

HOTEL PROJECT SONOMA

Mitigation Monitoring and Reporting Program

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Hotel Project Sonoma Mitigation Monitoring and Reporting Program

City of Sonoma

SCH # 2015062041

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MITIGATION MONITORING AND REPORTING PROGRAM

CALIFORNIA ENVIRONMENTAL QUALITY ACT REQUIREMENT

Where a California Environmental Quality Act (CEQA) document has identified significant environmental effects, Public Resources Code Section 21081.6 requires adoption of a “reporting or monitoring program for the changes to the project which it has adopted or made a condition of a project approval to mitigate or avoid significant effects on the environment.”

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared to provide for the monitoring of mitigation measures required of the Hotel Project Sonoma (project or proposed project), as set forth in the Final Environmental Impact Report (Final EIR).

The City of Sonoma (City) is the Lead Agency that must adopt the MMRP for development and operation of the project. This report will be kept on file with the City of Sonoma Planning Department, No. 1 The Plaza, Sonoma, CA 95476.

The CEQA Statutes and Guidelines provide direction for clarifying and managing the complex relationships between a lead agency and other agencies with implementing and monitoring mitigation measures. In accordance with CEQA Guidelines Section 15097(d), “each agency has the discretion to choose its own approach to monitoring or reporting; and each agency has its own special expertise.” This discretion will be exercised by implementing agencies at the time they undertake any of portion of the project, as identified in the EIR.

PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

The intent of the MMRP is to ensure the effective implementation and enforcement of adopted mitigation measures. The MMRP is intended to be used by City staff and others responsible for project implementation.

This document identifies the individual mitigation measures, the party responsible for monitoring implementation of the measure, the timing of implementation, and space to confirm implementation of the mitigation measures.

ROLES AND RESPONSIBILITIES

The City will oversee monitoring and documenting the implementation of mitigation measures. The applicant and its construction contractor are responsible for fully understanding and effectively implementing all of the mitigation measures contained within this MMRP. Certain mitigation measures also will require that the applicant coordinate or consult with one or more other public agencies in implementing mitigation measures specified herein.

CHANGES TO MITIGATION MEASURES

Any substantive change in the MMRP is required to be reported in writing. Modifications to the mitigation measures may be made by the City, subject to one of the following findings, and documented by evidence included in the public record:

- a. The mitigation measure included in the Final EIR and the MMRP is no longer required because the significant environmental impact identified in the Final EIR has been found not to exist, or to occur at a level which makes

the impact less than significant as a result of changes in the project, changes in environment conditions, or other factors.

OR,

- b. The modified or substitute mitigation measure provides a level of environmental protection equal to, or greater than that afforded by the mitigation measure included in the Final EIR and the MMRP; and,
- c. The modified or substitute mitigation measure or measures do not have significant adverse effects on the environment in addition to, or greater than those which were considered by the responsible hearing parties in their decisions on the Final EIR and the proposed project; and,
- d. The modified or substitute mitigation measures are feasible, and the City, through measures included in the MMRP or other City procedures, can ensure implementation.

SUPPORT DOCUMENTATION

Findings and related documentation supporting the findings involving modifications to mitigation measures shall be maintained in the project file with this MMRP and shall be made available to the public upon request.

This MMRP will be kept on file at:

City of Sonoma
Planning Department
No. 1 The Plaza
Sonoma, CA 95476
(707) 938-3681

MITIGATION MONITORING AND REPORTING PROGRAM FOR THE HOTEL PROJECT SONOMA

Impact	Mitigation Measure	Implementation Responsibility/Timing	Compliance Verification	Date Completed
<p>4.3 AIR QUALITY</p> <p>Impact 4.3-2: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable NAAQS or CAAQS.</p>	<p>Mitigation Measure 4.3-2: Implement BAAQMD Basic Construction Mitigation Measures Recommended for all Proposed Projects.</p> <p>The proposed project’s construction contractor shall comply with the following fugitive dust control best management practices, as recommended by the BAAQMD Basic Construction Mitigation Measures, or as modified before the time of project implementation, for reducing construction emissions of fugitive dust PM₁₀ and PM_{2.5}:</p> <ul style="list-style-type: none"> ▶ All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible. ▶ All haul trucks transporting soil, sand, or other loose material off-site shall be covered. ▶ All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. ▶ All vehicle speeds on unpaved roads shall be limited to 15 mph. ▶ All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 	<p>Implementation: Project applicant(s) and contractor(s).</p> <p>Timing: During construction activities.</p>		

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	<ul style="list-style-type: none"> ▶ Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. ▶ All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. <p>Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District’s phone number shall also be visible to ensure compliance with applicable regulations.</p>			
<p>4.5 CULTURAL AND TRIBAL CULTURAL RESOURCES</p> <p>Impact 4.5-1: Potential for Substantial Adverse Change in the Significance of an Archaeological Resource.</p>	<p>Mitigation Measure 4.5-1a: Worker’s Environmental Awareness Program (WEAP)</p> <p>The project applicant shall retain an archaeologist that is on the list of Graton Rancheria-approved archeologists to conduct a Worker’s Environmental Awareness Program (WEAP) training for all construction personnel on archaeological sensitivity prior to the commencement of any ground-disturbing activities. The WEAP training shall include a description of the types of cultural material that may be encountered, cultural sensitivity issues, the regulatory environment, and the proper protocol for treatment of the materials in the event of a find. The project applicant shall coordinate with the City to provide advance notice and an invitation to the Federated Indians of Graton Rancheria to participate in this training.</p>	<p>Implementation: Project applicant(s) and contractor(s).</p> <p>Timing: Prior to issuance of a Building Permit and during ground disturbing activities.</p>		

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<p>4.5 CULTURAL AND TRIBAL CULTURAL RESOURCES</p> <p>Impact 4.5-1: Potential for Substantial Adverse Change in the Significance of an Archaeological Resource.</p>	<p>Mitigation Measure 4.5-1b: Conduct a Cultural Resources Survey, Stop Work and Evaluate if Materials are Encountered, and Implement a Treatment Plan, as Necessary.</p> <ul style="list-style-type: none"> ▶ After the completion of demolition activities, a cultural resources survey shall be completed by an archaeologist who meets the Secretary of the Interior's professional qualifications standards. Additionally, limited subsurface explorations shall be completed through a series of auger hole borings. ▶ If any prehistoric or historic subsurface cultural resources are discovered during ground-disturbing activities, all work within 50 feet of the resources shall be halted and a qualified archaeologist shall be consulted to assess the significance of the find according to CEQA Guidelines Section 15064.5. This work shall also include the Federated Indians of Graton Rancheria (the Tribe) Tribal Historic Preservation Officer (THPO) for review and comment. ▶ If any find is determined to be significant, representatives from the City, the Tribe, and the archaeologist would meet to determine the appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered shall be, as necessary and at the discretion of the consulting archaeologist, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. In considering any suggested mitigation proposed by the consulting archaeologist to mitigate impacts to historical resources or unique archaeological resources, the City shall consult with the Tribe before determining whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, 	<p>Implementation: Project applicant(s) and contractor(s).</p> <p>Timing: Prior to issuance of a Building Permit and during ground disturbing activities.</p>		

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	<p>other appropriate measures (e.g., data recovery) may be instituted, along with other potential measures determined by the City in consultation with the Tribe.</p> <p>Work may proceed on other parts of the project site while mitigation is being carried out.</p>			
<p>4.5 CULTURAL AND TRIBAL CULTURAL RESOURCES</p> <p>Impact 4.5-3: Potential to Disturb Human Remains.</p>	<p>Mitigation Measure 4.5-3: Avoid Impacts to Human Remains Consistent with State Law.</p> <p>As described therein, if human remains are uncovered during future ground-disturbing activities, the project applicant and contractors would be required to halt potentially damaging excavation in the area of the burial and notify the County Coroner and a professional archaeologist to determine the nature of the remains. The coroner would be required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or State lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]). The responsibilities for acting upon notification of a discovery of Native American human remains are identified in California Public Resources Code Section 5097.9. Following the coroner’s findings, the property owner, contractor or project proponent, an archaeologist, and the Most Likely Descendant designated by the Native American Heritage Commission would determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The Most Likely Descendant would have 48 hours to complete a site inspection and make recommendations after being granted access to the site. A range of possible treatments for the remains, including nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to</p>	<p>Implementation: Project applicant(s) and contractor(s).</p> <p>Timing: In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery during construction.</p>		

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	<p>the descendants, or other culturally appropriate treatment may be discussed. Public Resources Code Section 5097.9 suggests that the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. The following is a list of site protection measures that could be employed:</p> <ol style="list-style-type: none"> 1. record the site with the NAHC and the appropriate Information Center, 2. use an open-space or conservation zoning designation or easement, and 3. record a document with the county in which the property is located. <p>If the NAHC is unable to identify a Most Likely Descendant or the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site, the Native American human remains and associated grave goods would be reburied with appropriate dignity on the subject property in a location not subject to further subsurface disturbance.</p>			
<p>4.5 CULTURAL AND TRIBAL CULTURAL RESOURCES Impact 4.5-4: Potential Impacts to Tribal Cultural Resources.</p>	<p>Mitigation Measure 4.5-4: Conduct a Tribal Cultural Resources Survey, Stop Work and Evaluate if Materials are Encountered, and Implement a Treatment Plan, as Necessary.</p> <ul style="list-style-type: none"> ▶ After the completion of demolition activities, a Tribal Cultural Resources survey shall be completed by the Tribe with an archaeologist who meets the Secretary of the Interior's professional qualifications standards. Additionally, limited subsurface explorations shall be completed through a series of auger hole borings and additional survey techniques determined by the City in consultation with the Tribe to be necessary to identify Tribal Cultural Resources. This could include ground penetrating radar (GPR) and canine investigation. 	<p>Implementation: Project applicant(s) and contractor(s).</p> <p>Timing: Prior to issuance of a Building Permit and during ground disturbing activities if tribal cultural resources are discovered.</p>		

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	<ul style="list-style-type: none"> ▶ The project applicant/contractor/s shall coordinate with the City to provide a schedule for ground-disturbing activities on-site, and extend an invitation for a Tribal Monitor a minimum of seven days prior to beginning earthwork, clearing and grubbing, or other soil disturbing activities. The Tribal Monitor shall be invited to inspect the project site, including any soil piles, trenches, or other disturbed areas, within the first five days of groundbreaking activity. ▶ If Tribal Cultural Resources are discovered during post-demolition activities, all work within 50 feet of the resource shall be halted and a qualified archaeologist shall be consulted to assess the significance of the find according to CEQA Guidelines Section 15064.5. This work shall also include the Federated Indians of Graton Rancheria (the Tribe) Tribal Historic Preservation Officer (THPO) for review and comment. ▶ If Tribal Cultural Resources are present, representatives from the City, the Tribe, and the archaeologist would meet to determine the appropriate avoidance measures or other appropriate mitigation. The City shall consult with the Tribe before determining whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) may be instituted, along with other potential measures determined by the City in consultation with the Tribe. <p>Work may proceed on other parts of the project site while mitigation is being carried out.</p>			
4.6 GEOLOGY, SOILS, AND PALEONTOLOGICAL RESOURCES	Mitigation Measure 4.6-4: Avoid Impacts to Unique Paleontological Resources.	Implementation: Project applicant(s) and contractor(s).		

Impact	Mitigation Measure	Implementation Responsibility/Timing	Compliance Verification	Date Completed
<p>Impact 4.6-4: Damage to Unknown Paleontological Resources.</p>	<p>Prior to the start of earthmoving activities, the project applicant shall retain a qualified archaeologist or paleontologist to train all construction personnel involved with earthmoving activities regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.</p> <p>If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work within 50 feet of the find and notify the City of Sonoma.</p> <p>The project applicant shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan. The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum curation for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the City to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resource or resources were discovered.</p>	<p>Timing: Prior to issuance of a Building Permit and during ground disturbing activities if paleontological resources are discovered.</p>		
<p>4.7 GREENHOUSE GAS AND ENERGY Impact 4.7-1: GHG Emissions Generation.</p>	<p>Mitigation Measure 4.7 1a: Minimize the inclusion of natural gas infrastructure and use of natural gas in all buildings and supporting operations.</p> <p>The City of Sonoma shall require the project applicant to prohibit natural gas infrastructure for the residential portion of the proposed project; limit natural gas infrastructure for the hotel portion of the proposed project to that which is necessary to meet the requirements of backup generators required for the proposed hotel operations; and minimize the use of natural gas in restaurant operations, including requiring the use of electric powered pumps for any water heating requirements. Natural gas infrastructure and operational equipment that would require the</p>	<p>Implementation: Project applicant(s).</p> <p>Timing: Prior to issuance of any Demolition or Grading Permit.</p>		

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	use of natural gas shall be submitted to the City for review prior to the issuance of any demolition or grading permit.			
4.7 GREENHOUSE GAS AND ENERGY Impact 4.7-1: GHG Emissions Generation.	Mitigation Measure 4.7-1b: Implement Mitigation Measure 4.13-2a, Transportation Demand Management for Project Guests and Employees.	Implementation: Project applicant(s) and contractor(s). Timing: Review and approval of Transportation Demand Management measures prior to issuance of Building Permit.		
4.7 GREENHOUSE GAS AND ENERGY Impact 4.7-1: GHG Emissions Generation.	Mitigation Measure 4.7-1c: Incorporate CALGreen Tier 2 Standards for Electric Vehicle Infrastructure Into Project Design – Non-Residential. The City of Sonoma shall require the project applicant to include provide electric vehicle (EV) capable parking at the rate consistent with California Green Building Standards Code (CALGreen) Tier 2 standards for the proposed non-residential uses based on the proposed size and scale of development. EV capable parking will include the installation of the enclosed conduit that forms the physical pathway for electrical wiring and adequate panel capacity to accommodate future installation of a dedicated branch circuit and charging station(s). As applicable to the proposed project, 2019 CALGreen Tier 2 standards require 20 percent of total parking spaces serving multifamily dwellings to be EV capable and 12 of up to 150 non-residential parking spaces be EV capable.	Implementation: Project applicant(s) and contractor(s). Timing: Prior to issuance of Building Permit.		
4.7 GREENHOUSE GAS AND ENERGY Impact 4.7-1: GHG Emissions Generation.	Mitigation Measure 4.7-1d: Incorporate CALGreen Tier 2 Standards for EV Infrastructure Into Project Design - Residential. The City of Sonoma shall require the project applicant to include provide EV capable parking at the rate consistent with CALGreen Tier 2 standards for the proposed residential uses based on the proposed size and scale of development. EV capable parking will include the installation of the enclosed conduit that	Implementation: Project applicant(s) and contractor(s). Timing: Prior to issuance of Building Permit.		

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	forms the physical pathway for electrical wiring and adequate panel capacity to accommodate future installation of a dedicated branch circuit and charging station(s).			
4.7 GREENHOUSE GAS AND ENERGY Impact 4.7-1: GHG Emissions Generation.	Mitigation Measure 4.7-1e: Purchase Electricity from a Power Mix that is 100 Percent Renewable. The City of Sonoma shall require the project applicant to subscribe to the Sonoma Clean Power 100 percent renewable electricity (EverGreen) program, or another program that provides 100 percent renewable electricity and achieves a comparably reduced GHG intensity in terms of pounds of carbon dioxide equivalents per megawatt-hour of electricity.	Implementation: Project applicant(s). Timing: Prior to issuance of Building Permit.		
4.7 GREENHOUSE GAS AND ENERGY Impact 4.7-1: GHG Emissions Generation.	Mitigation Measure 4.7-1f: Purchase and Retire GHG Emissions Credits. The project applicant shall purchase and retire greenhouse gas (GHG) emissions credits for the proposed project. Prior to the issuance of a building permit, the project applicant shall provide documentation for review and approval by the City of Sonoma, that demonstrates consistency with the requirements of this mitigation measure, including the specific performance standards outlined below regarding the credit program selected. The project applicant shall purchase and retire GHG emissions credits in an amount sufficient to reduce the proposed project’s annual amortized construction and operational emissions to a level considered less than cumulatively considerable based upon the 2030 target of 2.88 MT CO ₂ e per service population and the State’s goal of carbon neutrality by 2045. The project applicant shall purchase and retire GHG emissions credits sufficient to meet such requirements for operations through 2055, which reflects the assumed 30-year lifetime of the proposed project. Total operational emissions and required GHG credits were estimated for each year of operations over the 30-year project lifetime using incremental emissions estimates	Implementation: Project applicant(s). Timing: Emissions estimate provided to the City prior to Occupancy; Purchase and retirement of credits may be purchased up front or in advance; Documentation of sufficient purchase and retirement of credits required prior to January 1 of each calendar year for 30 years.		

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	<p>for the years 2025 through 2029, 2030 through 2049, and 2050 through 2055. Operational emissions for each incremental period of operations were based upon emissions estimates for the first year of each period (e.g., emissions for each year 2025 through 2029 were based upon 2025 emissions estimates). This approach provided consideration for the fact that mobile source emissions would decline in future years due to cleaner vehicles from fleet turnover and increasingly stringent emissions regulations. Although energy-related emissions would also decline due to increasingly stringent RPS standards, energy-related emissions were conservatively held constant for all operational years. Similarly, increased technological opportunities to reduce natural gas use in the proposed restaurant was not included in this analysis. Based on these timelines and the project's operational for the incremental blocks between 2025 and 2055, the total required credits is 32,903 MT CO₂e for the life of the project.</p> <p>The purchase and retirement of credits may occur through one of the following programs, which are all developed consistent with ARB's offset protocols: (i) a California Air Resources Board (CARB) approved registry, such as the Climate Action Reserve, California Offsets through the American Carbon Registry, and the Verified Carbon Standard; (ii) any registry approved by CARB to act as a registry under the California Cap and Trade program; or (iii) through the California Air Pollution Control Officers Association (CAPCOA) GHG Rx. Such credits shall be based on protocols approved by CARB, consistent with Section 95972 of Title 17 of the California Code of Regulations, and shall not allow the use of offset projects originating outside of California. Off-site mitigation credits shall be real, additional, quantifiable, verifiable, enforceable, permanent, consistent with the standards set forth in Health and</p>			

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	<p>Safety Code section 38562, subdivisions (d)(1) and (d)(2) and that satisfy all of the following criteria:</p> <ul style="list-style-type: none"> ▶ Real: emission reduction must have actually occurred, yielding quantifiable and verifiable reductions or removals determined using appropriate, accurate, and conservative methodologies that account for all GHG emissions sources, GHG sinks, and GHG reservoirs within the offset project boundary and account for uncertainty and the potential for activity-shifting leakage and market-shifting leakage. ▶ Additional: an emission reduction cannot be required by an existing law, rule, or other requirement that applies directly to the proposed project, or otherwise have occurred in a conservative business-as-usual scenario, consistent with CEQA Guidelines Section 15126.4(c)(3) and Health and Safety Code section 38562(d)(2). One carbon offset credit shall mean the past reduction or sequestration of one metric ton of carbon dioxide equivalent that is 'not otherwise required', consistent with CEQA Guidelines Section 15126.4(c)(3). ▶ Quantifiable: reductions must be quantifiable through tools or tests that are reliable, based on applicable methodologies, relative to the proposed project baseline in a reliable and replicable manner for all GHG emission sources and recorded with adequate documentation. Verifiable: the action taken to produce credits can be audited by an accredited verification body and there is sufficient evidence to show that the reduction occurred and was quantified correctly. ▶ Enforceable: an enforcement mechanism must exist to ensure that the reduction project is implemented correctly. 			

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	<p>► Permanent: emission reductions or removals must continue to occur for the expected life of the reduction project (i.e., not be reversible, or if the reductions may be reversible, that mechanisms are in place to replace any reversed GHG emissions reductions).</p> <p>The purchase and retirement of credits shall be prior to the start of each operational year at a level necessary to ensure that annual operational emissions and amortized construction emissions remain below the project-specific 2030 GHG efficiency threshold for each year for the operational life of the project plus emissions associated with natural gas use after 2030 and mobile source emissions for non-residential uses as required to be 15 percent lower than citywide emissions per service population. Purchase and retirement of credits can also occur for multiple years in advance up to the total purchase requirement described above.</p> <p>The applicant shall provide the City of Sonoma with evidence of the purchase and retirement of credits in adequate amounts and appropriate timing. If the entire amount is retired up-front, the applicant shall provide the City evidence of the purchase and retirement prior to approval of any building permit associated with the project. If the reduction credits are purchased annually, the applicant shall provide evidence to the City prior to the annual renewal of the business license. The evidence of purchase and retirement of credits shall include (i) the applicable protocol(s) and methodologies associated with the carbon offsets, (ii) the third-party verification report(s) and statement(s) affiliated with the carbon offset projects, and (iii) the unique serial numbers assigned by the registry(ies) to the carbon offsets to be retired, which serves as evidence that the registry has determined the carbon offset project to have been implemented in accordance with the applicable protocol or</p>			

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	methodology and ensures that the offsets cannot be further used in any manner.			
<p>4.8 HAZARDS AND HAZARDOUS MATERIALS</p> <p>Impact 4.8-4: Exposure of People and the Environment to Existing Hazardous Materials, Including Cortese-listed Sites.</p>	<p>Mitigation Measure 4.8-4a: Implement Soil and Groundwater Management Plan Recommendations.</p> <ul style="list-style-type: none"> ▶ Prior to the start of earthmoving activities, the project applicant must notify Chevron Environmental Management Company (CEMC), provide CEMC with copies of proposed constructions plans, and coordinate with CEMC regarding the potential to encounter contaminated soil and/or groundwater. The presence of a CEMC-authorized representative may be required on site during construction-related earthmoving activities. ▶ If evidence of stained or odiferous soils is encountered during project-related construction activities, CEMC must immediately be notified (if a CEMC-authorized representative is not already on site). Samples of the soil and/or groundwater (either in situ or from a segregated stockpile) must be collected by the property owner (or representative) for profiling purposes. If, based on a review of the profiling results, the Sonoma County Department of Resource Management Hazardous Materials Unit prohibits excavated soil from being reused on site due to the presence of petroleum hydrocarbons, then CEMC will coordinate with the property owner regarding the proper off-site disposal of the excavated soil. ▶ All excavated soil from the area affected by the former Chevron service station (which consists primarily of the proposed entry from SR 12 [West Napa Street] and the associated drive aisle; see AECOM 2014: Figure 2) must be stockpiled, or otherwise containerized, in a separate location from non-Chevron service station soil to allow 	<p>Implementation: Project applicant(s) and contractor(s).</p> <p>Timing: Prior to issuance of a Grading Permit and during ground disturbing activities.</p>		

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	for proper soil profiling, management, and disposal.			
<p>4.8 HAZARDS AND HAZARDOUS MATERIALS Impact 4.8-4: Exposure of People and the Environment to Existing Hazardous Materials, Including Cortese-listed Sites.</p>	<p>Mitigation Measure 4.8-4b: Implement BAAQMD and Cal OSHA Requirements for Asbestos and Lead Paint</p> <ul style="list-style-type: none"> ▶ The project applicant and its construction contractor/s shall comply with BAAQMD Rules 11-2-303 through 11-2-305. The project applicant and its construction contractor/s shall prepare an ACM survey prior to the start of construction activities and submit the survey results for BAAQMD review. The project applicant and its construction contractor/s shall implement all BAAQMD-recommended methods for removing, handling, and disposing of ACMs. ▶ The project applicant and its construction contractor/s shall implement Cal OSHA requirements related to handling and disposal of lead-based paint. 	<p>Implementation: Project applicant(s) and contractor(s).</p> <p>Timing: Prior to issuance of a Grading or Demolition Permit and during demolition activities.</p>		
<p>4.11 NOISE AND VIBRATION IMPACT 4.11-1: Generation of a Substantial Temporary (Construction-related) Increase in Ambient Noise Levels in the Vicinity of the Project in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies.</p>	<p>Mitigation Measure 4.11-1: Reduce Construction Noise</p> <p>The project applicant and contractor(s) shall implement the following measures, which shall be identified in construction contracts and acknowledged by the contractor(s):</p> <ul style="list-style-type: none"> ▶ Noise generating construction activities are prohibited on-site except between 8:00 a.m. and 6:00 p.m. Monday through Friday, between 9:00 a.m. and 6:00 p.m. on Saturday, and between 10:00 a.m. and 6:00 p.m. on Sundays and holidays. ▶ Construction equipment shall be properly maintained according to manufacturer specifications. ▶ All noise generating equipment used on-site shall use the best available noise control techniques 	<p>Implementation: Project applicant(s) and contractor(s).</p> <p>Timing: Prior to issuance of a Grading or Demolition Permit and during noise-generating demolition and construction-related activities.</p>		

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	<p>(e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds);</p> <ul style="list-style-type: none"> ▶ All air compressors and other stationary noise sources used on-site shall be “quiet” models, where commercially available. Select hydraulically- or electrically-powered equipment and avoid pneumatically powered equipment where commercially available. Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project demolition or construction shall be hydraulically- or electrically-powered wherever commercially available to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where it is demonstrated to the City that the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available; ▶ Use all available quieter procedures and equipment (e.g., using welding instead of riveting, mixing concrete off-site instead of on-site); ▶ Locate stationary noise-generating equipment as far as possible from sensitive receptors adjacent to the project site. Construct temporary noise barriers or partial enclosures to acoustically shield on-site noise-generating stationary equipment located within 50 feet of the edge of the project site boundary; ▶ Prohibit unnecessary idling of internal combustion engines; ▶ Prior to initiation of on-site construction-related demolition or earthwork activities, a minimum 12-foot-high temporary sound barrier shall be 			

Impact	Mitigation Measure	Implementation Responsibility/Timing	Compliance Verification	Date Completed
	<p>erected along the property line adjacent to operational businesses and occupied residences. These temporary sound barriers shall be constructed with sound shielding properties and shall be constructed so that vertical or horizontal gaps are eliminated. These temporary barriers shall remain in place while heavy construction equipment, such as excavators, dozers, scrapers, loaders, rollers, pavers, and dump trucks, are operating within 50 feet of the edge of the construction site in any area adjacent to noise-sensitive uses;</p> <ul style="list-style-type: none"> ▶ All construction-related traffic shall be limited to SR 12/West Napa Street in the vicinity of the project site and shall avoid streets with fronting noise-sensitive uses; ▶ Notify all businesses, residences or other noise-sensitive uses within 500 feet of the perimeter of the construction site of the construction schedule prior to the beginning of demolition and prior to each construction phase change that could potentially result in a temporary increase in ambient noise levels in the project vicinity; ▶ Signs shall be posted at the construction site that include permitted construction days and hours, a day and evening contact number for the job site, and a day and evening contact number for the on-site manager, and the City's Building Official, in the event of problems; ▶ An on-site manager shall be available to respond to and track noise and vibration complaints. The manager will determine the cause of any complaints (e.g., starting too early, bad muffler, etc.) and coordinate with the construction team to implement effective measures (considered technically and economically feasible) warranted to correct the problem. The telephone number of the manager shall be posted at the construction 			

Impact	Mitigation Measure	Implementation Responsibility/Timing	Compliance Verification	Date Completed
	<p>site and provided to properties within 500 feet of the project site in a notification letter. The manager shall notify the City's Building Official of all complaints within 24 hours. The manager will be trained to use a sound level meter and shall be available during all construction hours to respond to complaints; and</p> <ul style="list-style-type: none"> ▶ A pre-construction meeting shall be held with the City's Building Official and the general contractor/on-site manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are fully operational. 			
<p>4.11 NOISE AND VIBRATION IMPACT 4.11-3: Temporary, short-term exposure of sensitive receptors to potential groundborne noise and vibration from project construction.</p>	<p>Mitigation Measure 4.11-3: Reduce Construction-Related Vibration</p> <p>During site preparation, demolition, and construction activities, the following controls to reduce potential vibration impacts shall be implemented:</p> <ul style="list-style-type: none"> ▶ The use of vibratory rollers is prohibited. The construction contractor shall identify alternative soil compaction methods such as static rollers. ▶ The construction contractor shall utilize small- to medium-sized bulldozers that would produce less vibration than using large bulldozers. ▶ Prior to the issuance of building permits the applicant and/or construction contractor shall inspect and report on the current structural condition of the existing buildings within 50 feet from where vibratory rollers, large bulldozers, and the like would be used. ▶ During construction, if any vibration levels cause cosmetic or structural damage to existing buildings in close proximity to a project site, the applicant shall immediately issue "stop-work" orders to the construction contractor to prevent further damage. Work shall not restart until the 	<p>Implementation: Project applicant(s) and contractor(s).</p> <p>Timing: Prior to the issuance of Building Permits and during construction.</p>		

Impact	Mitigation Measure	Implementation Responsibility/Timing	Compliance Verification	Date Completed
	building is stabilized and/or preventive measures are implemented to relieve further damage to the building(s).			
<p>4.11 NOISE AND VIBRATION IMPACT 4.11-5: Long-term non-transportation noise levels at existing noise-sensitive receivers.</p>	<p>Mitigation Measure 4.11-5: Implement Measures to Reduce Potential Exposure of Sensitive Receptors to Non-Transportation Source-Generated Noise.</p> <p>The project applicant and contractor(s) shall implement the following measures, which shall be identified in construction contracts and acknowledged by the contractor(s):</p> <ul style="list-style-type: none"> ▶ Air conditioning units shall be shielded with continuous, solid material, with no gaps, and shall block the line of sight between the project and adjacent buildings and properties and shall be located at least 100 feet from the existing noise-sensitive uses. ▶ Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours of between 8:00 a.m. and 6:00 p.m. Monday through Friday. ▶ All electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications. ▶ On-site landscape maintenance equipment shall be equipped with properly operating exhaust mufflers and engine shrouds, in accordance with manufacturers' specifications. ▶ For landscape maintenance areas located within 400 feet of any occupied noise-sensitive land uses, the operation of on-site landscape maintenance equipment shall be limited to the least noise-sensitive periods of the day, between 8:00 a.m. and 6:00 p.m. Monday through Friday. 	<p>Implementation: Project applicant(s) and contractor(s).</p> <p>Timing: Demonstrate compliance with noise standards prior to issuance of Building Permit.</p>		

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<p>4.13 TRANSPORTATION IMPACT 4.13-2a: The VMT generated by the project would be potentially significant.</p>	<p>Mitigation Measure 4.13-2a: Transportation Demand Management for project guests and employees.</p> <p>Visitor-Focused VMT Mitigation Measures</p> <p>The project shall implement the following measures to reduce the project’s VMT from visitors.</p> <ul style="list-style-type: none"> ▶ Private Airport Shuttle: During peak season, the hotel shall offer a private airport shuttle to encourage patrons to avoid use of private vehicles. This effort could be coordinated with other area hotels to improve cost efficiency. ▶ Rental Car Service: During peak season, facilitate the use of rental cars for a more limited duration by coordinating the pick-up and drop-off of rental cars at the hotel for guests. ▶ Parking Price Incentives: Many hotels include parking in the cost of a room and by doing so, inadvertently encourage guests to bring cars and generate more congestion. As an alternative, the hotel shall unbundle the cost of parking from the room rate, indicating at the time of purchase that guests who arrive at the hotel in a private vehicle would be assessed an additional fee to park vehicles on-site. In addition to encouraging trip reduction, this measure could also reduce demand for on-site guest parking. ▶ Transportation Information: Providing guests with information regarding transportation options to the hotel and for transportation to sites in the area can help encourage guests to consider non-auto or rideshare options. This information shall be provided to guests as part of their registration confirmation process so that guests have the information early on to assist in their logistics planning for transportation options during their stay at the hotel. In addition, the project shall include an on-site transportation board including bicycle maps, trails, transit routes and schedules, 	<p>Implementation: Project applicant(s) and contractor(s).</p> <p>Timing: Review and approval of Transportation Demand Management measures prior to issuance of Building Permit.</p>		

Impact	Mitigation Measure	Implementation Responsibility/Timing	Compliance Verification	Date Completed
	<p>and contact numbers for taxi, town car, and ride-share services in the reception area to assist guests.</p> <ul style="list-style-type: none"> ▶ Bike Share Program: The hotel shall provide a fleet of bicycles available for use by guests to encourage their use for local transportation, which would complement other trip reduction measures. <p>Employee-Focused VMT Mitigation Measures</p> <p>The proposed project shall implement the following measures to reduce the project's VMT from employees.</p> <ul style="list-style-type: none"> ▶ Alternative Transportation Incentives: The proposed project shall provide employees with subsidized transit passes or parking cash-out incentives. This measure includes options for providing incentives for carpooling, transit, and active transportation modes. In non-urban areas, carpooling is often a highly effective trip reduction measure, as commute distances tend to be longer, and providing incentives to carpoolers can increase participation. Subsidized transit passes can also incentivize transit use, particularly given the proposed project's location within walking distance of bus stops served by Sonoma County Transit routes. Sonoma County Transit has a monthly pass that is good for unlimited rides currently for \$62.50 per month. Employees who agree to use transit to reach the site a minimum of 50 percent of the time shall be provided a monthly pass for Sonoma County Transit free of charge. Similarly, use of non-vehicle transportation can be further supported by offering cash payments to employees who choose not to drive (also known as a "parking cash-out"), based on a portion of the market value of a parking space. Cash payments can also be provided to employees who agree to walk or 			

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	<p>bicycle to work a minimum of 50 percent of the time. Parking cash-out or active transportation incentives shall be a minimum of \$50 per month to generate the desired trip reduction. Estimated trip reduction: 4 percent.</p> <ul style="list-style-type: none"> ▶ Ridematching: The proposed project shall provide its employees with ridesharing information. The greatest barrier to workplace carpooling is often simply being able to identify and travel with other nearby employees. Fortunately, there are services that can assist in pairing employees within the same organization or across organizations. The most basic publicly available service is 511.org's free ridematching service. As an alternative, the hotel may set up an internal ridematching program among employees to facilitate carpooling. Estimated trip reduction: 4 percent. ▶ Emergency Ride Home: The proposed project shall provide employees with information about the Emergency Ride Home program. One of the reasons that many employees do not carpool or commute via alternative modes is the fear of being stranded should they need to leave in an emergency. Employees who carpool to work should be guaranteed a ride home in the case of an emergency or unique situation. SCTA offers an Emergency Ride Home (ERH) program for anyone who works or goes to school in Sonoma County and uses an alternative commute option such as carpooling, vanpooling, public transit, bicycling or walking. Through the ERH program, participants can receive reimbursement for a ride home via taxi, transportation network company (e.g. Uber or Lyft), rental car, or car share. ▶ Trip Reduction Marketing: The proposed project shall designate a transportation coordinator for the project site. This is not an 			

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	<p>additional position, but rather should fall under a manager’s responsibilities. It is important to select someone to continually market the availability of travel demand management incentives and information, to oversee the different travel demand measures available, answer questions, pair carpoolers, and administer incentives. The transportation coordinator will oversee a marketing program that includes providing new employees with a welcome packet containing relevant transportation information. The packet could include material regarding ride-matching services, the guaranteed ride home program, the cash-out program, as well as resources for those walking or biking to work. Estimated trip reduction: 4 percent.</p> <p>► Bicycle Trip-End Facilities: The project shall include bicycle trip-end facilities. Employees are more likely to ride their bicycle to work if secure and covered bicycle parking as well as showers and changing rooms are provided on-site. These measures complement other trip reduction strategies. Estimated trip reduction: 0.1 percent.</p>			
<p>4.14 UTILITIES AND SERVICE SYSTEMS IMPACT 4.14-3: Wastewater Capacity to Serve the Project’s Projected Demand in Addition to the Provider’s Existing Commitments.</p>	<p>Mitigation Measure 4.14-3: Provide Proof of Adequate Sewer Capacity Prior to Issuance of Building Permits.</p> <p>Prior to issuance of a building permit by the City, the project applicant shall coordinate with Sonoma Valley County Sanitation District and Sonoma Water, and shall provide documentation to the City demonstrating that adequate wastewater conveyance capacity for the proposed project is available.</p> <p>The project shall cause no new net increases in overflow, or threat of overflow, in the collection system. Prior to building permit issuance, and sewer permit issuance, this shall be accomplished through wet weather inflow/infiltration adequate reductions in the sewer-shed, dry weather (regular sewer discharge)</p>	<p>Implementation: Project applicant(s) and contractor(s). Timing: Prior to issuance of Building Permit</p>		

Impact	Mitigation Measure	Implementation Responsibility/Timing	Compliance Verification	Date Completed
	reductions in the sewer-shed, by completing a portion of the future project as needed to maintain the pre-development hydraulic grade-lines, such as upsizing the sewer main in Broadway, or through another method approved by Sonoma Water. The project shall be reimbursed on a pro-rata basis by any other development in the future that uses any sewer conveyance capacity created by the project.			

Table Notes:

- ARB = Air Resources Board
- ACM = asbestos containing materials
- BAAQMD = Bay Area Air Quality Management District
- CAAQS = California Ambient Air Quality Standards
- CALGreen = California Green Building Standards Code
- Cal OSHA = California Occupational Safety and Health Administration
- CARB = California Air Resources Board
- CAPCOA = California Air Pollution Control Officers Association
- CCR = California Code of Regulation
- CEMC = Chevron Environmental Management Company
- CEQA = California Environmental Quality Act
- City = City of Sonoma
- ERH = Emergency Ride Home
- EV = electric vehicle
- EverGreen = Sonoma Clean Power 100 percent renewable electricity
- Final EIR = Final Environmental Impact Report
- GHG = greenhouse gas
- GPR = ground penetrating radar
- MT CO₂e = metric tons of carbon dioxide equivalent
- NAAQS = National Ambient Air Quality Standards
- NAHC = California Native American Heritage Commission
- PM_{2.5} = particulate matter with aerodynamic diameter less than 2.5 microns
- PM₁₀ = particulate matter with aerodynamic diameter less than 10 microns
- SCTA = Sonoma County Transit Authority
- SR = State Route
- TDM = Transportation Demand Management
- THPO = Tribal Historic Preservation Officer
- VMT = vehicle miles traveled
- WEAP = Worker's Environmental Awareness Program

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