

5.0 DRAFT EIR TEXT REVISIONS

This chapter presents specific changes to the text of the Draft EIR that are being made to clarify and supplement materials in the Draft EIR. In no case do these revisions result in a greater number of impacts or impacts of a greater severity than those set forth in the Draft EIR. Where revisions to the main text are called for, the page and paragraph are set forth, followed by the appropriate revision. Added text is indicated with double underlined text. Text deleted is shown in ~~strikeout~~.

Page 2-5 of the Draft EIR is revised as follows:

- **Impact NOI-2:** Phase 2 operation period noise levels could ~~would~~ exceed the City's land use compatibility thresholds for future on-site sensitive receptors.

Table 2.A on page 2-13 of the Draft EIR is revised as shown on the following page because Mitigation Measures HYD-2 and HYD-3 were inadvertently omitted.

Table 2.A on pages 2-17 and 2-19 of the Draft EIR is further revised as shown on the following pages to include minor revisions to mitigation measures identified in Chapter 4.0 of this Response to Comments Document (RTC Document).

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
4.7 HYDROLOGY AND WATER QUALITY			
<u>Impact HYD-2: The increase in water supply demand due to the project could potentially interfere with sustainable management of groundwater in the Santa Rosa Plain Subbasin.</u>	<u>S</u>	<u>HYD-2, Water Supply Coordination. The Water Supply Assessment (WSA) prepared for the project shall be provided to Sonoma Water for review so that Sonoma Water can account for the increased water supply demand that would be generated by the project in their groundwater management efforts to maintain sustainable management of the Santa Rosa Plain Subbasin.</u>	<u>LTS</u>
<u>Impact HYD-3: The 100-year storm runoff from the project site could exceed the capacity of proposed stormwater infrastructure and result in flooding on the project site and surrounding roadways.</u>	<u>S</u>	<u>Mitigation Measure HYD-3, Hydraulic Modeling. The project sponsor shall hire a qualified Civil Engineer to perform hydraulic modeling to evaluate the 100-year storm event hydraulic grade line water elevations on the project site under proposed project conditions. The qualified Civil Engineer shall coordinate with the City to determine the estimated sea level rise amount that shall be used in the hydraulic modeling. The evaluation shall account for contribution of runoff from the project site and surrounding properties (including reasonably foreseeable projects identified by the City) into public roadways. If the evaluation demonstrates that the 100-year storm event could result in on-site flooding above the minimum of 1 foot of freeboard from the finished floor elevations on the project site or that runoff from the project site could contribute to increased flooding in off-site areas (including roadways), the project shall incorporate additional stormwater retention systems (e.g., swales, retention ponds, or cisterns with metered outlets) and/or additional stormwater conveyance systems into the project design to ensure that stormwater runoff from the project would not result in on-site flooding or contribute to increased off-site flooding. The results of the hydraulic modeling and any changes to the project's stormwater management system designs shall be submitted to the City for review and approval prior to the issuance of grading or building permits.</u>	<u>LTS</u>

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
4.10 AIR QUALITY			
AIR-3: Construction of Phase 1 would generate ROG and NOX emissions in excess of thresholds established by the BAAQMD, resulting in a violation of air quality standards.	S	<p>AIR-3a, Phase 1 Construction Equipment Requirements. Prior to the commencement of Phase 1 construction activities, the project sponsor shall require its construction contractor to demonstrate that all 75 <u>50</u>-HP or greater diesel-powered equipment are powered with California Air Resources Board (CARB)-certified Tier 4 Final engines.</p> <p>An exemption from this requirement may be granted by the City of San Rafael (City) if: (1) the project sponsor documents that equipment with Tier 4 Final engines are not reasonably available; and (2) the required corresponding reductions in criteria air pollutant emissions can be achieved for the project from other combinations of construction equipment.</p> <p>Before an exemption may be granted, the project sponsor's construction contractor shall (1) demonstrate that at least two construction fleet owners/operators in Marin County were contacted and that those owners/operators confirmed Tier 4 Final equipment could not be located within Marin County during the desired construction schedule; and (2) the proposed replacement equipment has been evaluated using the California Emissions Estimator Model (CalEEMod) or another industry standard emission estimation method and the documentation provided to the City to confirm that necessary project-generated emissions reductions are achieved.</p>	LTS
		<p>AIR-3b, Phase 1 Architectural Coatings and Interior Paints. To address the impact relative to reactive organic gas (ROG) emissions during Phase 1 construction, all interior paints and other architectural coatings shall be limited to 50 grams per liter or less of volatile organic compounds (VOCs). The project sponsor's construction contractor shall procure architectural coatings from a supplier in compliance with the requirements of BAAQMD Regulation 8, Rule 3 (Architectural Coatings), <u>that meet the 50 grams per liter or less VOC content.</u></p>	
AIR-4: Construction of the proposed project would expose sensitive receptors to substantial pollutant concentrations through exceeding the carcinogenic inhalation health risk threshold.	S	<p>AIR-4, Construction Equipment Standards. During construction of the proposed project, the project contractor shall ensure all off-road diesel-powered construction equipment of 50 horsepower or more used for the project construction at a minimum meets the California Air Resources Board (CARB) Tier 2 with level 3 diesel particulate filters emissions standards or equivalent, including Tier 4 Final engines. Implement Mitigation Measure AIR-3a.</p>	LTS

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
4.12 NOISE			
NOI-1: Construction of the proposed project would result in a significant short-term increase in ambient noise levels in the vicinity of the project site in excess of the thresholds established in the City of San Rafael General Plan or Noise Ordinance.	S	<p>NOI-1, Sound Barriers. The City of San Rafael (City) Director of Community Development, or designee, shall verify prior to issuance of demolition or grading permits that the approved plans require that the construction contractor implement the following measures during project construction activities:</p> <ul style="list-style-type: none"> • Temporary noise barriers or shrouds shall be installed (featuring materials and methods of assembly and installation that yields a sound transmission class [STC] of 20 or better) near the operating equipment in a safe, feasible, and practical manner to break sound paths between it and the <u>off-site or</u> on-site noise-sensitive receptors (e.g., single- or multi-family residences) of concern. • During Phase 1 of construction, the temporary barriers shall be a minimum of 10 feet tall. • During Phase 2 of construction, the barriers shall be a minimum of 11 feet tall. 	LTS
NOI-2: Operation period noise levels <u>could</u> would exceed the City's land use compatibility thresholds for future on-site sensitive receptors.	S	<p>NOI-2, On-Site Noise Compliance Requirements. Prior to City approval of building permits, the project sponsor shall include in construction documents for City review building operation noise control and sound abatement features or considerations for stationary equipment during nighttime hours. The documentation shall include at least the following:</p> <ul style="list-style-type: none"> • Equipment sound emission data (or sufficient engineering data from the manufacturer of equipment model[s]); • Architectural renderings and details depicting, <u>where technically feasible</u>, roof parapets, screens, walls, or other barriers <u>around mechanical equipment</u> that may directly or indirectly occlude, reflect, and/or absorb equipment noise emissions—conveyed via airflows or via vibrating equipment casings or enclosures; and • Incorporation of dissipative duct silencers, shrouds, covers, acoustical louvers, acoustically lined ductwork, and other means to help attenuate noise from fans, pumps, compressors, and other equipment featuring reciprocating or revolving components. <p>The documentation shall demonstrate whether these measures, or any additional feasible mitigation measures, will reduce the sound level to below the established 55 dBA L_{eq} daytime and 45 dBA L_{eq} thresholds for on-site sensitive receptors. After City approval, information on subsequent project design changes, equipment selections, or construction alterations that substantially deviate from these noise control and/or sound abatement details appearing in the construction documents must be reviewed by a qualified acoustician and provided to the City with respect to expected sufficiency of expected conformance with applicable City noise thresholds or as otherwise approved by the City.</p>	SU

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
4.14 UTILITIES AND SERVICE SYSTEMS			
UTL-1: The proposed project would generate wastewater that would exceed the capacity of the existing sewer infrastructure that serves the project site.	S	UTL-1: Prior to the issuance of a certificate of occupancy for any of the residential units on the project site, the existing 12-, 15-, and 18-inch-diameter Terra Linda Northgate Trunk Sewer line downstream of the project site shall be upsized <u>as determined by hydraulic calculations conducted by the project sponsor to 15 inches in diameter</u> in coordination with the Las Gallinas Valley Sanitation Sanitary District (LGVSD). <u>The analysis shall also identify the fair share cost for these improvements attributed to the proposed project. The certificate of occupancy shall not be issued until the LGVSD has issued final approval that the required upgrades have been completed.</u>	LTS

Table 3.F on page 3-54 of the Draft EIR is revised as follows:

Table 3.F: Anticipated Approvals and Actions for Project Implementation

Lead Agency	Permit/Approval/Action
City of San Rafael	<ul style="list-style-type: none"> • Environmental Impact Report (EIR) Certification • Adoption of Findings and Statement of Overriding Considerations • Rezone to the Planned Development (PD) District • Environmental and Design Review Permit • Development Agreement • Density Bonus Application • Tentative Subdivision Map • Master Signage Program
Responsible Agencies/Entities	
Pacific Gas & Electric (PG&E)	• Approval of electric improvements and connection permits
Marin Municipal Water District (MMWD)	• Approval of water improvements and connection permits
<u>Las Gallinas Valley Sanitary District</u>	• <u>Approval of wastewater improvements and connection permits</u>
California Regional Water Quality Control Board (RWQCB)/Marin County Stormwater Pollution Prevention Program (SWPPP)	• Approval of National Pollutant Discharge Elimination System (NPDES) permit for stormwater discharge
Bay Area Air Quality Management District (BAAQMD)	• Permits for utility equipment

Source: Compiled by LSA (2023).

Page 4.2-8 of the Draft EIR is revised as follows:

~~Jobs-Housing Connection Strategy.~~ The Jobs Housing Connection Strategy was adopted by ABAG and MTC as part of Plan Bay Area in July 2013. The Jobs Housing Connection Strategy reflects the preferred land use pattern, which was selected from a series of land use alternatives and based on input from the public, cities and counties, and transportation agencies. The preferred scenario aims to concentrate growth near transit served employment centers in the inner Bay Area. For the SCS, the methodology used for assigning household growth to local jurisdictions incorporates multiple factors, including housing development capacity, base housing unit growth, vehicle miles traveled/transit service adjustment, and additional growth factors.

Table 4.9.E on page 4.9-21 of the Draft EIR is revised as follows:

Plan/Ordinance/Policy	Project Consistency
Plan Bay Area 2050	Consistent. The proposed project would be consistent with the Plan Bay Area 2050 goals and performance targets for transportation system effectiveness, <u>particularly those related to the project site's location within a Priority Development Area (PDA)</u> . The proposed project would develop new housing units that would locate residents near existing residential, office, and commercial uses, reducing the demand for travel by single-occupancy vehicles. In addition, the project area is served by public transit facilities and would provide enhanced internal bicycle and pedestrian facilities, which would also help to reduce the demand for travel by single-occupancy vehicles. According to the PDA and Equity Priority Community designations, the project would align with regional growth strategies and equity priority zones.

Mitigation Measure AIR-3a on page 4.10-31 of the Draft EIR is revised as follows:

Mitigation Measure AIR-3a: ~~Phase 1 Construction Equipment Requirements.~~
Prior to the commencement of ~~Phase 1~~ construction activities, the project sponsor shall require its construction contractor to demonstrate that all ~~75~~ 50 HP or greater diesel-powered equipment are powered with California Air Resources Board (CARB)-certified Tier 4 Final engines.

~~An exemption from this requirement may be granted by the City of San Rafael (City) if: (1) the project sponsor documents that equipment with Tier 4 Final engines are not reasonably available; and (2) the required corresponding reductions in criteria air pollutant emissions can be achieved for the project from other combinations of construction equipment.~~

~~Before an exemption may be granted, the project sponsor's construction contractor shall (1) demonstrate that at least two construction fleet owners/operators in Marin County were contacted and that those owners/operators confirmed Tier 4 Final equipment could not be located within Marin County during the desired construction schedule; and (2) the proposed replacement equipment has been evaluated using the California Emissions Estimator Model (CalEEMod) or another industry-standard emission estimation method and the documentation provided to the City to confirm that~~

~~necessary project-generated emissions reductions are achieved.~~

Mitigation Measure AIR-3b on page 4.10-31 of the Draft EIR is revised as follows:

Mitigation Measure AIR-3b: Phase 1 Architectural Coatings and Interior Paints.
To address the impact relative to reactive organic gas (ROG) emissions during Phase 1 construction, all interior paints and other architectural coatings shall be limited to 50 grams per liter or less of volatile organic compounds (VOCs). The project sponsor's construction contractor shall procure architectural coatings from a supplier in compliance with the requirements of BAAQMD Regulation 8, Rule 3 (Architectural Coatings), that meet the 50 grams per liter or less VOC content. (LTS)

Pages 4.10-37 through 4.10-39 of the Draft EIR are revised as follows:

Table 4.10.I: Unmitigated Inhalation Health Risks from Project Construction

	Carcinogenic Inhalation Health Risk in 1 Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index	Annual PM _{2.5} Concentration (µg/m ³)
Maximally Exposed Individual (MEI) Off Site	11.58 <u>18.60</u>	0.0061 <u>0.010</u>	0	0.072 <u>0.12</u>
Phase 2 MEI On Site	7.09 <u>11.08</u>	0.0073 <u>0.010</u>	0	0.11 <u>0.16</u>
Threshold	10	1	1	0.3

Source: Northgate Town Square Project Air Quality and Greenhouse Gas Emissions Technical Report (Dudek 2023) and Supplemental Air Quality Analysis Technical Memorandum (Dudek August 2024).

µg/m³ = micrograms per cubic meter

PM_{2.5} = particulate matter less than 2.5 microns in size

As shown in Table 4.10.I, the risk associated with project construction for the maximally exposed individual (MEI) off site would be ~~11.58~~ 18.60 in 1 million, which would exceed the BAAQMD cancer risk of 10 in 1 million. The total chronic Hazard Index would be ~~0.0061~~ 0.010, which would not exceed the threshold of 1.0. In addition, the total acute Hazard Index would be 0.000, which would also not exceed the threshold of 1.0. The results of the analysis indicate that the total PM_{2.5} concentration would be ~~0.072~~ 0.12 µg/m³, which would also not exceed the BAAQMD significance threshold of 0.30 µg/m³.

For future on-site sensitive receptors, the risk associated with project construction at the on-site MEI would be ~~7.09~~ 11.08 in 1 million, which would ~~not~~ exceed the BAAQMD cancer risk of 10 in 1 million. The total chronic hazard index would be

~~0.0073~~ 0.010, which would not exceed the threshold of 1.0. In addition, the total acute Hazard Index would be 0.000, which would also not exceed the threshold of 1.0. The results of the analysis indicate that the total PM_{2.5} concentration would be ~~0.11~~ 0.16 µg/m³, which would also not exceed the BAAQMD significance threshold of 0.30 µg/m³. Therefore, without Tier 4 Final construction equipment, there would be a ~~less than~~ potentially significant risk to off-site and future (Phase 2) sensitive receptors on the project site.

Impact AIR-4 Construction of the proposed project would expose sensitive receptors to substantial pollutant concentrations through exceeding the carcinogenic inhalation health risk threshold. (S)

As indicated above, the cancer risk of ~~11.58~~ 18.60 in 1 million would exceed BAAQMD thresholds. Therefore, implementation of Mitigation Measure AIR-4 would be required to reduce substantial pollutant concentrations during project construction.

Mitigation Measure AIR-4: ~~Construction Equipment Standards.~~ During construction of the proposed project, the project contractor shall ensure all off-road diesel-powered construction equipment of 50 horsepower or more used for the project construction at a minimum meets the California Air Resources Board (CARB) Tier 2 with level 3 diesel particulate filters emissions standards or equivalent, including Tier 4 Final engines. Implement Mitigation Measure AIR-3a.

Mitigation Measure AIR-4, ~~which requires implementation of Mitigation Measure AIR-3a, which requires the use of (at a minimum) level 3 diesel particulate filters emissions standards or equivalent (including Tier 4 Final) engines on all 50 HP or greater diesel-powered equipment, which on construction equipment,~~ shall be implemented to reduce DPM during construction. Table 4.10.J summarizes the results of the HRA for project construction after mitigation.

As shown in Table 4.10.J, the mitigated cancer risk at the off-site MEI would be ~~4.85~~ 5.10 in 1 million, which would not exceed the BAAQMD cancer risk of 10 in 1 million. The mitigated cancer risk at the on-site MEI would be 4.06 in 1 million, which would not exceed the BAAQMD cancer risk of 10 in 1 million. Therefore, with implementation of Mitigation Measure AIR-4, construction of the proposed project would not exceed BAAQMD thresholds and would not expose nearby sensitive receptors to substantial pollutant concentrations. This impact would be **less than significant with mitigation.**

**Table 4.10.J: Mitigated Inhalation Health Risks from Project
Construction to Off-Site Receptors**

	Carcinogenic Inhalation Health Risk in 1 Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index	Annual PM _{2.5} Concentration (µg/m ³)
Maximally Exposed Individual (MEI) Off Site	4.85 5.10	0.0026 0.0028	0.000	0.056 0.089
Phase 2 MEI On Site	4.06	0.0037	0.000	0.13
Threshold	10.0	1.0	1.0	0.30

Source: Northgate Town Square Project Air Quality and Greenhouse Gas Emissions Technical Report (Dudek 2023) and Supplemental Air Quality Analysis Technical Memorandum (Dudek 2024).

µg/m³ = micrograms per cubic meter

PM_{2.5} = particulate matter less than 2.5 microns in size

Page 4.10-41 of the Draft EIR is revised as follows:

Table 4.10.K: Maximum Cumulative Health Impacts – On-Site Receptors

Source ¹	Carcinogenic Inhalation Health Risk in 1 Million	Chronic Inhalation Hazard Index	Annual PM _{2.5} Concentration (µg/m ³)
Macy's West Stores Inc.	8.87	0.0046	0.012
Villa Marin Homeowners' Association	0.43	0.00067	0.00055
AlmaVia of San Rafael	0.29	0.00041	0.00037
Kohl's Department Store	0.076	0.000020	0.00019
Guide Dogs for the Blind Inc.	8.74	0.0023	0.011
The Pasha Group	0.011	0.000042	0.000013
Chevron Station	0.81	0.0036	—
Fuel 24:7 at Northgate	0.50	0.0022	—
Terra Linda 76	0.31	0.0013	—
Northgate Shell	0.44	0.0019	—
Gateway Gas One	0.36	0.0016	—
<u>Marin Specialty Surgery Center</u>	<u>0.43</u>	<u>0.00016</u>	<u>0.00064</u>
US-101	7.58	— ²	0.17
Major Roadways	0.62	— ²	0.01
Railroad	0.33	— ²	0.0004
Future on-site residents during Phase 2 Construction	7.09 <u>11.08</u>	0.00730 <u>0.010</u>	0.10670 <u>0.16</u>
Total Cumulative Health Risk	36.46 <u>40.89</u>	0.0260 <u>0.029</u>	0.310 <u>0.36</u>
<i>BAAQMD Cumulative Significance Criteria</i>	<i>100</i>	<i>10</i>	<i>0.8</i>
Exceed Threshold?	No	No	No

Source: Northgate Town Square Project Air Quality and Greenhouse Gas Emissions Technical Report (Dudek 2023) and Supplemental Air Quality Analysis Technical Memorandum (Dudek August 2024).

¹ Screening health risk levels for all stationary sources, US-101, major roadways, and railroad were obtained from the BAAQMD. Per BAAQMD recommendations, the BAAQMD Distance Adjustment Multiplier Tools for Gasoline Dispensing Facilities and for Diesel Internal Combustion Engines were used to estimate the risk from the stationary sources based on distance to the proposed residential parcels.

² According to BAAQMD, chronic health risk from these sources was not included in the raster files because risk was found to be low and exceedances were not likely.

µg/m³ = micrograms per cubic meter

BAAQMD = Bay Area Air Quality Management District

PM_{2.5} = particulate matter less than 2.5 microns in size

US-101 = United States Route 101

As shown in Table 4.10.K, the cumulative cancer risk from all sources within 1,000 feet of the proposed project boundary would be approximately ~~36.46~~ 40.89 in 1 million, which would be below the BAAQMD cumulative threshold of 100 in 1 million, and therefore less than significant. The cumulative Hazard Index from all such sources would be approximately ~~0.026~~ 0.029, which would be below the significance threshold of 10, and would therefore be less than significant. The cumulative PM_{2.5} concentration would be approximately ~~0.31~~ 0.36 µg/m³, which would be below the significance threshold of 0.8 µg/m³ and hence would be less than significant. Since receptors on Residential 4 would be exposed to the maximum health risk, the health risk impacts at the other proposed residential receptors on site would also be **less than significant**.

Page 4.12-19 of the Draft EIR is revised as follows:

Mitigation Measure NOI-1

Sound Barriers. The City of San Rafael (City) Director of Community Development, or designee, shall verify prior to issuance of demolition or grading permits that the approved plans require that the construction contractor implement the following measures during project construction activities:

- Temporary noise barriers or shrouds shall be installed (featuring materials and methods of assembly and installation that yields a sound transmission class [STC] of 20 or better) near the operating equipment in a safe, feasible, and practical manner to break sound paths between it and the off-site or on-site noise-sensitive receptors (e.g., single- or multi-family residences) of concern.
- During Phase 1 of construction, the temporary barriers shall be a minimum of 10 feet tall.
- During Phase 2 of construction, the barriers shall be a minimum of 11 feet tall. (LTS)

Page 4.12-28 of the Draft EIR is revised as follows:

Impact NOI-2 **Operation period noise levels could ~~would~~ exceed the City's land use compatibility thresholds for future on-site sensitive receptors. (S)**

Page 4.12-29 of the Draft EIR is revised as follows:

The results indicate that all daytime sound levels at representative upper-floor, on-site receptor locations listed in Table 4.12.R comply with the City's 55 dBA threshold for "constant" type sounds as received by mixed-use land uses. Noise from daytime amplified

Town Square events would exceed 55 dBA L_{eq} at five of the on-site receptors but do not exceed the significance threshold due to the City's exemption of these noise sources from its general 55 dBA L_{eq} threshold. At night, predicted operation noise levels received by four on-site mixed-use land uses slightly exceed the City's 45 dBA hourly L_{eq} threshold and would therefore not comply with the City's noise ordinance without some applied noise reduction or other project design feature. For these reasons, there is a need for noise reduction of on-site outdoor-exposed HVAC systems, subsurface parking level ventilation systems, and/or noise-generating equipment in at-grade or above-grade exposed parking areas. Nevertheless, such noise reduction methods, further detailed below as part of the on-site noise compliance requirements, may not be sufficient to attain these predicted noise reduction needs at all of these affected future on-site residential receptors. The loudest sound levels from Town Square speakers during an event are predicted to be less than 80 dBA and would thus be considered compliant with Section 8.13.050.C from the City's exterior noise level exception as it applies to such sound reinforcement systems.

Pages 4.12-30 through 4.12-31 of the Draft EIR are revised as follows:

The results indicate that all daytime sound levels at representative upper-floor on-site receptor locations listed in Table 4.12.S comply with the City's 55 dBA threshold for "constant" type sounds as received by mixed-use land uses. At night, predicted operation noise levels received by six on-site mixed-use land uses for the nighttime condition and eight on-site mixed-use land uses for the nighttime with occupied cinema conditions slightly exceed the City's 45 dBA hourly L_{eq} threshold and would therefore not comply with the City's noise ordinance without some applied noise reduction or other project design feature. For these reasons, there is a need for noise reduction of on-site outdoor-exposed HVAC systems, subsurface parking level ventilation systems, and/or noise-generating equipment in at-grade or above-grade exposed parking areas. Nevertheless, such noise reduction methods, further detailed below as part of the on-site noise compliance requirements, may not be sufficient to attain these predicted noise reduction needs at all of these affected future on-site residential receptors. The loudest sound levels from Town Square speakers during an event are predicted to be less than 80 dBA and would thus be considered compliant with Section 8.13.050.C from the City's exterior noise level exception as it applies to such sound reinforcement systems.

Given that Phase 1 and 2 project operations would exceed the City's land use compatibility thresholds for future on-site sensitive receptors, the following Mitigation Measure NOI-2 should be incorporated into the proposed project design to reduce operational noise effects to on-site sensitive receptors to the extent feasible.

Mitigation Measure NOI-2

On-Site Noise Compliance Requirements. Prior to City approval of building permits, the project sponsor shall include in construction documents for City review building operation noise control and sound abatement features or considerations for stationary equipment during nighttime hours. The documentation shall include at least the following:

- Equipment sound emission data (or sufficient engineering data from the manufacturer of equipment model[s]);
- Architectural renderings and details depicting, where technically feasible, roof parapets, screens, walls, or other barriers around mechanical equipment that may directly or indirectly occlude, reflect, and/or absorb equipment noise emissions—conveyed via airflows or via vibrating equipment casings or enclosures; and
- Incorporation of dissipative duct silencers, shrouds, covers, acoustical louvers, acoustically lined ductwork, and other means to help attenuate noise from fans, pumps, compressors, and other equipment featuring reciprocating or revolving components.

The documentation shall demonstrate whether these measures, or any additional feasible mitigation measures, will reduce the sound level to below the established ~~55 dBA L_{eq} daytime~~ and 45 dBA L_{eq} thresholds for on-site sensitive receptors. After City approval, information on subsequent project design changes, equipment selections, or construction alterations that substantially deviate from these noise control and/or sound abatement details appearing in the construction documents must be reviewed by a qualified acoustician and provided to the City with respect to expected sufficiency of expected conformance with applicable City noise thresholds or as otherwise approved by the City. (SU)

Pages 4.14-6 through 4.14-7 of the Draft EIR are revised as follows:

The project site has three existing points of connection to the existing public sewer system maintained by the LGVSD. Two points of connection are in manholes located in Las Gallinas Avenue at the northern boundary of the site, and the third connection is at a manhole in Los Ranchitos Road at the southeast corner of the site. The sewer pipes within the project site are 6 to 8 inches in diameter. The existing sewer main in Las Gallinas Avenue is 8 inches in diameter and conveys sewer flows northerly to a 12-, 15-, and 18-inch-diameter gravity sewer main that terminates northeasterly of the project site at the John Duckett sewer pump station. The John Duckett sewer pump station pumps sewer flows through a force main to the LGVSD wastewater treatment plant. The existing sewer main in Los Ranchitos Road is an 8-inch-diameter main that conveys sewer flows northerly toward Merrydale Road then easterly and southerly to the San Rafael Meadows pump station. The San Rafael Meadows pump station pumps sewer flows east across United States Route 101 (US-101)

into a gravity and force main system that eventually terminates at the LGVSD wastewater treatment plant.

Wastewater Treatment. The LGVSD Wastewater Treatment Plant (WWTP) was constructed in 1955 and expanded in 1958, 1972, and 1984. The WWTP has the capacity to treat ~~2.92~~ 3.2 mgd. From November through April, the treated wastewater is released to Miller Creek, which leads to San Pablo Bay. From May through October, effluent is reused to irrigate pasture land, is stored in ponds to accelerate evaporation, and is either later discharged to Miller Creek or ~~taken to Marin Water~~ sent to the LGVSD Recycled Water Treatment Facility for further treatment and distribution by Marin Water for landscape irrigation and other uses. The LGVSD WWTP has a dry weather capacity of 8 mgd and a wet weather capacity of 18 mgd. The LGVSD WWTP treats an average flow of 2.36 mgd, and the peak wet weather flow is approximately 22 to 24 mgd. Additional flows beyond the treatment capacity are diverted around the secondary treatment units and blended with secondary-treated effluent, all of which is then dechlorinated prior to discharge.

Pages 4.14-17 through 4.14-18 of the Draft EIR are revised as follows:

Wastewater. Wastewater at the project site is currently divided between the ~~Terra Linda Northgate~~ trunk sewer to the north (discharging into the John Duckett Pump Station) and the ~~Merrywood trunk sewer~~ a sanitary sewer main along Los Ranchitos Road and Merrydale Road to the south (discharging to the San Rafael Meadows and Civic Center Pump Stations). The existing flow rate from the project site is approximately 0.03 mgd. The LGVSD sewer design standards typically require using 400 gallons per day per capita and the national average occupancy for multi-family apartments is 2.6 occupants per unit. Therefore, it is estimated that full buildout of the proposed project would generate 1.47 mgd of sewer flow, an increase of approximately 1.44 mgd compared to existing conditions. The proposed project would be required to disconnect the existing sewer laterals that are currently connected to the San Rafael Meadows Pump Station because this pump station currently has limited capacity. All current and additional wastewater flows from the project site would be required to be redirected through the Northgate Trunk Sewer to the John Duckett Pump Station, which has a maximum pumping capacity of 6.34 mgd. The John Duckett Pump Station is the largest pump station in the LGVSD service area and the flow analysis conducted by LGVSD concluded that there is sufficient capacity for both phases of the proposed project and other cumulative projects identified in the City's General Plan Housing Element. Flows from a portion of the project site are discharged along Las Gallinas Avenue/Los Ranchitos Road to the San Rafael Meadows Pump Station followed by the Civic Center Pump Station. The San Rafael Meadows Pump Station has a capacity of 1.3 mgd and the Civic Center Pump Station has a capacity of 2.3 mgd. The remaining flows from the project site are discharged to the John Duckett Pump Station, which has a capacity of 10.7 mgd. Therefore, there appears to be sufficient capacity at the John Duckett Pump Station to accommodate the proposed project through 2040. However, based on the model result for the Terra Linda Trunk Sewer, there is not sufficient capacity in the sewer between the project site and the John Duckett Pump Station to accommodate flows from the project site. The estimated available capacity in the 12-inch-diameter sewer line existing Northgate

Trunk Sewer downstream of the project site is 1.3 mgd, which is insufficient to accommodate the full flow from the project site of 1.47 mgd in 2040. This is a **potentially significant** impact.

**Impact UTL-1 The proposed project would generate wastewater that would exceed the capacity of the existing sewer infrastructure that serves the project site.
(S)**

The estimated available capacity of 1.3 mgd in the Northgate Trunk Sewer downstream of the project site is reserved for peak wet weather flows from existing and future permitted development (i.e., accessory dwelling units) and is not available for wastewater generated by the proposed project or any future cumulative development projects. To address the capacity deficiency and allow for additional development, the existing 12-, 15-, and 18-inch diameter Northgate Trunk Sewer is required to be upsized to a larger pipeline. The existing 12-inch diameter sewer line could accommodate approximately 384 units, approximately 27 percent of full buildout, with no modifications. However, this is not sufficient to accommodate implementation of Phase 1 of the proposed project, which includes development of up to 922 residential units. To address the capacity deficiency in this portion of the Terra Linda Trunk Sewer and allow for additional development, the 12-inch diameter sewer line would need to be up-sized. Therefore, implementation of Mitigation Measure UTL-1 would be required.

Mitigation Measure UTL-1

Prior to the issuance of a certificate of occupancy for any of the residential units on the project site, the existing 12-, 15-, and 18-inch-diameter ~~Terra Linda~~ Northgate Trunk Sewer line downstream of the project site shall be upsized as determined by hydraulic calculations conducted by the project sponsor to 15 inches in diameter in coordination with the Las Gallinas Valley ~~Sanitation~~ Sanitary District (LGVSD). The analysis shall also identify the fair share cost for these improvements attributed to the proposed project. The certificate of occupancy shall not be issued until the LGVSD has issued final approval that the required upgrades have been completed. (LTS)

Future hydraulic calculations and mModel results would be required to determine the ultimate size and location of required upgrades to the Northgate Trunk Sewer line to ensure that indicate that increasing the pipe size to a 15-inch diameter would reduce projected surcharging is to within allowable limits. The new 15-inch diameter line is anticipated to have a capacity of 2.55 mgd. The proposed project would account for approximately 58 percent of the capacity of the new sewer line. Therefore, with implementation of Mitigation Measure UTL-1, this impact would be less than significant with mitigation. Installation of this line would occur within existing developed rights-of-way and within existing utility trenches. The new line would replace an existing line within the same location; therefore, implementation of this improvement would not result in secondary effects or off-site impacts that are not addressed in this EIR.

Page 4.14-20 of the Draft EIR is revised as follows:

Threshold 4.14.3: Wastewater Treatment Capacity. As described under Threshold 4.14.1, the ~~wastewater pump stations~~ John Duckett Pump Station that serves the project site would have adequate capacity to serve the project. In addition, with implementation of Mitigation Measure UTL-1, the wastewater pipes that serve the project site would also have adequate capacity. The LGVSD WWTP has a dry weather capacity of 8 mgd and a wet weather capacity of 18 mgd, and currently treats an average flow of 2.36 mgd. As described under Threshold 4.14.1, the proposed project would generate 1.47 mgd of wastewater, an increase of 1.44 mgd compared to existing conditions. Therefore, with implementation of the proposed project, the LGVSD would be estimated to have an average flow of 3.83 mgd, which is well below the dry weather capacity of 8 mgd. Therefore, this impact would be **less than significant with mitigation**.

Page 5-18 of the Draft EIR is revised as follows:

Although implementation of the Reduced Development Alternative would decrease the overall demand on utilities and service systems compared to the proposed project, the increase in wastewater generation at the project site would still require that the existing ~~12-inch-diameter Terra Linda Northgate~~ Trunk Sewer line downstream of the project site be upsized to a 15-inch-diameter in coordination with the Las Gallinas Valley ~~Sanitation~~ Sanitary District. According to Section 4.14, Utilities and Service Systems, the existing ~~12-inch-diameter~~ sewer lines could accommodate approximately 384 units with no modifications. However, this is not sufficient to accommodate implementation of Phase 1 of the proposed project, which includes development of up to 922 residential units. To address the capacity deficiency in this portion of the ~~Terra Linda Northgate~~ Trunk Sewer and allow for additional development, the ~~12-inch-diameter existing~~ sewer lines would need to be up-sized. With implementation of Mitigation Measure UTL-1, requiring improvements to the surrounding sewer system infrastructure, impacts related to utilities and service systems would be **less than significant with mitigation**, similar to the proposed project.

Page 5-26 of the Draft EIR is revised as follows:

Although implementation of the Reduced Residential Alternative would decrease overall demand on utilities and service systems compared to the proposed project, the increase in wastewater generation at the project site would still require the existing ~~12-inch-diameter Terra Linda Northgate~~ Trunk Sewer line downstream of the project site be upsized to 15 inches in diameter in coordination with the Las Gallinas Valley ~~Sanitation~~ Sanitary District. According to Section 4.14, Utilities and Service Systems, the existing ~~12-inch-diameter~~ sewer lines could accommodate approximately 384 units with no modifications. However, this is not sufficient to accommodate implementation of Phase 1 of the Reduced Residential Alternative, which includes development of up to 859 residential units. To address the capacity deficiency in this portion of the ~~Terra Linda Northgate~~ Trunk Sewer and allow for additional development, the ~~12-inch-diameter existing~~ sewer lines would need to be up-sized. With implementation of Mitigation Measure UTL-1, requiring improvements to the

surrounding sewer system infrastructure, impacts related to utilities and service systems would be **less than significant with mitigation**, similar to the proposed project.

Page 6-3 of the Draft EIR is revised as follows:

The environmental topics analyzed in Chapter 4.0, Setting, Impacts, and Mitigation Measures, represent those topics that generated the greatest potential controversy and expectation of adverse impacts associated with development of the proposed project. The following topics are not addressed in this EIR because impacts related to these topics either would not occur or would be less than significant with implementation of applicable mitigation measures. ~~A summary of the conclusions provided in the Initial Study analysis for each of the topics scoped out of the EIR is provided below.~~

Page 6-6 of the Draft EIR is revised as follows:

- **Impact NOI-2:** Phase 2 operation period noise levels ~~could~~ would exceed the City's land use compatibility thresholds for future on-site sensitive receptors.

This page intentionally left blank