

APPENDIX A

MITIGATION MONITORING & REPORTING PROGRAM

**APPENDIX A: MITIGATION MONITORING AND REPORTING PROGRAM
Stony Village North Project**

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring/Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
III. AIR QUALITY					
Mitigation Measures:					
<p>AIR-1. The Project shall include the following measures recommended by the Bay Area Air Quality Management District (BAAQMD) as best management practices to reduce construction particulate matter emissions (i.e., PM₁₀ and PM_{2.5}) and equipment exhaust. Implementation of this measure would represent Best Management Practices recommended by BAAQMD, and therefore, reduce the potential impact of construction-period fugitive dust and construction-period emissions.</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. • 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 miles per hour (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. • Idling times shall be minimized either by shutting equipment off when not in use or reducing the 	Require as condition of approval	Planning & Economic Development – Planning Division Public Works – Engineering Development Services Division	During construction, Building and/or Public Works inspectors inspect the site for compliance with required construction control measures.	Stop construction	

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<p>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.</p> <ul style="list-style-type: none"> 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. A publicly visible sign shall be posted with the telephone number and person to contact at the District regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Bay Area Air Quality Management Air District's phone number shall also be visible to ensure compliance with applicable regulations. 					
IV. BIOLOGICAL RESOURCES					
<p>Mitigation Measures:</p> <p>BIO-1. Special-Status Plants: The seasonal wetland habitat on site would be considered suitable, but not occupied, habitat for the endangered plant species. Mitigation for impacts to suitable habitat for the endangered plants shall be at 1.5:1 following the prescriptions in the PBO, that shall include 1:1 occupied or established (constructed) habitat (any combination) with success criteria met prior to groundbreaking at the Project site, and 0.5:1 established habitat with success criteria met prior to groundbreaking at the Project site. The mitigation could be accomplished by purchasing the requisite mitigation credits from a USFWS- and CDFW-approved mitigation or conservation bank, or by creating an agency-approved project-specific mitigation site.</p> <p>Prior to grading permit issuance, or any ground disturbing</p>	<p>Require as a condition of approval</p>	<p>Applicant's Biologist's report submitted to Planning Division</p> <p>Planning & Economic Development – Planning Division</p>	<p>Prior to issuance of building or grading permits. Planner to verify compliance with mitigation requirements.</p>	<p>Deny issuance of a permit until mitigation is verified.</p>	

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<p>activities, applicant shall provide evidence of meeting all mitigation requirements as required by the USACOE, the NCRWQCB, and the CDFW. Anticipated mitigation for impacts to 0.11 acres of seasonal wetland habitat shall be satisfied through the purchase of 0.11 acres of occupied or established habitat supporting Sebastopol meadowfoam, and 0.06 acres of established Sebastopol meadowfoam habitat at a USFWS- and CDFW-approved mitigation or conservation bank with available Sebastopol meadowfoam mitigation credits, or as deemed appropriate, by USFWS and CDFW.</p>					
<p>BIO-2. Waters of the United States and/or State: Prior to grading permit issuance, or any ground disturbing activities, applicant shall provide evidence of meeting mitigation requirements as required by the USACOE and the NCRWQCB. Anticipated mitigation for impacts to wetlands shall be satisfied through the purchase of the requisite amount of mitigation acreage as determined by the USACOE and the NCRWQCB. The mitigation ratio for impacts to jurisdictional wetlands shall be determined in consultation with the USACOE and the NCRWQCB, but shall d be a minimum of a ratio of 1:1.</p>	<p>Require as a condition of approval</p>	<p>Applicant's Biologist's report submitted to Planning Division</p> <p>Planning & Economic Development – Planning Division</p>	<p>Prior to issuance of building or grading permits. Planner to verify compliance with mitigation requirements.</p>	<p>Deny issuance of a permit until mitigation is verified.</p>	
<p>BIO-3. CTS: Prior to grading permit issuance, or any ground disturbing activities, applicant shall provide evidence of meeting mitigation requirements as required by the USACOE, USFWS, and CDFW. Several CTS breeding sites occur within 3,200 feet of the Project site. The Project site supports suitable upland habitat for CTS and is within 2,200 feet of one of the nearby breeding sites. The mitigation ratio for suitable CTS upland habitat is 2:1. The mitigation obligation shall be satisfied through the establishment of 10 mitigation acres (rounded) through a project-specific mitigation site according to the USFWS and CDFW protocol, through the purchase of 10 mitigation credits (acres), or as deemed appropriate by USFWS and CDFW.</p>	<p>Require as a condition of approval</p>	<p>Applicant's Biologist's report submitted to Planning Division</p> <p>Planning & Economic Development – Planning Division</p>	<p>Prior to issuance of building or grading permits. Planner to verify compliance with mitigation requirements.</p>	<p>Deny issuance of a permit until mitigation is verified.</p>	

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<p>BIO-4. Nesting Passerine Birds: A pre-construction survey for ground-nesting birds shall be performed within thirty (30) days prior to the start of construction. A qualified avian biologist shall conduct passerine nest surveys prior to tree pruning, tree removal, ground disturbing activities, or construction activities at the Project site to locate any active nests on or adjacent to the Project site. However, if land-clearing activities can be performed outside of the nesting season, that is, between August 16 and January 31, no preconstruction surveys for nesting birds are warranted.</p> <p>Pre-construction surveys will be conducted no more than thirty (30) days prior to the start of construction or ground disturbing activities if the activities occur during the nesting season (generally ranging from February 1 to August 15). Preconstruction surveys will be repeated at 30-day intervals until construction has started. Active nests will be identified, located, and described and protective measures will be implemented. Protective measures will include establishment of clearly delineated (i.e., Visi-barrier, orange construction fencing) exclusion zones around each nest site. The active nest sites within exclusion zones will be monitored on a weekly basis throughout the nesting season to identify any signs of disturbance or nest abandonment. The barriers marking exclusion zones will remain in place until the young have left the nest and are foraging independently or if the nest is no longer active.</p>	Require as a condition of approval	<p>Applicant's Biologist's report submitted to Planning Division</p> <p>Planning & Economic Development – Planning Division</p>	Prior to issuance of building or grading permits. Planner to verify compliance with mitigation requirements.	Deny issuance of a permit until mitigation is verified.	
VI. GEOLOGY & SOILS					
<p>Mitigation Measures:</p> <p>GEO-1: Structures and foundations shall be designed to account for some post-earthquake differential settlement. Foundation design criteria are provided in the Geotechnical Investigation. Compliance with the most current CBC Seismic Design Criteria will address issues related to seismic instability.</p>	Require as a condition of project approval	Planning & Economic Development – Planning Division	Building to verify project is in compliance with Geotechnical recommendations.	Stop construction until compliance has been verified.	

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<p>of current equipment should be the quieting of exhaust noises by use of improved mufflers. All internal combustion engines used at the Project site shall be equipped with a type of muffler recommended by the vehicle manufacturer. In addition, all equipment shall be in good mechanical condition so as to minimize noise created by faulty or poorly maintained engine, drive-train and other components. Construction noise shall also be mitigated by the following:</p> <ul style="list-style-type: none"> • All diesel powered equipment should be located more than 200 ft. from any residence if the equipment is to operate for more than several hours per day. • Dirt berming and stockpiling materials will be used to help reduce noise to sensitive receptor locations. • Use scrapers as much as possible for earth removal, rather than the noisier loaders and hauling trucks. • Use wheeled equipment rather than track equipment as much as possible. • Use a backhoe for backfilling when feasible. • Use a motor grader rather than a bulldozer for final grading. • Power saws should be shielded or enclosed to decrease noise emissions. • Nail guns should be used where possible as they are less noisy than manual hammering. • Generators and compressors shall be enclosed and positioned as far from noise sensitive receptors as possible. • Construct buildings or other significant structures at the site perimeter first to help shield existing sensitive receptors from noise generated on the site. 		Planning Division	prior to issuance of a grading permit		

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<ul style="list-style-type: none"> The applicant shall designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and would require that reasonable measures be implemented to correct the problem. <p>NOI-2: Construct noise barriers:</p> <ul style="list-style-type: none"> Construct six 9 ft. high acoustically-effective barrier along the property line contiguous with Stony Point Road. To control flanking noise, the barrier shall continue along the north property line for a distance of 200 ft. at heights of 6 ft. to 8 ft. The height of the north property line barrier may reduce in height per the layout shown on Figure 2 of the Noise Study (Appendix E). The barrier shall turn at the south side of Lot 21 at the entrance to the Project. Construct a 6 ft. high acoustically-effective barrier 3 ft. behind the sidewalk along the southerly side of Lot 1 as shown on Figure 2 of the Noise Study (Appendix E). Note that Figure 2 of Appendix E assumes that the house on Lot 1 will face east. Construct 6 ft. high acoustically-effective fences between the homes on Lots 1 and 2 and between Lots 3 and 4. The barrier heights are in reference to the nearest building pad elevation. To achieve an acoustically-effective barrier it must be constructed air-tight, i.e., without cracks, gaps or other openings, and must provide for long term durability. Barriers can be constructed of masonry, wood, concrete, stucco, earth berm or a 	Require as condition of approval	Planning & Economic Development – Planning Division	Planning and Building to verify compliance with these conditions prior to issuance of a grading permit.	Stop construction until compliance is ensured.	

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<p>combination thereof and must have a minimum surface weight of 2.5 lbs./sq. ft. If wood fencing is used, homogeneous sheet materials are preferable to conventional wood fencing as the latter has a tendency to warp and form openings with age. However, high quality air-tight tongue-and-groove, board and batten or shiplap construction can be used. All connections with posts, pilasters or building shells must be sealed air-tight. No openings are permitted between the upper barrier components and the ground. Gates may be incorporated into the barriers, however, they must be of the same weight material as the main barrier and must seal tight when closed. The gap at the bottom of the gate shall be less than 1".</p> <p>NOI-3: To achieve compliance with the City of Santa Rosa interior standards, the following measures shall be required. In addition, general construction measures affecting the building shell are also required, as described in Appendix E.</p> <ul style="list-style-type: none"> • Install windows rated minimum Sound Transmission Class (STC) 31 at second floor living space windows of Lot 24 that are within 75 ft. of the centerline of Stony Point Road. • All windows and glass doors must be of good quality and provide tight seals to prevent sound infiltration. To achieve an acoustically-effective window construction, sliding panels must form an air-tight seal when in the closed position. In addition, the window and door frames must be caulked to the wall opening around their entire perimeter with a non-hardening caulking compound or acoustical sealant. 	Require as condition of approval	Planning & Economic Development – Planning Division	Planning and Building to verify compliance with these conditions prior to issuance of a grading permit.	Stop construction until compliance is ensured.	
XIV. PUBLIC SERVICES					
<p>Mitigation Measures:</p> <p>PS-1. Public Safety: As mitigation to public safety impacts, the Project shall be required to mitigate the</p>	Require as condition of approval.	Planning & Economic	Prior to issuance of building permit,	Deny Building permit until	

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<p>impacts of an increased need for public safety services resulting from a proposed development to a less than significant level by implementation of one of the following mitigation measures:</p> <ul style="list-style-type: none"> a. Annexation of all newly created parcels and multi-family residential development to an existing City Special Tax District; b. Payment of a lump sum adequate to cover the increased public safety service costs associated with providing services to a proposed residential subdivision or multi-family residential development; c. Provide private security, fire protection and emergency medical services to the residents of a proposed residential subdivision or multi-family residential development in perpetuity; or d. Include other uses, consistent with the City of Santa Rosa 2035 General Plan and zoning regulations, within a proposed residential development that would generate revenue to offset the costs of providing public safety services to the development, where appropriate. 		<p>Development-Planning Division</p> <p>Fire</p> <p>Police</p>	<p>Planning shall ensure that compliance with mitigation has been satisfied.</p>	<p>Compliance is ensured.</p>	
XVI. TRANSPORTATION & TRAFFIC					
<p>Mitigation Measures:</p> <p>TRF-1: The traffic signal is warranted under existing conditions, but the Project adds a fourth leg as well as trips that increase the need for a traffic signal at Stony Point Road/Bellevue Ranch Road.</p> <p>The Applicant shall design and construct a signal at Stony Point Road and Bellevue Ranch Road. The City may contribute cost equal to the difference between a City approved pedestrian hybrid signal and City approved traffic signal. City cost participation is subject upon approval by City Council.</p>	<p>Require as condition of approval</p>	<p>Engineering Development Services</p>	<p>Engineering Development Services will review the improvement plans to ensure that improvements are included.</p>	<p>Deny plan approval until compliance with mitigation is ensured.</p>	

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<p>If City participation is not approved, a hybrid pedestrian actuated crossing signal with cobra head street lights with pedestrian crossing signal heads and separate pole mounted pedestrian crossing heads is required for all crosswalk crossings on the Stony Point Road/ Bellevue Ranch Road intersection. The signal poles shall be located at the intersection with poles and foundations designed to allow future installation of mast arms with Caltrans case 4 loading and signal pedestrian heads. The hybrid signal heads shall be mounted on a mast arm with heads at the center of the north south travelways. Pedestrian heads shall be pole mounted on all four corners. The pedestrian actuated crossing signal design shall meet CAMUTCD requirements with advance warning signs and as approved by the City Engineer. Pedestrian push button activators and posts shall be provided on all corners of the intersection and individual directional pedestrian heads mounted for all pedestrian crossings.</p> <p>If City participation is not approved by City Council a traffic signal design for the intersection of Stony Point Road and Bellevue Ranch Road shall be submitted with the first subdivision improvement plan review and shall include a cost estimate for review and approval by the City Public Works Traffic Department. The intersection design shall be for a 6 phase signal providing pedestrian crossings, protected left turn lanes, and bike lanes on Stony Point Road with standard single lane approaches on Bellevue Ranch Road. The signal standards and controller cabinet shall be located and installed per City Standard 240 for a 35' curb return radii. The Applicant is required to pay a fair cost and provide a design and cost estimate. Subject to approval by the City Engineer (to establish the base amount) for determining 25% of the cost for installation reflecting the signal design as approved by the City Engineer, is to be paid concurrent with the recording of the Final Map.</p> <p>TRF-2: The traffic signal shall provide protected pedestrian crossings for a new crosswalk on the south leg of the intersection. In addition, a northbound left-</p>	<p>Require as condition of approval</p>	<p>Engineering Development Services</p>	<p>Engineering Development Services will review the</p>	<p>Deny plan approval until compliance with</p>	

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<p>turn lane shall be installed which would provide northbound left-turn access into the Project under traffic signal control.</p> <p>TRF-3: Landscaping within areas needed for sight lines shall be maintained such that foliage stays above 7' and below 3' from the ground. Signs or monuments to be installed along the Project frontage should be placed so that sight distance is not obstructed at the Project driveways.</p>	<p>Require as condition of approval</p>	<p>Engineering Development Services</p>	<p>Improvement plans to ensure that improvements are included</p>	<p>Mitigation is ensured</p>	