concerns about increasing the mountain carrying capacity while not providing additional parking to accommodate the increase. However, as stated in the Project Description and in the Draft EIR, the mountain is already crowded and experiences delays in service at the individual lift terminals, particularly at the north face of Mount Pluto and the mid-mountain area, when the existing parking is utilized. This indicates that existing on-site parking provisions are more than sufficient. Further, it should be noted that the existing parking lots throughout the resort are fully occupied fewer than ten percent of the days of the average ski season.

While existing parking facilities prove adequate for today's operation of the resort, Northstar anticipates growth in the skier base as previously approved dwelling and lodging units are constructed in the Highlands and Village areas at mid-mountain and below. These new units (over 1,000) will provide on-site parking as required by Placer County, and the units will be occupied by "destination skiers" who generally ski for multiple days. In essence, the total number of parking spaces available to future skiers and snowboarders will grow without the need to expand the Castle Peak parking lot.

The expansion of terrain would help relieve existing crowding at the resort by dispersing skiers and snowboarders more evenly across the mountain. Also, previously analyzed and approved residential and transient lodging units that will be constructed at the base of the mountain will place additional burdens on the services of Northstar California and the proposed expansion would accommodate the new skiers and snowboarders represented by these projects.

Traffic

The Draft EIR analyzed the anticipated increase in traffic that could be generated by the improvements proposed by the NMMP, traffic that would consist of additional summer and winter workforce travel and new summer-time guests. In response to this analysis, several comment letters have asserted that the project would generate additional traffic beyond summertime expanded uses (such as the campgrounds) and new workforce traffic. A substantial amount of new traffic in the form of visitors to Northstar's expanded terrain would consist of destination skiers who will take advantage of overnight accommodations and would park in the private parking areas provided by those previously analyzed and approved residential and lodging unit projects. Therefore, the impacts of traffic associated with those residential and lodging units has already been analyzed and will be mitigated through the approved entitlements and the EIR's that were certified for their approval.

Therefore, the Draft EIR appropriately focused on potential increases in day-skier parking to determine the extent of potential new traffic impacts. Initially, the Draft EIR considered that no new parking would be created, and presumed that there would be no corresponding increase in day-skier traffic, as no new or expanded facilities would be available for additional guests to park in. However, the Draft EIR did not recognize the potential increase in day-skier traffic that could be realized on days when the parking lots are not full (i.e. weekday, non-holiday). These days are identified as "non-peak" days and the Final EIR includes a matrix (Table 3-1) that accounts for all traffic generated by the proposed expansion of the resort terrain on such non-peak days. The Final EIR conservatively accounts for a potential increase of 341 daily round trips that could result from build-out of the NMMP on days when the parking lots are not full. Table 3-1 also demonstrates that, with the potential increase in non-peak daily traffic, the existing parking facilities would have sufficient capacity to accommodate the increase. As a result, the Final EIR properly accounts for all potential traffic increases that could result from the project as proposed.

Lake Tahoe Basin Traffic

Other comment letters assert that the project EIR needs to account for additional project-generated traffic into the Tahoe Basin. As explained in the Final EIR, the potential increase in guests on non-peak days would consist almost exclusively of skiers visiting Northstar for the day who would then drive home at the end of the day. This is because any destination skiers (those staying for more than one day at a time-share, hotel, etc.) would primarily park in the location of their overnight accommodations, and not in the day-skier parking lot. Therefore, on non-peak days, the increase in guests to Northstar would consist of primarily day-use skiers. Few day-skiers who drive to Northstar from Auburn, Sacramento or further west, would be likely to drive over Brockway Summit and into Kings Beach at the end of a day of skiing to find a place to eat/drink only to have to drive back over the summit before starting their trips back down the mountain.

As the destination-skier base traffic has already been analyzed in previous EIR's in terms of the vehicle miles traveled (VMT) into the Tahoe Basin, and as the day-skier traffic is not likely to generate significant new trips into the Basin, the increase in VMT into the Basin is considered a

less than significant impact. The Draft EIR found that project and program level components of the NMMP would not exceed the Tahoe Regional Planning Agency's VMT threshold (DEIR pages 9-40 and -41 and pages 18-27 and -28). However, the Draft EIR, to be conservative, considered the potential for these trips to extend into the Tahoe Basin, and found that even if the trips were to enter the Lake Tahoe Basin, they would not exceed the Tahoe Regional Planning Agency's VMT threshold.

Emergency Evacuation

As part of the project consideration of the MVWSP, concerns were also raised regarding safety hazards associated with risk of fire hazards (as well as other hazards such as seismic events) and emergency evacuation and response. These concerns identified potential issues with the limited capacity of State Route 267 to support evacuation in a timely manner. In response to the overall emergency evacuation and response concerns, the Board of Supervisors adopted policy changes to the MVCP that require new development projects to prepare and implement an emergency preparedness and evacuation plan consistent with Government Code Section 65302(g) and in furtherance of the Placer Operational Area Eastside Emergency Evacuation Plan.

The NMMP project applicant has prepared the Emergency Preparedness and Evacuation Plan (EPEP) that complies with the recent policy additions to the MVCP. The EPEP is focused primarily on emergency preparedness and evacuation protocols for emergency events, such as fire, and supplements the existing Northstar California Emergency Response Plan (ERP). Other hazards are also addressed, including avalanche, seismic and flood protection measures. The EPEP is consistent with the MVCP, and is intended to be implemented in conjunction with the Northstar Fire Department Evacuation Plan and the Placer County Operational Area East Side Emergency Evacuation Plan. Key components to the EPEP include the errata (Attachment D) which include the most current response plans, emergency preparedness and evacuation policies that establish protocols for emergency events, such as fire, avalanche, seismic and flood protection measures.

NORTH TAHOE REGIONAL ADVISORY COUNCIL (NTRAC)

The project was presented as an Action Item to the North Tahoe Regional Advisory Council (NTRAC) on June 12, 2014. Staff provided the NTRAC an overview of the Master Responses contained in the Final EIR and answered questions specific to the Zoning Text Amendment, new traffic impacts and the proposed expansion of snowmaking facilities. The NTRAC took action (5-1) to recommend approval of the project to the Planning Commission (Hymanson, Drake, Roeder, Jewett and Kojane – Aye; Chilemi – nay). Two council members that were present (Hill and Kupec) abstained from the vote citing that they were not given sufficient time to review the Final EIR prior to being asked to render a decision. The single vote to recommend denial of the project was based primarily on the potential traffic increases generated by new visitors to the mountain.

RECOMMENDATION

Based on the analysis and discussion described above, the Development Review Committee recommends that the Planning Commission recommend approval of the following items to the Board of Supervisors:

- 1) Adopt a resolution to certify the Northstar Mountain Master Plan Final Environmental Impact Report (SCH# 2012112020) and Errata prepared pursuant to the California Environmental Quality Act, and adopt the Mitigation Monitoring Reporting Program supported by and incorporating by reference in its entirety the Findings of Fact and Statement of Overriding Considerations (Attachment D) and the following statements:

- a. The Northstar Mountain Master Plan Project Final Environmental Impact Report has been prepared as required by law and in accordance with all requirements of CEQA and the CEQA Guidelines and the document as adopted reflects the independent judgment and analysis of Placer County, which has exercised overall control and direction of the preparation of the Environmental Impact Report.
 - b. The custodian of records for the Northstar Mountain Master Plan is the Placer County Planning Director, 3091 County Center Drive, Suite 140, Auburn, CA 95603.
- 2) Adopt a resolution to amend the Martis Valley Community Plan (MVCP) Land Use Diagram to relocate an existing Tourist/Resort Commercial land use area that comprises 0.68-acre from one side of the ski resort to another as depicted in Exhibit A to Attachment E, supported by the following finding:
- a. The resolution is consistent with the objectives, policies, general land uses and programs otherwise specified in the Placer County General Plan and Martis Valley Community Plan and State law and support and enhances the general health, safety and welfare of the residence of the County. Specifically the relocated Tourist/Resort Commercial land use area is closer to existing improvements and utilities and will have limited grading and disturbance to existing vegetation. The relocated land use area will promote the efficient use of land and natural resources and will encourage and facilitate the efficient and timely provision of urban infrastructure and services. Furthermore, the land use area will concentrate more intense land use (i.e. characterized as recreation and development in the HMP) in the central-western portions of Northstar property, and emphasize habitat management, open space conservation, and less intense recreation at the previous location.
- 3) Adopt an ordinance to rezone two existing FOR (Forestry) zone district areas that comprise 1.33 and 0.68 acres in size and relocate within the same TPZ (Timber Production Zone) area so that one would align with the relocated Martis Valley Community Plan (MVCP) land use designation square, and the other would align with one of the campsites as depicted in Exhibit A to Attachment F, supported by the following findings:
- a. The proposed realignment of the two FOR zone districts within the same corresponding TPZ zone districts are not inconsistent with the purposes of the Placer County General Plan and Martis Valley Community Plan in that the relocation of the FOR zone districts do not increase in size, are located in the same general vicinity and project area, are located in areas that would result in less of a natural resource and environmental impact as identified in the Northstar Habitat Management Plan (HMP). Additionally, there is no net loss of TPZ zoning district which will ensure its current and continuing availability for the growing and harvesting of timber and compatible uses.
- 4) Adopt an ordinance to amend Placer County Code Chapter 17, Article 17.04, Section 17.04.030 to amend the definition of "Ski lift facilities and Ski runs" and Article 17.06, Section 17.16.010 (D) Timberland Production Zone (TPZ) to allow for the development of ski lift facilities and ski runs as a conditionally permitted use within land boundaries owned and/or operated by existing ski resorts within Timberland Production Zone (TPZ) land located outside the Tahoe Basin (Attachment G), supported by the following findings:

- a. The proposed zoning text amendment is consistent and complies with the objectives, policies, general land uses and programs otherwise specified in the Placer County General Plan and Martis Valley Community Plan and State law and support and enhances the general health, safety and welfare of the residence of the County by providing a long-term viable recreational opportunities within the TPZ area and sustain the health, diversity and production of the TPZ to meet the needs of present and future generations.
 - b. The proposed zoning text amendment will add ski-related improvements to be allowed within Timber Production Zones (TPZ) without compromising the purpose and intent of the zone district by encouraging prudent and responsible forest resource management. The ski lift facilities and ski runs will be limited to existing ski resorts and do not include commercial type services which are specifically worded as prohibited in the text amendment.
- 5) Approve a Conditional Use Permit to allow for the Northstar Mountain Master Plan that would guide development of the ski resort over a projected 20-year period. The Master Plan would allow for the expansion of the existing ski terrain including six new mechanized ski lifts and associated trails, a high-speed gondola that would extend from the Castle Peak parking area to the Northstar Village, new snowmaking and associated infrastructure, additional trails and trail widening, five skier bridges, four new skier service lodges and facilities (restrooms, food and drink service, seating), improvements to existing skier service sites, relocation of an existing cross country ski center and two new campsite areas subject to the Conditions of Approval and supported by the following findings:
- a. The site for the proposed use is consistent with applicable policies and requirements of the Placer County General Plan and Martis Valley Community Plan since the Northstar Mountain Master Plan would allow for an orderly expansion of an existing permitted ski resort use with appropriate design and improvements. The Martis Valley Community Plan identifies this as an area that is intended to maintain and enhance the ski services with easy access to trail and recreational activities and works to further the implementation of the Martis Valley Community Plan. Staff finds that the project is consistent with the vision contained within the Martis Valley Community Plan, in that it is adding infrastructure to further support the existing ski use, and the use is compatible with the various surrounding land uses (commercial, recreational, and residential) in the vicinity.
 - b. The establishment, maintenance and operation of the proposed use will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, comfort and general welfare of people residing or working in the neighborhood of the proposed use, or be detrimental or injurious to property or improvements in the neighborhood or to the general welfare of the County; in that the Parking Management Plan adequately addresses the concerns raised relative to potential parking conflicts, adequate parking is provided to accommodate the uses, the existing parking areas will continue to be adequate for the project, the construction of lifts will relieve existing crowding of the terrain by dispersing skiers and snowboarders more evenly across the mountain. The expansion of the existing ski terrain, new snow making, skier bridges, and lodges is consistent with the provisions of the Martis Valley Community Plan that would allow the development proposed to be located on this site/project area and is physically suitable for the type of development. Additionally, an Emergency Evacuation and Preparedness Plan prepared

for the project will address the proposed uses and safe evacuation of person's onsite in the event of an emergency.

- c. The proposed project with the recommended conditions, is compatible with the surrounding neighborhood, consistent with the land use vision for this area as described in the Martis Valley Community Plan, and adequate provisions have been made for necessary public services and mitigation of potential environmental impacts. Specifically, the Northstar Mountain Master Plan is designed to enhance and upgrade existing ski resort area with ski lifts, new and wider ski trail ways, snowmaking and skier amenities by allowing an orderly designed development that will blend into native mountain landscaping and be constructed with mountain type architecture and a design that takes into consideration the location of the project and its surroundings.
- d. The proposed project identifies planned on-mountain improvements and infrastructure to accommodate recreational components internal to Northstar ski resort. Specifically to maintain and/or enhance natural resource values of Northstar lands while allowing current and planned future land uses in a manner that is compatible with those values, improve skier/snowboarder terrain and the amount and type of services offered, implement trail widening of existing trails, improving the capacity of existing out-of-base mountain access points, provide redundancy and reliability to existing lifts, and increase snow making coverage and efficiency of the snow making system for early season consistency and low snow years. The improvements to the skier facilities would increase the overall employment and therefore the site trips generated during the winter months would increase, but the number of employees generated for the project is insignificant and will not generate a volume of traffic beyond the design capacity of all roads provided access to the project shown in the parking analysis provided for the project.

Respectfully submitted,

Allen Breuch
Supervising Planner

ATTACHMENTS:

Attachment A: Vicinity map

Attachment B: Site plan

Attachment C: Recommended Conditions of Approval

Attachment D: Resolution to Certify Final Environmental Impact Report and Errata

Exhibit A: Draft and Final Environmental Impact Reports (under separate cover)

Exhibit B: Errata to the Final Environmental Impact Report (under separate cover)

Exhibit 1: Emergency Preparedness and Evacuation Plan (EPEP), including Appendices CD
(under separate cover)

Exhibit C: CEQA Findings of Fact and Statement of Overriding Considerations

Exhibit D: Mitigation Monitoring Reporting Program

Attachment E: Resolution to Amend the Martis Valley Community Plan Land Use Diagram

Exhibit A: Proposed Land Use Diagram Amendment

Attachment F: Ordinance to Rezone Certain Properties Within the Northstar Mountain Master Plan

Exhibit A: Northstar Mountain Master Plan Rezone

Attachment G: Ordinance to amend Placer County Code Chapter 17, Article 17.04, Section 17.04.030 and Article 17.06, Section 17.16.010

Attachment H: Correspondence (under separate cover)

OTHER ATTACHMENTS PROVIDED UNDER SEPARATE COVER:

- Draft Environmental Impact Report
- Final Environmental Impact Report
- Errata to the Final Environmental Impact Report
- Emergency Preparedness and Evacuation Plan (EPEP), including Appendices CD
- Correspondence

CC: David Boesch – CEO
Jennifer Merchant – Tahoe CEO
Dave Defanti – CEO
Steve Pedretti – CDRA
Paul Thompson – CDRA
Shawna Brekke-Read – Tahoe CDRA
EJ Ivaldi – Planning Services
Allen Breuch – Tahoe Planning Services
Amber Conboy – DPWF
Phil Frantz – ESD
Rick Eiri – ESD
Justin Hansen – Environmental Health Division
Angel Green – Air Pollution Control District
Andrew Darrow – Flood Control District
Andy Fisher – Parks Department
Christina Hanson – Facilities Services

EIR file
Gerald Cardin – County Counsel
Karin Schwab – Supervising Deputy County Counsel

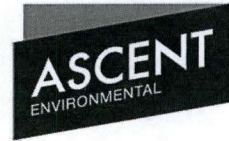
Patrick Angell, PMC / Ascent Consulting
North Tahoe Regional Advisory Council
Jerusha Hall, Northstar California (Vail Resorts)

ATTACHMENT 9

Responses to Post Final EIR Comments

Northstar Village Association Correspondence

January 30, 2017



455 Capitol Mall, Suite 300
Sacramento, CA 95814
916.444-7301

This memorandum responds to the Northstar Village Association (Association) correspondence dated January 30, 2017 that raised issues on the Northstar Mountain Master Plan (NMMP) Draft and Final EIR analysis of noise and traffic impacts. None of the issues raised in this correspondence identify "significant new information" that would trigger the need to recirculate the Draft EIR as provided for under the California Environmental Quality Act (CEQA) Guidelines Section 15088.5.

Response to EIR Noise Analysis Concerns

Chapter 11, Noise, of the NMMP Draft EIR was prepared by AMBIENT Air Quality & Noise Consultants (AMBIENT). AMBIENT responses to the noise concerns are included in Attachment 1 of this memorandum and a summary of these responses is provided below.

Noise Surveys Conducted in the Draft EIR Failed to Address Existing Noise at Iron Horse South Building at Northstar Village

The Association correspondence identifies that the noise survey of current noise conditions did not include a survey point at the Iron Horse South Building that is within 200 feet of the proposed J Lift downhill terminal. This comment also expresses the concern that the noise survey did not address the noise issues with the existing operation of the J1 Lift (Highlands Gondola) and whether it meets County noise standards.

Ambient noise level measurements were conducted for purposes of documenting existing noise conditions in the project area. In some instances, measured noise levels are also relied upon to obtain representative noise level data for proposed operations (NMMP facilities). Operational noise levels associated with the proposed NMMP facilities were evaluated in comparison to County noise standards, regardless of whether the existing ambient noise levels currently exceed the County's noise standards. It is important to note that the ambient noise measurement surveys were not conducted for purposes of evaluating existing noise sources in terms of compliance with the County's noise control ordinance standards. Draft EIR Table 11-2, Summary of Ambient Noise Measurement Results, identifies noise sources that were identified at the time when noise measurements were taken and notes the Highlands Gondola as a noise source.

Failure to Address Significant Noise Impacts from the Operation of the Proposed J Lift Downhill Terminal to Northstar Village Residents

The Association identifies that the noise analysis is deficient as it fails to factor there would be residents (Iron Horse South Building) within 200 feet of the proposed J Lift downhill terminal or the existing noise generated by the Highlands Gondola.

As noted in Chapter 11, Noise, of the DEIR, noise levels associated with proposed non-transportation noise sources (e.g., lift facilities) were evaluated based on representative noise level data obtained for similar equipment and uses. The proposed J Lift would be a top-drive lift, with the drive terminal located at the upper terminus of the lift near the top of Lookout Mountain. No noise-sensitive land uses that would be affected by the proposed drive terminal operations at the upper terminus of the lift as no noise-sensitive land uses are located on the top of Lookout Mountain. The proposed J Lift would also include an emergency backup generator to be operated in the event of a power failure. Although typically housed near the drive terminal, the location of the proposed emergency generator could not be confirmed at the time the Draft EIR was prepared.

Thus, the analysis conservatively assumed that the generator could potentially be located at the downhill terminus of the proposed J Lift, which is located approximately 100 feet south of the Highlands Gondola downhill terminus near noise-sensitive residential land uses at Northstar Village and Big Springs. The applicant has subsequently identified that the emergency generator would be located at the upper terminus of the proposed J1 Lift. Therefore, operation of the proposed J Lift at the upper terminus would not result in an exceedance of the County's noise standards at nearby noise-sensitive land uses.

Based on noise measurement file data obtained from similar lifts, operational noise levels at the proposed J Lift downhill terminal, which would exclude emergency generator and drive operations, and along the cable runs would average approximately 60 dBA L_{eq} , or less, at 10 feet. Based on this noise level and given that the emergency generator and drive operations for the proposed J Lift would be housed at the upper terminus, predicted exterior operational noise levels would be 35 dBA L_{eq} , or less, at 100 feet and would be largely indiscernible in comparison to existing ambient noise levels. Based on this noise level and assuming an average exterior-to-interior noise reduction of 25 dB, predicted interior noise levels at the nearest noise-sensitive land uses would not exceed the County's interior noise standard of 45 dBA L_{eq} . Thus, noise-sensitive land uses located near the lower terminus and along the cable runs of the proposed J Lift would not result in an exceedance of the County's noise standards.

Request That NMMP be Required to Modify the Highlands Gondola

The Association requests that the County require the NMMP project to modify the Highlands Gondola to address existing noise concerns with its operation.

Existing noise from the operation of the Highlands Gondola is part of the existing environmental baseline conditions at the Northstar Village. The Highlands Gondola is not a component of the proposed NMMP. While CEQA requires that EIRs disclose significant environmental impacts of a project and identify mitigation measures to address the significant impacts, it cannot require projects to mitigate for pre-existing environmental issues (see CEQA Guidelines Section 15126.4[a][4]).

Traffic Impacts Associated with Continued Use of the Upper-Turnaround and the Northstar Traffic and Parking Management Plan

The Association identifies concerns with the existing use/operation of the upper-turnaround at the Northstar Village as it results in traffic congestion along Northstar Drive and potential emergency access and pedestrian issues.

It is acknowledged that temporary congestion along Northstar Drive and the upper-turnaround occur during peak ski days. The traffic impact analysis in the Draft EIR utilizes traffic and parking count data for Northstar that has been collected since 2000. The winter peak traffic condition (30th highest peak hour) used in the impact analysis is based on observed traffic conditions that occurred on January 15, 2011. January 15, 2011 was the second highest skier visit day that Northstar has experienced. Northstar skier parking facilities were full on this date. (see Final EIR Master Response 2, Transportation Analysis, pages 1-10 through 1-19)

Using this winter peak condition, the Draft EIR traffic analysis identified that Northstar Drive intersections with State Route 267, Castle Peak Parking Lot, and Big Springs Drive would operate at acceptable levels of service and no queuing impacts with full development of the NMMP (see Final EIR Table 18-4 and 18-5). While State Route 267 is expected to operate below acceptable levels of service during the winter peak hour conditions, the proposed NMMP would not substantially worsen this operation (see Final EIR page 18-24 and Table 18-6).

No significant emergency access or safety issues are expected as the Northstar Traffic and Parking Management Plan provides for manual control of traffic and direction of pedestrians along Northstar Drive and drop-off areas and the implementation of the NMMP Emergency Preparedness and Evacuation Plan that addresses emergency access and evacuation routes (see Errata to Northstar Mountain Master Plan Final EIR pages 8-11 and Exhibit 1).

Conclusion

In summary, the Association correspondence does not identify any significant environmental impacts that have not already been addressed in the NMMP Draft EIR, Final EIR, or Errata to the Final EIR.



612 12TH Street, Suite 201
Paso Robles, CA 93446
805.226.2727
AmbientCA.com

MEMORANDUM

Date: 2/10/2017

To: Patrick Angell

From: Kurt Legleiter

Subject: Northstar Mountain Master Plan: J Lift Noise Impact Assessment Overview and Responses to Comments

Mr. Angell,

The following provides an overview of the noise measurement and assessment procedures pertaining to the proposed J Lift and responses to specific comments received by the Northstar Village Association (NVA).

Noise Impact Assessment Overview: Proposed J Lift

Ambient noise level measurements were conducted for purposes of documenting existing noise conditions in the project area and nearby land uses. In some instances, measured noise levels are also relied upon to obtain representative noise level data for proposed operations and (when applicable) to make adjustments to the noise standards applied when analyzing newly proposed noise sources. For instance, in accordance with County noise ordinance standards, in instances where the ambient noise environment, which includes existing sources, already exceeds the specified standards, the ambient noise level can be used as the standard upon which the impact significance threshold is based. In accordance with the County's noise standards, non-transportation noise sources that result in either an exceedance of the County's noise standards or an increase in ambient noise levels of more than 5 dB, whichever is greater, would be considered to have a potentially significant impact. However, to be conservative, operational noise levels associated with the proposed uses were evaluated in comparison to the more restrictive County noise standards, regardless of whether or not existing ambient noise levels currently exceed the County's noise standards. It is important to note that the ambient noise measurement surveys were not conducted for purposes of evaluating existing noise sources in terms of compliance with the County's noise control ordinance standards.

Based on the ambient noise measurements conducted, noise levels in the vicinity of the residential dwellings located along Grouse Ridge Road (Noise Monitoring Location #2) were primarily influenced by line noise emanating from the existing J1 Lift (Highlands Gondola). To a lesser extent, noise emanating from other area sources, including distant vehicle traffic on area roadways and voices/music emanating from the general vicinity of Northstar Village also contributed to the measured ambient noise levels. Noise emanating from the J1 Lift (Highlands Gondola) drive terminal were not detectable at the time during which the measurements were conducted. Again, it is important to reiterate that the ambient noise measurements were not conducted for purposes of evaluating existing noise sources, including the J1 Lift (Highlands Gondola) for compliance with current County noise code requirements.



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805.226.2727
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The noise analysis evaluated proposed activities and sources that would be constructed with project implementation. As noted in the DEIR, noise levels associated with proposed non-transportation noise sources were evaluated based on representative noise level data obtained for similar equipment and uses. The proposed J Lift would be a top-drive lift, with the drive terminal located at the upper terminus of the lift. No noise-sensitive land uses that would be affected by the proposed drive terminal operations are located in the vicinity of the upper terminus. The proposed J Lift would also include an emergency backup generator to be operated in the event of a power failure. Although typically housed near the drive terminal, the location of the proposed emergency generator could not be confirmed at the time the analysis was conducted. Therefore, to be conservative, the analysis was based on the assumption that the generator could potentially be located at the lower terminus of the proposed J Lift, which is located approximately 100 feet south of the existing J1 Lift (Highlands Gondola) terminus. It has since been confirmed that the emergency generator would be located at the upper terminus of the proposed J1 Lift. As noted earlier, no noise-sensitive receptors have been identified in the vicinity of the upper terminus that would be adversely affected by the project. As a result, operation of the proposed J Lift at the upper terminus would not result in an exceedance of the County's noise standards at nearby noise-sensitive land uses.

Based on noise measurement file data obtained from similar lifts, operational noise levels at the proposed J Lift lower terminus, which would exclude emergency generator and drive operations, and along the cable runs would average approximately 60 dBA L_{eq} , or less, at 10 feet. Based on this noise level and given that the emergency generator and drive operations for the proposed J Lift would be housed at the upper terminus, predicted exterior operational noise levels would be 35 dBA L_{eq} , or less, at 100 feet and would be largely indiscernible in comparison to ambient noise levels. Based on this noise level and assuming an average exterior-to-interior noise reduction of 25 dB, predicted interior noise levels at the nearest noise-sensitive land uses would not exceed the County's interior noise standard of 45 dBA L_{eq} . As a result, noise-sensitive land uses located near the lower terminus and along the cable runs of the proposed J Lift would not result in an exceedance of the County's noise standards.

Responses to NVA Comments

Comment 1: Provide specifics on whether the noise studies were conducted while the Highlands Gondola was in operation, and the contribution (if any) of that gondola's operation on the conclusions of the increase in noise by the J Lift will be <66 dba outside and <45 dba indoors.

Response: Ambient noise measurements were conducted while the Highlands Gondola was in operation. However, as discussed above, evaluation of existing noise sources, including the Highlands Gondola, for determination of compliance with the County's noise control ordinance standards was not a focus of the noise assessment/DEIR. The existing Highlands Gondola is not part of the proposed project. As noted above, operational noise levels associated with the proposed J Lift would not exceed the County's noise standards. (Refer to the noise impact assessment overview, above.)

Comment 2: Section 11 of the Draft Environmental Impact Report (DEIR) sets forth a Noise report that concludes at page 11-26 that "project-level [noise] impacts would be considered less than significant." Unfortunately, that conclusion is premised on a deficient analysis as to potential noise impacts of the proposed J lift's bottom terminal to the residential units owned by members of Northstar Village Association.



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Paso Robles, CA 93446
805.226.2727
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Response: As noted above, operational noise levels associated with the proposed J Lift would not exceed the County's noise standards. (Refer to the Noise Impact Assessment Overview, above.)

Comment 3: Ambient noise measurement surveys, on which the DEIR relies, did not include a survey point for the closest residential units to the proposed J lift's bottom terminal. The closest units to the J lift bottom terminal are less than 200 feet away in the Iron Horse South building highlighted in yellow, which are part of what the Noise Study termed the "Tahoe Mountain Resorts Luxury Residences." By contrast, the ambient noise measurement surveys took observations from over 400 feet away at the center of the ice-skating rink in the Village at Northstar and over 700 feet away at the Terminus of Grouse Ridge Road.

Response: As noted in the DEIR and discussed above, the ambient noise measurement surveys are not solely relied upon for determination of impact significance. In this instance, predicted operational noise levels associated with the proposed J Lift were conservatively assumed to be largely associated with the operation of the proposed emergency generator. Noise levels associated with cable runs and the lower terminal were not found to result in a significant contribution of predicted operational noise levels associated with the proposed J Lift. Although typically housed near the drive terminal, the location of the proposed emergency generator could not be confirmed at the time the analysis was conducted. Therefore, to be conservative, the analysis was based on the assumption that the generator could potentially be located at the lower terminus of the proposed J Lift, which is located approximately 100 feet south of the J1 Lift (Highlands Gondola) terminus. However, it has since been confirmed that the emergency generator would be located at the upper terminus of the proposed J1 Lift. No noise-sensitive land uses are located in the vicinity of the upper J Lift terminus that would be adversely affected by the proposed project. As noted above, operational noise levels associated with the proposed J Lift lower terminus (excluding emergency generator and drive operations) and along the proposed cable runs would not exceed the County's noise standards. (Refer to the Noise Impact Assessment Overview, above.)

Comment 4: The DEIR contemplates additional noise caused by the proposed J lift, and thus implicitly assumes existing noise per the ambient noise measurement surveys are acceptable. They are not. In particular, the "Highlands Gondola," also known as the "J1 Lift," was constructed as a bottom drive, fixed-grip, pulse gondola instead of the "top drive" "high-speed detachable lift with a combination of open chair and enclosed cabin carriers" to which Vail Resorts' predecessor committed in page 3-8 and other sections of the Northstar-at-Tahoe Mountain Improvements Project (NTMIP) DEIR (January 2004) and as contemplated in the Northstar Highlands DEIR (July 2004). That significant difference in its design and operation has resulted in an untenable, pulsating, siren-like noise impact for the Village residential properties—especially those facing the current J1 lift and proposed J lift in the Iron Horse South building. It is unclear whether the ambient noise measurement surveys per Table 11-2 on page 11-7 of the NMMP DEIR include times when the Highlands Gondola or J1 lift was in operation because observation point #2 includes a maximum of 41.8 dBA with an existing noise source as "J lift," which might actually be J1 lift/Highlands Gondola. Accordingly, the DEIR fails to properly address the actual noise of the proposed J lift's bottom terminal by apparently including the unacceptable and intermittent noise from the J1 lift/Highlands Gondola.

Response: As noted in the DEIR and discussed above, the ambient noise measurement surveys are not solely relied upon for determination of impact significance. In this instance, predicted operational noise levels associated with the proposed J Lift were conservatively assumed to be largely associated with the operation of the proposed emergency generator. Operational noise levels for the proposed emergency generator were based on representative manufacturer data. Noise levels associated with cable runs and the lower terminal were not found to result in a significant contribution of predicted operational noise levels associated with the



612 12TH Street, Suite 201
Paso Robles, CA 93446
805.226.2727
AmbientCA.com

proposed J Lift. As noted above, operational noise levels associated with the proposed J Lift would not exceed the County's noise standards.

It is important to note that operational noise levels associated with individual existing non-transportation noise sources are subject to the noise standards identified in the County's noise control ordinance. Evaluation of existing noise sources, including the Highlands Gondola, for determination of compliance with County's noise control ordinance was not a focus of the noise assessment/DEIR. The existing Highlands Gondola is not part of the proposed project. (Refer to the Noise Impact Assessment Overview, above.)

Comment 5: As an additional matter, revisit the NTMIP DEIR—sponsored by preceding owner of the Northstar ski resort and that is essentially the precursor to the current NMMP—and seek verification that the J1 lift/Highlands Gondola meets the Noise report in Section 4.6 of that DEIR, including the requirement of adequate noise mitigation measures, such as noise barriers, such that noise from it does not exceed 50 dBA at the property line for of a residential area in which the J1 lift/Highlands Gondola sits as required by Table 9-1 of the Placer County General Plan, as restated in Table 11-5 of the NMMP's DEIR. We believe noise from the J1 lift/Highlands Gondola exceeds 50 dBA at the property line the Village residential properties and other County noise ordinances. We are confident that it does not meet these standards, especially because the ski resort, now managed by Vail Resorts, has strayed far from the original construction plan from the J1 lift in the NTMIP. (Refer to the Noise Impact Assessment Overview above.)

Response: As noted above, operational noise levels associated with individual existing non-transportation noise sources are subject to the noise standards identified in the County's noise control ordinance. Evaluation of existing noise sources, including the Highlands Gondola, for determination of compliance with the County's noise control ordinance standards was not a focus of the noise assessment/DEIR. The existing Highlands Gondola is not part of the proposed project. (Refer to the Noise Impact Assessment Overview, above.)

Comment 6: Placer County should fulfill its role in requiring Vail Resorts to make the necessary commitments so that noise from the J lift and existing J1 lift/Highlands Gondola demonstrably and clearly meet noise standards for residential areas, especially at the property line and especially in residential sleeping areas during sleeping hours.

Response: As noted above, noise levels associated with proposed J Lift would not exceed County noise standards. Noise levels associated with the operation of individual existing non-transportation noise sources are subject to the noise standards identified in the County's noise control ordinance. Evaluation of existing noise sources, including the Highlands Gondola, for determination of compliance with the County's noise control ordinance standards was not a focus of the noise assessment/DEIR. The existing Highlands Gondola is not part of the proposed project. (Refer to the Noise Impact Assessment Overview, above.)

**Delivered Under Separate Cover:
Correspondence**

