

Attachment 2 Exhibit E

General Plan 2040 Consistency Analysis Northgate Town Square

LAND USE ELEMENT	
Policy LU-1.2: Development Timing For health, safety, and general welfare reasons, new development should only occur when adequate infrastructure is available, consistent with the following findings: • The project is consistent with adopted Vehicle Miles Traveled (VMT) standards, as well as the requirements for Level of Service (LOS) specified in the Mobility Element. • Planned circulation improvements necessary to meet City standards for the project have funding commitments and completed environmental review. • Water, sanitary sewer, storm sewer, and other infrastructure improvements needed to serve the proposed development have been evaluated and confirmed to be in place or to be available to serve the development by the time it is constructed. • The project has incorporated design and construction measures to adequately mitigate exposure to hazards, including flooding, sea level rise, and wildfire.	<i>Consistent.</i> As described in detail in Section 4.9, Transportation of the Draft EIR, the project meets the VMT and LOS requirements adopted by the City and the existing circulation network would be adequate to serve the Project. All circulation network improvements necessary to serve the Project have been identified in the Draft EIR and would be constructed as part of the Project. Similarly, as described in Section 4.14, Utilities and Infrastructure of the Draft EIR, all of the infrastructure improvements necessary to serve the Project have been identified in the Draft EIR and would be constructed as part of the Project, including sewer system expansion as identified in Mitigation Measure UTL-1. As described in Sections 4.7, Hydrology and Water Quality, and 4.8, Hazards and Hazardous Materials of the Draft EIR, the Project would not be exposed to risks related to sea level rise or wildfire, and mitigation measures have been identified to reduce potential impacts related to off-site flooding.
Policy LU-1.3: Land Use and Climate Change. Focus future housing and commercial development in areas where alternatives to driving are most viable and shorter trip lengths are possible, especially around transit stations, near services, and on sites with frequent bus service. This can reduce the greenhouse gas emissions associated with motor vehicle trips and support the City's climate action goals.	<i>Consistent.</i> The Project includes redevelopment of the site with up to 219,380 square feet of renovated and new commercial uses, and the construction of up to 1,422 new residential units on a site that is surrounded by existing services and transportation options. The Project site is located in a central area near transit stations with frequent bus service. The closest bus stops to the project site include Marin Transit Lines 35, 49, 257, and 645, all of which are located adjacent to the Project Site, and Line 71, which is located less than 0.5 mile from the Project Site. These bus lines provide service within San Rafael and surrounding Marin County cities and communities, including Downtown San Rafael, Novato, Marin City, and the broader Marin County area. Two Golden Gate Transit stops for Lines 54 and 70, which provide service to San Francisco, Novato, Larkspur, and Corte Madera, are also located less than 0.5 mile from the project site. Finally, the Marin Civic Center Sonoma-Marin Area Rail Transit (SMART) station is located approximately 0.4 mile from the project site. SMART provides service from Larkspur to the Sonoma County Airport.
Policy LU-1.8: Density of Residential Development. Use the density ranges in the Land Use Element to determine the number of housing units allowed on properties within the Planning Area. The following provisions	<i>Consistent.</i> The proposed 1,422 residential units are within the allowable number of housing units for the Project Site as determined using the density ranges in the Land Use Element. The Project Site has a land use

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apply: • The density “range” includes a maximum and minimum. A given General Plan designation may have multiple corresponding zoning districts, including at least one district in which the maximum density may be achieved. Other zoning districts may have maximum densities that are less than the maximum indicated by the General Plan • Calculation of allowable units shall be rounded to the nearest whole number. Where the number is less than 0.5, it shall be rounded down. Where the number is 0.5 or greater, it may be rounded up. • The number of units permitted on a given parcel may be affected by site resources and constraints, potentially hazardous conditions, climate- related factors (sea level rise, fire hazards, etc.), traffic and access • (including wildfire evacuation constraints), the adequacy of infrastructure, City design policies, and prevailing densities in adjacent areas. ◦ The maximum net density shown on the General Plan excludes density bonuses that may be provided for affordable housing or other community benefits, in accordance with State law and local policies. • As required by State law, an accessory dwelling unit (ADU) or junior ADU shall not be counted as a dwelling unit for the purposes of calculating net density • Areas in the “Downtown Mixed Use” General Plan category shall be exempt from the requirements of this policy and are instead subject to standards defined by the Downtown Precise Plan.	designation of Community Commercial Mixed Use, which allows for 21.8 to 43.6 units per net acre and a maximum commercial FAR of 0.3. At full buildout, the proposed project would include 1,422 units across 44.76 acres, for a density of 31.8 units per net acre and a total of approximately 219,380 square feet of commercial space, the FAR would be approximately 0.11, both well within the allowed number of units and FAR.
Program LU-1.8B: Minimum Densities. The net density of new development shall be no less than the lower end of the density range specified by the General Plan for that property.	
Policy LU-1.10: Intensity of Non-Residential Development. Use the Floor Area Ratio limits on Figure 3-2 to determine the square footage of building space allowed on properties with non-residential General Plan designations. The following provisions apply: • As with density, FAR is calculated on a “net” basis, and is based on the area of each parcel excluding streets and easements.	

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• The maximum FAR stated by the General Plan is not guaranteed. The square footage permitted on a given parcel may be affected by site resources and constraints, potentially hazardous conditions, climate- related factors (sea level rise, fire hazards, etc.), traffic and access • (including wildfire evacuation constraints), the adequacy of infrastructure, and City design policies. • The maximum FARs shown in Figure 3-2 exclude any residential development on the property. In the event that residential uses or mixed use projects are proposed on these sites, the maximum area is the sum of the FAR allowance plus the residential density allowance for the property. This Clause does not apply to Downtown San Rafael, which is regulated by the Downtown Precise Plan.	
Policy LU-1.15: Planned Development Zoning. Encourage the use of Planned Development (PD) zoning for development on parcels greater than five acres when the application of traditional zoning standards would make it more difficult to achieve General Plan goals. The PD zoning designation allows flexible design standards that are more responsive to site conditions as well as the transfer of allowable General Plan and zoning density between contiguous sites under common ownership.	<i>Consistent.</i> The Project Site is approximately 44.76 acres in size, and the Project includes a rezone to the PD District. The Project Site is currently zoned General Commercial. Policy NH-4.2 of the City’s General Plan encourages revitalizing the Northgate Mall with a distinctive and vibrant mix of uses and allowing the addition of housing. Under the existing zoning, retail and restaurant uses are broadly allowed without discretionary approvals, while multi-family residential is allowed but requires an Administrative Use Permit. Under the proposed PD District zoning, shopping center, restaurant, and multi-family residential uses would be broadly allowed without discretionary approvals, which would make it easier to achieve the goals stated in Policy NH-4.2 of the General Plan.
Policy LU-1.17: Building Heights. Use General Plan Figures 3-3 and 3-4 as the basis for determining “baseline” maximum building heights in San Rafael. Maximum heights should continue to be codified through zoning and any applicable Specific Plans or Precise Plans. In addition, the following specific provisions related to building heights shall apply: • Height of buildings existing or approved as of January 1, 1987 shall be considered as conforming to zoning standards. Hotels outside of the Downtown Precise Plan boundary have a 54-foot height limit. Within Downtown, the height provisions of the Downtown Precise Plan apply (see Figure 3-4). • As provided for by Policy LU-1.18, “baseline” building heights are subject to height bonuses where specific community benefits are provided, where a Variance or zoning exception is granted, or	<i>Consistent.</i> The Project includes a request under the State Density Bonus Law to increase the height limit across the Project Site from 36 feet to 78 feet (with an allowance for an additional 12 feet of projections). The State Density Bonus Law, which applies to projects that include affordable housing, allows certain development standards, such as the maximum height, to be exceeded.

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where a Transfer of Development Rights (TDR) is being implemented. Heights may be increased by up to six (6) feet above the baseline building heights as necessary to mitigate the exposure of properties to sea level rise and other flooding hazards (e.g., raising the first floor of habitable floor space above anticipated tidal flood elevations).	
Policy LU-3.2: New Development in Residential Neighborhoods. Preserve, enhance, and maintain the residential character of neighborhoods to keep them safe, desirable places to live. New development, redevelopment of existing buildings, and land use changes within and adjacent to residential areas should: - Enhance neighborhood image and design quality - Incorporate sensitive transitions in height and setbacks from adjacent properties - Preserve historic, unique, and architecturally significant structures - Respect and enhance natural features and terrain - Reduce exposure to hazards, including limited emergency vehicle access - Include amenities such as sidewalks, pathways, trees, and other landscape improvements - Maintain or enhance infrastructure service levels - Meet expected parking demand - Minimize reduction of views, privacy, and solar access for neighboring properties	<i>Consistent.</i> The Project would enhance the neighborhood image and design quality by upgrading the appearance of buildings, improving landscaping and outdoor spaces, providing community services, and providing multi-use pathways both throughout and around the Project Site. The Project incorporates sensitive transitions to the nearby residential uses by including the lower height and intensity residential buildings along the western and southern edge and the higher height buildings near the center and eastern edges where the adjacent uses are commercial. As discussed in Section 4.4, Cultural Resources of the Draft EIR, the Project would not result in direct or indirect impacts to the Terra Linda Valley neighborhood, which is considered a historic resource. As discussed in Section 4.14, Utilities and Service Systems of the Draft EIR, the Project would maintain existing infrastructure service levels and include improvements needed to serve the Project where necessary, including through implementation of Mitigation Measure UTL-1. The Project includes multi-use pathways throughout and around the Project Site and would substantially increase the amount of landscaping included on the Project Site. As discussed in Section 4.3, Visual Resources of the Draft EIR, the proposed project would largely maintain existing views of scenic resources within the vicinity of the site and would not cast any new shadows that would impair solar access for neighboring properties. Lastly, due to the topography of the Project Site and surrounding development and vegetation, privacy for surrounding neighborhoods would not be reduced.
Policy LU-3.3: Housing Mix. Encourage a diverse mix of housing choices in terms of affordability, unit type, and size, including opportunities for both renters and owners.	<i>Consistent.</i> The Project includes for-sale townhomes and rental apartments at a range of affordability levels, unit types, and unit sizes
Policy LU-3-4: Property Maintenance. Require owners to maintain their properties in good condition and appearance and to eliminate unsafe and unhealthy conditions.	<i>Consistent.</i> As conditioned the owner of the site will be required to maintain the property in good condition, including conditions of approval related to ongoing maintenance of landscaped areas in parking lots,

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Policy LU-3.4B: Conditions of Approval. Use the development review process to establish conditions of approval, including maintenance of landscaping and other improvements. Use building inspection and code enforcement processes to ensure that these conditions and other mitigation or monitoring responsibilities are carried out.	stormwater facilities operations and maintenance, and waste and recycling maintenance for commercial and residential uses.
NEIGHBORHOODS ELEMENT	
Policy NH-4.1: North San Rafael. Maintain North San Rafael's character as an attractive, suburban community with a strong sense of community identity and easy access to well-managed open space and parks, convenient shopping and services, and excellent schools. The City is committed to protecting and restoring North San Rafael's natural environment, investing in multi-modal transportation improvements that make it easier to get around, creating new gathering places and activity centers, sustaining business vitality, and creating new housing options that respond to diverse community needs. Plans for North San Rafael need to recognize that this is a distinct and unique part of San Rafael. Standards for density, design, traffic, and parking shall be tailored to reflect local context. North San Rafael residents will be invited to have a voice at the citywide level and be directly involved in shaping decisions about the future of their community.	<i>Consistent.</i> The Project would include commercial, residential, open spaces, and amenity uses that would be located in a central and easy to access location. The project includes a variety of residential units ranging in size and includes units that will be restricted to low- income households. The project includes multi-use paths throughout the project site as well as a Town Square that would facilitate increased access to and through the Project Site for surrounding residential and commercial uses. The Project would include a diverse mix of uses that would help to sustain the commercial uses on the Project Site, as well as the existing commercial uses in the areas surrounding the Project Site.
Policy NH-4.2: North San Rafael Town Center. Strengthen the role of the North San Rafael Town Center as an attractive, thriving heart for the North San Rafael community: an economically viable centerpiece of commerce and activity with diverse activities for persons of all ages. This should include revitalizing Northgate Mall and surrounding business areas by encouraging: • A distinctive and vibrant mix of uses, consistent with the area's characteristics • A variety of high-quality stores, entertainment uses, and services to foster local patronage and adapt to the ongoing evolution of retail and commercial activities • Upgrading of anchor and specialty stores, including an additional high- quality retail anchor if needed for economic vitality, consistent with traffic circulation standards Nightlife activities, such as a late-night restaurant or coffee shops that harmonize with existing activities • Upgrading the appearance of the buildings and landscaping	<i>Consistent.</i> The Project consists of the redevelopment of the Northgate Mall with a mix of residential and commercial uses. Anchor and specialty stores would be updated, and the Project would include a Town Square and amenity spaces with outdoor dining, lounge seating, and public gathering spaces. The Project includes a variety of residential units that range in size and include units that would be restricted to low-income households. Green infrastructure techniques will be used to treat and infiltrate stormwater runoff from the Project Site and LID methods will be used. The Project will upgrade the appearance of the buildings on the Project Site by replacing dated mall buildings with modern and updated commercial and residential buildings. The Project will also substantially increase the amount of landscaping on the Project Site. Additionally, the Project will complete the North San Rafael Promenade by introducing multi-use pathways throughout and around the Project Site, and will serve as an economically viable centerpiece by providing new revenue sources to the City, providing a range of commercial tenant spaces that will attract a range of business types and sizes, and providing a mixed-use development that will create a more sustainable economic model as

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• Additional outdoor public places that support public gatherings and public art • Continued community services, which may include an expanded public library • Completion of the North San Rafael Promenade through the site • Allowing the addition of housing, including maximizing the potential for affordable housing • The scale of any improvements should be compatible with the surrounding community and should not exceed infrastructure capacity. New or expanded structures should demonstrate how views, sightlines, visual integrity, and character will be impacted and addressed. Promenade improvements described in the North San Rafael Promenade Conceptual Plan (2002) should be included in any substantial rehabilitation or expansion of the Mall. Opportunities to include green infrastructure and low impact development (LID) methods also should be pursued.	compared to the Northgate Mall.
Program NH-4.2B: Outdoor Gathering Places. Include outdoor public places that support community activities and entertainment such as a public plaza for periodic arts and cultural events, outdoor cafes with music, restaurants with sidewalk or patio dining, children's play areas, teen centered spaces, and other uses that provide outdoor seating. Design of retail spaces should be flexible enough to support these types of activities in the future.	<i>Consistent.</i> The Project will include useable open space for each of the residential buildings, roof decks, public outdoor amenity spaces, and a public Town Square that will contain a large flexible lawn space, dog park, children's nature play features, a water feature, a flexible stage, fire features, lounge seating, and game tables.
Program NH-4.2D: Farmers Market. Consider a partnership with the Agricultural Institute of Marin (AIM) to bring the Farmers Market to the Town Center as a permanent feature, as feasible.	<i>Consistent.</i> The Project includes a 56,975 square foot Town Square which will provide a day-to-day public outdoor gathering space as well as provide a public space that supports community activities and entertainment such as periodic arts and cultural events. The Project also includes provisions for outdoor patio dining, a children's play area within the Town Square, and other uses that provide outdoor seating. Additionally, the adjacent bike hub and the installation of retractable bollards between the bike hub and the Town Square create space that could facilitate location of a Farmers Market to benefit onsite residents as well as the larger community.
Policy NH-4.4: Transportation Safety and Accessibility. Improve access and bicycle/pedestrian connections between Northgate One, the Mall at Northgate, Northgate Three, the Civic Center SMART station, the Civic Center, and surrounding neighborhoods.	<i>Consistent.</i> As proposed and conditioned, the Project will improve access between the Project Site and the surrounding area through installation of pedestrian and bicycle paths throughout the Project Site, installation of a multi-modal path around the Project Site on public right-of-way frontages, and through a financial contribution of \$500,000 that will be used to

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	support improved access from the Project Site to the Civic Center Sonoma Marin Area Rail Transit Station located at 3801 Civic Center Dr
COMMUNITY DESIGN AND PRESERVATION ELEMENT	
Policy CDP-1.2: Natural Features. Recognize and protect the key natural features that shape San Rafael's identity, including the Bay, local hills and ridgelines, creeks and wetlands, tree cover, and views of Mt. Tamalpais and other natural landmarks. Height limits and other building standards should respect San Rafael's natural topography and reinforce its sense of place, including the character and boundaries of individual neighborhoods.	<i>Consistent.</i> Consistent with the requirements of CEQA, aesthetic impacts of the Project were analyzed in Chapter 4.3, Visual Resources of the Draft EIR. The Draft EIR concluded that the Project would have a less than significant impact related to visual resources, including scenic vistas. Though the Project includes an increase in building height from 36 feet to 78 feet, this increase is expressly permitted under the State Density Bonus Law, which allows exceedances of development standards (among other allowances) in exchange for affordable housing. Additionally, although the Project includes an increase in height from 36 to 78 feet, the overall project design improves the appearance and function of the North San Rafael Town Center as it includes redevelopment of an underutilized site and strengthens the identity of the surrounding neighborhoods through provisions for lower density and intensity residential uses proximate to areas where this land use pattern is part of the existing character of the surrounding neighborhoods (Residential 1 and 2 include townhomes across from single-family residences), and focuses denser residential, mixed-use, and commercial buildings proximate to existing commercial uses and proximate to high quality transit. Furthermore, the Project Site is located in an urbanized area, surrounded by existing development of varying scale and intensity. As discussed in detail in the Project EIR, while distant hillsides are visible from locations surrounding the Project Site, there are no unique visual features or scenic resources available at the Project Site.
Policy CDP-1.5: Views. Respect and enhance to the greatest extent possible, views to the Bay and its islands; wetlands, marinas, and canal waterfront; hillsides and ridgelines; Mt. Tamalpais; Marin Civic Center; and St. Raphael's bell tower; as seen from streets, parks, and public pathways.	
Program CDP-1.5A: Evaluating View Impacts. Consider the impact of proposed development on views, especially views of Mt Tamalpais and nearby ridgelines. Where feasible, new development should frame views of ridges and mountains and minimize reduction of views, privacy, and solar access.	
Policy CDP-2.1: Neighborhoods, Districts, and Centers. Strengthen San Rafael's identity as a community of unique centers, neighborhoods, corridors, and districts. Design decisions should maintain Downtown as a historic, walkable center; preserve the integrity and character of residential neighborhoods; and improve the appearance and function of mixed use districts such as the North San Rafael Town Center.	
Policy CDP-3.1: Plazas and Active Public Spaces. Encourage the integration of public space—or private space that is available for public use—in larger-scale commercial, civic, and mixed use development. Such spaces should be designed and operated so that they can be easily maintained, remain safe and attractive, and contribute positively to the community.	
Program CDP-3.1E: North San Rafael Improvements. Encourage and incentivize the development of public art, publicly accessible plazas, and other activated spaces in new and redeveloped projects in North San	<i>Consistent.</i> The Project as proposed and conditioned integrates privately owned, publicly accessible open space and associated amenities throughout the site. As proposed and conditioned, these spaces will be operated in such a way that they are continually maintained, remain safe and attractive, and contribute positively to the community. Separate agreements between the applicant and the City will ensure development of minimum design components, ongoing public access, and appropriate maintenance and security of these spaces.

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Rafael, especially in the Northgate Mall/North San Rafael Town Center area.	
Policy CDP-3.3: Landscape Design in Public Rights-of-Way. Use landscape design in public rights-of-way to soften the built environment, showcase San Rafael's natural environment, and advance City goals related to walkability, climate change, conservation, and hazard reduction. Landscaping should control heat build-up from pavement, provide shade, reduce air pollution, and improve visual quality.	<i>Consistent.</i> At buildout, the Project includes approximately 324,870 square feet of landscaped areas, including a variety of trees, shrubs, and stormwater treatment areas dispersed along the public right-of-way, along site boundaries, lining pedestrian and bicycle pathways, and throughout surface parking areas. In addition, the Project includes approximately 329,142 square feet of usable open space, including the 56,975 square foot Town Square, 9,604 square foot bike hub, 8,984 square foot restaurant entry plaza, and two corner rest stops (2,093 square feet and 508 square feet). Provisions for landscaping and privately owned, publicly accessible open space advances goals related to walkability as it encourages people to walk and/or bike to the Project Site by providing amenities that are conducive to walking and biking.
Policy CDP-3.5: Street Trees. Encourage the planting and maintenance of street trees to reduce urban heat island effects, sequester carbon, improve air quality, absorb runoff and wind, define neighborhoods, and improve the appearance and character of city streets	
Policy CDP-3.7: Greenways. Encourage the development of "greenways" such as the North San Rafael Promenade and the Tamalpais Greenway that improve connectivity, link neighborhoods, restore creeks, and enhance the appearance of the city. <i>North San Rafael Promenade Conceptual Plan recommendations applicable to the project include:</i> • Las Gallinas Avenue is part of the identified north/south bicycle connection between Novato and downtown San Rafael, but new development goals at The Mall could cause four lanes of auto traffic to be constructed on Las Gallinas Avenue, eliminating bicycle traffic. If four lanes of auto traffic should occur, the city should negotiate with The Mall to develop new bicycle routes through this area. • The community and City of San Rafael should negotiate with The Mall to include pedestrian circulation improvements in their expansion plans. • New Class II bike lanes should be constructed on both sides of Northgate Drive between Freitas Parkway and Los Ranchitos.	<i>Consistent.</i> The Project includes redevelopment of the Northgate Mall into a mixed-use community and includes bicycle lanes, pedestrian pathways, and multi-modal facilities around the entirety of the Project Site's boundaries and throughout the Project Site. As called for in the North San Rafael Promenade Conceptual Plan, the Project includes installation of Class II bike lanes on both sides of Northgate Drive as well as a separated Class I multi-modal pathway along the Northgate Project frontage. In addition, the Project includes Class II bike lanes on both sides of Los Ranchitos Road along a portion of the Project frontage, and continuation of the separated Class I multi-modal pathway along the Los Ranchitos Road and Las Gallinas Avenue Project frontages. The Project also includes various pedestrian and bicycle amenities including bench seating at the two corner rest stops, water fountains, pet waste stations, short-term bicycle parking throughout the Project Site, limited long-term parking near bus stops adjacent to the Project Site, and a Bike Hub.
Policy CDP-4.1: Design Guidelines and Standards. Use design guidelines and standards to strengthen the visual and functional qualities of San Rafael's neighborhoods, districts, and centers. Guidelines and standards should ensure that new construction, additions, and alterations are compatible with the surrounding neighborhoods while still allowing for	<i>Consistent.</i> The Project has been through an iterative process and incorporates design-related feedback received from the public, neighborhood groups, organizations, and the City's Planning Commission and Design Review Board. As detailed in Attachment 7 (Design Guidelines Consistency Analysis), the Project is consistent with

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innovative, affordable design.	the City's adopted Residential and Non-Residential Design Guidelines and has been designed to be compatible with surrounding neighborhoods.
Policy CDP-4.5: Higher Density Design. Encourage high-quality architecture and landscape design in new higher-density housing and mixed use projects. Such projects should be designed to be compatible with nearby buildings and respect the character-defining features of the surrounding neighborhood or district.	
Policy CDP-4.6: Open Space in Multi-Family Housing. Require private outdoor areas such as decks and patios, as well as common open space areas, in new multi-family development and mixed use housing. Common open space may include recreation facilities, gathering places, and site amenities such as picnic and play areas.	<i>Consistent.</i> The Project includes provision of two types of open space, including privately owned, publicly accessible open space (Town Square, bicycle and pedestrian paths, Bike Hub Plaza, Restaurant Entry Plaza, Corner Monument Rest Stops) and private open space as part of each residential parcel (pools, BBQ areas, private patios, etc.). To ensure provisions for open space are maintained, the Planned Development District Standards include a requirement that a minimum of 150 square feet of private open space per residential unit be maintained. Additionally, as required under Section 14.07.150, any modification to the development plan, including modifications that would, reduce, eliminate, or otherwise substantially alter the privately owned, publicly accessible open space, would require subsequent review.
Policy CDP-4.7: Larger Scale Buildings. Design larger scale buildings to reduce their perceived mass. Encourage the incorporation of architectural elements such as towers, arcades, courtyards, and awnings to create visual interest, provide protection from the elements, and enhance orientation.	<i>Consistent.</i> Large scale apartment and mixed-use buildings (Residential 4, 5, and 6) offer the highest residential density and building intensity on the site and are appropriately located away from existing, low density and intensity residential uses and nearer to existing and proposed commercial uses and parking areas. These larger scale buildings provide a variety of architectural elements such as towers, courtyards, and awnings to create visual interest.
Policy CDP-4.8: Scale Transitions. Require sensitive scale and height transitions between larger and smaller structures. In areas where taller buildings are allowed, they should be designed to minimize shadows, loss of privacy, and dramatic contrasts with adjacent low-scale structures. Exceptions may be made where taller buildings are also permitted on the adjoining site.	<i>Consistent.</i> Residential townhomes (Residential 1 and Residential 2) are strategically located across from single-family residential uses south of the Project Site and are in harmony with these uses in scale and intensity. Residential 3 is located north of an existing assisted living facility (known as AlmaVia of San Rafael) and incorporates sensitive scale and height transitions through the use of a variety of architectural features that break up the massing and ensure harmony with the character of this existing use.
Policy CDP-4.9: Parking and Driveways. Encourage parking and circulation design that supports pedestrian movement and ensures the safety of all travelers, including locating parking to the side or rear of buildings, limiting driveway cuts and widths, and minimizing large	<i>Consistent.</i> The Project includes surface parking lots and parking garages throughout the Project Site. Parking areas are appropriately designed to include trees and other landscaping to minimize large expanses of pavement and to screen parking areas from the street. As

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expanses of pavement. Parking should be screened from the street by landscaping and should provide easy access to building entrances.	proposed, surface parking areas are designed to provide a clear path of travel to building entrances. The project also includes multi-use pathways for use by pedestrians and bicyclists throughout and around the Project Site that provide safe paths of travel within the Project site by being physically separated from roadways. In addition, all Project driveways are stop-sign, or signal-controlled to ensure the safe ingress and egress of vehicles, pedestrians, and bicycles. Furthermore, as required by Project mitigation measures and conditions of approval, sight lines at Project driveways will remain uninhibited through compliance with specific provisions related to plantings and other improvements proximate to driveways.
Policy CDP-4.10: Landscape Design. Encourage—and where appropriate require—privately owned and maintained landscaping that conserves water, contributes to neighborhood quality, complements building forms and materials, improves stormwater management and drainage, and enhances the streetscape. Natural elements such as plants should be an integral part of site development and should enhance the built environment while supporting water conservation goals.	<i>Consistent.</i> The Project includes installation of variety of trees, shrubs, grasses, groundcovers, and stormwater treatment species. Irrigation will be provided by municipal recycled water for all landscaping, as well as low water use practices (e.g., drip irrigation and smart controllers that track weather patterns and adjust irrigation run times accordingly). Additionally, green infrastructure techniques would be used to treat and infiltrate stormwater runoff from the Project Site.
Policy CDP-4.11: Lighting. Encourage lighting for safety and security while preventing excessive light spillover and glare. Lighting should complement building and landscape design.	<i>Consistent.</i> As proposed and conditioned, the Project complies with zoning code regulations related to lighting, and the lighting design is complementary to the proposed building and landscape design.
Policy CDP-5.13: Protection of Archaeological Resources. Protect significant archaeological resources by: • Consulting the City's archaeological resource data base prior to issuing demolition or construction permits in known sensitive areas. • Providing information and direction to property owners to make them aware of these resources and the procedures to be followed if they are discovered on-site. • Identifying, when possible, archaeological resources and potential impacts on such resources. • Implementing measures to preserve and protect archaeological resources, including fines and penalties for violations.	<i>Consistent.</i> As part of the tribal notification process, the City of San Rafael consulted with representatives of the Federated Indians of Graton Rancheria (FIGR) who reviewed an Archaeological Report prepared for the project, including the conclusions and recommendations contained in that report. Tribal representatives expressed concerns related to monitoring the site for tribal cultural resources during various phases of Project construction. The City provided FIGR with draft mitigation measures designed to reduce the potential impacts identified during the initial consultation meeting and FIGR provided suggested revisions to the mitigation measures, which were incorporated into the Draft EIR. In addition to mitigation measures identified in the Draft EIR, the Project is also subject to standard conditions of approval related to the protection of tribal cultural resources.
Policy CDP-5.14: Tribal Cultural Resources. Coordinate with representatives of the Native American community to protect historic	

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Native American resources and raise awareness of San Rafael's Native American heritage.	
CONSERVATION AND CLIMATE CHANGE ELEMENT	
Policy C-1.15: Landscaping with Appropriate Naturalized Plant Species. Encourage landscaping with native and compatible non-native plant species that are appropriate for the dry summer climate of the Bay Area, with an emphasis on species determined to be drought-resistant. Diversity of plant species is a priority for habitat resilience.	<i>Consistent.</i> A combination of drought-tolerant trees, shrubs, grasses, ground covers, and stormwater treatment landscaping will be installed across the project site. Native plants and a diversity of species that are appropriate for the dry summer climate will be planted, consistent with the proposed landscape plan.
Policy C-1.16: Urban Forestry. Protect, maintain, and expand San Rafael's tree canopy. Trees create shade, reduce energy costs, absorb runoff, support wildlife, create natural beauty, and absorb carbon, making them an essential and valued part of the city's landscape and strategy to address global climate change. Tree planting and preservation should be coordinated with programs to reduce fire hazards, reduce greenhouse gas emissions, expand solar opportunities, and ensure public safety, resulting in a community that is both green and fire-safe.	<i>Consistent.</i> Phase 1 of the Project includes a total of 960 trees (363 existing, 597 new). Phase 2 will result in a net increase of 23 trees, for a total 983 trees at Project buildout and will be planted along all Project frontages, adjacent to rights-of-way, and throughout the Project Site. Though approximately 350 trees will be removed to accommodate the Project, the total number of trees at buildout will be greater than what currently exists onsite. As such, the Project will contribute to an expansion of the City's tree canopy. Once newly planted trees reach maturity, they will contribute ecological benefits that expand upon current benefits of trees onsite as there will be a greater quantity of trees as compared to current conditions. Additionally, as required by Project conditions of approval, a tree management plan will be required with submittal of plans for building permits.
Policy C-1.17: Tree Management. The removal of healthy trees shall be discouraged, and their replacement may be required when trees are removed due to health, safety, or maintenance reasons. Site plans should indicate the location of existing trees and include measures to protect them wherever feasible.	
Program C-1.17B: Tree Management Plan. Require a tree management plan prior to approval of development with the potential to remove or substantially impact trees. The Plan should be prepared by a licensed arborist using published standards and practices for protecting and monitoring tree health during and after construction.	
Program C-1.17C: Mitigation for Tree Removal. Continue to implement mitigation requirements for tree removal in new development. When necessary, this could include planting of trees in locations other than the project site, planting native trees in lieu of non-natives, or reducing the footprint of proposed development. Tree replacement should be based on a value that is equal to or greater than the carbon footprint and ecological benefits of the trees being removed.	
Policy C-1.19: Light Pollution. Reduce light pollution and other adverse effects associated with night lighting from streets and urban uses.	<i>Consistent.</i> As proposed and conditioned, the Project complies with zoning code regulations related to lighting.
Policy C-2.2: Land Use Compatibility and Building Standards.	<i>Consistent.</i> The Project includes home HVAC measures for each

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Consider air quality conditions and the potential for adverse health impacts when making land use and development decisions. Buffering, landscaping, setback standards, filters, insulation and sealing, home HVAC measures, and similar measures should be used to minimize future health hazards.	residential unit, which allows residents to keep windows closed on days when local air quality is poor. Additionally, the Project will be required to comply with the currently-applicable California Building Code, which requires installation of particulate matter air filters with a minimum MERV-13 rating. The Project also includes a substantial increase in the amount of landscaping on the Project Site which includes landscaped buffers between residential buildings and surrounding roadways.
Policy C-2.3: Improving Air Quality Through Land Use and Transportation Choices. Recognize the air quality benefits of reducing dependency on gasoline- powered vehicles. Implement land use and transportation policies, supportable by objective data, to reduce the number and length of car trips, improve alternatives to driving, reduce vehicle idling, and support the shift to electric and cleaner-fuel vehicles.	<i>Consistent.</i> As described in detail in Section 4.9, Transportation of the Draft EIR, the Project will result in a reduction in both residential and retail vehicle miles traveled (VMT), thereby reducing the number and length of car trips compared to existing use of the Project Site. Additionally, the Project includes multiple improvements and site related features aimed at reducing vehicle trips and associated emissions, including installation of new multi-modal pathways, bike lanes and enhanced gateway features with amenities, a Bike Hub Plaza, and will contribute financially to planned improvements for access to and from the Marin Civic Center Sonoma-Marin Area Rail Transit (SMART) station. Additionally, the Project as proposed and conditioned achieves compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2 Voluntary Standards. Through the implementation of these project design features, the proposed project would be consistent with the BAAQMD Transportation Control Measures.
Program C-2.3A: Air Pollution Reduction Measures. Implement air pollution reduction measures as recommended by BAAQMD's Clean Air Plan and supporting documents to address local sources of air pollution in community planning. This should include Transportation Control Measures (TCM) and Transportation Demand Management (TDM) programs to reduce emissions associated with diesel and gasoline-powered vehicles.	
Policy C-2.4: Particulate Matter Pollution Reduction. Promote the reduction of particulate matter from roads, parking lots, construction sites, agricultural lands, wildfires, and other sources.	<i>Consistent.</i> Consistent with mitigation measures contained in the Draft EIR, the project is required to implement BAAQMD's Basic Construction Mitigation Measures, which include provisions for management of construction-related particulate matter and fugitive dust. Additionally, as detailed in the Draft EIR, operation of the proposed project will result in an overall reduction in particulate matter compared to existing conditions.
Policy C-3.2: Reduce Pollution from Urban Runoff. Require Best Management Practices (BMPs) to reduce pollutants discharged to storm drains and waterways. Typical BMPs include reducing impervious surface coverage, requiring site plans that minimize grading and disturbance of creeks and natural drainage patterns, and using vegetation and bioswales to absorb and filter runoff.	<i>Consistent.</i> The Project will reduce impervious surface on the Project Site as compared to existing conditions through the introduction of increased landscaping and reduced surface parking, and also includes bioretention basins that will reduce and filter runoff. Additionally, as a standard condition of approval, the project will be required to implement best management practices to control runoff throughout Project construction.
Policy C-3.3: Low Impact Development. Encourage construction and design methods that retain stormwater on-site and reduce runoff to storm drains and creeks.	
Policy C-3.8: Water Conservation. Encourage water conservation and increased use of recycled water in businesses, homes, and institutions. Local development and building standards shall require the efficient use	<i>Consistent.</i> As proposed and conditioned, the Project will comply with the CALGreen Code, which requires the implementation of water efficiency measures. In addition, the Project will utilize recycled water for all

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of water.	landscape irrigation and includes a combination of drought-tolerant trees, shrubs, grasses, ground covers, and stormwater treatment landscaping that is naturalized to the region.
Policy C-3.9: Water- Efficient Landscaping. Encourage—and where appropriate require—the use of vegetation and water-efficient landscaping that is naturalized to the San Francisco Bay region and compatible with water conservation, fire prevention and climate resilience goals.	
Policy C-4.2: Energy Conservation. Support construction methods, building materials, and home improvements that improve energy efficiency in existing and new construction.	<i>Consistent.</i> As proposed and conditioned, the Project is generally consistent with the San Rafael Climate Change Action Plan (CCAP), the 2022 Scoping Plan, and Plan Bay Area 2050 (see Section 4.11 Greenhouse Gas Emissions of the Draft EIR). Specifically, the Project includes a variety of energy conservation features including LED lighting throughout the Project Site, an all-electric residential design, high-efficiency mechanical and hot-water systems, solar panels and battery storage, dual plumbing to allow for use of recycled water, installation of drought tolerant landscaping and low water use practices, and green infrastructure techniques for stormwater runoff. The Project also includes infrastructure for electric vehicle charging in both new residential and modified commercial parking areas that exceed San Rafael’s base standards.
Policy C-4.2B: Green Building Standards. Implement State green building and energy efficiency standards for remodeling projects and new construction. Consider additional measures to incentivize green building practices, low carbon concrete, and sustainable design.	
Policy C-4.5: Resource Efficiency in Site Development. Encourage site planning and development practices that reduce energy demand and incorporate resource- and energy-efficient infrastructure.	
Policy C-5.2: Consider Climate Change Impacts. Ensure that decisions regarding future development, capital projects, and resource management are consistent with San Rafael’s CCAP and other climate goals, including greenhouse gas reduction and adaptation.	
PARKS, RECREATION, AND OPEN SPACE ELEMENT	
Policy PROS-1.2: per Capita Acreage Standard. Maintain a citywide standard of 4.0 acres of improved park and recreation land per 1,000 residents.	<i>Consistent.</i> As discussed in Section 4.13, Public Services and Recreation, of the Draft EIR, the Project is within the development assumed for the Project Site in the General Plan including the Housing Element. Additionally, the Project will contribute new, privately owned, publicly accessible recreational space on the project site (e.g., the Town Square), and therefore would increase the amount of publicly-accessible recreational space within San Rafael. With implementation of the Project, a ratio of 4.09 acres of parkland per 1,000 residents would be maintained within the City’s Sphere of Influence.
Policy PROS-1.11: Urban Parks and Plazas. Encourage the creation of small gathering places open to the public in Downtown San Rafael and other business districts, including plazas, green spaces, activated alleys, and similar features.	<i>Consistent.</i> The Project includes privately owned, publicly accessible outdoor amenity spaces such as outdoor dining and lounge seating, a Town Square containing a large flexible lawn space, dog park, children’s nature play features, a water feature, stage, fire features, lounge seating, and game tables. The project includes other publicly accessible spaces such as the Bike Hub Plaza, Restaurant Entry Plaza, and Corner Monument Rest Stops which also provide gathering space open to the public. Each residential building includes useable open space consisting
Program PROS-1.11B: Activating Public Space. Work with cafes, restaurants, and other businesses to activate and maintain urban parks and plazas. This can provide ‘eyes on the space,’ create a sense of	

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ownership, and facilitate economic vitality by providing space for outdoor dining and vending.	of courtyards and roof decks. The Project also includes commercial tenant spaces that are intended to contribute to activation of privately owned, publicly accessible spaces by providing areas for outdoor dining that provide visibility, create a sense of ownership, and facilitate economic vitality.
Policy PROS-1.13: Recreational Facilities in Development Projects. Encourage, and where appropriate require, the construction of on-site recreational facilities in multi-family, mixed use, and office projects to supplement the facilities available in City parks.	
SAFETY AND RESILIENCY ELEMENT	
Policy S-2.1: Seismic Safety of New Buildings. Design and construct all new buildings to resist stresses produced by earthquakes. The minimum level of seismic design shall be in accordance with the most recently adopted building code as required by State law.	<i>Consistent.</i> As proposed and conditioned, the Project will be designed and constructed in accordance with the recommendations of the Geotechnical Investigation and the requirements of the California Building Code, San Rafael General Plan 2040, and San Rafael Municipal Code. In addition, Mitigation Measure GEO-2 requires the preparation of a Design-Level Geotechnical Report prior to the issuance of grading or building permits.
Program S-2.1B: Geotechnical Review. Continue to require soil and geologic hazard studies and peer review for proposed development as set forth in the City’s Geotechnical Review Matrix. These studies should determine the extent of geotechnical hazards, optimum design for structures and the suitability and feasibility of proposed development for its location, the need for special structural requirements, and measures to mitigate any identified hazards. Periodically review and update the Geotechnical Review Matrix to ensure that it supports and implements the Local Hazard Mitigation Plan by identifying potentially hazardous areas. Consider removing the procedures from the General Plan and instead adopting them as part of the Zoning Ordinance or through a separate resolution.	
Policy S-2.5: Erosion Control . Require appropriate control measures in areas susceptible to erosion, in conjunction with proposed development. Erosion control measures should incorporate best management practices (BMPs) and should be coordinated with requirements for on-site water retention, water quality improvements, and runoff control.	
Program S-2.5A: Erosion and Sediment Control Plans. Require Erosion and Sediment Control Plans (ESCPs) for projects meeting the criteria defined by the Marin County Stormwater Pollution Prevention Program, including those requiring grading permits and those with the potential for significant erosion and sediment discharges. Projects that disturb more than one acre of soil must prepare a Stormwater Pollution Prevention Plan, pursuant to State law.	
Program S-2.5B: Grading During the Wet Season. Avoid grading during the wet season due to soil instability and sedimentation risks,	<i>Consistent.</i> As required by standard conditions of approval, preparation of a Stormwater Pollution and Prevention Plan (SWPPP) will be required to ensure address erosion impacts during the construction period. Similarly, preparation of a Stormwater Control Plan that describes how runoff will be routed to Low Impact Development (LID) stormwater treatment facilities during operation of the project will also be required.

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unless the City Engineer determines such risks will not be present. Require that development projects implement erosion and/or sediment control measures and runoff discharge measures based on their potential to impact storm drains, drainageways, and creeks.	
Policy S-3.8: Storm Drainage Improvements. Require new development to mitigate potential increases in runoff through a combination of measures, including improvement of local storm drainage facilities. Other measures, such as the use of porous pavement, bioswales, and “green infrastructure” should be encouraged.	
Program S-3.8A: Storm Drainage Improvements. Consistent with Countywide and regional stormwater management programs, require new development with the potential to impact storm drainage facilities to complete hydrologic studies that evaluate storm drainage capacity, identify improvements needed to handle a 100-year storm, and determine the funding needed to complete those improvements.	
Policy S-5.6: Hazardous Building Materials. Reduce the presence of hazardous building materials by implementing programs to mitigate lead, friable asbestos, and other hazardous materials where they exist today and by limiting the use of hazardous building materials in new construction. If such materials are disturbed during building renovation or demolition, they must be handled and disposed in a manner that protects human health and the environment.	<i>Consistent.</i> As detailed in Section 4.8, Hazards and Hazardous Materials of the Draft EIR, the project will be required to comply with Mitigation Measure HAZ-1 which requires the preparation of an Hazardous Building Materials Survey (HBMS) prior to demolition. The HBMS requires abatement specifications for the stabilization and/or removal of the identified hazardous building materials in accordance with all applicable laws and regulations. New construction will not include lead, asbestos, or other hazardous materials.
MOBILITY ELEMENT	
Policy M-2.5: Traffic Level of Service. Maintain traffic level of service (LOS) standards that ensure an efficient roadway network and provide a consistent basis for evaluating the transportation effects of proposed development projects on local roadways. These standards shall generally be based on the performance of signalized intersections during the AM and PM peak hours. Arterial LOS standards may be used in lieu of (or in addition to) intersection LOS standards in cases where intersection spacing and road design characteristics make arterial LOS a more reliable and effective tool for predicting future impacts (See General Plan	<i>Consistent.</i> As described in Section 4.9, Transportation of the Draft EIR, with the addition of project traffic, all of the study intersections surrounding the Project Site would continue to operate at an acceptable LOS under Baseline plus Phase 1, Future plus Phase 1, and Future plus Phase 2 conditions.

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for full policy text).	
Policy M-2.6: Traffic Mitigation Fees. Collect impact fees for new development based on the expected number of trips a project will generate. Fees should be used to implement transportation improvements as directed by City Council resolution.	<i>Consistent.</i> As conditioned, the Project is required to pay applicable Traffic Impact Fees.
Policy M-3.1: VMT Reduction. Achieve State-mandated reductions in Vehicle Miles Traveled by requiring development and transportation projects to meet specific VMT metrics and implement VMT reduction measures.	<i>Consistent.</i> As described in Section 4.9, Transportation, the Project will result in a reduction in both residential and retail VMT on the Project Site. In addition, the Project includes pedestrian and bicycle improvements on and around the Project Site and is proximate to existing transit opportunities, all of which increase access to alternative transit for users of the Project Site.
Policy M-3.2: Using VMT in Environmental Review. Require an analysis of projected Vehicle Miles Traveled (VMT) as part of the environmental review process for projects with the potential to significantly increase VMT. As appropriate, this shall include transportation projects and land use/policy plans as well as proposed development projects.	
Policy M-3.3: Transportation Demand Management Encourage, and where appropriate require, transportation demand measures that reduce VMT and peak period travel demand. These measures include, but are not limited to, transit passes and flextime, flexible work schedules, pedestrian and bicycle improvements, ridesharing, and changes to project design to reduce trip lengths and encourage cleaner modes of travel.	
Policy M-3.6: Low- Carbon Transportation. Encourage electric and other low-carbon emission vehicles, as well as the infrastructure needed to support these vehicles.	<i>Consistent.</i> As proposed the Project includes installation of electric vehicle (EV) parking in the residential and commercial components of the project. The Project also contains EV capable spaces and spaces for clean air vehicles. Project conditions set forth specific requirements for the type and number of EV and clean air vehicle parking spaces required. The Project incorporates a mix of residential and commercial uses less than ½-mile from the Marin Civic Center SMART station and proximate to other modes of transportation, thereby providing opportunities for shorter trips between different uses.
Policy M-7.8: Parking for Alternative Modes of Transportation. Designate parking spaces to incentivize and encourage carpooling, electric vehicles, and other more sustainable modes of travel.	
Program M-7.8A: Charging Stations. Install additional chargers in public parking lots and garages for electric vehicles and e-bikes. Consider expanding electric charging requirements for private parking lots and structures.	
Policy M-4.3: SMART Improvements: Maximize the potential benefits of Sonoma Marin Area Rail Transit (SMART) while minimizing potential conflicts between SMART trains, adjacent land uses, bicycle and	<i>Consistent.</i> The Project maximizes the benefits of SMART by virtue of being located within a walkable distance to the station. Although pedestrian access from the project site to the Marin Civic Center Station

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pedestrian movement, and vehicle traffic circulation. City plans and programs related to SMART should be periodically evaluated based on changes in funding, operating costs, ridership, and other factors impacting service levels.	is currently limited, the applicant has committed to a \$500,000 contribution to support trail enhancements along Merrydale to provide improved bicycle and pedestrian access to the stations. Improvements funded in part by the applicant will help create a welcoming experience for passengers arriving at the Civic Center Station and will improve access between the site and the station, further encouraging the use of non-motorized travel to the site.
Program M-4.3C: Arrival Experience. Create a welcoming experience for passengers arriving at the Downtown San Rafael and Civic Center stations, including wayfinding signage, easy transfers, and clearly marked, well-lit pathways to nearby destinations.	
Policy M-5.1: Traffic Calming. Protect residential areas from the effects of speeding traffic or traffic from outside the neighborhood through appropriate traffic calming solutions such as speed humps, bulb-outs, speed limits, stop signs, and chicanes. Traffic calming measures shall not conflict with emergency response capabilities.	<i>Consistent.</i> The Project includes a network of internal roadways to serve the residential and commercial uses on the Project Site. These roadways are appropriately designed to reduce the effects of speeding or traffic from outside the neighborhood because they include speed humps, bulb-outs, and stop signs. In addition, the Project includes multi-use pathways throughout and around the Project Site that are physically separated from roadways. As proposed and conditioned, traffic calming measures will not conflict with access by emergency responders.
Policy M-6.1: Encourage Walking and Cycling. Wherever feasible, encourage walking and cycling as the travel mode of choice for short trips, such as trips to school, parks, transit stops, and neighborhood services. Safe, walkable neighborhoods with pleasant, attractive streets, bike lanes, public stairways, paths, and sidewalks should be part of San Rafael’s identity.	<i>Consistent.</i> The Project includes a network of multi-use pathways throughout and around the Project Site that provide safe access for pedestrians and bicyclists as they limit interactions with vehicle through physical separation from roadways. These pathways connect residents from the Project Site and surrounding residential areas to commercial uses on the Project Site as well as to commercial uses adjacent to the Project Site.
Policy M-6.3: Connectivity. Develop pedestrian and bicycle networks that connect residents and visitors to major activity and shopping centers, existing and planned transit, schools, and other neighborhoods. Work to close gaps between existing facilities. Funding and prioritization for projects should consider relative costs and benefits, including such factors as safety, number of potential users, and impacts on parking.	
Policy M-6.7: Universal Design. Design and construct bicycle and pedestrian facilities to serve people of all ages and abilities, including children, seniors, families, and people with limited mobility.	
COMMUNITY SERVICES AND INFRASTRUCTURE ELEMENT	
Policy CSI-3.2: Mitigating Development Impacts. Engage the Police and Fire Departments in the review of proposed development and building applications to ensure that public health and safety, fire prevention, and emergency access and response times meet current industry standards.	<i>Consistent.</i> As detailed in Section 4.13, Public Services and Recreation of the Draft EIR, the Project is within the development potential anticipated by the General Plan and can be adequately served by existing police and fire service in the City. Additionally, appropriate conditions of approval have been imposed on the Project to ensure adequate fire access is provided at the Project Site.

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Policy CSI-4.2: Adequacy of City Infrastructure and Services. As part of the development review process, require applicants to demonstrate that their projects can be adequately served by the City's infrastructure. All new infrastructure shall be planned and designed to meet the engineering and safety standards of the City as well as various local service and utility providers	<i>Consistent.</i> As detailed in Section 4.14, Utilities and Service Systems of the Draft EIR, the Project is within the development potential anticipated by the General Plan and there is adequate City infrastructure to serve the Project, with the exception of the Terra Lina Sewer Trunk, which will be upsized in coordination with the Las Gallinas Valley Sanitary District to ensure adequate service can continue to be provided. Additionally, MMWD has adequate water supplies to serve the Project, the Project will not exceed the capacity of wastewater infrastructure, and as conditioned, the Project will be required to reduce landfill waste by recycling construction debris and providing appropriate facilities for users on the Project Site to recycle or compost organic materials.
Policy CSI-4.8: Potable Water Supply and Delivery. Work with Marin Municipal Water District (MMWD) to meet projected water demand, encourage water conservation, and ensure the reliability and safety of the water supply and distribution system.	
Policy CSI-4.9: Wastewater Facilities. Ensure that wastewater collection, treatment and disposal infrastructure is regularly maintained and meets projected needs. Improvements should be programmed to meet state and federal standards, respond to sea level rise and seismic hazards, repair and replace aging or leaking pipes, and protect environmental quality.	
Policy CSI-4.17: Reducing Landfilled Waste Disposal. Reduce landfilled waste disposal and related greenhouse gas emissions by reducing material consumption; requiring curbside collection and composting of organic materials; increasing recycling, reuse, and resource recovery; and encouraging the use of recyclable goods and materials.	
HOUSING ELEMENT	
Policy H-3.5: Housing and Greenhouse Gas Emissions. Design and locate new housing in a way that supports the city's greenhouse gas reduction goals. This includes building new housing near transit and in locations where it is easier to walk to shopping, restaurants, services, work, school, and other destinations. It also includes reducing the use of non-renewable fossil fuels through electrification, decreased natural gas use, energy efficiency, and tree planting.	<i>Consistent.</i> The Proposed Project is a mixed use development that includes a variety of housing types and commercial uses that would provide dining and shopping opportunities. The Project Site is located within walking distance to bus stops providing local and regional access as well as the Marin Civic Center SMART station for which the applicant is providing a financial contribution of \$500,000 to fund access improvements between the Project Site and the SMART Station. In addition, residential construction will be all-electric in compliance with the City and State's goals for the reduction of GHG emissions and, overall, the Project will reduce natural gas use compared to existing conditions. The Project will also comply with and in some cases exceed the requirements of the CalGreen Code. Specifically, EV- capable parking spaces and EV charging spaces that meet the CALGreen Tier 2 Voluntary Standards would be provided for all residential uses.
Policy H-3.6: Sustainable Design. Encourage the use of building materials, construction methods, and designs that reduce environmental impacts and the consumption of non- renewable resources.	

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Program H-7D BMR Resale Regulations	<i>Consistent.</i> The Project is subject to a Master Affordable Housing Agreement, which will impose regulations on resale of BMR units to assure that units remain affordable to low income households.
Policy H-4.3: Affordable Housing Requirements. Require the inclusion of affordable housing units in market-rate housing projects. Ensure that affordable housing requirements are economically viable, do not negatively affect overall housing production, and provide sufficient flexibility for the private sector. When new affordable units are created, pursue deed restriction and affordability terms of at least 55 years so that fewer tenants are at risk of being displaced in any given year.	<i>Consistent.</i> The Project includes construction of onsite affordable housing that meets the City's Primary and Secondary Requirements detailed in the Affordable Housing Guidelines. As conditioned, affordable units will be deed restricted in perpetuity, unless otherwise reduced by the City Council. The provision of 143 BMR units affordable to low-income households will provide affordable housing toward San Rafael's Regional Housing Needs Allocation which calls for 492 low-income units. Additionally, the Project overall will provide 1,279 above market rate units which is close to the City's full above market rate RHNA requirement of 1,350 units as included in the 6 th cycle Housing Element.
Policy H-4.15: Housing and Infrastructure. Coordinate with water, sanitary sewer, and dry utility service providers to ensure that infrastructure is available to support anticipated housing development. The cost of infrastructure maintenance and improvement should be equitably shared among property owners rather than assigned entirely to new development.	<i>Consistent.</i> As discussed in Section 4.14 Utilities and Service Systems, of the Draft EIR, adequate infrastructure is or will be in place to support the Project, including the residential uses prior to occupancy. Additionally, as required by Mitigation Measure UTL-1 the Terra Linda Trunk Sewer line will be upsized by the Project developer in coordination with the Las Gallinas Valley Sanitary District.
ECONOMIC VITALITY ELEMENT	
Policy EV-1.1: Quality of Life. Recognize the importance of a healthy economy to the quality of life, especially the ability to provide excellent schools, public safety services, public works, recreation, housing programs, and other government services.	<i>Consistent.</i> The Project will revitalize an underutilized site with steadily declining revenues and represents a more sustainable economic model as compared to the existing Northgate Mall. Redevelopment of the Project Site will contribute steady revenues to the City's general fund as well as funds under Measure E and Measure R. The Project is subject to payment of all applicable development impact fees. One-time development impact fees and ongoing revenues will contribute to improved quality of life through economic contributions.
Program EV-1.1B: Economic and Fiscal Impacts. Continue to evaluate economic and fiscal impacts in reports to the Planning Commission and City Council.	<i>Consistent.</i> Economic and fiscal impacts of the Northgate Town Square Project are fully detailed in the Fiscal Impact Analysis prepared by Seifel Consulting, Inc. and are discussed in the October 29, 2024 Planning Commission staff report. As discussed in detail in the staff report, the Project overall is not only consistent with the vision for the area, but will also provide economic benefits in that: • The Project will provide new revenue sources that can be used to fund improved and expanded city infrastructure and services that will

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	benefit existing uses in the city as well as the Project. • The Project provides opportunities to stimulate economic growth by providing commercial spaces that range in size from 3,800 to 55,360 square feet, thereby attracting a variety of business types and sizes, from small-scale locally owned business to large-scale corporations. The Project represents a more sustainable economic model as compared to the Northgate Mall as it creates an active bicycle, pedestrian, and transit-oriented environment that attracts residents, recreational users, and individuals seeking specific services to the area which creates a more stable, predictable, and diverse customer base for businesses of all types and sizes.
DIVERSITY, EQUITY, AND INCLUSION ELEMENT	
Policy EDI-2.1A Neighborhood Design for Active Living	<i>Consistent.</i> The Project improves upon existing, and includes new opportunities for safe active transportation, and will provide walkable access to new goods and services.
Policy EDI-2.2 Safe Space for Physical Activity	<i>Consistent.</i> The Project includes provisions for privately owned publicly accessible open space, and will provide private open space for residential uses.
Policy EDI-3.2: Affordable Housing Development. Encourage the development of affordable rental housing to meet the needs of all San Rafael households.	<i>Consistent.</i> The project includes construction of on-site affordable housing for low income households. As proposed, the project includes construction of 143 affordable housing units, of which, 14 will be for-sale townhomes, and 129 will be available for rent.