



City of Gilroy, California

Community Development Department
Planning Division
7351 Rosanna Street, Gilroy, CA 94583

Project Name: Chestnut & Tenth Street Commercial Project

Project Number: Z 20-04, AS 20-14, TM 20-03

Address/Location: 401 & 505 East Tenth Street, City of Gilroy, CA (Accessor Parcel Numbers 841-66-014 and 814-66-015)

MITIGATION MONITORING AND REPORTING PROGRAM

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in accordance with Section 21081.6 of the California Environmental Quality Act (CEQA) and 15097 of the CEQA Guidelines, which requires a MMRP as part of the Mitigated Negative Declaration (MND) process. The results of the environmental analysis, including findings related to the proposed mitigation measures, are documented in the Final MND.

CEQA requires that agencies adopting MNDs take the necessary steps to ensure that designated mitigation measures are appropriately implemented during all stages of the project including construction and throughout the project build-out. Therefore, the purpose of this MMRP is to document execution of required mitigations, identify the appropriate entity responsible for mitigation monitoring and reporting, document and establish frequency/duration of monitoring and reporting, and ultimately ensure compliance.

The following MMRP matrix lists required mitigation measures, the method required for implementation, the party or permit responsible for implementing the measures, the timeframe for which the measure is relevant, and the status of compliance.

In addition, the end of this document lists Conditions of Approval the project shall implement in order to comply with applicable regulations.

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Method of Verification	Responsible for Verification	Action Schedule	Verification of Completion
Air Quality				
<p>MM AQ-1.1: The project shall implement the following measures during all phases of construction to control exhaust at the project site:</p> <ul style="list-style-type: none"> The project applicant shall ensure that construction equipment larger than 25 horsepower used at the site for more than two continuous days or 20 hours total shall meet or exceed at least U.S. EPA Tier 2 emission standards for PM (PM₁₀ and PM_{2.5}) with CARB Level 3 verifiable diesel emission control devices (VDECS), if one is available for the equipment being used. Alternatively, use of equipment with Tier 4 engine standards would also be acceptable and would not require VDECS. 	<p>Submittal of a plan prepared by a qualified air quality consultant documenting that construction equipment used on-site would achieve the performance criteria identified in this measure shall be to the City.</p>	<p>City of Gilroy Planning Division</p>	<p>Prior to issuance of grading and building permits</p>	<input type="checkbox"/> <hr/>
Biological Resources				
<p>MM BIO-1.1: If noise generation, ground disturbance, vegetation removal, or other construction activities begin during the bird nesting season (February 1 to September 15), or if construction activities are suspended for at least two weeks and recommence during the bird nesting season, then the project applicant shall retain a qualified biologist to conduct a pre-construction survey for nesting birds. The survey shall be performed within suitable nesting habitat areas on and adjacent to the site to ensure that no active nests would be disturbed during project implementation. This survey shall be conducted no more than one week</p>	<p>If construction cannot be scheduled to occur outside of the nesting season, or if construction activities are suspended for at least two weeks and recommence during the bird nesting season, completion of a pre-construction survey by a qualified biologist as described and submittal of a report to the City documenting the results</p>	<p>City of Gilroy Planning Division Project Planner</p>	<p>Prior to the issuance of grading and building permits.</p>	<input type="checkbox"/> <hr/>

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<p>prior to initiation of disturbance and/or construction activities. A report documenting survey results and plan for active bird nest avoidance (if needed) shall be completed by the qualified biologist and submitted to the City of Gilroy Planning Division for review and approval prior to disturbance and/or construction activities.</p> <p>If no active bird nests are detected during the survey, then project activities can proceed as scheduled. However, if an active bird nest is detected during the survey, then a plan for active bird nest avoidance shall be completed to identify and clearly delineate an appropriately sized, temporary protective buffer area around each active nest, depending on the nesting bird species, existing site conditions, and type of proposed disturbance and/or construction activities. The protective buffer area shall be established around an active bird nest, in consultation with the California Department of Fish and Wildlife.</p> <p>To ensure that no inadvertent impacts to an active bird nest would occur, no disturbance and/or construction activities shall occur within the protective buffer area(s) until the juvenile birds have fledged (left the nest), and there is no evidence of a second attempt at nesting, as determined by the qualified biologist.</p>	<p>of the nesting bird survey and measures to be implemented to protect nesting birds (if determined necessary).</p>			

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Cultural				
<p>MM CUL-1.1: If vertebrate fossils are discovered during construction, all work on the site shall stop immediately, the Community Development Department shall be notified, and a qualified professional paleontologist shall assess the nature and importance of the find and recommend appropriate treatment. Treatment may include, but is not limited to, preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection and may also include preparation of a report for publication describing the finds. The project applicant shall be responsible for implementing the recommendations of the qualified paleontologist. A report of all findings shall be submitted to the Community Development Department.</p>	<p>If cultural resources are unearthed, submittal of report by qualified paleontologist of the find and treatment implemented to City of Gilroy Planning Division</p>	<p>City of Gilroy Planning Division Project Planner</p>	<p>During construction, as necessary.</p> <p>Prior to issuance of building permit for report.</p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <hr style="width: 10%; margin: 0 auto;"/>
Greenhouse Gas				
<p>MM GHG-1.1: The applicant shall mitigate the project’s GHG impact to a less than significant level as outlined below.</p> <ul style="list-style-type: none"> • <u>Threshold:</u> The applicant shall mitigate the project’s operational GHG emissions to the target year threshold for the life of the project¹ to achieve 	<p>Purchase and retire carbon offset credits consistent with the registry performance standards, carbon offset credit standards, and geographic limitations outlined in the mitigation measure.</p>	<p>City of Gilroy Community Development Director, or his or her designee</p>	<p>Prior to issuance of occupancy permit.</p> <p>Prior to the operational year(s) offsets cover.</p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p>

¹ The life of the project is assumed to be 30 years since building systems are generally substantially upgraded by year 30 (<https://www.rdh.com/blog/long-buildings-last/>; <https://abgrealty.com/blog/life-span-commercial-building-components/>; https://www.carbonleadershipforum.org/wp-content/uploads/2018/07/CLF_Recommendations_BuildingComponentLifespans_07-06-2018.pdf). California anticipates a significant increase in electric vehicles within the next 14 years (Executive Order N-79-20; <https://www.experian.com/blogs/insights/2020/11/new-california-mandate-rekindles-electric-vehicle-buzz/>).

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<p>the applicable year-specific quantitative threshold² up to the year 2030 threshold of 2.72 MT/CO₂e/year/service population by purchasing and retiring carbon offset credits, based upon the amount of GHG emissions set forth in Table 4.8-1 of this Initial Study.</p> <ul style="list-style-type: none"> • Demonstration of Reduction: The applicant shall demonstrate its reduction of GHG emissions through the retirement of carbon offset credits provided that the following conditions are satisfied: <ul style="list-style-type: none"> ○ Registry Performance Standards: The applicant shall provide proof to the City’s Community Development Director, or his or her designee, that the carbon offset credits were issued by a registry meeting the following requirements: 	<p>Submittal of documentation of the applicable quantification protocol, all third-party confirmation or verification reports issued in connection with the carbon offset credits sufficient to monitor compliance by the project applicant with this mitigation measure.</p> <p>Submittal of report by a qualified air quality consultant documenting refinement or recalculation of project GHG emissions, if desired by the applicant. If report documents the project would not exceed the threshold stated, no additional mitigation is required.</p>		<p>On a periodic basis, if desired by the applicant</p> <p>After the adoption of a qualified greenhouse gas reduction strategy.</p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>_____</p>

Treating a building’s and its associated automobile GHG lifespan as 30 years appears conservative and is consistent with the methodology employed by the South Coast Air Quality Management District.

² The year-specific quantitative threshold in MT/CO₂e/year/service population from 2023 to 2030 are as follows:

- 2023: 4.08
- 2024: 3.85
- 2025: 3.63
- 2026: 3.42
- 2027: 3.23
- 2028: 3.05
- 2029: 2.88
- 2030: 2.72

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<ul style="list-style-type: none"> ▪ The registry shall account for and quantify emission reductions using clear and defined standards and incorporating recognized principles of GHG emissions reduction accounting, including those set forth in the ISO 14064 and the WRI/WBCSD Greenhouse Gas Protocol for Project Accounting; ▪ The registry shall use clear information sufficient for reviewers to assess credibility of GHG emission reductions underlying the carbon offset credits. Upon request by the City’s Community Development Director, or his or her designee, any governmental entity, or any stakeholder, the registry shall provide the following information within a reasonable time period in connection with any carbon offset credit retired by the applicant: (i) the applicable quantification protocol; and (ii) all third-party confirmation or verification reports issued in connection with the carbon offset credits. Such information shall be sufficient to monitor compliance by the project 	<p>If the City adopts a qualified GHG reduction strategy, submittal of documentation identifying how the project is consistent with the qualified greenhouse gas reduction strategy to the City and thereby eliminating the requirement to purchase GHG credits.</p>			

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<p>applicant with this mitigation measure.</p> <ul style="list-style-type: none"> ○ <u>Carbon Offset Credit Performance Standards</u>: The carbon offset credits retired by the applicant for the purpose of mitigating GHG emissions shall represent GHG emission reductions that are real, permanent, additional, quantifiable, verifiable and enforceable.³ <p>To demonstrate compliance with such requirements, the developer shall provide the following to the City’s Community Development Director, or his or her designee: (i) the protocol</p>				

³ The following terms in this mitigation are defined as follows: “Additional” means GHG emission reductions or removals underlying the carbon offset credits that exceed any GHG reduction or removals otherwise required by law, regulation or legally binding mandate, and that exceed any GHG reductions or removals that would otherwise occur in a business-as-usual scenario. To be additional, the credit shall have reduced GHG emissions below the applicable common industry practice for GHG reductions as in effect at the time the credit project was initiated. “Real” means that GHG reductions or GHG enhancements underlying the carbon offset credits result from a demonstrable action or set of actions, and are quantified using appropriate, accurate, and conservative methodologies that account for all GHG emissions sources, GHG sinks, and GHG reservoirs within the boundary of the applicable credit project and account for uncertainty and the potential for activity-shifting leakage and market-shifting leakage. “Verifiable” means that the GHG reductions or GHG enhancements underlying the carbon offset credits are well documented, transparent and set forth in a document subject to objective review by an accredited verification body. “Permanent” means that GHG reductions and GHG removal enhancements underlying the carbon offset credits are not reversible, or when GHG reductions and GHG removal enhancements may be reversible, that mechanisms are in place to replace any reversed GHG emission reductions and GHG removal enhancements to ensure that all credited reductions endure for at least 100 years. To ensure permanence, reductions from purchased credits must have already occurred. “Quantifiable” means the ability to accurately measure and calculate GHG reductions or GHG removal enhancements relative to a project baseline in a reliable and replicable manner for all GHG emission sources, GHG sinks, or GHG reservoirs included within the boundary of the credit project generating the carbon offset credits, while accounting for uncertainty and activity shifting leakage and market-shifting leakage. “Enforceable” means the authority for the City to hold the project accountable and to take appropriate action if the City determines that any carbon offset credits do not comply with the requirements set forth above.

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<p>used to quantify and issue such carbon offset credits, (ii) the third-party verification report(s) pursuant to which such carbon offset credits were issued, and (iii) the unique serial numbers of the carbon offset credits to be retired to ensure that the offset cannot be further used in any manner. The Project Planner shall reject any carbon offset credits that do not comply with these requirements, and where reductions are not direct reductions within a confined project boundary or provide opportunities for reversal of the avoided emissions. The Community Development Director or his or her designee shall reject any credits for a project that includes technology or GHG abatement practices that are already widely used.</p> <ul style="list-style-type: none"> ○ <u>Geographic Limitations:</u> The carbon offset credits shall be from credit projects developed in the United States. Carbon offset credits resulting from international credit projects shall not be acceptable to satisfy this mitigation measure. 				

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<ul style="list-style-type: none"> <p><u>Timing:</u> The applicant shall mitigate GHG emissions resulting from project operations by purchasing and retiring offset credits prior to each year’s emissions that exceed the threshold. The applicant shall provide proof in the form of a compliance report to the City that carbon offset credits equal to the amount of project operational GHG emissions in excess of the threshold have been purchased and retired, prior to the operational year in which those emissions would occur. The applicant shall also have the right, at any time, to purchase and retire carbon offset credits for some or all of the operational emissions of the project in advance of the issuance of certificates of occupancy, temporary or permanent. A conservative estimate of the offset credits that need to be purchased by the project applicant for the lifetime of the project is 21,193 MT.⁴</p> <p><u>Enforcement:</u> The permits relating to the project shall be conditioned on achievement of GHG mitigation milestones. The purchase and retirement of carbon offset credits required to mitigate the GHG emissions resulting from the operation of the project shall be a condition of the issuance of a certificate of occupancy,</p> 				

⁴ This was estimated by: 1) calculating the amount of offset credits needed for year 2023 (680.48 MT) and assuming that amount is required for each year from 2023 to 2029 (680.48 MT x 7 years = 4,763.36 MT); 2) calculating the amount of offset credits needed for year 2030 (714.32 MT) and assuming that amount is required for each year from 2030 to 2053 (714.32 MT x 23 years = 16,429.36); and then adding the sum of the MT for those 30 years together (4,763.36 MT + 16,429.36 MT) to arrive at a conservative estimate of offset credits needing to be purchased to cover the lifetime of the project. This estimate can be adjusted, updated, and refined as appropriate per the Adjustment portion described in mitigation measure MM GHG-1.1

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<p>temporary or permanent, for the project and as an issuance for continued operation. Should the City determine that the offset credits are non-compliant with the requirements of MM GHG-1, the City may issue a notice of non-consistency and cease permitting activities and/or stop project operations, until the City determines via an issued public notice that the offsets comply with the aforementioned standards.</p> <ul style="list-style-type: none"> • <u>Adjustment</u>: The required amount of carbon offset credits may be adjusted to account for changes in climate science, GHG regulation, technology, and updated/refined project emissions, as follows: <ul style="list-style-type: none"> ○ The applicant may recalculate the project emissions in this Initial Study to update/refine the amount of carbon credits required to be purchased and/or demonstrate emissions achieve the year-specific threshold or an applicable quantitative threshold that may be adopted by the City or BAAQMD in the future. If the project applicant chooses to refine or recalculate project GHG emissions, the project applicant shall retain a qualified air quality/GHG professional to calculate the project's 				

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<p>GHG emissions, in accordance with the BAAQMD CEQA Air Quality Guidelines, as they may be updated from time to time. Re-evaluation of project GHG emissions could reflect additional on-site measures incorporated into the project (such as installing solar panels, cool roofs, charging for parking, providing free transit passes, etc.) or increased operational efficiencies (e.g., the state’s increased vehicle fuel efficiency standards and renewable energy portfolio requirement). The calculation shall be summarized in a report and submitted as part of the documentation submitted to the City’s Community Development Director, or his or her designee for review and approval.</p> <p>OR</p> <ul style="list-style-type: none"> If the City has adopted a qualified GHG reduction strategy that covers the project, the project applicant can demonstrate that the project is consistent with the applicable mandatory measures in the GHG reduction strategy by submitting written proof documenting the project’s consistency to the 				

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<p>City’s Community Development Director, or his or her designee for review and approval. If the project is consistent with the applicable mandatory measures in the GHG reduction strategy, it is concluded that it would result in a less than significant GHG impact and no further mitigation is required.</p>				
Hazards and Hazardous Materials				
<p>MM HAZ-1.1: A Site Management Plan (SMP) shall be prepared by a qualified hazardous materials consultant to establish management practices for handling contaminated soil or other materials, if encountered during construction activities. Appropriate soil testing, characterization, storage, transportation, and disposal procedures shall be specified in the SMP. The sampling results shall be compared to appropriate and current risk-based screening levels for the proposed use. The SMP shall identify potential health, safety, and environmental exposure considerations associated with redevelopment activities and shall identify appropriate remediation measures.</p>	<p>Submittal of the SMP to SCCDEH for review and approval and submittal of the approved SMP to the City.</p> <p>All SMP measures shall be printed on all construction documents, contracts, and project plans.</p>	<p>SCCDEH and City of Gilroy Project Planner</p>	<p>Prior to issuance of a grading permit for the approved SMP.</p> <p>During construction for the implementation of the SMP.</p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>_____</p>

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<p>The SMP shall be submitted to the Santa Clara County Department of Environmental Health (or equivalent oversight agency) for review and approval. A copy of the approved SMP shall be submitted to the project planner at the City of Gilroy Planning Division prior to the issuance of any demolition or grading permits. The SMP shall include, but is not limited to, the following:</p> <ul style="list-style-type: none"> • A detailed discussion of the site background; • Identification of proper mitigation as needed for demolition of existing structures; • Requirements for periodic observations and field screening of exposed/ excavated soil for indications of contamination including remedial soil segregation during excavation; • Procedures for proper management of stockpiles, including sampling, disposal, and dust and runoff control including implementation of a stormwater pollution prevention program; • Procedures for proper management of underground structures encountered, including utilities and/ or underground storage tanks; • Procedures to follow if evidence of any unknown historic release of hazardous materials (e.g., underground storage tanks polychlorinated biphenyls (PCBs), Total Petroleum Hydrocarbon (TPH), VOCs, asbestos containing materials, lead-based paint, etc.) are discovered. • A Health and Safety Plan (HSP) for each contractor working at the site that addresses the safety and health hazards of each site operation phase, including the requirements and procedures for employee protection. The HSP shall outline proper 				
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<p>soil handling procedures and health and safety requirements to minimize work and public exposure to hazardous materials during construction.</p> <p>A Health and Safety Plan (HSP) for each contractor working at the site shall be completed by a qualified professional that addresses the safety and health hazards of each site operation phase, including the requirements and procedures for employee protection. The HSP shall outline proper soil handling procedures and health and safety requirements to minimize work and public exposure to hazardous materials during construction. The HSP shall be submitted to the project planner at the City of Gilroy Planning Division prior to the issuance of any demolition or grading permits.</p>				

Source: City of Gilroy. *Chestnut & Tenth Street Commercial Project Initial Study*. June 2021

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The following lists Conditions of Approval the project shall implement in order to comply with applicable regulations:

Air Quality

- The project shall implement the following measures during all phases of construction to control dust and exhaust at the project site:
 - Water active construction areas at least twice daily or as often as needed to control dust emissions.
 - Cover trucks hauling soil, sand, and other loose materials and/or ensure that all trucks hauling such materials maintain at least two feet of freeboard.
 - Remove visible mud or dirt track-out onto adjacent public roads using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
 - Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).
 - Pave new or improved roadways, driveways, and sidewalks as soon as possible.
 - Limit vehicle speeds on unpaved roads to 15 miles per hour.
 - Lay building pads as soon as possible after grading unless seeding or soil binders are used.
 - Replant vegetation in disturbed areas as quickly as possible.
 - Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
 - Minimize idling times either by shutting off equipment when not in use, or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Provide clear signage for construction workers at all access points.
 - Maintain and property tune construction equipment in accordance with manufacturer's specifications. Check all equipment by a certified mechanic and record a determination of running in proper condition prior to operation.
 - Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints.

Biological Resources

- **Santa Clara Valley Habitat Plan.** The project is subject to applicable Habitat Plan conditions and fees (including the nitrogen deposition fee) prior to issuance of any grading permits. The project applicant is required to submit the Santa Clara Valley habitat

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Plan Coverage Screening Form to City of Gilroy Planning Division for approval and payment of the nitrogen deposition fee prior to the issuance of a grading permit. The Habitat Plan and supporting materials can be viewed at www.scv-habitatplan.org.

Cultural Resources

- If archaeological or cultural resources are discovered during earth-moving, grading, or construction activities, all work shall be halted within at least 50 feet of the find and the area shall be staked off immediately. The City shall be notified immediately and a qualified professional archeologist shall be retained (at the applicant's expense) to evaluate the find and report to the City. If the find is determined to be significant, appropriate protection measures (such as collection, recordation, and analysis), shall be formulated by the professional archaeologist, and implemented by the responsible party.
- Pursuant to Section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code of the State of California, in the event of the discovery of human remains during construction, there shall be no further excavation or disturbance of the site within a 50-foot radius of the remains or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to the Coroner's authority, the Coroner shall notify the Native American Heritage Commission who shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to the state law, the landowner shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

Hazards and Hazardous Materials

- Prior to the issuance of a demolition permit, an asbestos survey shall be completed for existing buildings on-site prior to demolition in accordance with the National Emissions Standards for Hazardous Air pollutants (NESHAP) guidelines. NESHAP guidelines require the removal of potentially friable ACMs prior to building demolition or renovation that may disturb the ACM.
- Prior to the issuance of demolition permit, a lead-based paint survey shall be completed for the existing buildings on-site in accordance with the Cal/OSHA guidelines. If lead-based paint is bonded to the building materials, the removal of lead-based paint is not required, If the lead-based paint is flaking, peeling, or blistering, it shall be removed prior demolition. In either case, applicable OSHA regulations shall be followed; these include requirements for worker training and air monitoring and dust control. Any debris containing lead shall be disposed appropriately.

Noise and Vibration

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- During all phases of construction, the project shall comply with General Plan Mitigation Measure 4.7-B and City Code Section 16.38 by implementing the following measures:
 - Limit construction activity to weekdays between 7:00 AM and 7:00 PM and Saturdays between 9:00 AM and 7:00 PM, with no construction on Sundays and City holidays;
 - Equip all internal combustion engine drive equipment with mufflers which are in good condition and appropriate for the equipment;
 - Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area;
 - Construct sound walls or other noise reduction measures prior to developing the project site;
 - Prohibit all unnecessary idling of internal combustion engines;
 - Utilize “quiet” models of air compressors and other stationary noise sources where technology exists; and
 - Designate a “disturbance coordinator” who would be responsible for responding to any complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., bad muffler, etc.) and require that reasonable measures be implemented to correct the problem.
- Provide all occupied areas and habitable rooms of proposed site buildings with a forced-air mechanical ventilation system to allow windows to be closed to control interior noise levels to 45 dBA L_{dn} at the occupant’s discretion.
- As design of the hotel building continues, require that construction of the eastern façade make use of materials which would provide sufficient noise reduction to bring interior noise in rooms to 45 dBA L_{dn} or less. Preliminary calculations show that a total noise reduction of 27 to 29 dBA L_{dn} is needed along the eastern façade, which under conditions similar to those shown in prototype elevations, would require windows with a minimum STC rating of 32 with typical metal panel or wood siding wall construction, or a minimum STC rating of 30 with stucco wall construction. Additional noise reduction methods such as decreasing the eastern façade’s overall window to wall area ratio should also be considered.

Transportation

- Prior to issuance of any building permits on the proposed project, the project applicant shall make a fair-share contribution toward future improvements at the intersection of Princeville Street and Tenth Street to restore operations at the intersection to acceptable levels (LOS C).
- The project applicant shall construct the following pedestrian facility improvements as part of the project construction:

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- Installing ADA compliant curb ramps at the intersections of Chestnut Street/Tenth Street, US 101 Southbound Ramps/Tenth Street, Chestnut Street/Ninth Street;
- Installing crosswalks at the intersection of Chestnut/Ninth Street; and
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- Prior to issuance of any building permits, final project plans shall show the project would provide bicycle parking per the Santa Clara Valley Transportation Authority's Bicycle Technical Guidelines bicycle parking rates:
 - Hotel: One Class I bike parking space for every 30 rooms plus one Class I bike parking space for every 30 employees.
 - Retail: One Class I bike parking space for every 30 employees plus one Class II (bike racks) bike parking space every 6,000 square feet of retail space.
 - Restaurants: One Class I bike parking space for every 30 employees plus one Class II bike parking space for every 3,000 square feet.
- Prior to issuance of any building permits, the project applicant shall fund or construct:
 - Westbound left-turn pocket extension improvements at the intersection of Monterey Road and Tenth Street;
 - Eastbound left-turn pocket extension improvements at the intersection of Chestnut Street and Tenth Street.
- Prior to issuance of any grading permits, the project applicant shall dedicate three feet of additional right-of-way along the project East Tenth Street frontage and fund the improvements necessary to make the widening improvements at the intersection of Chestnut Street and Tenth Street.