

Mitigation Monitoring and Reporting Program for the North Entry Area Plan Environmental Impact Report Healdsburg, California

Prepared for:



City of Healdsburg

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Table 1: North Entry Area Plan EIR¹ Mitigation Monitoring and Reporting Program

Mitigation Measures	Timing of Verification	Responsible Entity	Method of Verification	Verification of Completion	
				Date	Initial
Section 3.2—Transportation/Traffic					
MM TRANS-1a: To address anticipated deficient roadway operations, the City has planned for roadway improvements to Dry Creek Road/U.S. 101 South Ramps (study intersection 1) that include signalization. New development within the plan area shall be required to contribute a proportional share allocation towards the cost of installation of a traffic signal at Dry Creek Road/U.S. 101 South.	Prior to issuance of first Certificate of Occupancy for each development project	Project sponsor for each subsequent project undertaken pursuant to the North Entry Area Plan.	City shall confirm payment of proportional fair share fee		
MM TRANS-1b: New development within the plan area shall be required to improve the northbound approach to Dry Creek Road/Grove Street (study intersection 3). The approach shall be restriped to include a separate left-turn lane with a length of at least 275 feet and the signal modified to provide protected left-turn phasing, with the existing right-turn lane converted to use for through/right-turn movements.	Prior to issuance of first Certificate of Occupancy in plan area	Project sponsor for each subsequent project undertaken pursuant to the North Entry Area Plan.	City shall confirm completion of restriping		
MM TRANS-1c: New developments within the plan area shall be required to prepare and implement a Transportation Demand Management (TDM) Plan to minimize traffic as much as is reasonably feasible. Such Plans may include measures such as ride-sharing, transit passes, unbundled parking, directing traffic to the Lytton Springs Road interchange, guaranteed rides home, and other impact-reducing measures and shall be submitted to and approved by the City as part of any individual development approvals.	Prior to issuance of first building permit for each development project	Project sponsor for each subsequent project undertaken pursuant to the North Entry Area Plan.	City review and approval of TDM plan. City to confirm that ongoing performance requirements are incorporated into a recorded deed restriction or other agreement with the City, to the City's satisfaction.		

¹ Includes mitigation measures from the Initial Study included in EIR Appendix A.

Table 1 (cont.): North Entry Area Plan EIR Mitigation Monitoring and Reporting Program

Mitigation Measures	Timing of Verification	Responsible Entity	Method of Verification	Verification of Completion	
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MM TRANS-3: Prior to development of the plan area, an emergency vehicle only access point shall be established such that access and egress can be maintained during a train pre-emption, at the at-grade railroad crossing at the site entry.	Prior to issuance of first building permit in plan area	Project sponsor for each subsequent project undertaken pursuant to the North Entry Area Plan.	City shall verify implementation of emergency vehicle access		
MM TRANS-5: New development within the plan area shall be required to contribute a proportional share allocation towards the cost of widening Dry Creek Road to accommodate a westbound left-turn lane the entire length between the U.S. 101 South and North Ramps. The amount paid shall include a proportional share of the cost to widen the westbound approach to Dry Creek Road/U.S. 101 North Ramps to include a second lane; the left lane would feed into the left-turn lane at the U.S. 101 South Ramps and the right lane would be a shared through/right-turn lane serving through traffic and right turns onto the U.S. 101 North on-ramp. These improvements would allow queues in the westbound left-turn lane at the U.S. 101 South Ramps to stack beyond the Dry Creek Road/U.S. 101 North Ramps intersection, if needed, without impacting through traffic.	Prior to issuance of first Certificate of Occupancy for each development project	Project sponsor for each subsequent project undertaken pursuant to the North Entry Area Plan.	City shall confirm payment of proportional fair share fee		
Cumulative MM TRANS-1: New development within the plan area shall be required to contribute a proportional share allocation towards the cost of signaling Dry Creek Road/U.S. 101 North Ramps. The design for the traffic signal shall include provision of an overlap phase between the westbound through movement and the right turn from the off-ramp.	Prior to issuance of first Certificate of Occupancy for each development project	Project sponsor for each subsequent project undertaken pursuant to the North Entry Area Plan.	City shall confirm payment of proportional fair share fee		

Table 1 (cont.): North Entry Area Plan EIR Mitigation Monitoring and Reporting Program

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Section 3.3—Air Quality					
<p>MM AIR-3: Prior to occupancy of any residential components of the proposed plan that would occur while construction within the plan area is still underway, the applicant shall retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with the ARB and the Office of Environmental Health and Hazard Assessment requirements to determine the exposure of plan residents to TACs. The HRA shall be submitted to the Planning Division for review and approval. If the HRA concludes that the air quality risks from ongoing or future construction activities would result in health risks for on-site receptors that are above BAAQMD recommended thresholds that are in place at the time of the analysis (Section 2.3 of the 2017 BAAQMD CEQA Guidelines), then additional measures, such as the requirement for construction equipment to meet certain tier engine standards for off-road equipment, shall be required for all subsequent phases of construction. Alternatively, this mitigation measure can be satisfied by delaying occupancy of any on-site residential components until construction of the entirety of the proposed plan area is complete.</p>	<p>Prior to issuance of Certificate of Occupancy for residential uses</p>	<p>Project sponsor for each subsequent project undertaken pursuant to the North Entry Area Plan.</p>	<p>City review and approval of HRA. If HRA results in requirement for additional construction measures, City to confirm that such requirements are printed on all future pertinent plan sheets for construction and included in bid documents.</p>		
Section 3.4—Greenhouse Gas Emissions and Energy					
<p>MM GHG-1: Prior to the final discretionary approval for each development project in the plan area, each developer shall provide documentation to the City of Healdsburg demonstrating that the proposed development would meet the BAAQMD recommended threshold of significance for individual projects or would achieve additional GHG emissions reductions sufficient to meet the recommended threshold through a combination of one or more of the following measures and/or other comparable measures approved by the City:</p>	<p>Prior to final discretionary approval for each development project</p>	<p>Project sponsor for each subsequent project undertaken pursuant to the North Entry Area Plan.</p>	<p>City review and approval of GHG reduction measures. City to confirm that project design elements required pursuant to this mitigation measure are printed on</p>		

Table 1 (cont.): North Entry Area Plan EIR Mitigation Monitoring and Reporting Program

Mitigation Measures	Timing of Verification	Responsible Entity	Method of Verification	Verification of Completion	
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<ul style="list-style-type: none"> • Commit to 100 percent renewable energy use through a combination of use of on-site renewable energy and Healdsburg Electric’s “Green Rate” program. • Install onsite solar panels to generate electricity on-site electricity consumption. • Provide documentation of how a ride sharing program or other transportation demand management program for hotel, office, and retail employees would be implemented starting no later than 60 days after operations begin. Use of electric vehicles for ride-share program would further reduce GHG emissions. • Install electric vehicle charging stations at workplaces and multi-family residences to promote the use of electric vehicles. • Use heat-pumps (rather than natural gas) for heating of residential and commercial spaces. • Purchase voluntary carbon credits from a verified GHG emissions credit broker in an amount sufficient to offset operational GHG emissions that exceed the recommended significance threshold over the lifetime of the proposed development (or a reduced amount estimated based on implementation of other measures listed above). Copies of the contract(s) shall be provided to the City. 			<p>pertinent plan sheets for construction and included in bid documents. City to confirm that ongoing performance standards are incorporated into conditions of approval for project.</p>		
Section 3.5—Noise					
<p>MM NOI-1a: To reduce the occurrence of potentially-significant construction noise impacts to noise-sensitive receptors in the plan area vicinity (or sensitive receptors within the plan area during future buildout), the construction contractor for each development project within the plan area shall comply with the following:</p> <ul style="list-style-type: none"> • Equip internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and are appropriate for the equipment. • Locate stationary noise-generating equipment as far as possible from sensitive receptors in the vicinity. 	During construction	Project sponsor for each subsequent project undertaken pursuant to the North Entry Area Plan; construction contractor(s)/ general manager	Site inspection by City grading and building inspectors. City to confirm requirements are printed on pertinent plan sheets for construction and included in bid documents.		

Table 1 (cont.): North Entry Area Plan EIR Mitigation Monitoring and Reporting Program

Mitigation Measures	Timing of Verification	Responsible Entity	Method of Verification	Verification of Completion	
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<ul style="list-style-type: none"> • Locate staging areas and construction material areas as far away as possible from adjacent land uses. • Prohibit all unnecessary idling of internal combustion engines. • Utilize “quiet” air compressors and other stationary noise sources where technology exists. • Erect temporary noise control blanket barriers in a manner to shield noise-sensitive uses. • Control noise levels from workers’ amplified music so that sounds are not audible to sensitive receptors in the vicinity. • If impact pile driving is proposed, multiple-pile drivers shall be considered to expedite construction. Although noise levels generated by multiple pile drivers would be higher than the noise generated by a single pile driver, the total duration of pile driving activities would be reduced. • If impact pile driving is proposed, temporary noise control blanket barriers shall shroud pile drivers or be erected in a manner to shield the adjacent land uses. Such noise control blanket barriers can be rented and quickly erected. • If impact pile driving is proposed, foundation pile holes shall be pre-drilled to minimize the number of impacts required to seat the pile. Pre-drilling foundation pile holes is a standard construction noise control technique. Pre-drilling reduces the number of blows required to seat the pile. Notify all adjacent land uses of the construction schedule in writing. • Designate a “disturbance coordinator” responsible for responding to complaints about each project development’s construction noise and taking reasonable measures to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in any notice sent to neighbors regarding the construction schedule. • The construction contract shall prohibit noise producing construction activities between the hours of 6:00 p.m. and 7:30 a.m. Monday through Saturday, or at any time on a Sunday or legal holiday. 					

Table 1 (cont.): North Entry Area Plan EIR Mitigation Monitoring and Reporting Program

Mitigation Measures	Timing of Verification	Responsible Entity	Method of Verification	Verification of Completion	
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<p>MM NOI-1b: Prior to the issuance of building permits for each development project within the plan area, the following requirements shall be implemented:</p> <ul style="list-style-type: none"> • For multi-family residential or motel/hotel projects proposed in areas where exterior day/night average noise levels are, or are projected to exceed, 65 dBA L_{dn} (i.e., within 290-feet of the centerline of U.S. 101), an acoustic analysis shall be prepared that recommends project improvements, as needed, to maintain interior noise levels at or below 45 dBA L_{dn}. This can typically be accomplished with the incorporation of an adequate forced air mechanical ventilation system in the residential units to allow residents the option of controlling noise by keeping the windows closed. The City shall confirm that the recommendations will reduce noise levels below the threshold levels and require compliance with the recommendations of the acoustic analysis. • For school, library, church, hospital, nursing home, neighborhood park, or commercial projects proposed in areas where exterior day-night average noise levels are, or are projected to exceed 70 dBA L_{dn} (i.e., within 140-feet of the centerline of U.S. 101) an acoustic analysis shall be prepared that recommends project improvements, as needed, to maintain interior noise levels at or below 45 dBA L_{dn}, if needed. Standard office construction methods typically provide about 25 to 30 decibels of noise reduction in interior spaces. The City shall confirm that the recommendations will reduce noise levels below the threshold levels and require compliance with the recommendations of the acoustic analysis. 	<p>Prior to issuance of building permits for each development project, if applicable</p>	<p>Project sponsor for each subsequent project undertaken pursuant to the North Entry Area Plan; certified acoustical engineer</p>	<p>City review and approval of acoustical analysis. City to confirm that project design elements required pursuant to this mitigation measure are printed on pertinent plan sheets for construction and included in bid documents.</p>		

Table 1 (cont.): North Entry Area Plan EIR Mitigation Monitoring and Reporting Program

Mitigation Measures	Timing of Verification	Responsible Entity	Method of Verification	Verification of Completion	
				Date	Initial
<p>MM NOI-1c: Prior to the issuance of building permits for each development project within the plan area, the following requirement, if applicable, shall be met:</p> <ul style="list-style-type: none"> For any noise-sensitive land uses proposed within 50-feet of the railroad centerline, the City shall ensure that an acoustic analysis be prepared that recommends project improvements, as needed, to maintain interior noise levels at or below 45 dBA L_{dn}. The City shall confirm that the recommendations will reduce noise levels below the threshold levels and require compliance with the recommendations of the acoustic analysis. 	Prior to issuance of building permits for each development project, if applicable	Project sponsor for each subsequent project undertaken pursuant to the North Entry Area Plan; certified acoustical engineer	City review and approval of acoustical analysis. City to confirm that project design elements required pursuant to this mitigation measure are printed on pertinent plan sheets for construction and included in bid documents.		
<p>MM NOI-2: Prior to the issuance of building permits for each development project within the plan area, an acoustic analysis conducted by a qualified noise specialist shall be prepared for structures in the plan area that are located within 100 feet of the centerline of the railroad. The analysis shall specify measures including, but not limited to, setbacks and structural design features that will reduce vibration levels at or below the guidelines of the FTA Groundborne Vibration Impact Criteria shown in Table 3.5-7. The City shall confirm that the recommendations will reduce vibration levels below the threshold levels and require compliance with the recommendations of the acoustic analysis.</p>	Prior to issuance of building permits for each development project, if applicable	Project sponsor for each subsequent project undertaken pursuant to the North Entry Area Plan; certified acoustical engineer	City review and approval of acoustical analysis. City to confirm that project design elements required pursuant to this mitigation measure are printed on pertinent plan sheets for construction and included in bid documents.		

Table 1 (cont.): North Entry Area Plan EIR Mitigation Monitoring and Reporting Program

Mitigation Measures	Timing of Verification	Responsible Entity	Method of Verification	Verification of Completion	
				Date	Initial
Initial Study Section 4—Biological Resources					
<p>MM BIO-1: The following requirement shall be imposed as a condition of approval on all development within the proposed plan area: A pre-construction survey of the site shall be required in order to ensure that nesting raptors, loggerhead shrikes, and other nesting special-status birds are not nesting during project construction. Specifically, these measures shall include:</p> <ul style="list-style-type: none"> • If construction is proposed during the breeding/nesting season for local avian species (typically February 15 through August 31), a focused survey for active nests of migratory birds within and in the vicinity of the project plan shall be conducted by a qualified biologist. Two surveys will be conducted, at least one (1) week apart, with the second survey occurring no more than two (2) days prior to tree removal. If no active nests are found, tree removal or construction activities may proceed. • If an active nest is located during pre-construction surveys, the United States Fish and Wildlife Service (USFWS) and/or the California Department of Fish and Wildlife (CDFW), as appropriate, shall be notified regarding the status of the nest. Furthermore, construction activities shall be restricted to avoid disturbance of the nest until it is abandoned or the biologist deems disturbance potential to be minimal. Restrictions may include establishment of exclusion zones or alteration of the construction schedule. 	Prior to issuance of each grading permit, if applicable	Project sponsor for each subsequent project undertaken pursuant to the North Entry Area Plan; qualified biologist	City review and approval of nesting bird survey results, including implementation of protective exclusions zones (fencing), if required. City to confirm that this requirement is printed on pertinent plan sheets for construction and included in bid documents.		

Table 1 (cont.): North Entry Area Plan EIR Mitigation Monitoring and Reporting Program

Mitigation Measures	Timing of Verification	Responsible Entity	Method of Verification	Verification of Completion	
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<p>MM BIO-2: Prior to any specific project development approval or grading that may fill or otherwise encroach into potentially jurisdictional waters of the U.S., the project proponent shall conduct a delineation of waters of the U.S. to determine the extent of USACE, RWQCB, and CDFW potentially jurisdictional features that would be potentially impacted on-site. Any encroachment or fill in these USACE, RWQCB and/or CDFW jurisdictional areas shall not occur unless a Section 404/Section 401 permit or Waste Discharge Requirement and/or Streambed Alteration Agreement, respectively, are acquired and the project proponent replaces the lost value of the jurisdictional area to the satisfaction of the resource agencies issuing the permits to ensure a no-net loss. If proposed development will encroach upon or fill any jurisdictional wetland areas, the applicant shall do the following:</p> <ul style="list-style-type: none"> • Apply for a Section 404 permit from the USACE concurrently or after verification of the wetland delineation by the USACE. Any wetlands that would be lost or disturbed shall be replaced or rehabilitated on a “no net loss” basis in accordance with the USACE mitigation guidelines. On-site creation of wetland habitat may be preferred to off-site mitigation. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by methods agreeable to the USACE; • Obtain a Section 401 water quality waiver of certification from the Regional Water Quality Control Board (RWQCB); and • Obtain a Streambed Alteration Agreement with the CDFW. <p>If encroachment upon or fill of wetlands is proposed, as a condition of approval for all future development within the plan area, a mitigation plan shall be implemented that includes at least one of the following:</p> <ul style="list-style-type: none"> • Completion of an on-site Mitigation and Monitoring Plan that includes on-site creation/preservation of the wetlands and/or; • Credits may be obtained at an approved mitigation bank. 	<p>Prior to issuance of each grading permit, if applicable</p>	<p>Project sponsor for each subsequent project undertaken pursuant to the North Entry Area Plan shall complete consultation with resource agencies and submit permits, mitigation plan, and/or evidence of mitigation bank credits, as required.</p>	<p>City shall confirm that consultation with resource agencies has been completed.</p>		

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Mitigation Measures	Timing of Verification	Responsible Entity	Method of Verification	Verification of Completion	
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Initial Study Section 5—Cultural Resources					
<p>MM CUL-1: In the event a potentially significant cultural resource is encountered during subsurface earthwork activities, all construction activities within a 100-foot radius of the find shall cease and workers should avoid altering the materials until a qualified archaeologist who meets the Secretary of Interior’s Professional Qualification Standards for archaeology has evaluated the situation. The applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction activities shall be recorded on appropriate Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria by a qualified archaeologist. Potentially significant cultural resources consist of but are not limited to stone, bone, glass, ceramics, fossils, wood, or shell artifacts, or features including hearths, structural remains, or historic dumpsites. If the resource is determined to be significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant in accordance with Section 15064.5 of the CEQA Guidelines. The archaeologist shall also perform appropriate technical analyses, prepare a comprehensive report complete with methods, results, and recommendations, and provide for the permanent curation or repatriation of the recovered resources in cooperation with the designated Most Likely Descendant (MLD) as needed. The report shall be submitted to the City of Healdsburg, the Northwest Information Center, and the State Historic Preservation Office (SHPO), if required. The plan shall be approved by the City of Healdsburg for review and approval prior to implementation, and the applicant shall adhere to the recommendations in the plan.</p>	During construction	Project sponsor for each subsequent project undertaken pursuant to the North Entry Area Plan; construction contractor(s)/general manager	City shall ensure that the requirement is printed on plan sheets for earthwork and included in bid documents		

Table 1 (cont.): North Entry Area Plan EIR Mitigation Monitoring and Reporting Program

Mitigation Measures	Timing of Verification	Responsible Entity	Method of Verification	Verification of Completion	
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<p>MM CUL-2: In the event that fossils or fossil-bearing deposits are discovered during construction activities, excavations within a 100-foot radius of the find shall be temporarily halted or diverted. The construction contractor shall notify a qualified paleontologist to examine the discovery. The applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The paleontologist shall document the discovery as needed in accordance with Society of Vertebrate Paleontology standards and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction activities are allowed to resume at the location of the find. If the applicant determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of construction activities on the discovery. The plan shall be submitted to the City of Healdsburg for review and approval prior to implementation, and the applicant shall adhere to the recommendations in the plan.</p>	During construction	Project sponsor for each subsequent project undertaken pursuant to the North Entry Area Plan.; construction contractor(s)/general manager	City shall ensure that the requirement is printed on plan sheets for earthwork and included in bid documents		
<p>MM CUL-3: In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and Section 5097.98 must be followed. If during the course of project development there is accidental discovery or recognition of any human remains, the following steps shall be taken: 1. There shall be no further excavation or disturbance within 100 feet of the remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American,</p>	During construction	Applicant(s), Construction contractor(s)/general manager	City shall ensure that the requirement is printed on plan sheets for earthwork and included in bid documents		

Table 1 (cont.): North Entry Area Plan EIR Mitigation Monitoring and Reporting Program

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<p>the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the most likely descendant (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98.</p> <p>2. Where the following conditions occur, the landowner or his or her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or within the plan area in a location not subject to further subsurface disturbance:</p> <ul style="list-style-type: none"> • The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission. • The descendant identified fails to make a recommendation. • The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner. 					

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Initial Study Section 8—Hazards and Hazardous Materials					
MM HAZ-1: The Comstock property developer shall prepare a dust control plan that specifies measures to reduce fugitive dust emissions during construction. The developer shall also prepare an asbestos dust mitigation plan to be submitted to and approved by BAAQMD, in accordance with 17 CCR Section 93105 and 8 CCR Section 1529.	Prior to issuance of first building and/or grading permit in the plan area	Project sponsor for each subsequent project undertaken pursuant to the North Entry Area Plan; construction contractor(s)/general manager	City review and approval of dust control plan. Field inspection by City grading and building inspectors		
MM HAZ-2: The Comstock property developer shall provide a secondary emergency vehicle access point to facilitate more orderly and efficient levels of development and minimize delaying emergency response times.	Prior to issuance of first building permit in the plan area	Project sponsor for each subsequent project undertaken pursuant to the North Entry Area Plan.	City shall verify implementation of emergency vehicle access		

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