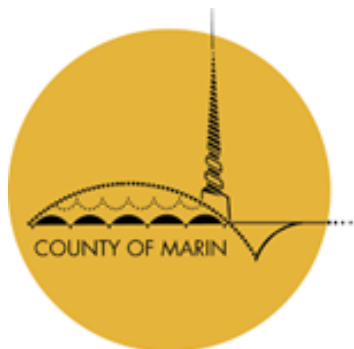

Mitigation Monitoring and Reporting Program

Housing & Safety Element Update to the Marin Countywide Plan



December 2022

MITIGATION MONITORING AND REPORTING PROGRAM

CEQA Statute Section 21081.6 and State CEQA Guidelines Section 15097 require a public agency to adopt a reporting or monitoring program (MMRP) to ensure compliance with the mitigation measures adopted by the agency at the time of project approval. A mitigation monitoring program would therefore be required for the Housing & Safety Element Update to the 2007 Marin Countywide Plan EIR to ensure compliance with the mitigation measures that are adopted and incorporated into the project. Adoption of the MMRP would occur at the time of project approval.

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to the CEQA Guidelines, which state:

“When adopting a final EIR with findings as required under 14 CCR section 15091(a)(1) the lead agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to mitigate or avoid significant environmental effects” (§15097(a)); and

“The Lead Agency may choose whether its program will monitor mitigation, report on mitigation, or both. “Reporting” generally consists of a written compliance review that is presented to the decision-making body or authorized staff person. A report may be required at various stages during project implementation or upon completion of the mitigation measure. “Monitoring” is generally an ongoing or periodic process of project oversight. There is often no clear distinction between monitoring and reporting and the program best suited to ensuring compliance in any given instance will usually involve elements of both.” (§15097(c))

The following table lists the impacts, mitigation measures, and timing of the mitigation measure (when the measure will be implemented) related to the Project. The “Impact” column lists each significant impact, by resource topic, that is identified in the EIR and for which mitigation measures are recommended. The “Mitigation Measure” column provides the full text of each mitigation measure identified in the EIR. The “Monitoring” column describes (1) the “implementation entity” responsible for carrying out each mitigation measure (such a “future project applicant” or “County”); (2) mitigation implementation timing requirements (e.g., at the completion of a particular future individual project development review or construction phase, prior to occupancy, or when some other specific threshold is reached); and (3) the entity responsible for performing the monitoring of each mitigation measure (the “monitoring and verification entity;” e.g., a County department or agency, another public agency, or some other entity).

According to CEQA Guidelines Section 15126.4(a)(2), “Mitigation measures must be fully enforceable through permit conditions, agreements, or other legally-binding instruments. In the case of the adoption of a plan, policy, regulation, or other public project, mitigation measures can be incorporated into the plan, policy, regulation, or project design.” Therefore, all mitigation measures as listed in this MMRP will be adopted by the County when the project is approved.

Mitigation Monitoring and Reporting Program

		MONITORING		
Impact	Mitigation Measure	Implementation Entity	Timing Requirements	Monitoring and Verification Entity
AIR QUALITY				
<p>Impact 6-1: Conflict with the Local Air Quality Plan and Result in a Cumulatively Considerable Net Increase in Criteria Air Pollutants for which the Region is Non-Attainment (Operational).</p>	<p>Mitigation Measure 6-1: Reduce VMT from New Residential Development. Implement Mitigation Measure 18-4 (Transportation).</p> <p>Mitigation Measure 18-4: Development applications for housing development projects that are facilitated by the Housing and Safety Elements Update, which the County determines may result in significant impacts to vehicle miles traveled shall be required to achieve a VMT significance threshold of 15 percent below the regional average residential VMT per capita. The methodologies and screening parameters used to determine VMT significance shall be consistent with the guidance provided in the <i>Technical Advisory on Evaluating Transportation Impacts in CEQA</i>, OPR, 2018 (or subsequent updates), or future VMT policies adopted by the County of Marin, provided that such policies have been shown through evidence to support the legislative intent of SB 743. Output from the TAMDM travel demand model shall be the source of the regional VMT per capita performance metric used to establish the significance threshold and shall be used in residential development project VMT assessments.</p> <p>VMT reduction techniques will vary depending on the location of each development site and the availability of nearby transportation services though utilization of TDM strategies will play a major role in most cases. Following are TDM and other strategies that may be applied; additional measures beyond those provided in this list may be allowed if supported by evidence.</p> <ul style="list-style-type: none"> ○ Subsidize resident transit passes 	<p>Project proponents are responsible for submitting documentation that demonstrates how required VMT reductions will be achieved, and for implementing the associated VMT reduction strategies (these will vary but may include implementation of a TDM program and/or physical measures).</p> <p>County to require regular report on TDM program success.</p>	<p>Prior to issuance of building permit</p> <p>Initials: _____</p> <p>Date: _____</p>	<p>Community Development Agency (CDA)</p>

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		MONITORING		
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	<ul style="list-style-type: none"> ○ Provide or participate in established ride-matching program(s) ○ Provide information, educational, and marketing resources for residents and visitors managed by a TDM Coordinator ○ Complete bus stop improvements or on-site mobility hubs ○ Construct off-site pedestrian and/or bicycle network improvements, particularly those that fill gaps and/or connect the project and surrounding neighborhood to transit ○ Reduce parking supply at affordable or senior projects and projects that are well-served by transit ○ Unbundle parking costs (sell or lease parking separately from the housing unit) where appropriate on-street management is present ○ Provide or participate in car-sharing, bike sharing, or scooter sharing program(s) ○ Contribute to future VMT mitigation fee programs, banks, or exchanges as they become available. 			
<p>Impact 6-2: Result in a Cumulatively Considerable Net Increase in Criteria Pollutants for which the Region is Non-Attainment (Construction).</p>	<p>Mitigation Measure 6-2: Evaluate Air Quality Impacts of Proposed Projects and Plans. The County shall require future projects and plans to evaluate and mitigate, as necessary, potential air quality impacts through Countywide Plan Program AIR-1.b. The text of Countywide Plan Program AIR-1.b states:</p> <p>Evaluate Air Quality Impacts of Proposed Projects and Plans. As part of the Environmental Review Process, use the current BAAQMD CEQA Guidelines to evaluate the significance of air quality impacts from projects or plans, and to establish appropriate minimum</p>	Project Proponent	<p>Prior to discretionary project approval.</p> <p>Initials: _____</p> <p>Date: _____</p>	<p>County of Marin Community Development Agency, Department of Public Works or other County entity functioning as the CEQA Lead Agency will review projects and plans being proposed for compliance with the language of</p>

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	submittal and mitigation requirements necessary for project or plan approval.			Countywide Plan Program AIR-1.b presented in this Mitigation Measure.
Impact 6-3: Generate Toxic Air Contaminant Emissions that Expose Sensitive Receptors to Substantial Pollutant Concentrations During Construction.	<p>Mitigation Measure 6-3: Evaluate Air Quality Impacts of Proposed Projects and Plans. Implement Mitigation Measure 6-2.</p> <p>Mitigation Measure 6-2: Evaluate Air Quality Impacts of Proposed Projects and Plans. The County shall require future projects and plans to evaluate and mitigate, as necessary, potential air quality impacts through Countywide Plan Program AIR-1.b. The text of Countywide Plan Program AIR-1.b states:</p> <p>Evaluate Air Quality Impacts of Proposed Projects and Plans. As part of the Environmental Review Process, use the current BAAQMD CEQA Guidelines to evaluate the significance of air quality impacts from projects or plans, and to establish appropriate minimum submittal and mitigation requirements necessary for project or plan approval.</p>	Project Proponent	<p>Prior to discretionary project approval.</p> <p>Initials: _____</p> <p>Date: _____</p>	County of Marin Community Development Agency, Department of Public Works or other County entity functioning as the CEQA Lead Agency will review projects and plans being proposed for compliance with the language of Countywide Plan Program AIR-1.b presented in this Mitigation Measure.
BIOLOGICAL RESOURCES				
Impact 7-1: Impacts to Special-Status Species.	<p>Mitigation Measure 7-1: To Protect Special-Status Species During Implementation of Safety Element Activities, Marin County shall implement the following measures listed below:</p> <p>Public infrastructure projects, activities needed to maintain or improve public facilities, and development applications which involve Safety Element activities that</p>	County and Project Proponents	<p>Biological Resources Site Assessment required prior to project approval.</p> <p>Initials: _____</p> <p>Date: _____</p>	County of Marin Community Development Agency, Department of Public Works or other County entity

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	<p>entail substantial ground disturbance or vegetation removal where sensitive biological resources may occur shall be required to conduct a <i>biological resources site assessment, prepared by</i> a qualified biologist, to determine whether the project will result in significant biological impacts. The assessment shall be submitted to the County for review as part of the discretionary permit approval process. The biological resources site assessment shall include the following:</p> <ul style="list-style-type: none"> • The presence or absence of any sensitive biological resources that could be affected by proposed activities, including occurrences of special-status species, occurrences of sensitive natural communities, jurisdictional wetlands, and important wildlife nursery areas and movement corridors; • Recommendations for protocol-level surveys if necessary to determine presence or absence of special-status animal or plant species, as needed; • Impact assessment of the proposed activities on sensitive biological resources; • Identification of laws and regulations that apply, an assessment of compliance with Marin CWP and Development Code policies, and a statement of which permits may be required from 		<p>The County shall modify its application requirements for ministerial road improvement projects simultaneously with revisions to the Marin County Code changing road improvement project from discretionary to ministerial.</p> <p><u>Initials:</u> _____</p> <p><u>Date:</u> _____</p>	<p>functioning as the project proponent.</p>

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	<p>agencies other than the County, and why;</p> <ul style="list-style-type: none"> • Mitigation measures for avoidance of harm or removal of sensitive biological resources would include, but not be limited to, avoiding habitat occupied by special-status species or reducing the disturbance in occupied habitat, timing the work during a season that would cause the least impact to species survival and breeding success, and/or having a biological monitor present during ground disturbance or vegetation removal where sensitive biological resources would be impacted. • Mitigation measures that include conducting species-specific pre-construction surveys for special-status species following current survey protocols or established survey procedures, including surveys during the nesting bird season (February 1 – August 31), bat breeding season (April 15 – August 31), and for avoidance of the bat winter torpor season (November 1 – February 1). • Mitigation measures if take of special-status species or loss of habitat that supports special-status species cannot be avoided. The site assessment report shall outline take permits that will be required from the appropriate agencies (i.e., 			

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	<p>CDFW, USFWS, NMFS) if take of a special-status species cannot be avoided, and discuss the types of mitigation that would be acceptable to the responsible regulatory agencies (CDFW and/or USFWS).</p> <p>The County shall review the results of the biological resources site assessment to determine whether impacts to special-status species are likely to occur, and the actions needed to a) avoid identified impacts such that there is no net loss of sensitive habitat acreage, values, and function, b) determine if additional County and resource agency permits are required, and c) determine the appropriate level of CEQA review.</p> <p>The County shall modify its application requirements for ministerial road improvement projects to include information on the project’s likelihood of impacting special-status species by requiring the following information as part of the project application when biological resources are present on the project site:</p> <p>1) Biological evaluation prepared by a qualified biologist documenting presence or absence of sensitive biological resources, and if any sensitive biological resources are present;</p> <p>2) Description of avoidance and minimization measures to protect sensitive resources according to applicable federal,</p>			

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	<p>state, and County requirements for the protection of the resource;</p> <p>3) Demonstration of obtaining regulatory permits if required; and</p> <p>4) Demonstration of compliance with regulatory permit requirements and mitigation (e.g., preconstruction surveys, habitat replacement, habitat restoration /revegetation plan as needed), or measures to avoid and minimize impacts on special-status species if permits are not required. Mitigation in the form of habitat replacement shall ensure that there is no net loss of habitat acreage, values, and function.</p> <p>The biological evaluation shall disclose what, if any, sensitive biological resources are present on the site including wetlands, Stream Conservation Areas (SCAs), Wetland Conservation Areas (WCAs), Habitat Conservation Plans, Natural Community Conservation Plans, habitat for protected species, state and federal regulated habitats, and sensitive natural communities. The County shall not issue a permit for the road improvement project until the avoidance of significant impacts to biological resources is demonstrated in the application materials.</p> <p>The County shall use a standard checklist and procedure to document its application requirements and application review standards, and to determine whether the project qualifies as a ministerial project or requires additional CEQA review. The procedure would specify the actions the</p>			

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	<p>County will carry out in establishing the checklist and reviewing application materials.</p> <p>For example, the procedure shall specify:</p> <ol style="list-style-type: none"> 1. Which County department receives and reviews application materials, 2. The steps required to respond to the information received in the application process, 3. Which County department determines the need for a biological resources report, 4. The steps the County must take to select a qualified biologist to prepare a biological resources report, 5. Which County department reviews the biological resources report for project compliance with federal, state, and County policies, and whether the avoidance/mitigation measures identified in the report reduce the impacts to biological resources to less than significant, and how that information is reported 6. Preparing an assessment of compliance with County policies, 7. Tracking any required permits and permit conditions, and 			

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	<p>8. Specifying how the County will verify that the project has complied with mitigation.</p> <p>The checklist shall specifically require information about the project’s impacts to sensitive natural communities designated by CDFW that would not be protected by state or federal laws or regulations except CEQA.</p> <p>The checklist should include information such as:</p> <ol style="list-style-type: none"> 1. Identification and location of the project site; 2. Description of the project and site plans; 3. Description of any natural features on the project site; 4. A description of what biological resources may be impacted; 5. Avoidance and/or mitigation measures that are incorporated into the project to keep impacts to biological resources to less than significant, and 6. Whether regulatory agency permits would be required. 			
Impact 7-2: Impacts on Riparian Habitat, Sensitive Natural Communities, and Wetlands.	Mitigation Measure 7-2.1: Best Management Practices for vegetation management in riparian areas, wetlands, and sensitive natural	County and Project Proponents	Prior to building permit approval.	County

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	<p>communities. For public infrastructure projects, activities needed to maintain or improve public facilities, and development applications that involve vegetation removal for fuel load reduction and creation of defensible space where sensitive biological resources may occur, the County shall require preparation of a Construction Management Plan (CMP) for projects that involve vegetation removal within or in proximity to riparian areas, wetlands, and sensitive natural communities, and shall consult with state and federal agencies that have jurisdiction over these resources, including CDFW, RWQCB, and potentially USACE, to determine whether permits and mitigation are required. The CMP shall include Best Management Practices (BMPS) that protect these habitats. The CMPs may include, but are not limited to, the following BMPs:</p> <ul style="list-style-type: none"> • Setbacks from riparian areas, wetlands, and other sensitive areas where work should be avoided. • Field delineation of sensitive habitats as Environmentally Sensitive Areas to avoid. • Identification of sensitive areas where work should be done by hand rather than with heavy machinery. • Measures to control and prevent the discharge of potential pollutants, including solid wastes, paints, concrete, petroleum products, chemicals, wash water or sediment and non-stormwater discharges to storm drains and water courses. 		<p>Initials: _____</p> <p>Date: _____</p>	

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	<ul style="list-style-type: none"> • Restrictions on cleaning, fueling, or maintaining vehicles on site, except in a designated area in which run-off is contained and treated. • Erosion control measures for wet season work (October 15 through April 15). • Measures to store, handle, and dispose of construction materials and wastes properly, so as to prevent their contact with stormwater. • Measures to avoid the invasion and/or spread of noxious weeds. <p>Mitigation Measure 7-2.2: Application Requirements for Ministerial Road Improvement Projects. The County shall implement Mitigation Measure 7-1 above to modify the application requirements for ministerial road improvement projects to include information on the project’s likelihood of impacting riparian areas, wetlands, and sensitive natural communities. Like the application requirement in Mitigation Measure 7-1, the County shall require:</p> <ol style="list-style-type: none"> 1) A biological evaluation prepared by a qualified biologist documenting presence or absence of sensitive biological resources (i.e., riparian habitat, wetlands, or sensitive natural communities); 2) Avoidance and minimization measures to protect sensitive resources according to applicable federal, state, and County 			

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	<p>requirements for the protection of the resource;</p> <p>3) Demonstration of obtaining any required regulatory permits; and</p> <p>4) Demonstration of compliance with regulatory permit requirements and mitigation. Mitigation in the form of habitat replacement shall ensure that there is no net loss of habitat acreage, values, and function and that any proposed compensatory mitigation shall be acceptable to the regulatory agencies.</p> <p>The biological evaluation shall disclose what, if any, sensitive biological resources are present on the site including wetlands, Stream Conservation Areas (SCAs), Wetland Conservation Areas (WCAs), Habitat Conservation Plans, Natural Community Conservation Plans, habitat for protected species, state and federal regulated habitats, and sensitive natural communities. The County shall not issue a permit for the road improvement project until the avoidance of significant impacts to biological resources is demonstrated in the application materials.</p> <p>Mitigation Measure 7-2.3: Adopt and Implement a Standard Review Procedure. The County shall also implement the standard checklist and procedure described in Mitigation Measure 7-1 to document its review, and to determine whether the project qualifies as a ministerial project or requires additional CEQA review. The checklist shall specifically require information on the project’s impacts to sensitive</p>			

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	natural communities that would not be covered under any state or federal laws or regulations.			
Impact 7-3: Impacts on Wildlife Movement Corridors and Wildlife Nursery Sites.	<p>Mitigation Measure 7-3.1. Revise Definition of the Nesting Season</p> <p>Adopted Policy BIO-2.5 in the Natural Systems and Agriculture Element of the 2007 CWP defines the avian nesting season as March 1 through August 1. However, the nesting season in Marin County is generally defined as February 1 through August 31. Unless this policy is amended, future individual development projects resulting from the Housing Element Update have the potential to take active nests of birds protected by the Migratory Bird Treaty Act and California Fish and Game Code. Therefore, the County shall revise this policy as follows:</p> <p>Policy BIO-2.5 (revised) Restrict Disturbance in Sensitive Habitat During the Nesting Season. Limit construction and other sources of potential disturbance in sensitive riparian corridors, wetlands, and Baylands to protect bird nesting activities. Disturbance should generally be set back from sensitive habitat during the nesting season from February 1 through August 31 to protect bird nesting, rearing, and fledging activities. Preconstruction surveys should be conducted by a qualified professional where development is proposed in sensitive habitat areas during the nesting season, and appropriate restrictions should be defined to protect nests in active use and ensure that any young have fledged before construction proceeds.</p>	County	<p>Prior to project approval.</p> <p>Initials: _____</p> <p>Date: _____</p>	County

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	<p>Mitigation Measure 7-3.2 Bird-Safe Design.</p> <p>The County shall establish design standards in the Marin County Development Code for new construction and redevelopment projects to implement bird-safe features to prevent or reduce avian collision risks with glass windows. Consistent with the American Bird Conservancy recommendations, the County shall specify thresholds when standards would apply, such as site location relative to avian habitat and amount of contiguous glass proposed on building facades. If projects meet or exceed the thresholds, the County shall require application of bird-safe design features including, but not limited to, window treatments, glass treatments, and landscaping and lighting modifications. The County or project applicants shall obtain a qualified biologist, with experience in avian ecology, to evaluate proposed building plans and bird-safe design features, where applicable. If the proposed bird-safe design does not sufficiently address collision risks, the biologist shall provide additional bird-safe design recommendations that shall be incorporated.</p> <p>Mitigation Measure 7-3.3. Implement Protective Buffers During Vegetation Management.</p> <p>Housing projects that are facilitated by the Housing and Safety Elements Update, and which the County determines may result in significant impacts to wildlife movement corridors and wildlife nursery sites due to removal, degradation, or substantial long-term disturbance, shall minimize vegetation management activities to the greatest extent feasible, while still meeting</p>			

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	defensible space requirements, and implement protective buffers, or specify vegetation management and removal methods to protect wildlife movement corridors and avoid disturbance of wildlife nursery sites.			
CULTURAL, TRIBAL CULTURAL, AND HISTORICAL RESOURCES				
Impact 8-1: Destruction/Degradation of Historical Resources	<p>Mitigation Measure 8-1. Development applications for housing development projects that are facilitated by the Housing and Safety Elements Update Project, which the County determines may involve a property that contains a potentially significant historical resource shall be assessed by a professional who meets the Secretary of the Interior's Professional Qualifications Standards to determine whether the property is a significant historic resource and whether or not the project may have a potentially significant adverse effect on the historical resource. If, based on the recommendation of the qualified professional, the County determines that the project may have a potentially significant effect, the County shall require the applicant to implement the following mitigation measures:</p> <p>(a) Adhere to at least one of the following Secretary of the Interior's Standards:</p> <ul style="list-style-type: none"> ▪ Secretary of Interior's <i>Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings</i>; or ▪ Secretary of Interior's <i>Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings</i>. 	County and Project Proponent	Prior to project approval. Initials: _____ Date: _____	County

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	<p>The qualified professional shall make a recommendation to the County as to whether the project fully adheres to the Secretary of the Interior’s Standards, and any specific modifications necessary to do so. The final determination as to a project’s adherence to the Standards shall be made by the County body with final decision-making authority over the project. Such a determination of individual project adherence to the Secretary of the Interior’s Standards will constitute mitigation of the project historic resource impacts to a <i>less-than-significant level</i> (CEQA Guidelines section 15064.5).</p> <p>(b) If measure (a) is not feasible, the historical resource shall be moved to a new location compatible with the original character and use of the historical resource, and its historical features and compatibility in orientation, setting, and general environment shall be retained, such that a substantial adverse change in the significance of the historical resource is avoided. Implementation of measure (b) would reduce the impact to a <i>less-than-significant level</i>.</p> <p>If neither measure (a) nor measure (b) is feasible, then the County shall, as applicable and to the extent feasible, implement the following measures in the following order:</p> <p>(c) Document the historical resource before any changes that would cause a loss of integrity and loss of continued eligibility. The documentation shall adhere to the Secretary of the Interior’s <i>Standards for Architectural and Engineering Documentation</i>. The level of documentation shall be proportionate with the level of significance of</p>			

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	<p>the resource. The documentation shall be made available for inclusion in the Historic American Building Survey (HABS) or the Historic American Engineering Record (HAER) Collections in the Library of Congress, the California Historical Resources Information System (CHRIS), and the Bancroft Library, as well as local libraries and historical societies.</p> <p>(d) Retain and reuse the historical resource to the maximum feasible extent and continue to apply the Secretary of the Interior’s Standards to the maximum feasible extent in all alterations, additions, and new construction.</p> <p>(e) Through careful methods of planned deconstruction to avoid damage and loss, salvage character-defining features and materials for educational and interpretive use on-site, or for reuse in new construction on the site in a way that commemorates their original use and significance.</p> <p>(f) Interpret the historical significance of the resource through a permanent exhibit or program in a publicly accessible location on the site or elsewhere within the Planning Area.</p>			
GREENHOUSE GAS EMISSIONS AND ENERGY				
Impact 10-1: Generate Significant Greenhouse Gas Emissions and Conflict with an Applicable Plan, Policy, or Regulation Adopted for the Purposes of Reducing Greenhouse Gas Emissions.	Mitigation Measure 10-1A: Prohibit Natural Gas Plumbing and Appliances in New Housing Sites. The County’s 2022 Green Building Model Reach Code that is under development shall include provision(s) that prohibit natural gas plumbing and the use of natural gas appliances such as cook tops, water heaters, and space heaters in all new housing site developments unless the applicant can show an all-electric building design is not feasible due to specific	County of Marin Community Development Agency and Department of Public Works	Adopt updated 2022 2022 Green Building Model Reach Code by November 2022 or otherwise as expeditiously as possible. Initials: _____ Date: _____	Projects shall be reviewed by the Community Development Agency for compliance with the natural gas prohibition prior to discretionary project approval.

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	economic, technical, logistical, or other factors associated with the development site. All new housing sites shall be required to comply with the aforementioned natural gas prohibition requirements prior to the adoption of the County’s 2022 Green Building Model Reach Code.			
	Mitigation Measure 10-1B: Residential Bicycle Parking Requirements. The County shall require new residential housing sites to comply with the Tier II bicycle parking requirements contained in the latest editions of the California Green Building Standards Code (CalGreen) in effect at the time the building permit application is submitted to the County. Currently, the 2019 CalGreen Code Section A4.106.9, Bicycle Parking, requires new multi-family buildings provide on-site bicycle parking for at least one bicycle per every two dwelling units, with acceptable parking facilities conveniently reached from the street.	County of Marin Community Development Agency	Prior to discretionary project approval. Initials: _____ Date: _____	County of Marin Community Development Agency or other County entity functioning as the CEQA Lead Agency will review projects and plans being proposed for compliance with this Mitigation Measure.
	Mitigation Measure 10-1C: Reduce VMT from New Residential Development. Implement Mitigation Measure 18-4 (Transportation). Mitigation Measure 18-4. Development applications for housing development projects that are facilitated by the Housing and Safety Elements Update, which the County determines may result in significant impacts to vehicle miles traveled, shall be required to achieve a VMT significance threshold of 15 percent below the regional average residential VMT per capita. The methodologies and screening parameters used to determine VMT significance shall be consistent with the guidance provided in the <i>Technical Advisory on Evaluating Transportation Impacts in CEQA</i> , OPR, 2018 (or subsequent updates), or	Project sponsors are responsible for submitting documentation that demonstrates how required VMT reductions will be achieved, and for implementing the associated VMT reduction strategies (these will vary but may include implementation of a TDM program and/or physical measures).	Prior to issuance of building permit. Initials: _____ Date: _____	Community Development Agency (CDA)

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	<p>future VMT policies adopted by the County of Marin, provided that such policies have been shown through evidence to support the legislative intent of SB 743. Output from the TAMDM travel demand model shall be the source of the regional VMT per capita performance metric used to establish the significance threshold and shall be used in residential development project VMT assessments. VMT reduction techniques will vary depending on the location of each development site and the availability of nearby transportation services though utilization of TDM strategies will play a major role in most cases. Following are TDM and other strategies that may be applied; additional measures beyond those provided in this list may be allowed if supported by evidence.</p> <ul style="list-style-type: none"> ○ Subsidize resident transit passes ○ Provide or participate in established ride-matching program(s) ○ Provide information, educational, and marketing resources for residents and visitors managed by a TDM Coordinator ○ Complete bus stop improvements or on-site mobility hubs ○ Construct off-site pedestrian and/or bicycle network improvements, particularly those that fill gaps and/or connect the project and surrounding neighborhood to transit ○ Reduce parking supply at affordable or senior projects and projects that are well-served by transit ○ Unbundle parking costs (sell or lease parking separately from the housing unit) where appropriate on-street management is present ○ Provide or participate in car-sharing, bike sharing, or scooter sharing program(s) 			

Mitigation Monitoring and Reporting Program

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	<ul style="list-style-type: none"> Contribute to future VMT mitigation fee programs, banks, or exchanges as they become available. 			
NOISE				
<p>Impact 15-1: Substantial Permanent Increases in Traffic Noise Levels.</p>	<p>Mitigation Measure 15-1: Reduce VMT from New Residential Development. Implement Mitigation Measure 18-4 (Transportation).</p> <p>Mitigation Measure 18-4. Development applications for housing development projects that are facilitated by the Housing and Safety Elements Update, which the County determines may result in significant impacts to vehicle miles traveled, shall be required to achieve a VMT significance threshold of 15 percent below the regional average residential VMT per capita. The methodologies and screening parameters used to determine VMT significance shall be consistent with the guidance provided in the <i>Technical Advisory on Evaluating Transportation Impacts in CEQA</i>, OPR, 2018 (or subsequent updates), or future VMT policies adopted by the County of Marin, provided that such policies have been shown through evidence to support the legislative intent of SB 743. Output from the TAMDM travel demand model shall be the source of the regional VMT per capita performance metric used to establish the significance threshold and shall be used in residential development project VMT assessments. VMT reduction techniques will vary depending on the location of each development site and the availability of nearby transportation services though utilization of TDM strategies will play a major role in most cases. Following are TDM and other strategies that may be applied; additional measures beyond those</p>	<p>Project sponsors are responsible for submitting documentation to the County that demonstrates how required VMT reductions will be achieved, and for implementing the associated VMT reduction strategies (these will vary but may include implementation of a TDM program and/or physical measures).</p>	<p>Prior to issuance of building permit.</p> <p>Initials: _____</p> <p>Date: _____</p>	<p>Community Development Agency (CDA)</p>

Mitigation Monitoring and Reporting Program

		MONITORING		
Impact	Mitigation Measure	Implementation Entity	Timing Requirements	Monitoring and Verification Entity
	<p>provided in this list may be allowed if supported by evidence.</p> <ul style="list-style-type: none"> ○ Subsidize resident transit passes ○ Provide or participate in established ride-matching program(s) ○ Provide information, educational, and marketing resources for residents and visitors managed by a TDM Coordinator ○ Complete bus stop improvements or on-site mobility hubs ○ Construct off-site pedestrian and/or bicycle network improvements, particularly those that fill gaps and/or connect the project and surrounding neighborhood to transit ○ Reduce parking supply at affordable or senior projects and projects that are well-served by transit ○ Unbundle parking costs (sell or lease parking separately from the housing unit) where appropriate on-street management is present ○ Provide or participate in car-sharing, bike sharing, or scooter sharing program(s) ○ Contribute to future VMT mitigation fee programs, banks, or exchanges as they become available. 			
TRANSPORTATION				
Impact 18-4: Impacts Related to Vehicle Miles Traveled.	Mitigation Measure 18-4. Development applications for housing development projects that are facilitated by the Housing and Safety Elements Update, which the County determines may result in significant impacts to vehicle miles traveled, shall be required to achieve a VMT significance threshold of 15 percent below the regional average residential VMT per capita. The methodologies and screening parameters used to determine VMT significance shall be consistent	Project sponsors are responsible for submitting documentation to the County that demonstrates how required VMT reductions will be achieved, and for implementing the	Prior to issuance of building permit. Initials: _____ Date: _____	Community Development Agency (CDA)

Mitigation Monitoring and Reporting Program

		MONITORING		
Impact	Mitigation Measure	Implementation Entity	Timing Requirements	Monitoring and Verification Entity
	<p>with the guidance provided in the <i>Technical Advisory on Evaluating Transportation Impacts in CEQA</i>, OPR, 2018 (or subsequent updates), or future VMT policies adopted by the County of Marin, provided that such policies have been shown through evidence to support the legislative intent of SB 743. Output from the TAMDM travel demand model shall be the source of the regional VMT per capita performance metric used to establish the significance threshold and shall be used in residential development project VMT assessments.</p> <p>VMT reduction techniques will vary depending on the location of each development site and the availability of nearby transportation services though utilization of TDM strategies will play a major role in most cases. Following are TDM and other strategies that may be applied; additional measures beyond those provided in this list may be allowed if supported by evidence.</p> <ul style="list-style-type: none"> ○ Subsidize resident transit passes ○ Provide or participate in established ride-matching program(s) ○ Provide information, educational, and marketing resources for residents and visitors managed by a TDM Coordinator ○ Complete bus stop improvements or on-site mobility hubs ○ Construct off-site pedestrian and/or bicycle network improvements, particularly those that fill gaps and/or connect the project and surrounding neighborhood to transit ○ Reduce parking supply at affordable or senior projects and projects that are well-served by transit 	<p>associated VMT reduction strategies (these will vary but may include implementation of a TDM program and/or physical measures).</p>		

Mitigation Monitoring and Reporting Program

		MONITORING		
Impact	Mitigation Measure	Implementation Entity	Timing Requirements	Monitoring and Verification Entity
	<ul style="list-style-type: none"> ○ Unbundle parking costs (sell or lease parking separately from the housing unit) where appropriate on-street management is present ○ Provide or participate in car-sharing, bike sharing, or scooter sharing program(s) ○ Contribute to future VMT mitigation fee programs, banks, or exchanges as they become available. 			