San Rafael Corporate Center

755 Lindaro Street; 788 Lincoln Avenue, San Rafael, CA
Assessor's Parcel Nos. 013-031-38, -39, 013-021-50, -51, -52, -53, and -55
City Case Nos. ZC14-002/ED14-097/UP14-052

Initial Study/Mitigated Negative Declaration

Lead Agency:

City of San Rafael
Community Development Department
1400 Fifth Avenue (P.O. Box 151560)
San Rafael, CA 94915-1560

Contact: Sean Kennings, Contract Planner

June 30, 2015

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CITY OF San Rafael

DATE: June 30, 2015

TO: Public Agencies, Organizations and Interested Parties

FROM: Sean Kennings, Contract Planner

SUBJECT: **NOTICE OF PUBLIC REVIEW AND INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION**

Pursuant to the State of California Public Resources Code and the "Guidelines for Implementation of the California Environmental Quality Act of 1970" as amended to date, this is to advise you that the Department of Community Development of the City of San Rafael has prepared an Initial Study on the following project:

Project Name:

San Rafael Corporate Center; 755 Lindaro Street; 788 Lincoln Avenue, San Rafael, CA

Location:

Parcels 1 and 8 of the existing San Rafael Corporate Center campus. Parcel 1 is located at 755 Lindaro Street, to the south of the existing Parking Garage at 775 Lindaro Street. Parcel 8 of the SRCC is located at 788 Lincoln Avenue. Assessor's Parcel Nos. 013-031-38, -39, 013-021-50, -51, -52, -53, and -55.

Property Description:

The project site is located within the existing San Rafael Corporate Center (SRCC) which encompasses 15.54-acres of level land located south of Second Street in Downtown San Rafael. The SRCC campus is bordered by Second Street to the north, Mahon Creek to the east and south, and Andersen Drive to the south. The SRCC is located within the City's Lindaro Office District and the current zoning for the site is Planned Development 1901. The maximum height limit in this district is 54 feet.

Project Description:

The proposed project is the development of a new office facility on Parcel 1 (755 Lindaro Street) of the SRCC campus and a Phase 2 extension is proposed to the entitled Lincoln Parking Garage on Parcel 8 of the SRCC at 788 Lincoln Avenue. Parcel 1, which is currently developed as surface parking, is located to the west of Lindaro Street and to the south of the existing Parking Garage at 775 Lindaro. The Phase 2 expansion of the existing entitled Lincoln Parking Garage is required to support the parking requirements for the proposed new office building. The locations of the proposed buildings within the existing SRCC campus are shown in Figure 3. The proposed project has two separate components:

1. This proposed project includes a four-story, 72,400 SF office building (known as 755 Lindaro) with related office and support spaces on Parcel 1 (755 Lindaro Street). The proposed project would not utilize any of the Medical Office Building use entitled with the previously approved 2011 application.

2. A Phase 2 expansion (known as Lincoln Parking Garage Phase 2, or LPG2) to the existing Lincoln Parking Garage resulting in the addition of approximately 257 structured stalls and 43 on grade stalls on parcel 8.

Environmental Issues:

The proposed project would result in potentially significant impacts in Air Quality, Cultural Resources, Geology and Soils, and Hydrology and Water Quality. The project impacts would be mitigated to a less-than-significant level through implementation of recommended mitigation measures or through compliance with existing Municipal Code requirements or City standards. Recommended measures are summarized in the attached Mitigation Monitoring and Reporting Plan (MMRP) and Initial Study/Mitigated Negative Declaration. The Initial Study/Mitigated Negative Declaration document has been prepared in consultation with local, and state responsible and trustee agencies and in accordance with Section 15063 of the California Environmental Quality Act (CEQA). Furthermore, the Initial Study/Mitigated Negative Declaration will serve as the environmental compliance document required under CEQA for any subsequent phases of the project and for permits/approvals required by a responsible agency.

A thirty-day (30-day) public review period shall commence on **Tuesday, June 30, 2015**. The City is providing a public review period which is greater than the 30 days required by CEQA. Therefore, written comments must be sent to the City of San Rafael, Community Development Department, Planning Division, 1400 Fifth Avenue, San Rafael CA 94901 **by August 25, 2015**. The City of San Rafael Planning Commission will hold a public hearing on the Initial Study/Mitigated Negative Declaration and project merits on **Tuesday, August 25, 2015, 7:00 PM in the San Rafael City Council Chambers at City Hall (address listed above). Correspondence and comments can be delivered to Sean Kennings, Contract Planner, phone: (415) 533-2111, email: sean@lakassociates.com.**

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM
Project Name

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
III. AIR QUALITY					
III.b, MM AQ-1: Prior to issuance of any Grading or Demolition Permit, the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that the following basic and enhanced construction mitigation measures shall be implemented: • Water all active construction areas to maintain 12 percent soil moisture. • All grading shall be suspended when winds exceed 20 miles per hour. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. • Hydroseed or apply non-toxic soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more). • Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (including but not limited to dirt, sand, or gravel.) • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum	Require as a condition of approval Project sponsor obtains approvals from appropriate agencies prior to issuance of building permits	Engineering Division Building Division	Incorporate as condition of project approval Building Division verifies appropriate approvals obtained prior to issuance of building permit	Deny project Deny issuance of building permit	

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)

street sweepers at least once per day. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.

- Wind breaks and perimeter sand bags shall be used to minimize erosion.
- The amount of simultaneously disturbed surface shall be minimized as much as possible.
- Site access points from public roadways shall be paved or treated to prevent track-out.
- Replace vegetation in disturbed areas as quickly as possible.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes. Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the City regarding

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.					
III.b, MM AQ-2: During ground disturbance activities associated with the proposed project, the construction contractor shall comply with CARB's Airborne Toxic Control Measures (ATCM) addressing NOA (Section 93105 and 93106 of Title 17 of the California Code of Regulations). These ATCMs regulate construction, grading, quarrying and surface mining operations, as well as surfacing applications.	Require as a condition of approval Project sponsor obtains approvals from appropriate agencies prior to issuance of building permits	Engineering Division Building Division	Incorporate as condition of project approval Building Division verifies appropriate approvals obtained prior to issuance of building permit	Deny project Deny issuance of building permit	
V. CULTURAL RESOURCES V.b MM CULT-1: If any prehistoric or historic subsurface cultural resources are discovered during ground-disturbing activities, all work within 50 feet of the resources shall be halted and a qualified archaeologist shall be consulted to assess the significance of the find according to CEQA Guidelines Section 15064.5. If any find is determined to be significant, representatives from the City and the archaeologist shall meet to determine the appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered shall be, as necessary and at the discretion of the consulting archaeologist, subject to scientific analysis, professional museum curation, and documentation	Require as a condition of approval Project sponsor obtains approvals from appropriate agencies prior to issuance of building permits	Planning Division Engineering Division	Incorporate as condition of project approval Engineering Division verifies appropriate approvals obtained prior to issuance of building permit	Deny project Deny issuance of building permit	

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
according to current professional standards. In considering any suggested mitigation proposed by the consulting archaeologist to mitigate impacts to historical resources or unique archaeological resources, the City shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g. data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for historical resources or unique archaeological resources is being carried out.					
V.c, MM-CULT 2: Should any potentially unique paleontological resources (fossils) be encountered during development activities, work shall be halted immediately within 50 feet of the discovery, the City of San Rafael Planning Department shall be immediately notified, and a qualified paleontologist shall be retained to determine the significance of the discovery. Based on the significance of the discovery, the qualified paleontologist shall present options to the City for protecting the resources. Appropriate action may include avoidance, preservation in place, excavation, documentation, and/or data recovery, and shall always include preparation of a written report documenting the find and describing steps taken to evaluate and protect significant resources.	Require as a condition of approval Project sponsor obtains approvals from appropriate agencies prior to issuance of building permits	Planning Division Engineering Division	Incorporate as condition of project approval Engineering Division verifies appropriate approvals obtained prior to issuance of building permit	Deny project Deny issuance of building permit	

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
The City of San Rafael shall implement feasible and appropriate recommendations/mitigation measures of the qualified paleontologist for any unanticipated discoveries.					
V.d, MM CULT-3: If human skeletal remains are uncovered during construction, the construction contractor shall immediately halt work within 50 feet of the find, contact the Marin County Coroner to evaluate the remains, and follow the procedures and protocols set forth in Section 15064.5(e)(1) of the CEQA Guidelines. If the County Coroner determines that the remains are Native American, the project applicant shall contact the Native American Heritage Commission, in accordance with Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code 5097.98 (as amended by AB 2641). Per Public Resources Code 5097.98, the construction contractor shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the human remains are located, is not damaged or disturbed by further development activity until the project applicant has discussed and conferred, as prescribed in this section (California Public Resources Code Section 5097.98), with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.	Require as a condition of approval Project sponsor obtains approvals from appropriate agencies prior to issuance of building permits	Planning Division Engineering Division	Incorporate as condition of project approval Engineering Division verifies appropriate approvals obtained prior to issuance of building permit	Deny project Deny issuance of building permit	
VI. GEOLOGY AND SOILS					

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
VI.a(ii), MM GEO-1: Prior to the issuance of a grading permit or improvement plans in lieu of a grading permit, and building plans the applicant shall:	Require as a condition of approval	Engineering Division	Incorporate as condition of project approval	Deny project	
Demonstrate to the satisfaction of the City Engineer, that the recommendations of the project geotechnical report have been incorporated into the project grading and building plans.	Project sponsor obtains approvals from appropriate agencies prior to issuance of building permits	Building Division	Building Division verifies appropriate approvals obtained prior to issuance of building permit	Deny issuance of building permit	
IX. HYDROLOGY AND WATER QUALITY					
IX.a, MM HWQ-1: Prior to the issuance of grading permits or improvement plans in lieu of grading permits, the applicant shall:	Require as a condition of approval	Planning Division	Incorporate as condition of project approval	Deny project	
Submit to the satisfaction of the City Engineer, a Stormwater Pollution Prevention Plan (SWPPP) that identifies the project specific Best Management Practices that would be used during the construction phase of the project. The SWPPP shall be consistent with the General Construction Permit water quality standards specified by the Regional Water Quality Control Board and City of San Rafael requirements.	Project sponsor obtains approvals from appropriate agencies prior to issuance of building permits	Engineering Division	Engineering Division verifies appropriate approvals obtained prior to issuance of building permit	Deny issuance of building permit	
IX.a, MM HWQ-2: Prior to the issuance of grading permits or improvement plans in lieu of grading permits, the applicant shall:	Require as a condition of approval	Planning Division	Incorporate as condition of project approval	Deny project	
Submit to the satisfaction of the City Engineer, a soil management plan (SMP) that addresses soil and	Project sponsor obtains approvals from appropriate agencies prior to	Engineering Division	Engineering Division verifies appropriate	Deny issuance of building permit	

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring / Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
groundwater management procedures associated with construction activities and demonstrates that the project complies with the 2008 Soil Management Work Plan Addendum approved by the California Department of Toxic Substance Control in 2008 for the New Lab Building site, and the Soil Management Plan approved by the Regional Water Quality Control Board in 2010 for the Lincoln Parking Garage Phase 2 site.	issuance of building permits		approvals obtained prior to issuance of building permit		
IX.a, MM HWQ-3: Prior to the issuance of grading permits or improvement plans in lieu of grading permits, the applicant shall:	Require as a condition of approval	Planning Division	Incorporate as condition of project approval	Deny project	
Submit to satisfaction of the City Engineer a Stormwater Control Plan (SCP). The SCP shall demonstrate that stormwater quality control measures, including Low Impact Development (LID) and Best Management Practices (BMPs) consistent with the Stormwater Quality Manual for Development Project in Marin County have been incorporated into the project design.	Project sponsor obtains approvals from appropriate agencies prior to issuance of building permits	Engineering Division	Engineering Division verifies appropriate approvals obtained prior to issuance of building permit	Deny issuance of building permit	

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A. INITIAL STUDY AND ENVIRONMENTAL CHECKLIST

1. Project Title: San Rafael Corporate Center (SRCC), Amendment to Planned Development 1901 Zoning District, Master Use Permit, and Environmental and Design Review Permit for a New Office Building and Lincoln Parking Garage Phase 2

2. Lead Agency Name and Address: City of San Rafael
Community Development Department
Planning Division
1400 Fifth Avenue (P.O. Box 151560)
San Rafael, California 94915-1560

3. Contact Person and Phone Number: Sean Kennings, Contract Planner
Phone number: (415) 533-2111
Email: sean@lakassociates.com

4. Project Location: Parcels 1 and 8 of the existing San Rafael Corporate Center campus. Parcel 1 is located at 755 Lindaro Street, to the south of the existing Parking Garage at 775 Lindaro Street. Parcel 8 of the SRCC is located at 788 Lincoln Avenue. Assessor's Parcel Nos. 013-031-38, -39, 013-021-50, -51, -52, -53, and -55

5. Project Sponsor's Name and Address: BioMarin
770 Lindaro Street
San Rafael, CA 94901

6. General Plan Designation: Lindaro Office District

7. Zoning: Planned Development District (PD1901)

8. Description of Project:

Setting and Background

The project site is located within the existing San Rafael Corporate Center (SRCC) which encompasses 15.54-acres of level land located south of Second Street in Downtown San Rafael. The SRCC campus is bordered by Second Street (a designated Congestion Management Plan (CMP) arterial) to the north, Mahon Creek to the east and south, and Andersen Drive to the south. Immediately west of the existing campus is a PG&E substation and a multiple-family residential development (Albert Lofts). Lincoln Avenue and Lindaro Street (collector streets) intersect the campus in a north-south direction, splitting the 15.5-acre property into three large parcels. The project location is shown in Figure 1, *Regional Map*, and Figure 2, *Vicinity Map*.

The central and western parcels were formerly owned by Pacific Gas & Electric (PG&E) and these parcels were once used (by PG&E) to produce gas and fuel. Due to groundwater and soil contaminants associated with the former gas and fuel processing use, these two parcels are subject to a long-term monitoring program (order) issued by the Department of Toxic Substance Control (DTSC). Remediation measures implemented under Regional Water Quality Control Board (RWQCB) Order No. 85-80 which included the construction of a slurry wall and a groundwater extraction and treatment system (Containment System) are ongoing as well. In association with the DTSC order, a deed restriction is recorded for the central and western parcels, which prohibits residential and child care land uses on the property. The eastern parcel was formerly owned by the City of San Rafael and once was the site of the City corporation yard.

The SRCC is located within the City's Lindaro Office District and the current zoning for the site is Planned Development 1901. The maximum height limit in this district is 54 feet. The maximum Floor Area Ratio (FAR) is 0.75 (507,693 square feet) established by Use Permit (UP) 11-033 and Environmental and Design Review Approval (ED) 97-24, as amended (ED 14-097). The parking ratio was established by UP 11-033 and requires 3.3 parking spaces per 1,000 square feet of building area.

To date, the first two phases of the SRCC office park have been built. The two phases include four office buildings (Buildings A-D), the western parking garage and surface parking spaces. The third phase including Building E, located at 791 Lincoln Avenue (the southwest corner of Second Street and Lincoln Avenue) and the eastern parking structure, located at 788 Lincoln Avenue are currently under construction. The campus plan is shown in Figure 3, *San Rafael Corporate Center Campus Plan*.

History of San Rafael Corporate Center

In 1998, the City of San Rafael approved a master development plan for the 15.54-acre site, which permitted the development of a 401,000-square-foot office park. At that time, office park entitlements allowed for the development of five, 3-4-story office buildings on the central parcel. The PD District permits up to 406,000 square feet of office use sited between Lincoln Avenue and Lindaro Street) and supportive surface and structured parking (total of 1,323 parking spaces) on the western and eastern parcels. Land use and planning approvals for the office park included:

a) Establishment of a Planned Development zoning district (PD1721 District) solely applying to the 15.54-acre office park;

b) A Master Use Permit;

c) An Environmental and Design Review Permit approving the project layout, design and architecture;

d) A Tentative Map authorizing division of the land to create a separate parcel for each office building; and,

e) A Development Agreement, which vests construction of the project.

As project construction was expected to be phased over many years (which has occurred), the Development Agreement was executed to ensure that land use and planning approvals remained valid for a minimum of 10 years. The Development Agreement vested the project through the last construction phase which is currently being developed. In 2009, the Development Agreement and accompanying Disposition and Redevelopment Agreement with the San Rafael Redevelopment Agency was extended to vest project build-out to 2015. The terms of this extension also include an option for an additional extension through 2015. Regarding allowable land uses, the PD1721 District and Master Use Permit approved the office park for administrative and general office use only.

A comprehensive Environmental Impact Report (EIR) was prepared and ultimately certified by the City in 1998 (Fair, Isaac Office Park Project Final EIR). The EIR provided the following conclusions:

1. The office park development would result in three significant, unavoidable adverse environmental impacts to Highway US 101 (US 101) traffic traveling through Central San Rafael. Specifically, the office park project would impact: a) southbound traffic during the AM peak along the US 101 segments between North San Pedro Road and Lincoln Avenue, b) US 101 between Lincoln and the Central San Rafael exit; and c) northbound traffic during the PM peak along the US 101 segment between Interstate 580 and the Central San Rafael exit. At the time, all three highway segments operated at capacity (LOS E/F conditions).

2. The office park development would result in a number of potentially significant environmental impacts associated with aesthetics, geology/soils, hydrology/water quality, transportation/traffic, parking, noise, biological resources, air quality, and hazardous materials. The FEIR recommended specific mitigation measures to reduce or eliminate these impacts, which were memorialized in the approval of a Mitigation Monitoring and Reporting Program (MMRP) and required as conditions of project approval.

As noted above, the City action on the SRCC included the approval, execution and ultimate extension of a Development Agreement. This agreement includes a number of agreed requirements and obligations of the developer such as:

1. The installation of needed transportation improvements in the Downtown area (in addition to required traffic mitigation fees). The improvements, which have since been installed, include the widening of Second Street (additional travel and turning lanes), widening Lindaro Street and installing a mid-block traffic signal and safe-travel pedestrian crossing between Second Street and Andersen Drive, and a pedestrian crossing on Lincoln Avenue.

2. A publicly-accessible park and trail along the southern edge of the office campus abutting Mahon Creek. This area is open to the public from dawn to dusk.

3. Public use of ground level conference rooms for meetings and events.

4. Public parking use of the western parking lot during evening hours and weekends.

Subsequent Expansion of Allowable Uses

In 2011, an application was proposed to introduce medical use and research and development to the mix of allowable office uses for the SRCC. Previously, the zoning limited the office park use to administrative and general office use. The expanded uses included:

1. Medical Use. A total of 68,000 square feet of medical office use was proposed as an allowance, meaning that of the total 401,000 square feet of office park area approved for general and administrative office use, up to 68,000 square feet could be used for medical office use. The modification was approved for the allowance to be generally applied to the office park and not for any one building or concentrated in any one area of the campus.

2. Research and Development. Research and Development use for scientific, medical or technological research with limited product testing and production. This use excludes full production industrial-type manufacturing and generally operates similar to and characteristic of low-intensity, general office use. Medical laboratories established for research (as opposed to labs providing testing services for patients/visitors) would be considered a research and development use.

The 2011 proposal to expand the allowable uses did not include any physical changes to the approved SRCC office park. No changes were proposed to the approved site plan, architecture, building layout, or final construction phasing. The 2011 application included the following requested entitlements:

a) Amendment to PD District Zoning (ZC11-002). An amendment to the PD1754 District zoning to allow medical use and research and development use within the campus;

b) Amendment to Master Use Permit (UP11-033). An amendment to the Master Use Permit to allow medical use and research and development. The amendment to the Master Use Permit also included a request to approve a parking reduction for medical use; and,

c) Amendment to Development Agreement (DA11-001). An amendment to the executed Development Agreement to incorporate the use mix, and other terms determined to be obsolete or need to reflect current ordinance numbers.

A Negative Declaration was prepared for the expansion of land of uses and entitlements listed above. The Negative Declaration concluded that the expansion of land uses would not have any adverse effects on the environment. The entitlements were approved and the Negative Declaration adopted by the City in December 2011.

Current Project Description

The proposed project is the development of a new office facility on Parcel 1 (755 Lindaro Street) of the SRCC campus and a Phase 2 extension is proposed to the entitled Lincoln Parking Garage on Parcel 8

of the SRCC at 788 Lincoln Avenue. Parcel 1, which is currently developed as surface parking, is located to the west of Lindaro Street and to the south of the existing Parking Garage at 775 Lindaro. The Phase 2 expansion of the existing entitled Lincoln Parking Garage is required to support the parking requirements for the proposed new office building. The locations of the proposed buildings within the existing SRCC campus are shown in Figure 3. The proposed project has two separate components:

1. This proposed project includes a four-story, 72,400 SF office building (known as 755 Lindaro) with related office and support spaces on Parcel 1 (755 Lindaro Street). A site plan for the 755 Lindaro site is shown in Figure 4, *755 Lindaro Site Plan*. The proposed project would not utilize any of the Medical Office Building use entitled with the previously approved 2011 application.

2. A Phase 2 expansion (known as Lincoln Parking Garage Phase 2, or LPG2) to the existing Lincoln Parking Garage resulting in the addition of approximately 257 structured stalls and 43 on grade stalls on parcel 8. A site plan for the LPG2 is shown in Figure 5, *Lincoln Parking Garage Phase 2 Site Plan.*

A project summary of the proposed changes is provided in the Project Summary Table below:

Project Summary Table

	Existing Conditions (Includes Buildings A, B, C, D, and Lindaro Garage)	Entitled Conditions (Includes Existing Conditions, Plus In-Progress Building E and Lincoln Parking Garage)	Proposed Conditions (Includes Entitled plus Proposed 755 Lindaro and LPG2)
Building Summary			
Overall Building Area (sq. ft.)	314,160	400,700	473,096
Floor Area Ratio (FAR)	0.46	0.59	0.70
Use	Office	Office, R&D	Office
Required Parking	1,037	1,332	1,561
Existing/Proposed Parking	871	1,398	1,580
Surplus (Deficit) Parking	(176)	76	2
Actual Parking Ratio (per 1,000)	2.7	3.5	3.3
Parking Summary			
750 Lindaro Visitor Lot	24	24	24
781 Lincoln Visitor Lot	29	8	8
775 Lindaro Visitor Lot	390	390	390
West Lot Surface, Parcel 1	249	249	-
775 Lindaro Parking	-	-	175
East Lot Surface Parking (Existing)	181	-	-
East Lot Surface Parking Phase1 (Temporary	-	56	-
Lincoln Parking Garage Phase 1	-	666	666
East Lot Surface Parking Phase 2	-	-	43
Lincoln Parking Garage Phase 2	-	-	257
Total	**871**	**1,393**	**1,563**

Source: DGA Architecture, June 2015

Building Design

The proposed 755 Lindaro, LPG2, and associated site developments would be designed to be compatible with the architectural character of the current SRCC campus and in compliance with the established design, planning, and development goals of the City of San Rafael. The project would meet CalGreen Mandatory building code measures plus Tier 1 Voluntary measures in accordance with San Rafael standards for sustainability and efficiency. The building has been designed to minimize impacts on the site and surrounding areas by incorporating the design elements described below.

755 Lindaro Building

The layout and footprint of the 755 Lindaro is influenced by the existing site conditions and its relationship to the other buildings on the SRCC campus. Existing utility easements are located throughout the SRCC Campus as shown in Figure 6, *San Rafael Corporate Center ALTA Survey*. The 755 Lindaro site is located on a parcel that is encumbered with a variety of easements related to PG&E's access to the adjacent electrical substation and to PG&E's access to extraction and monitoring facilities related to ongoing soil and groundwater remediation on the SRCC site. The existing easements that influenced the design of the 755 Lindaro site are shown in Figure 7, *755 Lindaro Site Existing Easements*. The extraction trenches and monitoring facilities are required to be accessible at the ground level and thus restrict the footprint of the building. The building has been designed to maintain adequate separation (40-foot minimum) between the building and the overhead distribution lines connecting to the PG&E substation.

The proposed project design maintains the existing intersection and crosswalk at the Lindaro Street entry to the campus as well as the existing access to the Lindaro Parking garage at 775 Lindaro Street. The building architecture is reflective of the existing SRCC buildings, including the use of corner and entry tower elements, mansard roof forms, and punched window openings. The design intent is to closely match the color palette and detail of the existing buildings to create architectural consistency within the campus. Architectural elements from the existing SRCC campus that would be incorporated into the 755 Lindaro design are shown in Figure 8, *Architectural Rendering of 755 Lindaro Building.*

Lincoln Parking Garage Phase 2 (LPG2)

The LPG2 has been designed to fit into the context of the existing SRCC campus and the Phase 1 portion of the garage. The level parking decks would be flat and would allow the architectural features to follow the rectilinear shapes of the adjacent buildings. There are no new stairs, elevators, or ramps in the proposed garage; circulation would be shared with the existing Phase 1 portion of the garage. An architectural rendering of the LPG2 building is shown in Figure 9, *Architectural Rendering of the Lincoln Parking Garage Phase 2.*

Building Height

755 Lindaro

The proposed maximum building height permitted within the Lindaro Office District is 54 feet. The proposed design is consistent with the established height limits as the main portion of the building is 54 feet to the roof deck. The proposed design includes mansard roofs consistent in size, shape, and material with the character of the SRCC campus. The design also includes roof top mechanical equipment housed in tower structures which extend approximately 13 feet above the 54-foot height limit. Architectural

features including the mansard roofs, mechanical enclosures, and towers are permitted to extend above the 54-foot height limit. The design includes rooftop equipment screening in accordance with City of San Rafael requirements. A building elevation showing the proposed height of the building is shown in Figure 10, *755 Lindaro Building Elevation*.

Lincoln Parking Garage Phase 2

The overall height of the building would remain below the 54-foot height limit by providing all required ADA stalls on the ground level, which would be set one foot below the grade elevation. A building elevation showing the proposed height of the building is shown in Figure 11, *Lincoln Parking Garage Phase 2 Building Elevation*.

Landscaping

The 755 Lindaro and LPG2 landscape design would continue the existing SRCC campus treatments utilizing site features, paving, stone mulches, and plantings to provide a cohesive continuity with the existing landscaping of the previous campus development. The plant palette would consist of trees, shrubs, ground covers, grasses and perennials that conform to Marin Municipal Water District requirements, the California water efficient landscape ordinance (WELO) and new Marin County storm water pollution prevention practices. Preliminary landscape plans for the 755 Lindaro and LPG2 buildings are shown in Figure 12, *755 Lindaro Conceptual Landscape Plan*, and Figure 13, *Lincoln Parking Garage Phase 2 Conceptual Landscape Plan*, respectively.

Plants would be selected for low water use and low maintenance and would be irrigated with an emitter type spot application system. The plantings in bioretention areas would be selected for their ability to handle seasonal inundation and for compatibility with the fast draining bioretention soils. These areas would be irrigated by overhead, low precipitation stream spray rotors. The tree palette would be a continuation of street and shade trees utilized in the previous phases of the campus development with deep root watering irrigation elements.

Parking

The required parking requirements for the overall SRCC campus are 3.3 parking spaces for every 1,000 square feet of occupied building space. The final build out of the proposed project would include 1,563 campus-wide stalls which yields a parking ratio of 3.3 parking spaces for every 1,000 square feet. The proposed project includes 175 parking space at the 755 Lindaro site and the LPG2 includes 257 parking spaces within the parking garage and 43 surface parking spaces as part of the overall 1,563 campus wide parking spaces.

Building Renderings

Visual simulations of the proposed 755 Lindaro and LPG2 Buildings were prepared to illustrate how the buildings will appear in relation to the existing setting once construction is completed. A photo key map showing the location and direction of each photo is provided in Figure 14, *Photo Key Map*. Visual simulations, including before and after views from six different locations around the proposed 755 Lindaro and LPG2 buildings are provided in Figures 15 through 26. The visual simulations include simulations of the building at 791 Lincoln Avenue and the Lincoln Parking Garage Phase 1. These buildings were

previously approved as part of the SRCC campus and are currently under construction and are assumed to be completed when construction of the proposed project is complete.

Project Permits and Approvals

The project applicant is seeking the project approvals listed below.

Matrix of Project Approvals

Permit/Approvals	Approving Agency
Use Permit Amendment	City of San Rafael
Planned Development Amendment	City of San Rafael
Environmental and Design Review Permit	City of San Rafael

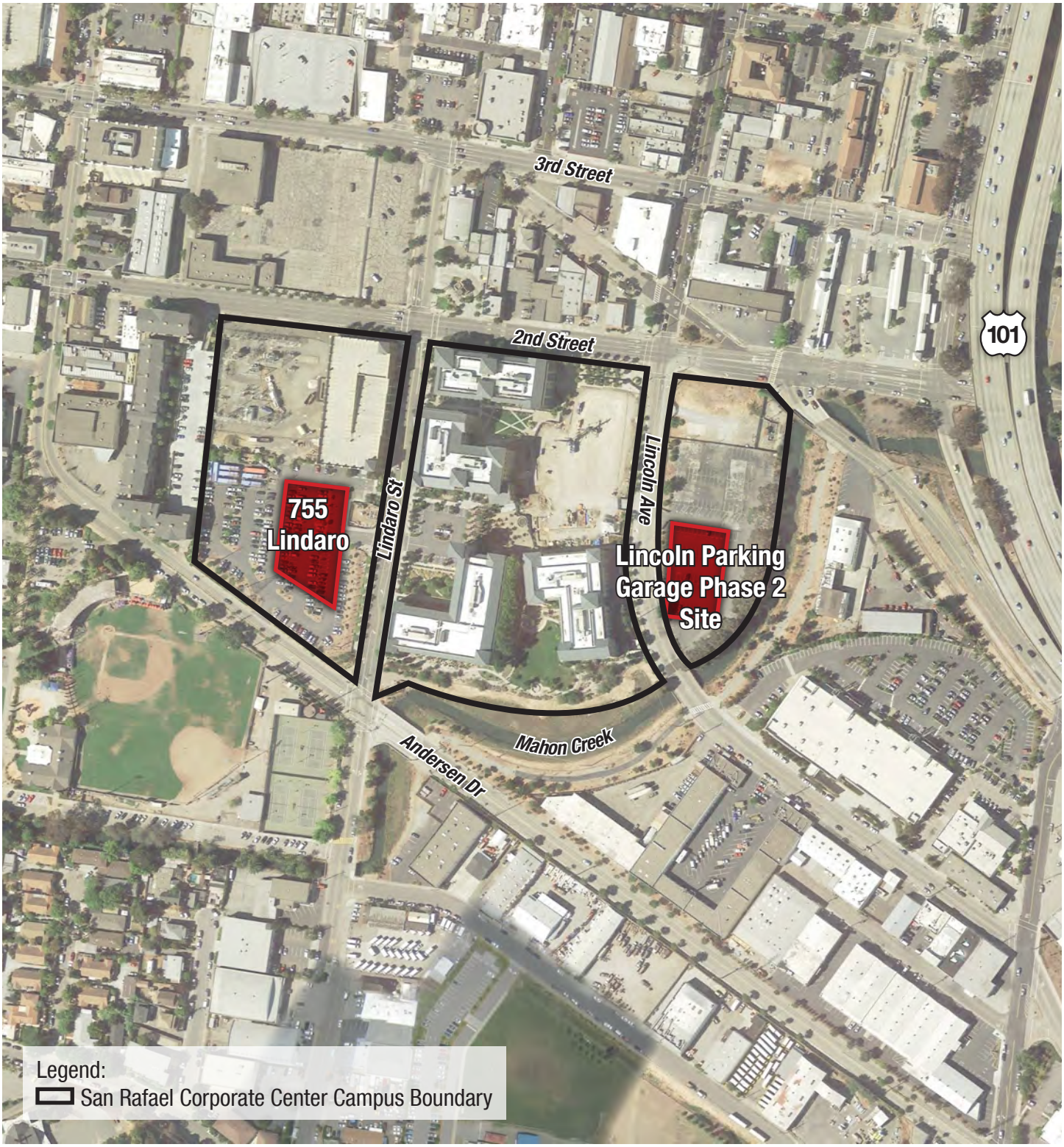
Other Public Agencies Whose Approval Is Required

No other public agency permits are required. The proposed project would not impact the approvals or permits previously secured through agencies such as: a) the State of California Department of Toxic Substances Control (DTSC); b) California Regional Water Quality Control Board (RWQCB); c) California Department of Fish and Game (CDFG); or d) the Transportation Authority of Marin (TAM) serving as the County Congestion Management Authority. Review of the proposed project traffic study will be reviewed by TAM as the Second and Third Street arterials are within the Authority's Congestion Management Program. The project will also be reviewed by Pacific Gas and Electric Company (PG&E) as they control of easements on the 755 Lindaro property.

SOURCE: ESRI, 2014

FIGURE 1: Regional Map
San Rafael Corporate Center
City of San Rafael

Not to scale



SOURCE: Google Earth, 2014

FIGURE 2: Vicinity Map
San Rafael Corporate Center
City of San Rafael

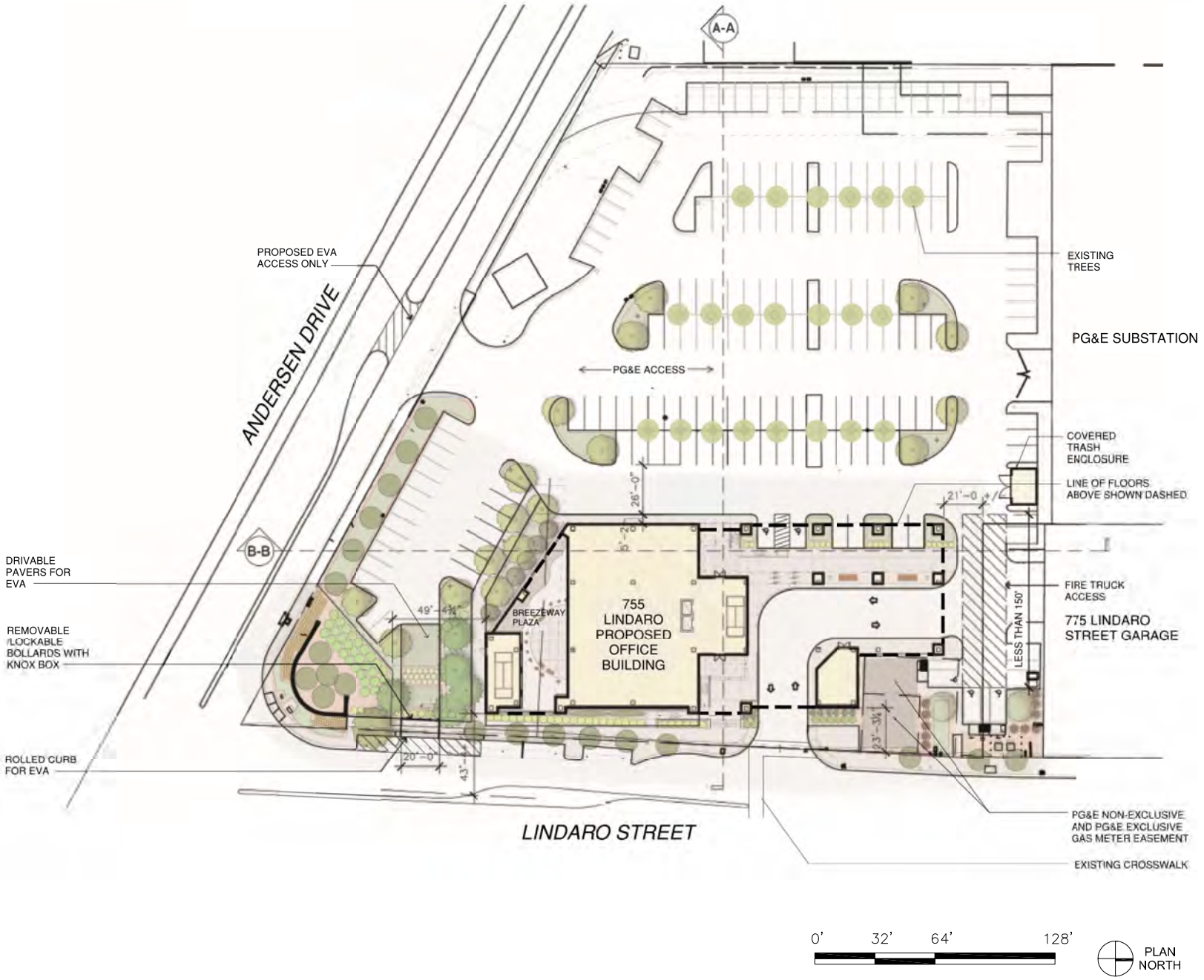
Not to scale

Kimley»Horn

SOURCE: Watry Design, Inc. 2015

FIGURE 3: San Rafael Corporate Center Campus
San Rafael Corporate Center
City of San Rafael

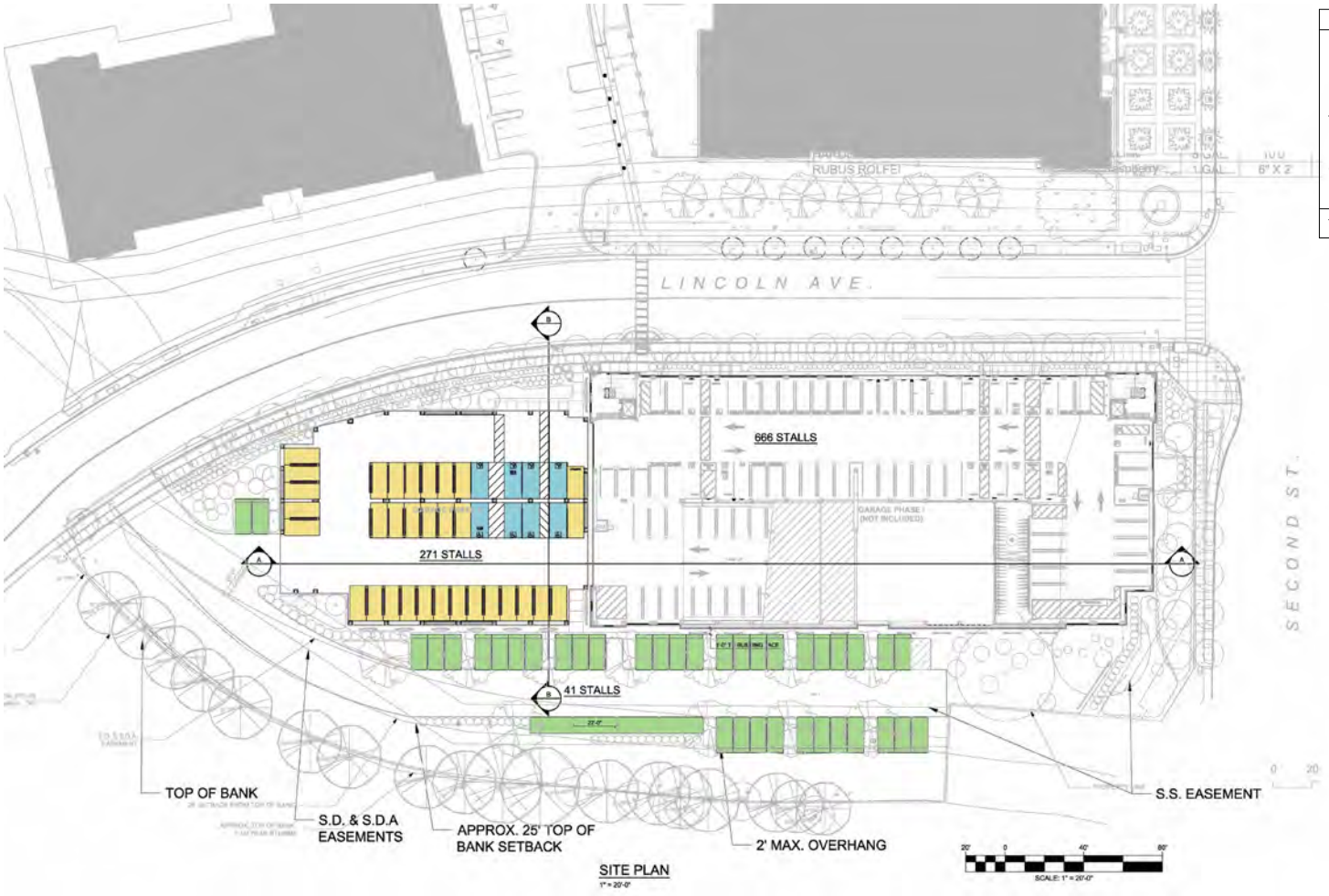
Kimley»Horn



SOURCE: Watry Design, Inc. 2015

FIGURE 4: 755 Lindaro Site Plan
San Rafael Corporate Center
City of San Rafael

Kimley»Horn

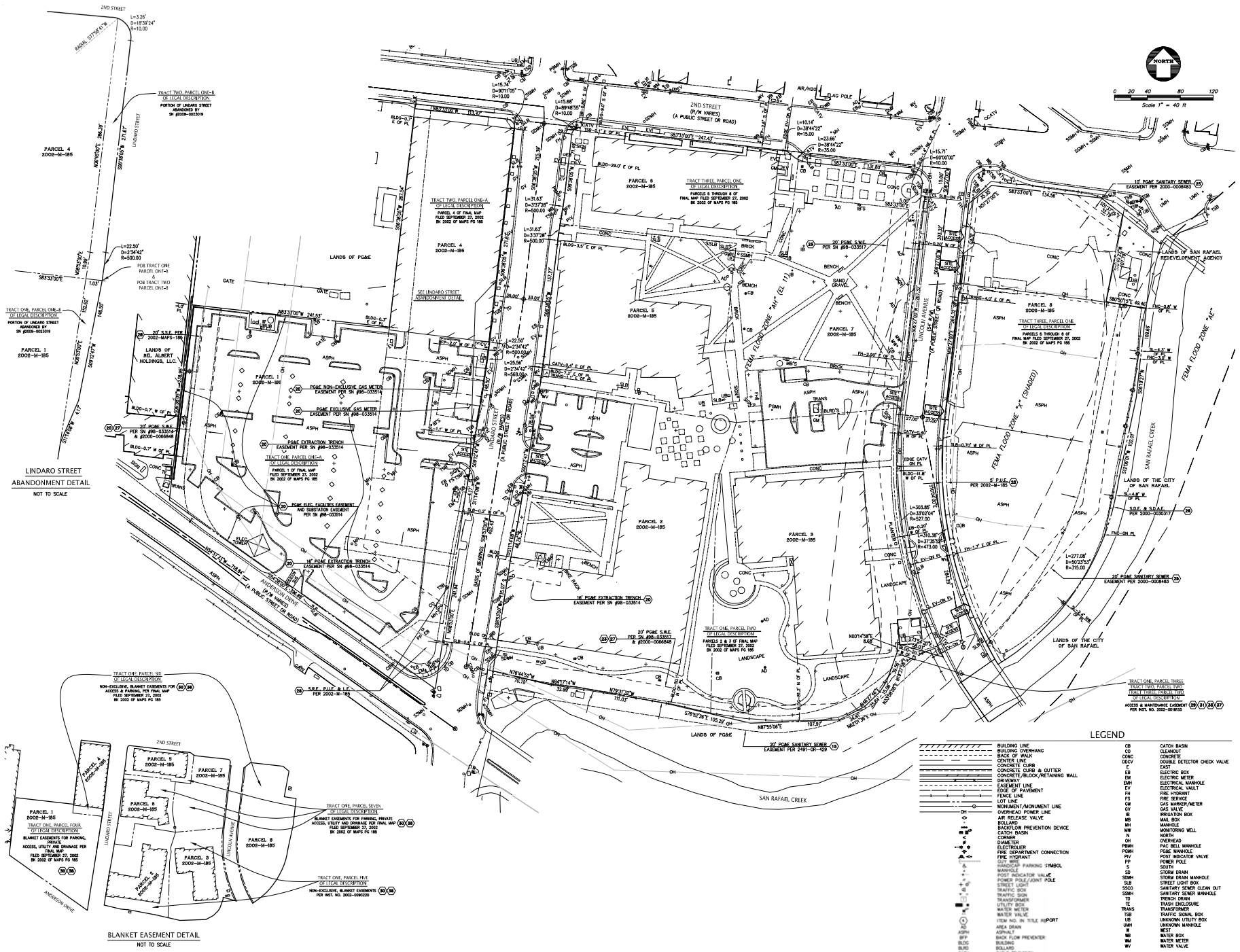


	PH 1 STALLS	PH 2 STALLS	TOTAL	FF HEIGHT	NEW AREA	ELEVATIONS
SIXTH	107	47	154	10'-2"	15,900	51.00
FIFTH	121	47	168	10'-2"	15,900	40.83
FOURTH	121	47	168	10'-2"	15,900	30.67
THIRD	121	47	168	10'-2"	15,900	20.50
SECOND	119	43	162	10'-2"	15,400	10.33
GROUND	77	40	117	11'-4"	15,900	-1.0
ON GRADE	-	41	41	-		0.0
TOTAL	666	312	978	-	94,900	

SOURCE: Watry Design, Inc. 2014

FIGURE 5: Lincoln Parking Garage Phase 2 Site Plan
San Rafael Corporate Center
City of San Rafael

Kimley»Horn



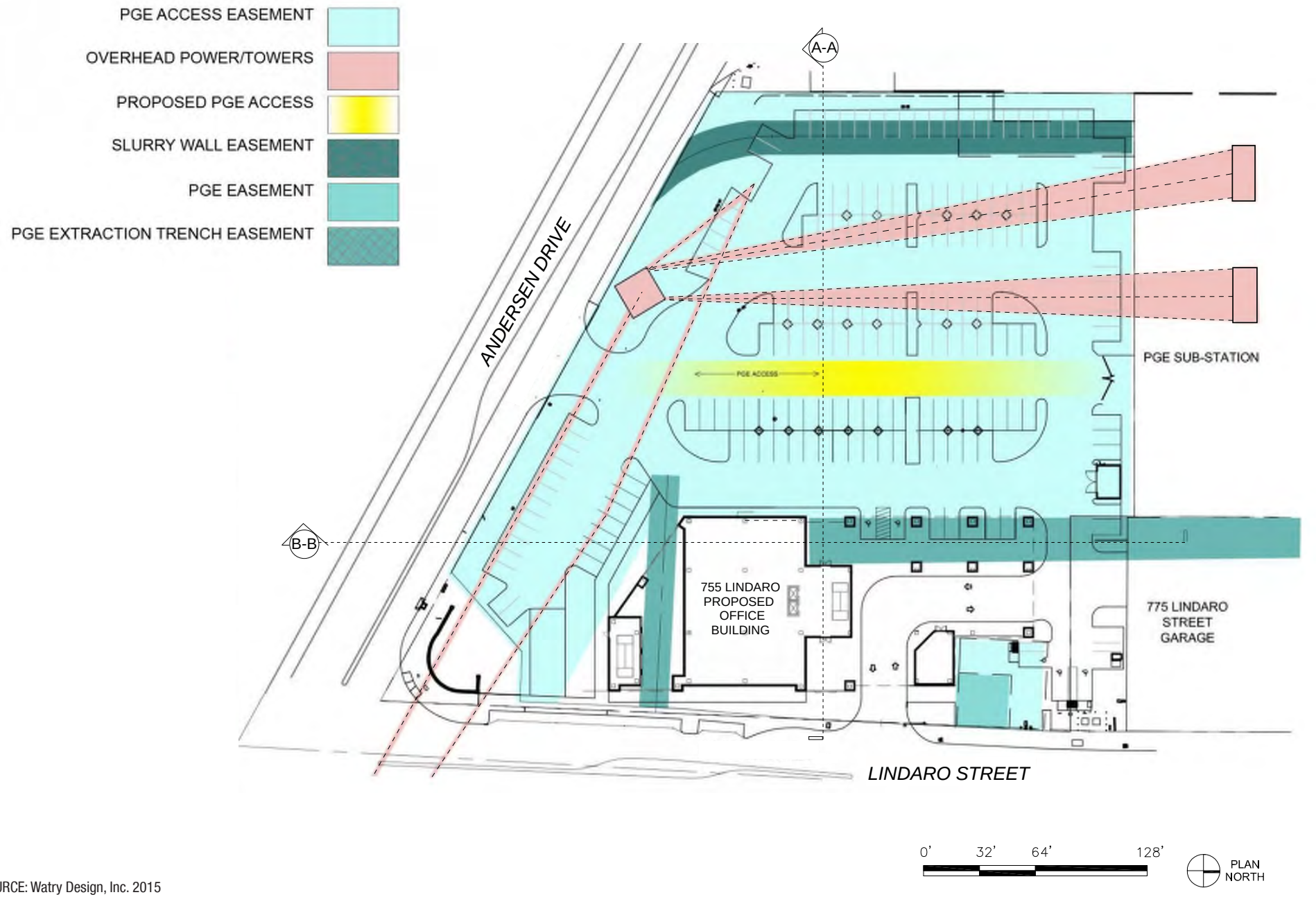
SOURCE: Kier + Wright, 2013

FIGURE 6: San Rafael Corporate Center - ALTA Survey

San Rafael Corporate Center

City of San Rafael

Kimley»Horn



SOURCE: Watry Design, Inc. 2015

FIGURE 7: 755 Lindaro Site Existing Easements
San Rafael Corporate Center
City of San Rafael

Kimley»Horn

View from Lindaro Street

SOURCE: Watry Design, Inc. 2015

FIGURE 8: Architectural Rendering of 755 Lindaro Building
San Rafael Corporate Center
City of San Rafael

Kimley»Horn

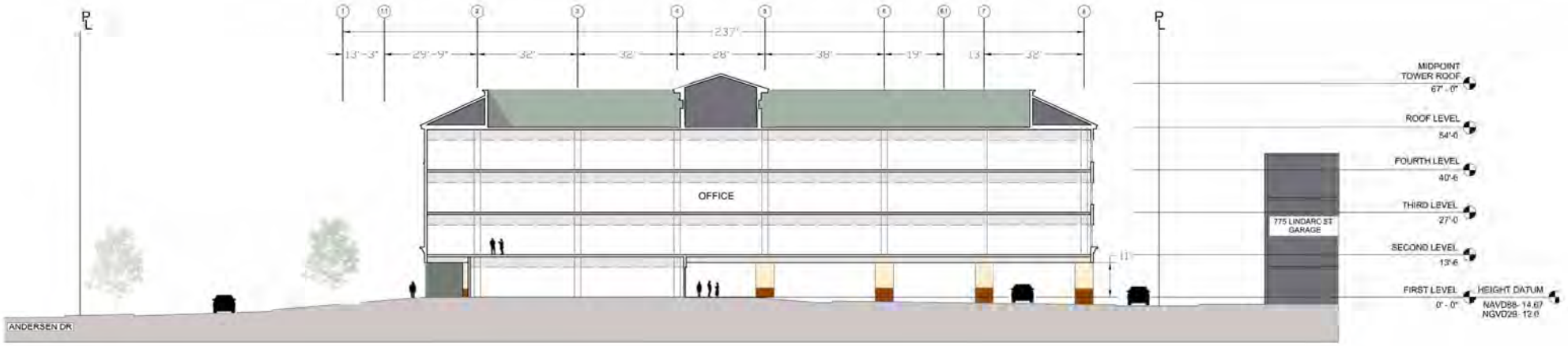
View from Mahon Creek Bike Path

SOURCE: Watry Design, Inc. 2014

FIGURE 9: Architectural Rendering of Lincoln Parking Garage Phase 2
San Rafael Corporate Center
City of San Rafael

Kimley»Horn

SECTION A-A

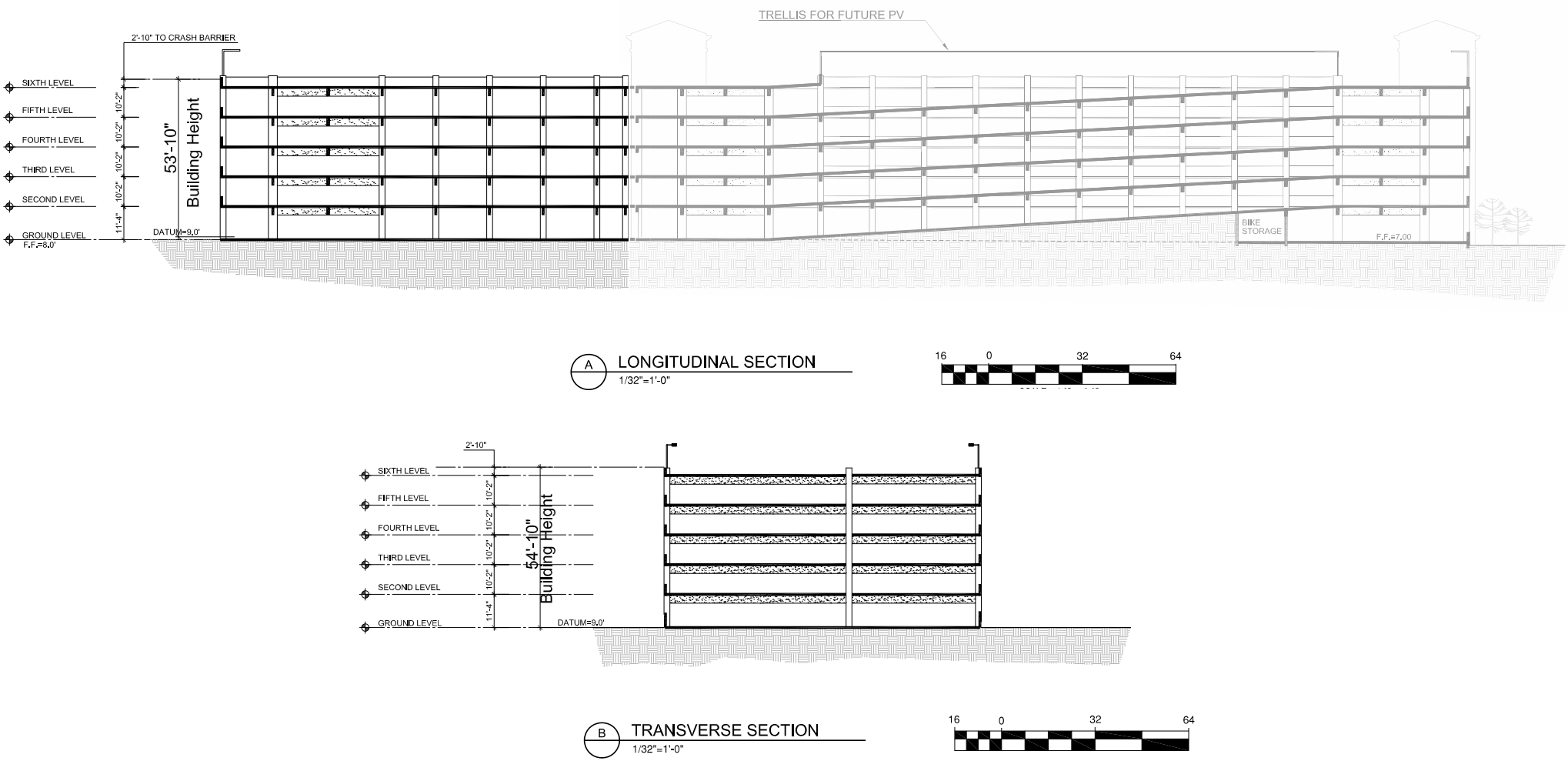


SECTION B-B

SOURCE: Watry Design, Inc. 2015

FIGURE 10: 755 Lindaro Building Elevation
San Rafael Corporate Center
City of San Rafael

Kimley»Horn



SOURCE: Watry Design, Inc. 2015

FIGURE 11: Lincoln Parking Garage Phase 2 Building Elevation
San Rafael Corporate Center
City of San Rafael

Kimley»Horn

SCIENTIFIC NAME	COMMON NAME	SIZE	MATURE SIZE (HXW)	REMARKS CAL NATIVES (N)
TREES				
LAGERSTROEMIA 'NATCHEZ' QR	Crape Myrtle	24" BOX	20'X20'	MULTI-TRUNK
CARPINUS BETULUS 'FRANS FONTAINE'	European Hornbeam	24" BOX	35'X15'	STANDARD
OLEA EUROPEA 'WILSONII'	Olive	24" BOX	15'X15'	MATCH (E)
PLATANUS ACERIFOLIA 'BLOODGOOD'	London Plane Tree	24" BOX	40'X30'	MATCH (E)
SEQUOIA SEMPERVIRENS	Coastal Redwood	24" BOX	50'X30'	N, STANDARD
SHRUBS				
ARBUTUS U. 'ELFIN KING'	Strawberry Tree	5 GAL.	5'X5'	
CORREA 'IVORY BELLS'	White Australian Fuchsia	1 GAL.	4'X4'	
GREVILLEA 'NOELII'	Grevillea	5 GAL.	4'X4'	
MYRTUS COMMUNIS 'COMPACTA'	Dwarf Myrtle	5 GAL.	3'X3'	
ROSA CALIFORNICA	California Wild Rose	5 GAL.	4'X8'	N
SOLLYA HETEROPHYLLA	Australian Bluebell Creeper	1 GAL.	4'X4'	
PERENNIALS/ GRASSES				
ALOE 'BLUE ELF'	Blue Elf Aloe	1 GAL.	18"X24"	
BULBINE FRUTESCENS	Bulbine	1 GAL.	18"X4'	
CAREX DIVULSA	Berkeley Sedge	1 GAL.	18"X18"	
CHONDROPETALUM TECTORUM	Cape Rush	1 GAL.	3'X3'	
ECHEVERIA ELEGANS	Hen and Chicks	4" POTS	1'X1'	
EUPHORBIA C. 'MARTINI'	Euphorbia	5 GAL.	30"X18"	
FESTUCA CALIFORNICA	California Fescue	1 GAL.	2'X2'	N
HELICTOTRICHON SEMPERVIRENS	Blue Oat Grass	1 GAL.	18"X18"	
JUNCUS PATENS	California Gray Rush	1 GAL.	18"X18"	N
LAVANDULA ANGUSTIFOLIA 'MUNSTEAD'	Munstead Lavender	1 GAL.	18"X18"	
PHORMIUM TENAX 'ATROPURPUREUM'	New Zealand Flax	5 GAL.	6'X4'	
PHORMIUM 'DUET'	New Zealand Flax	5 GAL.	2'X2'	
SEDUM 'AUTUMN JOY'	Stonecrop	1 GAL.	18"X18"	
STIPA ICHU	Peruvian Feather Grass	1 GAL.	18"X18"	
GROUNDCOVERS AND VINES				
ARCTOSTAPHYLOS SPP.	Manzanita	1 GAL.	8"X4'	N
CEANOTHUS GRISEUS HORIZONTALIS	Carmel Creeper	1 GAL.	2'X8'	N
CLEMATIS 'JACKMANII'	Clematis	5 GAL.	25'X	
DISTICTIS BUCCINATOR	Bloodred Trumpet Vine	5 GAL.	20'X	
MASCHENBERGIA 'HAPPY WONDERER'	Purple Vine Lilac	5 GAL.	10'X	
RUBUS MULFEI	Bramble	1 GAL.	6'X2'	

SOURCE: Watry Design, Inc. 2015

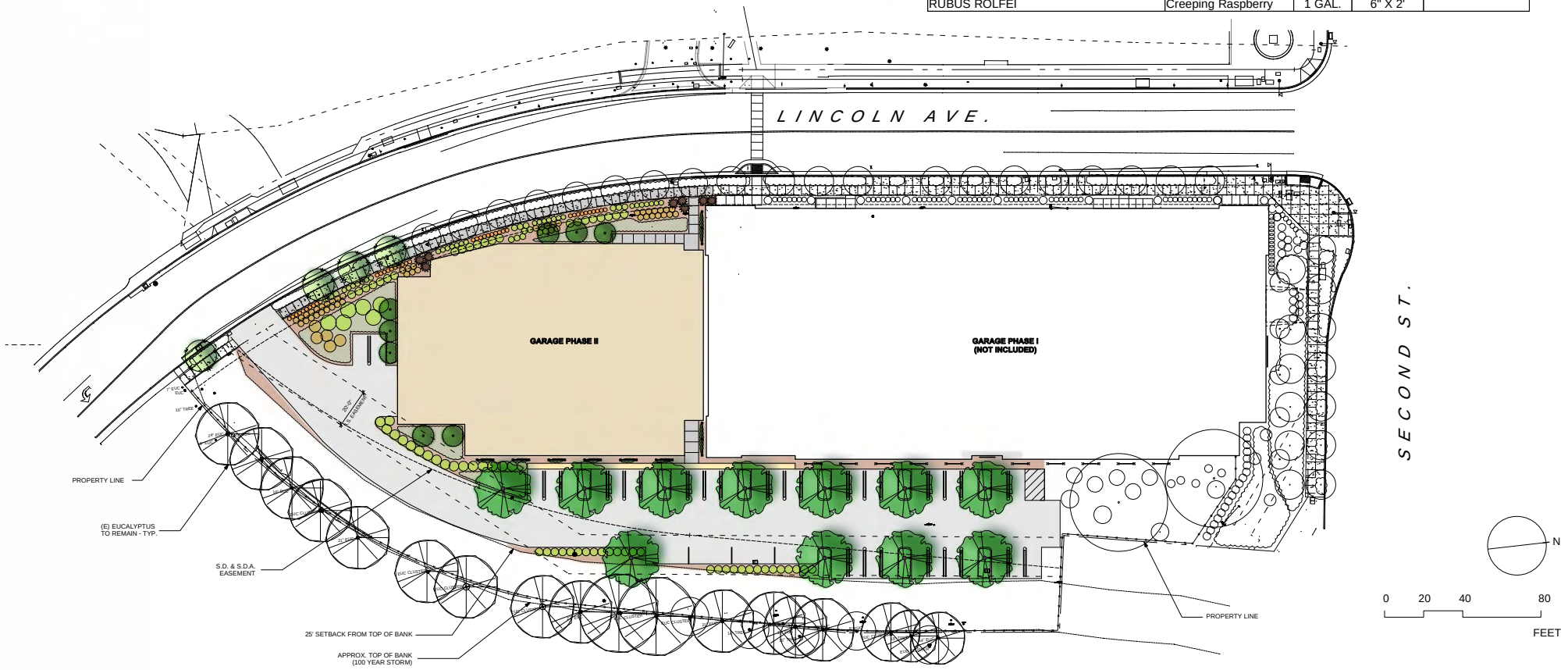
FIGURE 12: 755 Lindaro Conceptual Landscape Plan
San Rafael Corporate Center
City of San Rafael

Kimley»Horn

PLANT LEGEND

SCIENTIFIC NAME	COMMON NAME	SIZE	MATURE SIZE (HXW)	REMARKS NATIVE (N)
TREES				
CARPINUS BETULUS 'FRANS FONTAINE'	European Hornbeam	24" BOX	35' X 15'	STANDARD
PISTACIA CHINENSIS	Chinese Pistache	24" BOX	50' X 50'	STANDARD
TILIA CORDATA	Little-leaf Linden	24" BOX	35' X 25'	STANDARD
SHRUBS				
CEANOTHUS SPP.	California Lilac	15 GAL.	8'X 8'	N
CERCIS OCCIDENTALIS	Western Redbud	5 GAL.	8'X 8'	N
MYRTUS COMMUNIS COMPACTA	Dwarf Myrtle	5 GAL.	3'X3'	N
ROSA CALIFORNICA	California Wildrose	1 GAL.	4'X8'	N

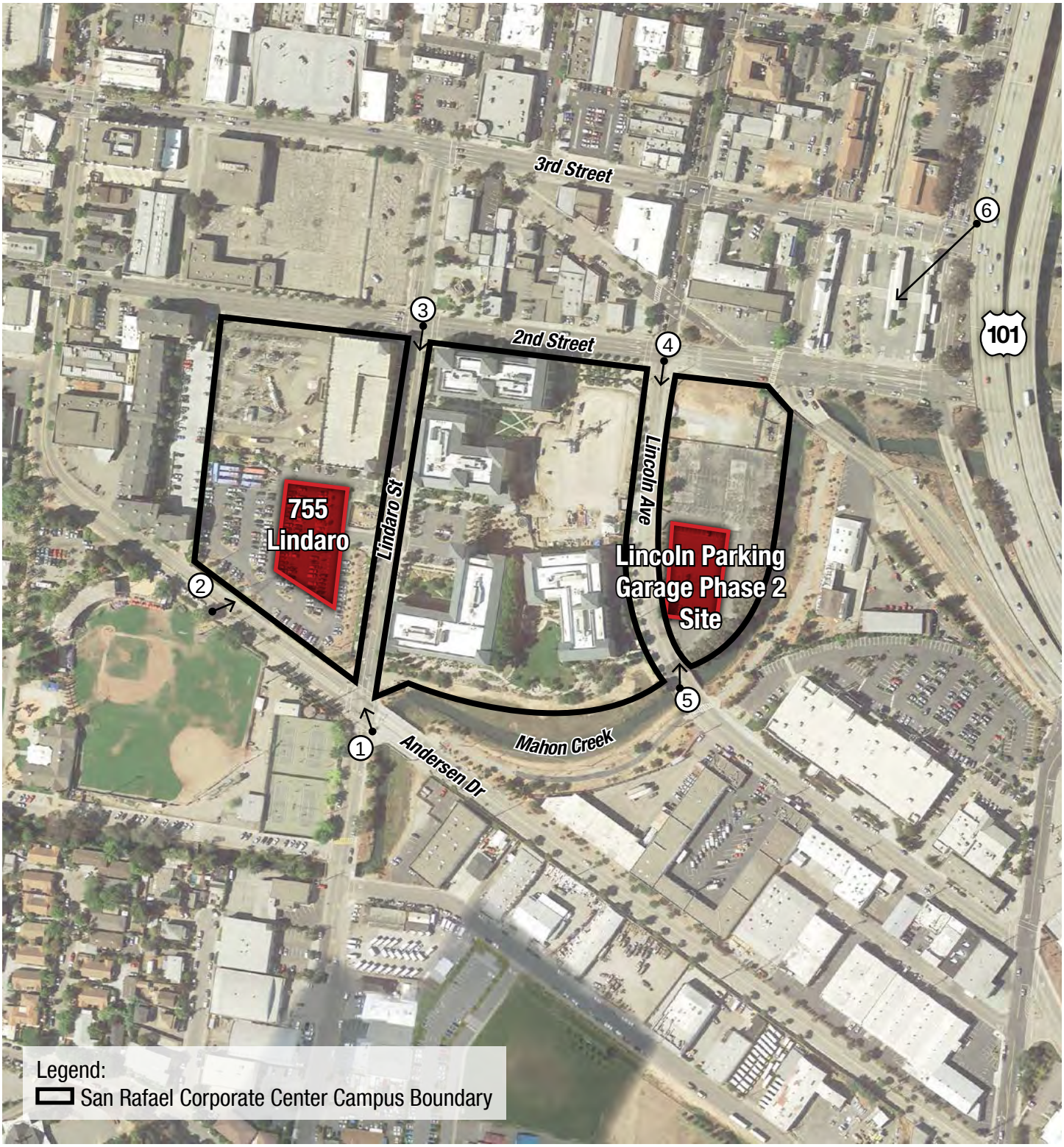
SCIENTIFIC NAME	COMMON NAME	SIZE	MATURE SIZE (HXW)	REMARKS NATIVE (N)
PERENNIALS/ GRASSES				
CALAMAGROSTIS X 'KARL FOERSTER'	Feather Reed Grass	1 GAL.	3'x3'	
CAREX DIVULSA	Berkeley sedge	1 GAL.	18"X18"	N
CAREX TESTACEA	Orange Sedge	1 GAL.	18"X18"	
CHONDROPETALUM TECTORUM	Cape Reed	1 GAL.	2' x 3'	N
DESCHAMPSIA CESPITOSA	Tufted Hairgrass	1 GAL.	2' x 2'	N
JUNCUS PATENS	California Gray Rush	1 GAL.	18"X18"	N
MUHLENBERGIA RIGENS	Deer Grass	1 GAL.	3' x 3'	N
PHORMIUM 'DARK DELIGHT'	New Zealand Flax	5 GAL.	3' X 4'	
STIPA ICHU	Peruvian Feather Grass	1 GAL.	18"X18"	
GROUNDCOVERS/VINES				
ARCTOSTAPHYLOS SPP.	Bearberry	1 GAL.	8" X 5'	N
CLEMATIS JACKMANII	Clematis	5 GAL.	25' +	
DISTICTIS BUCCINATOR	Bloodred Trumpet Vine	5 GAL.	20'0"	
HARDENBERGIA 'HAPPY WONDERER'	Purple Vine Lilac	5 GAL.	10'0"	
RUBUS ROLFEI	Creeping Raspberry	1 GAL.	6" X 2'	



SOURCE: Watry Design, Inc. 2015

FIGURE 13: Lincoln Parking Garage Phases 2 Conceptual Landscape Plan
San Rafael Corporate Center
City of San Rafael

Kimley»Horn



SOURCE: Google Earth, 2014

FIGURE 14: Photo Key Map
San Rafael Corporate Center
City of San Rafael

Not to scale

Kimley»Horn

SOURCE: Kimley-Horn, 2015

FIGURE 15: View 1 - Exisiting Conditions at 755 Lindaro Street *(looking north from Lindaro Street at Andersen Drive)*
San Rafael Corporate Center
City of San Rafael

Kimley»Horn

RENDERING SOURCE: DGA 2015

FIGURE 16: View 1 - Visual Simulation of 755 Lindaro Building *(looking north from Lindaro Street at Andersen Drive)*
San Rafael Corporate Center
City of San Rafael

Kimley»Horn

SOURCE: Kimley-Horn, 2015

FIGURE 17: View 2 - Existing Conditions at 755 Lindaro Street *(looking east from Andersen Drive)*
San Rafael Corporate Center
City of San Rafael

Kimley»Horn

RENDERING SOURCE: DGA 2015

FIGURE 18: View 2 - Visual Simulation of 755 Lindaro Building *(looking east from Andersen Drive)*
San Rafael Corporate Center
City of San Rafael

Kimley»Horn

SOURCE: Kimley-Horn, 2015

FIGURE 19: View 3 - Existing Conditions *(looking south on Lindaro Street at Second Street)*
San Rafael Corporate Center
City of San Rafael

Kimley»Horn

RENDERING SOURCE: DGA 2015

FIGURE 20: View 3 - Visual Simulation of 755 Lindaro Building *(looking south on Lindaro Street at Second Street)*
San Rafael Corporate Center
City of San Rafael

Kimley»Horn

SOURCE: Kimley-Horn, 2015

FIGURE 21: View 4 - Exisitng Conditions *(looking south on Lincoln Avenue at Second Street)*
San Rafael Corporate Center
City of San Rafael

Kimley»Horn

RENDERING SOURCE: DGA 2015

FIGURE 22: View 4 - Visual Simulation of Lincoln Parking Garage Phase 2 *(looking south on Lincoln Avenue at Second Street)*
San Rafael Corporate Center
City of San Rafael

Kimley»Horn

SOURCE: Kimley-Horn, 2015

FIGURE 23: View 5 - Exisiting Conditions of Lincoln Avenue Parking Garage *(looking north from Lincoln Avenue at Mahon Creek Bridge)*
San Rafael Corporate Center
City of San Rafael

Kimley»Horn

RENDERING SOURCE: DGA 2015

FIGURE 24: View 5 - Visual Simulation of Lincoln Avenue Parking Garage Phase 2 *(looking north on Lincoln Avenue at Mahon Creek Bridge)*
San Rafael Corporate Center
City of San Rafael

Kimley»Horn

IMAGE SOURCE: Google Earth 2015

FIGURE 25: View 6 - Existing Conditions of San Rafael Corporate Center *(looking southwest from southbound US 101 at Third Street overpass)*
San Rafael Corporate Center
City of San Rafael

Kimley»Horn

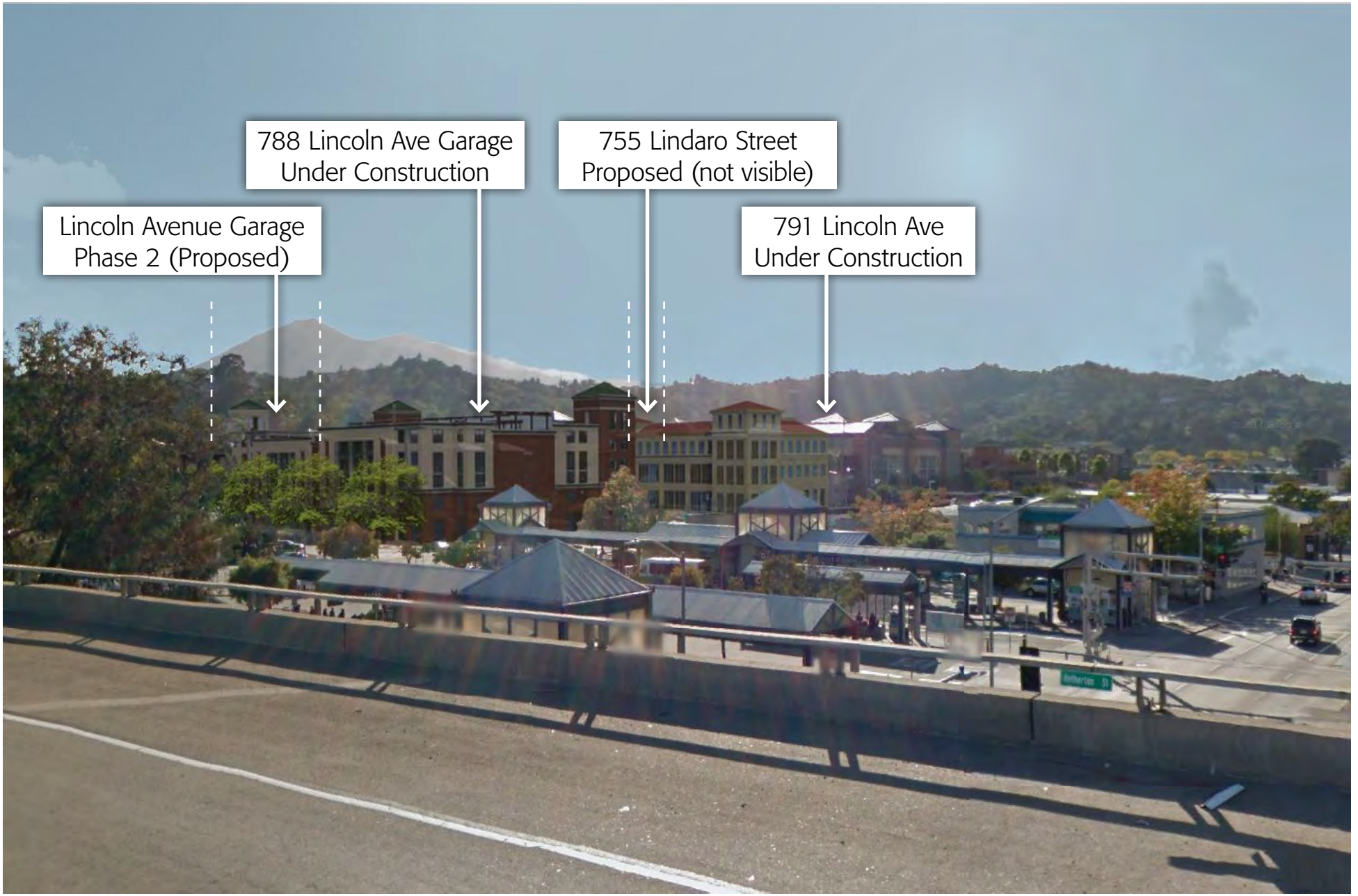


IMAGE SOURCE: Google Earth 2015
RENDERING SOURCE: DGA 2015

FIGURE 26: View 6 - Visual Simulation of San Rafael Corporate Center *(looking southwest from southbound US 101 at Third Street overpass)*
San Rafael Corporate Center
City of San Rafael

Kimley»Horn

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture Resources	☒ Air Quality
☐ Biological Resources	☒ Cultural Resources	☒ Geology /Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☒ Hydrology / Water Quality
☐ Land Use / Planning	☐ Mineral Resources	☐ Noise
☐ Population / Housing	☐ Public Services	☐ Recreation
☐ Transportation / Traffic	☐ Utilities / Service Systems	☐ Mandatory Finding of Significance

DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an EARLIER EIR or NEGATIVE DECLARATION pursuant to applicable legal standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Sean Kennings

Sean Kennings, Contract Planner

6/26/15

Date

EVALUATION OF ENVIRONMENTAL IMPACTS

Please note: The response to each question below is supported by a source of data or information, which is provided in Source References (Section C below) of this checklist.

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporation*	*Less-Than-Significant Impact*	*No Impact*
I. AESTHETICS				
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. The project is not in proximity to any designated scenic vistas in the surrounding area. The Community Design Element of the City's General Plan does not identify the project site as being within or next to a Visually Significant Hillside, Ridge, or Landform. The project is not visible from any designated Scenic Rural Roadways. The proposed project site is not in a location that would block or limit existing views of significant landmarks in the area such as the Bay and its islands, Bay wetlands, St. Raphael's church bell tower, Canal front, marinas, Mt. Tamalpais, Marin Civic Center and local hills and ridgelines from public streets, parks and publicly accessible pathways.

The most prominent views to the project site are from Andersen Drive, Lindaro Street, and Lincoln Avenue located adjacent to the project site and those streets are not designated as scenic corridors. The proposed 755 Lindaro and LPG2 buildings would be partially visible from US Highway 101. However, these views are limited because of the distance (approximately 570 feet from LPG2 and 1,350 feet from 755 Lindaro) and grade separation between the highway and the project site. The highway is at a higher elevation than the project site and there is existing vegetation adjacent to the highway that screens the line of sight between the highway and project, thus blocking any direct views to the site from US Highway 101. The proposed buildings would be partially visible from the highway, but the view of the buildings would be similar to the existing SRCC buildings and other existing buildings located on either side of the highway, and as such, would not substantially modify the existing viewshed. Further, US Highway 101 is not a state or locally designated scenic highway within the City of San Rafael. There are no designated scenic vistas or public view corridors from other directions in the surrounding area. Potential impacts on scenic vistas associated with the proposed project are therefore considered less than significant and no mitigation measures are required.

The previously certified Fair, Isaac Office Park Project Final EIR prepared for the original campus development concluded that potential visual impacts on scenic vistas from development of the project site were less than significant because views from US Highway 101 from a distance would have negligible impact on the offsite view of the surrounding hillsides. Additionally, the project is located in an urbanized setting, and the City of San Rafael's General Plan and Zoning Ordinance permit the proposed building intensity, (including the building heights).

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*

(Sources: 1, 3, 4, 5, 7, 9)

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒

Discussion:

No Impact. The proposed project is not located on a site with designated or identified scenic resources. U.S. Highway 101, which bisects the City of San Rafael, is not designated as a scenic highway in the vicinity of San Rafael or the project site. Implementation of the proposed project would result in an infill development on parcels that are located among similar types of land uses in an area that has been previously zoned for development of the SRCC campus. The proposed project is not located in an area with ridgelines, wetlands, hillsides, or historic visual resources. The project site does have existing ornamental trees within the parking lots, but as discussed in Section IV (Biological Resources), the trees and vegetation do not represent a sensitive species or distinct habitats that would require protection. As shown in the preliminary landscape plan, the proposed project would result in the planting of new trees and landscaping to replace any trees removed as part of the development. The existing vegetation is not part of any designated or identified scenic resources associated with the site or the surrounding area. Furthermore, the project would not impede views of scenic resources such as ridgelines, wetlands, hillsides, historic visual resources, or scenic trees because views of these resources currently do not exist from the project site. For this reason the project would not damage a scenic resource and no impacts would occur.

(Sources: 1, 3, 4, 5, 7, 9)

c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. As the proposed project would be developed as an extension of the existing SRCC campus, the buildings would have the same architectural style as the existing buildings currently seen from Lindaro Street and Andersen Drive. The 755 Lindaro building would be developed on an existing parking lot and would not result in a significant change to the existing visual setting of the area. The western portion of the project setting would remain as a parking area and no changes to the existing overhead power lines that traverse the site would occur. Similarly, the LPG2 would be developed on an existing parking lot next to Lincoln Avenue adjacent to the Lincoln Parking Garage currently under construction. The LPG2 varies slightly in architectural style from the parking garage under construction but is generally compatible with the overall architectural theme of the existing SRCC Campus. Visual simulations prepared for the project (Figures 14-25) show that the proposed buildings would have the same architectural features such as punched-out windows, varied setbacks on the building facades, and tower elements incorporated into the building design in the same manner as the existing SRCC buildings. As such, the construction of the proposed buildings would not have a significant impact on the existing

visual character of the area. Both 755 Lindaro and LPG2 would be developed over existing parking areas within the existing SRCC campus. The development would be similar to other uses in the downtown area. Additionally, the proposed project is not located in a shadow sensitive area or adjacent land uses such as residential, recreational, schools, or restaurants with outdoor eating areas where sunlight is important for function or comfort. The City does not have any regulations or adopted ordinances regarding shading restrictions for commercial developments. While building shadows lengths would vary depending on the time of day and time of year, they would not result in a significant shading of a light sensitive use. For these reasons, potential impacts on visual quality and character of the site are considered to be less than significant.

The previously certified Fair, Isaac Office Park Project EIR concluded that potential impacts from development of the site were less than significant because the project, would result in an infill development within an existing urban environment, the project's architecture and layout would be designed to be compatible with surrounding uses, and because the site does not offer significant visual relief for the area. The proposed project is consistent with this previous analysis and conclusion because the buildings proposed are within the original office park boundaries and the site architecture would be designed to be comparable with and complimentary to the current design, color pallet and detail treatments as the existing campus buildings.

(Sources: 1, 3, 4, 5, 7, 9)

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. The existing buildings on the SRCC campus are presently equipped with exterior lighting, and lighting is provided within the on-site surface parking lots. The project would therefore not introduce a new source of nighttime lighting, as similar commercial/office uses and outdoor lighting are present on the project site. However, as the office space on-site would increase with the project, the level of nighttime lighting would be increased as a result of project implementation, as compared to existing conditions. It is anticipated that project lighting would include exterior wall-mounted light fixtures and lighting within the on-site surface parking areas to ensure public safety and safe pedestrian and vehicular circulation.

Nighttime lighting would not significantly affect any adjacent land uses because the proposed development plans are required to demonstrate project compliance with the City's non-residential design guidelines which require new development to:

- Limit the intensity of lighting to provide for adequate site security and for pedestrian and vehicular safety;
- Shield light sources to prevent glare and illumination beyond the boundaries of the property; and
- Lighting fixtures should complement the architecture of the project.

Additionally, the proposed project would be required to incorporate the City's non-residential design guidelines mandating the use of exterior materials that minimize reflectivity. The measures in the City's Non-Residential Design Guidelines are enforced through the review and approval of the plans by City staff, and the City's Design Review Board. Therefore, potential impacts with regard to project lighting are considered to be less than significant, and no mitigation measures are required.

(Sources: 1, 3, 4, 5, 7, 9)

Aesthetics Cumulative Impacts

With the proposed amendments to the existing Use Permit, Planned Development, and Environmental and Design Review Permit, the proposed project would be consistent with the land use and development regulations contained in the City of San Rafael General Plan 2020. Other multi-story projects in the downtown area within allowable maximum height limits include 999 Third Street, 1001 Fourth Street, and 930 Tamalpais Avenue. The San Rafael General Plan 2020 included the Downtown Vision which evaluated the heights of taller buildings (including those up to 54 feet) in the downtown area. While the proposed project plus any cumulative development would change the appearance of the site and surrounding area, no adverse impacts are identified and aesthetic impacts related to the proposed project are not expected to be cumulatively considerable.

(Sources: 1, 3, 4, 5, 7, 9)

II. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.} In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resource Board. Would the project:

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒

Discussion:

No impact. The City of San Rafael Planning Area does not contain any prime farmland. The project site does not currently support any agricultural activities. No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) has been mapped on the project site. As such, the proposed project would have no impact on any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No mitigation is required.

(Sources: 1, 5, 9)

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

Discussion:

No impact. The City of San Rafael Planning Area does not contain any land that is zoned for agricultural use nor are there any lands under an active Williamson Act contract. Therefore, no conflicts exist in regards to zoning for agricultural use. As such, development of the proposed project would not conflict with either existing zoning for agricultural use or with lands under Williamson Act Contract, and therefore no impact would occur. No mitigation is required.

(Sources: 1, 5, 9)

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 511104(g))	☐	☐	☐	☒

Discussion:

No impact. The City of San Rafael Planning Area does not contain any land that is zoned for forest land or is protected under the Timberland Production zone. No forest land exists within or adjacent to the proposed project site. As such, there is no existing zoning for, or a cause for rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section

51104(g)) on the project site. Therefore, no impacts to forest land would occur and no mitigation is required.

(Sources: 1, 5, 9)

d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion:

No impact. No forest land occurs within or adjacent to the proposed project site. The proposed project site is zoned as a Planned Development District. No loss or conversion of forest land to non-forest use would occur. No mitigation is required.

(Sources: 1, 5, 9)

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion:

No impact. The City of San Rafael Planning Area does not contain any farmland. Development of the proposed project would not result in the conversion of any Farmland to urban uses. The project site is currently developed with the parking areas serving the existing SRCC campus. Given both the nature and location of the proposed project, conversion of land from Farmland or conversion of forest land to non-forest use would not occur. No impact would result, and thus, no mitigation is required.

(Sources: 1, 5, 9)

Agricultural and Forest Resources Cumulative Impacts

There are no areas of specially designated farmland, Williamson Act lands, or forest lands within the project area, and thus no corresponding areas on the project site. Therefore, there are no cumulative agricultural or forest land impacts and no mitigation is required.

(Sources: 1, 5, 9)

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*

III. AIR QUALITY

Would the project:

a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. The project site is in Marin County, which is located within the San Francisco Bay Area Air Basin (SFBAAB). The Bay Area Air Quality Management District (BAAQMD) is responsible for assuring that the Federal and California Ambient Air Quality Standards are attained and maintained in the SFBAAB. The SFBAAB exceeds the state air quality standards for ozone and particulate matter (PM_{10} and $PM_{2.5}$). The area is designated nonattainment for national standards of 8-hour ozone, 24-hour $PM_{2.5}$, and state standards for 24-hour and annual PM_{10}, and annual $PM_{2.5}$.[1]

The 2010 Clean Air Plan, the regional air quality management plan for the SFBAAB, accounts for projections of population growth provided by the Association of Bay Area Governments (ABAG) and vehicle miles traveled provided by the Metropolitan Transportation Commission (MTC), and it identifies strategies to bring regional emissions into compliance with federal and state air quality standards. BAAQMD encourages local jurisdictions to include General Plan policies or elements that, when implemented, would improve air quality. Although air quality elements are not mandated, general plans are required to be consistent with any air quality policies and programs that exist within that jurisdiction.

For projects, the determination of a significant cumulative air quality impact should be based on the consistency of the project with the Bay Area's most recently adopted Clean Air Plan. A project would be consistent with the 2010 Clean Air Plan if the project would not exceed the growth assumptions in the plan. The primary method of determining consistency with the 2010 Clean Air Plan growth assumptions is consistency with the General Plan land use designations and zoning ordinance zoning designations for the site. If the General Plan growth forecast was adopted prior to the adoption of the 2010 Clean Air Plan, then it can be assumed that the 2010 Clean Air Plan incorporates the growth forecast from the General Plan.

The Clean Air Plan assumptions for projected air emissions and pollutants in San Rafael are based on the land use and development projection assumptions in the San Rafael General Plan 2020 (General Plan). The adopted City of San Rafael General Plan land use designation (Lindaro Office) for the project site permits an office use with a maximum development intensity of 0.75 FAR. The existing SRCC and proposed office use would have a FAR of 0.70 which is consistent with the City's growth assumption projected in the General Plan 2020. As such, the proposed project would not significantly affect regional

[1] BAAQMD. 2015. Air Quality Standards and Attainment Status. Website: http://hank.baaqmd.gov/pln/air_quality/ambient_air_quality.htm. Accessed: February 18, 2015.

vehicle miles traveled pursuant to the CEQA Guidelines (Section 15206) because of its consistency with adopted land use plans in the City of San Rafael. In addition, the proposed project would not have the potential to exceed the level of population or housing foreseen in regional planning efforts.

As described below in Impact Statements III(b) and III(c), construction and operational air quality emissions generated by the proposed Project would not exceed the BAAQMD's emissions thresholds. These thresholds are established to identify projects that have the potential to generate a substantial amount of criteria air pollutants. Because the proposed project would not exceed these thresholds, the proposed project would not be considered by the BAAQMD to be a substantial emitter of criteria air pollutants, and would not contribute to any non-attainment areas in the SFBAAB. Therefore, the project would be in compliance with the Clean Air Plan and impacts would be less than significant.

(Sources: 1, 4, 5, 7, 8, 9, 15)

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐

Discussion:

Less Than Significant With Mitigation Incorporated. Short-term air quality impacts are predicted to occur during grading and construction activities associated with implementation of the proposed project. Temporary air emissions would result from the following activities:

- Particulate (fugitive dust) emissions from grading activities; and
- Exhaust emissions from the construction equipment and the motor vehicles of the construction crew.

Construction activities would include demolition, grading, building construction, paving, and application of architectural coatings. Site grading would require approximately 1,000 cubic yards of soil export, and 1,500 cubic yards of fill soil to be imported on-site. Project construction equipment would include concrete/industrial saws, excavators, graders, tractors/loaders/backhoes, and trenchers during demolition; excavators, graders, rollers, and rough terrain forklifts during grading; bore/drill rigs, concrete/industrial saws, cranes, excavators, pavers, paving equipment, rollers, rough terrain forklifts, rubber tired dozers, rubber tired loaders, tractors/loaders/backhoes, and trenchers during building construction; graders, pavers, paving equipment, rollers, signal boards, surfacing equipment, and tractors/loaders/backhoes during paving; and air compressors during architectural coating. Emissions for each construction phase have been quantified based upon the phase durations and equipment types. The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod). Refer to Appendix A, Air Quality/Greenhouse Gas Assessment, for the

CalEEMod outputs and results. Table 1*, Short-Term Construction Emissions,* presents the anticipated daily short-term construction emissions.

As seen in Table 1, unmitigated emissions and mitigated emissions would not exceed significance thresholds; therefore, a less than significant impact would occur with regard to construction emissions. It should be noted that although the proposed project would result in construction emissions below BAAQMD thresholds, Basic Construction Mitigation Measures would be required to be implemented during construction including dust control procedures (watering, covering/stabilizing disturbed areas, limiting on-site vehicle speeds, etc.) to further reduce emissions; refer to Mitigation Measure AQ-1.

Table 1
Short-Term Construction Emissions

Emissions Source	Pollutant (pounds/day)[1,2]			
	ROG	NO_X	PM_{10}	$PM_{2.5}$
2016				
Unmitigated Emissions	16.86	46.87	6.27	2.48
Mitigated Emissions	16.86	46.87	3.53	2.42
BAAQMD Thresholds	54	54	82	54
Is Threshold Exceeded After Mitigation?	**No**	**No**	**No**	**No**
2017				
Unmitigated Emissions	16.48	43.19	3.24	2.29
Mitigated Emissions	16.48	43.19	3.00	2.23
BAAQMD Thresholds	54	54	82	54
Is Threshold Exceeded After Mitigation?	**No**	**No**	**No**	**No**

ROG = reactive organic gases; NO_X = nitrogen oxides; PM_{10} = particulate matter 10 microns in diameter or less; $PM_{2.5}$ = particulate matter 2.5 microns in diameter or less

Notes:
1. *Emissions were calculated using CalEEMod.*
2. *The reduction/credits for construction emission mitigations are based on mitigation included in CalEEMod and as typically required by the BAAQMD (Basic Control Measures and Regulation 6: Particulate Matter and Visible Emissions). The mitigation includes the following: replace ground cover on disturbed areas quickly, water exposed surfaces twice daily, and proper loading/unloading of mobile and other construction equipment.*

Refer to Appendix A, Air Quality/Greenhouse Gas Assessment, May 2015 for assumptions used in this analysis.

Fugitive Dust Emissions

Construction activities are a source of fugitive dust (also known as PM_{10} and $PM_{2.5}$) emissions that may have a substantial, temporary impact on local air quality. Fugitive dust is often a nuisance to those living and working within the vicinity of the project site. Fugitive dust emissions are associated with demolition, land clearing, ground excavation, cut and fill operations, and truck travel on unpaved roadways. Fugitive dust emissions also vary substantially from day to day, depending on the level of activity, the specific operations, and weather conditions.

PM_{10} and $PM_{2.5}$ are both emitted during construction activities and as a result of wind erosion over exposed soil surfaces. Clearing and grading activities comprise the major sources of construction dust emissions, but traffic and general disturbance of the soil also generates significant dust emissions. PM_{10} and $PM_{2.5}$ emissions can vary greatly depending on the level of activity, the specific operations taking place, the equipment being operated, local soils, weather conditions, and other factors making quantification difficult. The highest potential for construction dust impacts would occur during the late spring, summer, and early fall months when soils are dry. Despite this variability in emissions, experience has shown that there are a number of feasible control measures that can be reasonably implemented to significantly reduce PM_{10} and $PM_{2.5}$ emissions from construction activities. The BAAQMD recommends the implementation of all Basic Construction Mitigation Measures, whether or not construction-related emissions exceed applicable significance thresholds; refer to Mitigation Measure AQ-1.

ROG Emissions[2]

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates reactive organic gases (ROG), which are ozone (O_3) precursors. In accordance with the methodology prescribed by the BAAQMD, the ROG emissions associated with paving have been quantified with CalEEMod. Architectural coatings were also quantified with CalEEMod based upon the size of the building. As indicated in Table 1, the project would result in a maximum of 17.29 lbs/day of ROG emissions during construction activities. As such, construction ROG emissions would not exceed the BAAQMD threshold of 54 lbs/day. Therefore, a less than significant impact would occur with regard to ROG emissions. It should be noted that all Basic Construction Mitigation Measures would be implemented during construction to further reduce ROG emissions; refer to Mitigation Measure AQ-1.

Construction Equipment and Worker Vehicle Exhaust

Exhaust emission factors for typical diesel-powered heavy equipment are based on the CalEEMod program defaults. Variables factored into estimating the total construction emissions include: level of activity, length of construction period, number of pieces/types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on-site or offsite.

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials and workers to and from the site. Emitted pollutants would include ROG, nitrogen oxides (NO_X), PM_{10}, and $PM_{2.5}$. As seen in Table 1, BAAQMD thresholds would not be exceeded during construction activities associated with the proposed project. Although construction pollutant emissions associated with the proposed project would be below BAAQMD thresholds, Basic Construction Mitigation Measures and NO_X reduction measures would be implemented to further reduce emissions; refer to Mitigation Measure AQ-1. A less than significant impact would occur in this regard.

[2] *ROGs and VOCs are subsets of organic gases that are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. Although they represent slightly different subsets of organic gases, they are used interchangeably for the purposes of this analysis.*

Naturally Occurring Asbestos

Pursuant to guidance issued by the Governor's Office of Planning and Research, State Clearinghouse, Lead Agencies are encouraged to analyze potential impacts related to naturally occurring asbestos (NOA). Naturally occurring asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations.

Serpentinite and/or ultramafic rock are known to be present in 44 of California's 58 counties. These rocks are particularly abundant in the counties associated with the Sierra Nevada foothills, the Klamath Mountains, and Coast Ranges. The California Air Resources Board (CARB) has established two Airborne Toxic Control Measures (ATCMs) that address NOA. The first one regulates surfacing materials and amends an older ATCM for asbestos-containing serpentine. The second ATCM, which applies to construction, grading, quarrying, and surface mining operations, requires more stringent dust control measures at these operations. The requirements for road construction and maintenance differ somewhat from those for general construction and grading (e.g., development of a shopping center). Other requirements of the proposed ATCM address post-construction stabilization of disturbed areas. These areas must be revegetated, paved, or covered with at least three inches of non-asbestos-containing material. NOA-containing material may be transported if the loads are adequately wetted or covered with tarps.

According to the Department of Conservation Division of Mines and Geology, A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report (August 2000), the project site is located in an area where naturally occurring asbestos is likely to be present. In order to reduce impacts from NOA to a less than significant level, the BAAQMD requires compliance with the CARB ATCMs that address NOA (ATCM 93105 and 93106); refer to Mitigation Measure AQ-2. With implementation of Mitigation Measure AQ-2, NOA impacts would be less than significant.

Construction Odors

Potential odors could arise from the diesel construction equipment used on-site, as well as from architectural coatings and asphalt off-gassing. Odors generated from the referenced sources are common in the man-made environment and are not known to be substantially offensive to adjacent receptors. Additionally, odors generated during construction activities would be temporary. Therefore, construction odors are not considered to be a significant impact.

Total Daily Construction Emissions

In accordance with the BAAQMD Guidelines, CalEEMod was utilized to model construction emissions for ROG, NO_X, PM_{10}, and $PM_{2.5}$. Construction would occur over an approximate 17 month period, with the greatest amount of fugitive dust emissions being generated during the grading and building

construction stages of construction. Additionally, the greatest amount of ROG emissions would typically occur during the final stages of development due to the application of architectural coatings.

As indicated in Table 1, the proposed project would not result in an exceedance of any BAAQMD thresholds for ROG, NO_X, PM_{10}, and $PM_{2.5}$. Therefore, a less than significant impact would occur. It should be noted, however, that Mitigation Measure AQ-1 would be implemented during construction to further reduce emissions and comply with BAAQMD's guidelines.

Long-Term Operational Impacts

Mobile Source Emissions

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern (NO_X and ROG react with sunlight to form O_3 [photochemical smog], and wind currents readily transport SO_X, PM_{10}, and $PM_{2.5}$). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions have been estimated using CalEEMod. Trip generation rates associated with the project were based on traffic data within the San Rafael Corporate Center Trip Generation, Distribution, Assignment, and Parking Analysis Memorandum (Traffic Memorandum) for the proposed project, prepared by Fehr and Peers (dated May 2015). Table 2, *Long-Term Operational Air Emissions*, presents the anticipated mobile source emissions. As shown in Table 2, operational emissions generated by the proposed project would not exceed established BAAQMD thresholds for ROG, NO_X, PM_{10}, and/or $PM_{2.5}$.

Area Source Emissions

Area source emissions would be generated due to an increased demand for natural gas associated with the development of the proposed project. The primary use of natural gas producing area source emissions by the project would be for consumer products, architectural coating, and landscaping. As shown in Table 2, unmitigated area source emissions from the proposed project would not exceed BAAQMD thresholds for ROG, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$.

Table 2
Long-Term Operational Air Emissions

Emissions Source	Pollutant (pounds/day)[1]			
	ROG	NO_X	PM_{10}	$PM_{2.5}$
Long-Term Emissions				
Area Source Emissions	4.76	0.00	0.00	0.00
Energy Emissions	0.04	0.40	0.03	0.03
Mobile Emissions	2.95	6.11	4.16	1.17
Total Project Unmitigated Emissions	7.75	6.50	4.19	1.20
BAAQMD Threshold	54	54	82	54
Is Threshold Exceeded? (Significant Impact?)	**No**	**No**	**No**	**No**

Notes: 1. Based on CalEEMod modeling results, worst-case seasonal emissions for area, energy, and mobile emissions have been modeled. Refer to Appendix A, Air Quality/Greenhouse Gas Emissions RBF Baker, May 2015 for assumptions in this analysis.

Energy Source Emissions

Energy source emissions would be generated as a result of electricity usage associated with the proposed project. The primary use of electricity by the project would be for ventilation, lighting, appliances, and electronics. As shown in Table 2, energy source emissions from the proposed project would not exceed BAAQMD thresholds for ROG, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$.

Conclusion

As indicated in Table 2, unmitigated operational emissions from the proposed project would not exceed BAAQMD thresholds. If stationary sources, such as backup generators, are installed on-site, they would be required to obtain the applicable permits from BAAQMD for operation of such equipment. The BAAQMD is responsible for issuing permits for the operation of stationary sources in order to reduce air pollution, and to attain and maintain the national and California ambient air quality standards in the Basin. Backup generators would be used only in emergency situations, and would not contribute a substantial amount of emissions capable of exceeding BAAQMD thresholds. Thus, operational air quality impacts would be less than significant.

Mitigation Measures:

MM AQ-1 Prior to issuance of any Grading or Demolition Permit, the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that the following basic and enhanced construction mitigation measures shall be implemented:

- Water all active construction areas to maintain 12 percent soil moisture.
- All grading shall be suspended when winds exceed 20 miles per hour.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).

- Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (including but not limited to dirt, sand, or gravel.)

- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.

- Wind breaks and perimeter sand bags shall be used to minimize erosion.

- The amount of simultaneously disturbed surface shall be minimized as much as possible.

- Site access points from public roadways shall be paved or treated to prevent track-out.

- Replace vegetation in disturbed areas as quickly as possible.

- All vehicle speeds on unpaved roads shall be limited to 15 mph.

- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.

- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes. Clear signage shall be provided for construction workers at all access points.

- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

- Post a publicly visible sign with the telephone number and person to contact at the City regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

MM AQ-2 During ground disturbance activities associated with the proposed project, the construction contractor shall comply with CARB's Airborne Toxic Control Measures (ATCM)

addressing NOA (Section 93105 and 93106 of Title 17 of the California Code of Regulations). These ATCMs regulate construction, grading, quarrying and surface mining operations, as well as surfacing applications.

(Sources: 1, 4, 5, 7, 8, 9, 15)

c. *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non – attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. No potential cumulative impacts on air quality standards have been identified based on the following analysis.

Cumulative Short-Term Emissions

The SFBAAB is designated nonattainment for O_3, PM_{10}, and $PM_{2.5}$ for state standards and nonattainment for O_3 and $PM_{2.5}$ for federal standards. As discussed above, the project's construction-related emissions by themselves would not have the potential to exceed the BAAQMD significance thresholds for criteria pollutants.

Since these thresholds indicate whether an individual project's emissions have the potential to affect cumulative regional air quality, it can be expected that the project-related construction emissions would not be cumulatively considerable. The BAAQMD recommended Basic Construction Mitigation Measures are recommended for all projects whether or not construction-related emissions exceed the thresholds of significance. Compliance with BAAQMD construction-related mitigation requirements are considered to reduce cumulative impacts at a Basin-wide level. Therefore, construction emissions associated with the proposed project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Long-Term Emissions

The BAAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. The BAAQMD developed the operational thresholds of significance based on the level above which a project's individual emissions would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. Therefore, a project that exceeds the BAAQMD operational thresholds would also be a cumulatively considerable contributor to a significant cumulative impact. As depicted in Table 2, the proposed project's operational emissions would not exceed BAAQMD thresholds. Therefore, operational

emissions associated with the proposed project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Furthermore, the proposed 72,400 square foot office use, would generate fewer traffic trips than the medical office building use that was previously approved for the SRCC. Therefore, potential air quality impacts related to traffic would be less than what was previously approved for development within the SRCC campus overall.

(Sources: 1, 4, 5, 7, 8, 9, 15)

d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The closest sensitive receptors are the existing multi-family residential uses adjoining the project site to the west.

Localized Carbon Monoxide Hotspots

The SFBAAB is designated as attainment for carbon monoxide (CO). Emissions and ambient concentrations of CO have decreased dramatically in the SFBAAB with the introduction of the catalytic converter in 1975. No exceedances of the CAAQS or NAAQS for CO have been recorded at nearby monitoring stations since 1991. As a result, the BAAQMD screening criteria notes that CO impacts may be determined to be less than significant if a project is consistent with the applicable congestion management plan (CMP) and would not increase traffic volumes at local intersections to more than 24,000 vehicles per hour for locations in heavily urban areas, where “urban canyons” formed by buildings tend to reduce air circulation. Based on the scope of the proposed project (construction of a 72,400 square-foot office building), traffic would increase along surrounding roadways during long-term operational activities. However, according to the Traffic Memorandum for the proposed project, the entire project would generate less than 5,000 daily trips. Further, the project would generate a reduction of approximately 29 peak hour trips. Therefore, the project would not generate a significant number of vehicle trips and effects related to CO concentrations would be less than significant.

Parking Structure Hotspots

Carbon monoxide concentrations are a function of vehicle idling time, meteorological conditions, and traffic flow. Therefore, parking structures (and particularly subterranean parking structures) tend to be of concern regarding CO hotspots, as they are enclosed spaces with frequent cars operating in cold start mode. Approximately 300 total parking spaces would be constructed with the Lincoln Parking Garage

Phase 2 expansion. The proposed project would be required to comply with the ventilation requirements of the International Mechanical Code (Section 403.5 [Public Garages]), which requires that mechanical ventilation systems for public garages operate automatically upon detection of a concentration of carbon monoxide of 25 ppm by approved detection devices. The 25 ppm trigger is the maximum allowable concentration for continuous exposure in any eight hour period according to the American Conference of Governmental Industrial Hygienists.3 Impacts in regards to parking structure CO hotspots would be less than significant.

Risk and Health Hazards

According to Section 39655 of the California Health and Safety Code, a toxic air contaminant (TACs) is "an air pollutant which may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health". In addition, substances that have been listed as Federal hazardous air pollutants (HAPs) pursuant to Section 7412 of Title 42 of the United States Code are TACs under the State's air toxics program pursuant to Section 39657 (b) of the California Health and Safety Code. TACs can cause various cancers, depending on the particular chemicals, their type, and duration of exposure. Additionally, some of the TACs may cause other health effects over the short or long term. TACs of particular concern for posing health risks in California are acetaldehyde, benzene, 1-3 butadiene, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, perchlorethylene, and diesel particulate matter.

The proposed office building would not generate TACs that would pose a possible risk to off-site uses. Any possible TAC impacts would result solely from construction. Combustion emissions from construction equipment would be generated during project construction and could expose sensitive receptors to DPM and other TACs. DPM exhaust emissions for project construction from off-road heavy equipment were calculated using CalEEMod. These activities are expected to occur over an approximate two year period.

The BAAQMD's Recommended Methods for Screening and Modeling Local Risks and Hazards (May 2011) was used to complete this screening-level health risk assessment. The BAAQMD recommends a two-tiered approach for screening-level health risk assessments: a screening-level dispersion model is initially applied to project emissions using generally over-predictive assumptions and if the predicted health risk is not within acceptable levels, then a more sophisticated dispersion modeling is necessary.

A screening-level individual cancer analysis was conducted to determine the maximum PM2.5 concentration from diesel exhaust. This concentration was combined with the DPM exposure unit risk factor to calculate the inhalation cancer risk from project-related construction activities at the closest sensitive receptor. The EPA AERSCREEN air dispersion model was used to evaluate concentrations of DPM and PM2.5 from diesel exhaust. The AERSCREEN model was developed to provide an easy to use method of obtaining pollutant concentration estimates and is a single source Gaussian plume model, which provides a maximum one-hour ground-level concentration. The model output for this analysis is included in Appendix A.

[3] INTEC Controls, *Carbon Monoxide (CO) Detection and Control Systems for Parking Structures, Guidelines for the Design Engineer*, http://www.inteccontrols.com/pdfs/CO_Parking_Garage_Design_Guidelines.pdf, accessed January 29, 2015.

CalEEMod calculates that the worst construction year would be in 2016 and that 1.91 tons of PM2.5 would result from on-site construction activities. With this emissions rate input into AERSCREEN, the predicted maximum one-hour off-site DPM concentration is 0.54 µg/m3. The hourly to annual scaling factor is 0.1. AERSCREEN output thus indicates that project construction would produce a maximum annual DPM concentration of 0.054 µg/m3. This is less than the individual project PM2.5 significance threshold of 0.3 µg/m3.

Annual PM2.5 concentrations during the other years of construction would be less than the peak 2016 maximum of 0.54 tons of PM2.5 exhaust on-site. Therefore, the annual average PM2.5 concentrations in any other year would also be less than the 0.3 µg/m3 significance threshold.

The excess individual cancer risk factor for DPM exposure is approximately 300 in a million per 1 µg/m3 of lifetime exposure. More recent research has determined that young children are substantially more sensitive to DPM exposure risk. If exposure occurs in the first several years of life, an age sensitivity factor (ASF) of 10 should be applied. For toddlers through mid-teens, the ASF is 3. The DPM exposure risk from construction exhaust thus depends upon the age of the receptor population. As a worst-case assumption it was assumed that the 2016 DPM emissions maximum persists at that level for up to two years of construction (i.e., an ASF of 10 was applied to two-year DPM construction emissions). Based on AERSCREEN modeling, construction DPM emissions would result in a cancer risk of 2.84 in one million, which is below the BAAQMD's 10 in one million threshold for all age groups. Therefore, a less than significant impact would occur from DPM construction emissions at nearby sensitive receptors.

(Sources: 1, 4, 5, 7, 8, 9, 15)

e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. According to the BAAQMD, land uses associated with odor complaints typically include wastewater treatment plants, landfills, confined animal facilities, composting stations, food manufacturing plants, refineries, and chemical plants. The project does not include any uses identified by the BAAQMD as being associated with odors.

Construction activity associated with the project may generate detectable odors from heavy-duty equipment exhaust. Construction-related odors would be short-term in nature and cease upon project completion. Any impacts to adjacent land uses would be short-term and considered less than significant.

(Sources: 1, 4, 5, 7, 8, 9, 15)

Cumulative Air Quality Impacts

Project related cumulative air quality impacts are discussed in Response III.C above.

(Sources: 1, 4, 5, 7, 8, 9, 15)

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*

IV. BIOLOGICAL RESOURCES

Would the project:

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒

Discussion:

No impact. The project sites for 755 Lindaro and LPG2 have been previously developed as parking areas and all native vegetation has been removed from the sites. The proposed development is consistent with the building footprints analyzed in the previously certified Fair, Isaac Office Park Project Final EIR. The LPG2 building footprint is outside the 25 foot setback from the top of the bank of Mahon Creek which runs along the southeast corner of the development. The EIR evaluated a 25-foot setback on this parcel. For this reason, the project would not result in any significant new impacts related to habitat modifications or adverse impacts on sensitive plant and animal species. The project would have no impact on biological resources and no further study is necessary.

(Sources: 1, 4, 5, 7, 8, 9)

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒

Discussion:

No impact. See response to IV(a) above. The proposed project is consistent with the development footprint evaluated in the previously certified Fair, Isaac Office Park Project Final EIR. No new impacts, changes in circumstances, or new information has been identified that would result in a new or more severe impact on riparian habitat or other sensitive natural community The project would have no impact on biological resources and no further study is necessary.

(Sources: 1, 4, 5, 7, 8, 9)

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

Discussion:

No impact. The project areas do not contain any federally protected wetlands. Therefore, the project would not remove, fill, or hydrologically interrupt federally protected wetlands and no impact would occur and no further study is necessary.

(Sources: 1, 4, 5, 7, 8, 9)

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒

Discussion:

No impact. See response to IV(a) above. The project area is located in a highly urbanized area, are existing currently developed as parking areas, have been previously approved for development do not contain nor provide corridors for resident or migratory wildlife. Furthermore, the project site is not a native wildlife nursery site because the project site does not grow native plants that are sold or distributed for planting in other areas. The project would not impede the use of any wildlife nursery sites because no wildlife nursery sites are located on the adjacent properties or in the surrounding vicinity. Therefore, the project would not interfere with wildlife species movement or with established wildlife corridors or nursery sites; and the project would have no impact on biological resources and no mitigation is required.

(Sources: 1, 4, 5, 7, 8, 9)

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

Discussion:

No impact. See response to IV(a) above. The LPG2 site abuts Mahon Creek. The LPG2 building footprint is outside the 25 foot setback from the top of the bank of Mahon Creek which runs along the southeast corner of the development. The Fair, Isaac Office Park Project Final EIR evaluated a 25-foot setback on this parcel. For this reason, the project would not result in any significant new impacts related to habitat modifications or adverse impacts. No further study is necessary.

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*

(Sources: 1, 4, 5, 7, 8, 9)

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion:

No impact. There are no adopted local, regional or state habitat conservation plans that apply to the project site.

Portions of the City of San Rafael are within the jurisdictional boundaries of the San Francisco Bay Plan (SFBP). The San Francisco Bay Conservation and Development Commission's (BCDC) jurisdiction includes but is not limited to the open water, marshes, and mudflats of greater San Francisco Bay, the first 100 feet inland from the shoreline around San Francisco Bay, and portions of most creeks, rivers, sloughs and other tributaries that flow into San Francisco Bay. Some of the responsibilities of the Commission include regulating all filling and dredging in San Francisco Bay and regulating new development within the first 100 feet inland from the Bay to ensure that maximum feasible public access to the Bay is provided. The project site is located outside of the jurisdiction of the BCDC and the SFBP. Therefore, the proposed project would result in no impact related to conflicts with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No mitigation is required.

(Sources: 1, 4, 5, 7, 8, 9)

Biological Resources Cumulative Impacts

The 755 Lindaro and LPG2 sites have been previously developed as parking areas and do not support any sensitive plant or animal species. Future individual projects within the City affecting biological resources would be subject to technical review and would be required to comply with applicable requirements associated with protecting biological resources. Additionally, the project site does not have habitat conditions in which sensitive plant or animal species would occur. The proposed project's contribution to impacts on biological resources in combination with other past and future projects would be less than cumulatively considerable. Future development projects in the downtown area would be required to comply with all standard regulatory requirements. Thus, the proposed project plus related cumulative projects would result in less than significant cumulative impacts to biological resources. Therefore, the proposed project would not have a cumulatively considerable impact on biological resources.

(Sources: 1, 4, 5, 7, 8, 9)

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*

V. CULTURAL RESOURCES

Would the project:

a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒

Discussion:

No impact. There are no structures located on the existing parking area site for the 755 Lindaro and LPG2 structures that are greater than 50 years or that have been designated as potentially historical by the City's General Plan or any other list identifying historical properties. As per Title 14, California Code of Regulations Section 15064.5, a 'historical resources' is listed in, or eligible for listing in, the National Register of Historic Places or the Californian Register of Historic Resources or listed in a local register of historical resources or is determined by the lead agency when supported by substantial evidence, such as a cultural resource evaluation by a qualified or registered architectural historian. No 'historic resource' currently exists on the SRCC office park campus or within the immediate area of the site.

(Sources: 1, 4, 5, 6, 7, 9)

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐

Discussion:

Less Than Significant with Mitigation Incorporated. As part of the initial office campus review process, the previously certified Fair, Isaac Office Park Project Final EIR assessed and reported on potential archaeological resources. The FEIR determined that the 15+-acre site does not contain any archaeological or prehistoric resources. No new information has been identified that would result in any new impacts with regard to archaeological resources.

New requirements regarding tribal cultural resources approved by the California State Legislature in Assembly Bill 52 are effective July 1, 2015. The legislative intent of AB 52 is to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to tribal cultural resources. The Public Resources Code now establishes that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment." (Pub. Resources Code, § 21084.2.) To help determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. For the proposed project, consultations pursuant to AB 52 were not initiated because a Notice of Completion for a Mitigated Negative Declaration was submitted to the State Clearinghouse prior to July 1, 2015 and therefore not consultations are not required. As noted

above, previous cultural resources studies prepared for the entire SRCC campus determined that no cultural resources were present.

However, the proposed project has the potential to impact unknown archaeological resources because grading activities may result in the discovery of unknown cultural resources that are buried beneath the ground surface. To reduce this potentially significant impact to a less than significant level, all construction related impacts of soil shall be monitored in accordance with Mitigation Measure CULT-1:

> **MM CULT-**1 If any prehistoric or historic subsurface cultural resources are discovered during ground-disturbing activities, all work within 50 feet of the resources shall be halted and a qualified archaeologist shall be consulted to assess the significance of the find according to CEQA Guidelines Section 15064.5. If any find is determined to be significant, representatives from the City and the archaeologist shall meet to determine the appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered shall be, as necessary and at the discretion of the consulting archaeologist, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. In considering any suggested mitigation proposed by the consulting archaeologist to mitigate impacts to historical resources or unique archaeological resources, the City shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations.
>
> If avoidance is infeasible, other appropriate measures (e.g. data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for historical resources or unique archaeological resources is being carried out.

Mitigation Measure CULT-1 is included in this analysis as a way to protect unknown cultural resources that could be buried underneath the ground surface and would not be discovered until grading activities commenced for the proposed project. If no cultural resources are found during construction, none of the actions described in CULT-1 are required.

(Sources: 1, 4, 5, 6, 7, 9, 12, 13)

c. *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*	☐	☒	☐	☐

Discussion:

Less Than Significant with Mitigation Incorporated. The proposed development areas have been previously developed as parking lots pursuant to an approved Planned Development for the SRCC, and as such, do not contain any unique geologic features.

As part of the initial office campus review process, the previously certified Fair, Isaac Office Park Project Final EIR assessed and reported on potential paleontological resources. The FEIR determined that the

approximately 15-acre site does not contain any archaeological or prehistoric resources. No new information has been identified that would result in any new impacts with regard to archaeological resources.

However, there is still a potential to uncover previously unknown paleontological resources that are buried beneath the ground surface during grading activities, particularly excavation. Impacts on significant paleontological resources are considered potentially significant and mitigation is required. The following mitigation measure would be required as a condition of approval for the proposed project.

> **MM-CULT 2** Should any potentially unique paleontological resources (fossils) be encountered during development activities, work shall be halted immediately within 50 feet of the discovery, the City of San Rafael Planning Department shall be immediately notified, and a qualified paleontologist shall be retained to determine the significance of the discovery. Based on the significance of the discovery, the qualified paleontologist shall present options to the City for protecting the resources. Appropriate action may include avoidance, preservation in place, excavation, documentation, and/or data recovery, and shall always include preparation of a written report documenting the find and describing steps taken to evaluate and protect significant resources.
>
> The City of San Rafael shall implement feasible and appropriate recommendations/mitigation measures of the qualified paleontologist for any unanticipated discoveries.

Implementation of the above mitigation measure would reduce potentially significant impacts resulting from inadvertent damage or destruction to unknown paleontological resources located onsite during construction to a less than significant level.

(Sources: 1, 4, 5, 6, 7, 9)

d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Discussion:

Less Than Significant Impact With Mitigation Incorporated. The project sites are currently used parking areas and are not part of a formal cemetery or adjacent to a cemetery. Similar to cultural and paleontological resources, the potential exists for accidental discovery of unknown human remains that exist below the ground surface and would only be discovered during grading activities.

State CEQA Guidelines Section 15064.5, subdivision (e) requires that excavation activities be stopped whenever human remains are uncovered and that the county coroner be called in to assess the remains. If the county coroner determines that the remains are those of Native Americans, the Native American Heritage Commission must be contacted within 24 hours. At that time, the lead agency must consult with the appropriate Native Americans, if any, as timely identified by the Native American Heritage

Commission. Section 15064.5 directs the lead agency (or applicant), under certain circumstances, to develop an agreement with the Native Americans for the treatment and disposition of the remains.

In addition to the mitigation provisions pertaining to accidental discovery of human remains, the State CEQA Guidelines also require that a lead agency make provisions for the accidental discovery of historical or archaeological resources, generally. Pursuant to Section 15064.5, subdivision (f), these provisions should include "an immediate evaluation of the find by a qualified archaeologist. If the find is determined to be an historical or unique archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation should be available. Work could continue on other parts of the building site while historical or unique archaeological resource mitigation takes place."

The mitigation measure proposed in CULT-3 is included in this analysis to reduce and minimize potential impacts on human remains should they be discovered during construction activity.

> **MM CULT-3** If human skeletal remains are uncovered during construction, the construction contractor shall immediately halt work within 50 feet of the find, contact the Marin County Coroner to evaluate the remains, and follow the procedures and protocols set forth in Section 15064.5(e)(1) of the CEQA Guidelines. If the County Coroner determines that the remains are Native American, the project applicant shall contact the Native American Heritage Commission, in accordance with Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code 5097.98 (as amended by AB 2641). Per Public Resources Code 5097.98, the construction contractor shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the human remains are located, is not damaged or disturbed by further development activity until the project applicant has discussed and conferred, as prescribed in this section (California Public Resources Code Section 5097.98), with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.

No known human remains have been identified onsite, however, this mitigation measure is included as a way to protect previously undiscovered human remains that could be buried underneath the ground surface and would not be discovered until grading activities commenced for the proposed project. If no human remains are found during construction, none of the actions described in CULT-3 are required. For these reasons, potential impacts are considered less than significant with mitigation incorporated.

(Sources: 1, 4, 5, 6, 7, 9)

Cultural Resources Cumulative Impacts

The chances of cumulative impacts occurring as a result of the proposed project implementation plus implementation of other projects in the region is not likely since all proposed projects would be subject to individual project level environmental review. The proposed project would implement Mitigation Measures CULT-1, CULT-2, and CULT-3. Since project-related impacts would be less than significant

with the incorporation of previously identified measures tailored to the project site and due to existing laws and regulations in place to protect historical and cultural resources to prevent significant impacts to paleontological resources and human remains, the potential incremental effects of the proposed project would not be cumulatively considerable.

(Sources: 1, 4, 5, 6, 7, 9)

VI. GEOLOGY AND SOILS

Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. The project site is not located within Alquist-Priolo Special Studies Zone. The nearest known active earthquake faults to the project site are the North Golden Gate Segment of the San Andreas Fault System and the North Hayward Segment of the Hayward-Rodgers Creek Fault System, both 'active' faults located approximately 10 miles to the east and west of the site, respectively. The probability of a magnitude 6.7 or greater earthquake occurring on the North Coast San Andreas Fault or North Hayward Fault, between 2000 and 2030, is 12% and 16%, respectively. In the event of a major earthquake in the Bay Area, the site may be susceptible to seismic shaking and related ground failure. The threat of surface rupture is remote since no known active earthquake faults cross the site. Therefore, the proposed project area is not considered susceptible to the risk of loss, injury, or death due to fault rupture and the associated impacts would be less than significant.

(Sources: 1, 4, 5, 6, 7, 8, 9, 18)

ii) Strong seismic ground shaking?	☐	☒	☐	☐

Discussion:

Less Than Significant With Mitigation Incorporated. The project site is relatively close to known active faults, such as the San Andreas Fault System, and is located 10 miles northeast of the San Andreas Fault Zone and 11 miles southwest of the Hayward Fault Zone. The intensity from ground

shaking within this region has the potential to cause significant damage. The Uniform Building Code (UBC) and the California Building Code (CBC) provide for more stringent earthquake-resistant design parameters for such areas. Thus, while these shaking impacts are potentially more damaging, they also would tend to be reduced in their structural effects due to UBC or CBC criteria that recognize this potential. This includes provisions for buildings to structurally survive an earthquake without collapsing and include such measures as anchoring to the foundation and structural frame design. Additionally, specific design recommendations are provided in the project geotechnical report (prepared by Miller Pacific Engineering Group, October 2014, included as Appendix B) that identify surface preparation, foundation design, compaction, and vertical pile design criteria to ensure the buildings are constructed by incorporating the appropriate CBC design factors into the design. The following mitigation measure is included to ensure that the recommendations of the final geotechnical report are incorporated into the project grading and building plans:

MM GEO-1: Prior to the issuance of a grading permit or improvement plans in lieu of a grading permit, and building plans the applicant shall:

Demonstrate to the satisfaction of the City Engineer, that the recommendations of the project geotechnical report have been incorporated into the project grading and building plans.

With the incorporation of the Mitigation Measure GEO-1, review and enforcement of these site specific geotechnical design measures would occur during the grading permit and building permit process when design plans would be reviewed by City Staff. Therefore, potential impacts are considered less than significant with the incorporation of mitigation.

(Sources: 1, 4, 5, 6, 7, 8, 9, 18)

iii) Seismic related ground failure, including liquefaction?	☐	☒	☐	☐

Discussion:

Less Than Significant Impact With Mitigation Incorporated. The project site consists of fill materials that have been placed over former marsh and bay mud. The potential for liquefaction is great on sites that contain fill materials. The potential for liquefaction to occur on this site was analyzed in the previously certified Fair, Isaac Office Park Project Final EIR, which was prepared for the project site. The FEIR includes recommendations for specific foundation design (pile-driven pier construction) and soil compaction to minimize impacts from potential liquefaction. Updated pile design measures (specifically, auger cast piles [ACP]) have been incorporated into the project design based on recommendations in the project geotechnical report (Miller Pacific Engineering Group, October 2014) to comply with the FEIR recommendations. Potential impacts from an unstable geologic unit or liquefaction are considered less than significant because engineering practices that take into consideration the project specific soil properties would be incorporated into the project design. Implementation of Mitigation Measure GEO-1 would reduce potential impacts to less than significant with mitigation incorporated.

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*

(Sources: 1, 4, 5, 6, 7, 8, 9, 18)

iv) Landslides?	☐	☐	☐	☒

Discussion:

No impact. The project site is mostly flat and is not located near an existing hillside or sloped area. The risk of ground instability is reduced by adhering to relevant California Building Code requirements for grading and building design. As such, no impact from landslides on the project have been identified.

(Sources: 1, 4, 5, 6, 7, 8, 9, 18)

b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. Build-out of the final phase of the office park must comply with the approved Fair, Isaac Office Park Project Final EIR Mitigation Monitoring and Reporting Program (MMRP) and project conditions of approval. Among the measures and conditions are requirements to implement a Storm Water Pollution Prevention Plan (SWPPP) and an Erosion and Sediment Control Plan. These measures would be enforced by City staff during the review process of the project grading plans. Implementation of these measures was required to ensure that the potential for soil erosion would be reduced or avoided and as a result, potential impacts are considered to be less than significant.

(Sources: 1, 4, 5, 6, 7, 8, 9, 18)

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on, or off, site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐

Discussion:

Less Than Significant with Mitigation Incorporated. With the incorporation of Mitigation Measure GEO-1 discussed above, potential impacts from an unstable geologic unit or soil type are considered less than significant because engineering practices that take into consideration the project specific soil properties as described in the project geotechnical report (prepared by Miller Pacific Engineering Group, October 2014) would be incorporated into the project design. Therefore, potential impacts are considered less than significant with mitigation incorporated.

(Sources: 1, 4, 5, 6, 7, 8, 9, 18)

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☒	☐	☐

Discussion:

Less Than Significant with Mitigation Incorporated. Expansive soils are generally high in clays or silts that shrink or swell with variation in moisture. If present and not properly treated, expansive soils may damage structures, either through heaving, tilting, or cracking of building foundations. Implementation of Mitigation Measure GEO-1 would reduce potential impacts due to expansive soils to a less than significant because engineering practices that take into consideration the project specific soil properties would be incorporated into the project design. Therefore, potential impacts are considered less than significant with mitigation incorporated.

(Sources: 1, 4, 5, 6, 7, 8, 9, 18)

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Discussion:

No impact. None of the SRCC improvements, including the 755 Lindaro and LPG2 buildings, use septic tanks or alternative wastewater disposal systems.

(Sources: 1, 3, 5, 6, 7, 8, 13)

Geology and Soils Cumulative Impacts

The potential cumulative impact related to geology and soils is typically site specific. The analysis herein determined that the proposed project would not result in any impacts related to landform modification, grading, or the destruction of a geologically significant landform or feature with the implementation of the proposed project. Moreover, existing state and local laws and regulations are in place to protect people and property from substantial adverse geological and soils effects, including fault rupture, strong seismic groundshaking, seismic-induced ground failure (including liquefaction), and landslides. Mitigation Measure GEO-1 requires the project grading design to incorporate geotechnical recommendations to address site specific soil conditions. Existing laws and regulations also protect people and property from adverse effects related to soil erosion, loss of topsoil, development on an unstable geologic unit or soil type that could result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse, or on expansive soils. As a result, the existing legal and regulatory framework would ensure that the incremental geological and soils effects of the proposed project would not result in greater adverse cumulative effects when considered together with the effects of other past, present, and reasonably foreseeable future projects in the region. The impacts of the proposed project related to geology and soils would be less than cumulatively considerable.

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*

(Sources: 1, 4, 5, 6, 7, 8, 9, 18)

VII. GREENHOUSE GAS EMMISSIONS

Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐

Discussion:

Less-than-significant Impact. A project specific Greenhouse Gas Emissions analysis was prepared for the project to assess potential impacts as a result of an increase in greenhouse gas emissions from the proposed project during the construction and operation phases of the Project. The greenhouse gas emissions analysis is based the Air Quality/Greenhouse Gas Assessment prepared by RBF Consulting, a Michael Baker International Company (RBF Baker) dated May 2015, included as Appendix A.

Global Climate Change

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 400 million tons of carbon dioxide (CO_2) per year.[4] Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit (ºF) over the next century. Methane is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO_2, methane (CH_4), and nitrous oxide (N_2O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO_2 concentrations ranged from 180 parts per million (ppm) to 300 ppm. For the period from approximately 1750 to the present, global CO_2 concentrations increased from a pre-industrialization period concentration of 280 ppm to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range.

Regulations and Significance Criteria

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO_2eq)[5] concentration is required to

4 California Energy Commission, *California Greenhouse Gas Inventory for 2000-2012,* May 13, 2014.

5 Carbon Dioxide Equivalent (CO2eq) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

keep global mean warming below 2 degrees Celsius (ºC), which in turn is assumed to be necessary to avoid dangerous climate change.

Executive Order S-3-05 was issued in June 2005, which established the following GHG emission reduction targets:

- 2010: Reduce GHG emissions to 2000 levels;
- 2020: Reduce GHG emissions to 1990 levels; and
- 2050: Reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill (AB) 32 requires that the California Air Resources Board (CARB) determine what the statewide GHG emissions level was in 1990, and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. CARB has approved a 2020 emissions limit of 427 million metric tons (MMT) of CO_2eq.

Due to the nature of global climate change, it is not anticipated that any single development project would have a substantial effect on global climate change. In actuality, GHG emissions from the proposed project would combine with emissions emitted across California, the United States, and the world to cumulatively contribute to global climate change.

In June 2008, the California Governor's Office of Planning and Research (OPR) published a Technical Advisory, which provides informal guidance for public agencies as they address the issue of climate change in *CEQA* documents.[6] This is assessed by determining whether a proposed project is consistent with or obstructs the 39 Recommended Actions identified by CARB in its Climate Change Scoping Plan which includes nine Early Action Measures (qualitative approach). The Attorney General's Mitigation Measures identify areas were GHG emissions reductions can be achieved in order to achieve the goals of AB 32. As set forth in the OPR Technical Advisory and in the proposed amendments to the *CEQA Guidelines* Section 15064.4, this analysis examines whether the project's GHG emissions are significant based on a qualitative and performance based standard (*CEQA Guidelines* Section 15064.4(a)(1) and (2)).

Bay Area Air Quality Management District Thresholds

The Bay Area Air Quality Management District's (BAAQMD's) approach to developing a threshold of significance for GHG emissions is to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions needed to move us towards climate stabilization. If a project would generate GHG emissions above the threshold level, it would be considered to contribute considerably to a significant cumulative impact. Stationary-source projects include land uses that would accommodate processes and equipment that emit GHG emissions and would require an Air District permit to operate. If annual emissions of

[6] Governor's Office of Planning and Research, *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review*, 2008.

operational-related GHGs exceed these levels, the proposed project would result in a cumulatively considerable contribution to a cumulatively significant impact to global climate change.

Table 3, *BAAQMD GHG Thresholds*, presents the project-level thresholds for GHG emissions. It should be noted that the BAAQMD does not have an adopted threshold of significance for construction-related GHG emissions. However, the BAAQMD recommends quantification and disclosure of construction GHG emissions. The BAAQMD also recommends that the Lead Agency should make a determination on the significance of these construction generated GHG emission impacts in relation to meeting AB 32 GHG reduction goals, as required by the Public Resources Code, Section 21082.2. The Lead Agency is encouraged to incorporate best management practices to reduce GHG emissions during construction, as feasible and applicable.

Table 3
BAAQMD GHG Thresholds

Project Type	Construction-Related	Operational-Related
Projects other than Stationary Sources[1]	None	Compliance with Qualified Climate Action Plan OR 1,100 $MTCO_2eq/yr.$ OR 4.6 $MTCO_2eq/SP^2/yr.$
Stationary Sources[1]	None	10,000 $MTCO_2eq/yr.$
$MTCO_2eq/yr.$ = metric tons of carbon dioxide equivalent per year		
Notes: 1. According to the BAAQMD CEQA Guidelines, a stationary source project is one that includes land uses that would accommodate processes and equipment that emit GHG emissions and would require a BAAQMD permit to operate. Projects other than stationary sources are land use development projects including residential, commercial, industrial, and public uses that do not require a BAAQMD permit to operate. 2. SP = service population (residents + employees)		
Source: BAAQMD, *Options and Justification Report*, October 2009 and BAAQMD, *CEQA Air Quality Guidelines*, May 2011.		

City of San Rafael GHG Emissions Reduction Strategy

In 2011, the City of San Rafael prepared a GHG Emissions Reduction Strategy to provide technical support to the San Rafael General Plan 2020 (new Sustainability Element) and the 2009-adopted Climate Change Action Plan (CCAP). This strategy serves as technical appendix (CCAP Appendix E) to the adopted CCAP and meets the BAAQMD requirements for a Qualified GHG Emissions Reduction Strategy. The strategy was adopted by the City Council in July 2011 and includes the following:

- An updated GHG emissions inventory. The initial inventory prepared for the CCAP using the ICLEI modeling program has been updated using more current methodologies for calculating vehicle miles traveled (VMT) and associated emissions. Methane emissions associated with waste disposal were updated using the California Air Resources Board (CARB) Landfill Emission Tool. Stationary sources of emissions have been included in the inventory update per the BAAQMD guidelines and thresholds. The strategy discloses that community-wide GHG emissions in 2005 were 412,804

metric tons of CO2 equivalents (MTCO2e), with 43% of this amount attributed to transportation. This emission estimate is considered the "baseline" for future reduction goals.

- GHG emission projections through year 2035 (consistent with target date set by Senate Bill 375). The projections rely on ABAG projections of housing, population, and employment growth within the City by 2020 (per Senate Bill 32) and 2035 (per Senate Bill 375), as well as Metropolitan Transportation Commission's (MTC) county-specific growth estimates of VTM for Marin County. Based on projected growth, annual emission forecasts under "business as usual" conditions (no application of GHG reduction measures) are estimated at 494,824 MTCO2e by 2035 (19.87% increase).

- Identification of reduction targets. SB 32 and the adopted CCAP target a 25% reduction in 2005 baseline GHG emissions by 2020. For San Rafael, the annual emission reduction target is 385,282 MTCOe for 2020 and 380,765 MTCO2 by 2035.

- Application of reduction measures from CCAP. The strategy quantifies numerous reduction measures from CCAP programs such as: implementing transit-oriented development; participation in Marin Clean Energy; SMART rail service; increased transit service; implementing transportation demand management; promoting alternative and fuel efficient vehicles; promoting zero waste; implementation of Green Building codes; and promoting affordable housing.

- Providing a GHG Emission Reduction Summary. Based on application of the reduction measures and projected growth, estimated annual emissions can be reduced by 56,858 MTCO2e by 2020 and 78,382 MTCO2e by 2035.

  - Application to new development projects consistent with the San Rafael General Plan 2020. In order to meet the reduction targets, new construction projects must be determined to be consistent with the GHG Emissions Reduction Strategy. A checklist has been developed to be used in reviewing new development applications, to ensure that GHG reduction measures are incorporated into the project design and operation. Project compliance with the measures in the checklist would exempt individual, quantitative study of GHG emissions for an individual development project. Development projects that are not able to meet the standards in the checklist, or projects that propose an amendment to the San Rafael General Plan 2020 (e.g., a change in land use that results in changes to the projections used in the strategy) would require an individual, quantitative GHG emissions assessment.

Project Impacts

The project proposes land uses that are permitted by the San Rafael General Plan 2020, and the project proposed land uses that are consistent with the existing SRCC. As such, the project would quality for use of the GHG Emissions Reduction Strategy and no quantitative GHG analysis would be required. However, because the project includes the construction of 72,400 square feet of additional office space that was not considered in the previously certified Fair, Isaac Office Park Project Final EIR or the 2011 Negative Declaration for the addition of Medical Office Building Uses, a quantitative analysis of the new building was prepared.

Project-related GHG emissions would include emissions from direct and indirect sources. The proposed project would result in direct and indirect emissions of CO_2, N_2O, and CH_4, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions. CalEEMod relies upon trip data within the Traffic Memorandum and project specific land use data to calculate emissions. The project proposes a 72,400 square foot office building and expansion of the Lincoln Parking Garage (Phase 2 expansion) with approximately 257 structured stalls and approximately 43 stalls on grade on Parcel 8 of SRCC.

Table 4, *Estimated Business as Usual Greenhouse Gas Emissions*, presents the estimated CO_2, N_2O, and CH_4 emissions of the proposed project. CalEEMod outputs are contained within Appendix A. It is noted that the GHG emissions shown in Table 4 are mitigated emissions as a result of project design features that were input into CalEEMod. Project design features that were input in CalEEMod included installation of high efficiency lighting; project site is within 0.5-mile of public transportation and downtown business district; increased walkability on and off the project site; installation of low-flow bathroom faucets and toilets; water efficient irrigation systems and landscaping; and institute recycling and composting services.

Table 4
Estimated Business As Usual Greenhouse Gas Emissions

Source	CO_2	CH_4		N_2O		Total
	MT/yr[1]	MT/yr[1]	$MTCO_2eq$[2]	MT/yr[1]	$MTCO_2eq$[2]	$MTCO_2eq$[3]
Direct Emissions						
Construction (amortized over 30 years)	26.16	0.01	0.25	0.00	0.00	26.28
Area Source	0.01	0.00	0.00	0.00	0.00	0.01
Mobile Source	467.39	0.02	0.49	0.00	0.00	467.80
Total Mitigated Direct Emissions[3]	*493.56*	*0.03*	*0.63*	*0.00*	*0.00*	*494.09*
Indirect Emissions						
Energy	509.03	0.02	0.53	0.01	1.60	511.14
Solid Waste	6.83	0.40	10.10	0.00	0.00	15.31
Water Demand	28.08	0.35	8.87	0.01	2.55	38.19
Total Mitigated Indirect Emissions[3]	*543.94*	*0.77*	*19.5*	*0.02*	*4.15*	*564.64*
Total Mitigated Project-Related Emissions[3]	***1,058.73 $MTCO_2eq$***					

Notes:
1. Emissions calculated using CalEEMod.
2. Carbon dioxide equivalent values calculated using the U.S. EPA Website, *Greenhouse Gas Equivalencies Calculator*, http://www.epa.gov/cleanenergy/energy-resources/calculator.html, accessed May 2015.
3. Totals may be slightly off due to rounding.

Source: RBF Baker, 2015. Refer to Appendix A, *Air Quality/Greenhouse Gas Assessment*, May 2015 for detailed model input/output data.

Direct Project-Related Sources of Greenhouse Gases

- *Construction Emissions.* Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions.[7] As seen in Table 4, the proposed project would result in 26.48 $MTCO_2eq/yr$ (amortized over 30 years), which represents a total of approximately 788.26 $MTCO_2eq$ from construction activities. It is noted that the BAAQMD has not adopted thresholds for GHGs associated with construction activities.
- *Area Source*. Area source emissions were calculated using CalEEMod and project-specific land use data. As noted in Table 4, the proposed project would result in 0.01 $MTCO_2eq/yr$ from area source GHG emissions.
- *Mobile Source*. CalEEMod relies upon trip data within the Traffic Memorandum and project specific land use data to calculate mobile source emissions. The project would directly result in 467.80 $MTCO_2eq/yr$ of mobile source-generated GHG emissions; refer to Table 4.

Indirect Project-Related Sources of Greenhouse Gases

- *Energy Consumption*. Energy consumption emissions were calculated using CalEEMod and project-specific land use data. Electricity would be provided to the project site via Pacific Gas and Electric Company (PG&E). The project would indirectly result in 511.14 $MTCO_2eq/year$ due to energy consumption; refer to Table 4.
- *Solid Waste*. Solid waste associated with operations of the proposed project would result in 15.31 $MTCO_2eq/year$; refer to Table 4.
- *Water Demand*. The project operations would result in a demand of approximately 35 million gallons of water per year. Emissions from indirect energy impacts due to water supply would result in 39.18 $MTCO_2eq/year$; refer to Table 4.

Total Project-Related Sources of Greenhouse Gases

As shown in Table 4, the total amount of project-related GHG emissions from direct and indirect sources combined would total 1,058.73 $MTCO_2eq/yr$ with implementation of project design features. As such, the project's GHG emissions would be below the BAAQMD's 1,100 $MTCO_2eq/yr$ threshold. Therefore, emissions would not exceed the GHG significance threshold of 1,100 $MTCO_2eq/yr$, and a less than significant impact would occur.

(Sources: 1, 2, 4, 5, 7, 9, 15)

[7] The project lifetime is based on the standard 30 year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold,* October 2008).

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
b. Conflict with an applicable plan, policy or regulation for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. The following analysis addressing project specific greenhouse gas emissions is summarized from the Air Quality/Greenhouse Gas Assessment prepared by RBF Baker, dated May 2015, included as Appendix A.

City of San Rafael Climate Change Action Plan

As noted in Section VII.a above, the City of San Rafael adopted a Climate Change Action Plan (CCAP) in April 2009, consistent with the implementation requirements of AB 32 and SB 375. The CCAP seeks to reduce GHG emissions within the City through a number of sustainable actions, including use of energy efficient vehicles, waste reduction, renewable energy production, water conservation, local food production, and growth of green businesses, among others. The CCAP is in compliance to the BAAQMD's CEQA Guidelines for GHG reduction plans. As noted above, the project would not exceed BAAQMD thresholds for GHG emissions during construction or operation. In addition, the project includes numerous sustainable design features, and would not develop a land use not already anticipated for in the City's General Plan that would introduce new significant sources of GHG emissions. Therefore, the project would not conflict with the City's CCAP. A less than significant impact would occur in this regard.

(Sources: 1, 2, 4, 5, 7, 9, 15)

Cumulative Impacts

As stated above, the proposed project would not result in a significant impact regarding GHG emissions. It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory.[8] GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective.[9] The additive effect of project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. In addition, the proposed project as well as other cumulative related projects would also be subject to all applicable regulatory requirements, which would further reduce GHG emissions. This includes adherence to all federal, state, and local policies adopted for the purpose of reducing GHG emissions. The proposed project would result in a less than significant impact regarding GHG emissions. Therefore, the proposed project's cumulative GHG emissions would be considered less than significant.

(Sources: 1, 2, 4, 5, 7, 9, 15)

[8] *California Air Pollution Control Officers Association, CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, 2008.*

[9] Ibid.

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. The major transportation route in proximity to the project site is US Highway 101. Transportation accidents involving hazardous materials could occur on any of the routes that would be utilized within the City, including Second Street, Lindaro Street, and Lincoln Avenue, which provide access to the project site.

The proposed project would be developed as an office building and a parking structure, and is not expected to transport, use, or dispose of significant amounts of hazardous materials. Once the proposed project is constructed, hazardous materials would be limited to those associated with property maintenance and office operations, similar to the existing buildings within the SRCC campus. These include common landscaping fertilizers, pesticides, paint, solvent, and petroleum products. Because these materials would be used in limited quantities, they are not considered a significant hazard to the public. Potential impacts associated with the proposed project are, therefore, considered less than significant.

(Sources: 1, 3, 4, 5, 7, 9)

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. There are no existing buildings within the project area. No hazardous materials are currently stored, used, or delivered to the project area. Historically, hazardous materials were used and processed on this site and ongoing remediation efforts to clean the site are in process.

The central and western parcels of the SRCC campus were once owned and occupied by Pacific Gas & Electric (PG&E). PG&E operated a gas plant on this site from 1875-1960. Lampblack, a powdery or granular black carbon material and oily tars were the primary waste products from the historic gas manufacturing process. The residual from this process is present in the groundwater and soil and are considered to be contaminated. The groundwater and soil contaminants are subject monitoring through a 1997 Consent Order (Docket No. HAS 89/90-002) issued by the California Department of Toxic Substances Control (DTSC). The Consent Order sets forth the following requirements and limitations on the site:

- The groundwater and soil require quarterly monitoring by PG&E to ensure the contaminants are regulated and contained within the site.
- PG&E was required to install a 'slurry' wall along the southern edge of the project site to avoid the migration of groundwater contaminants to Mahon Creek and beyond. A 'slurry' wall is a subsurface dam that is installed by trenching along the property edges and filling the trenches with an imperious soil material such as slurry or bay mud. The 'slurry' wall was installed in 1997.
- As part of closure, the property owner was required to cap the site with clean soil material to avoid human exposure. The soil cap was installed in 1997.
- The Consent Order required the recordation of a deed restriction limiting property use to commercial or office space. The order specifically prohibits use of this land for residential or day care. The proposed medical use and research and development would not be in conflict with this deed restriction.

For additional information regarding water quality impacts, please see the discussion in Section IX(a) Because of the ongoing remediation efforts to clean the site of hazardous chemicals associated with past uses on the site, potential impacts are considered less than significant.

(Sources: 1, 3, 4, 5, 7, 9)

c. *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*	☐	☐	☐	☒

Discussion:

No impact. The SRCC is located within a 0.25 mile of Davidson Middle School. As discussed in VIII(b), above, a 'slurry' wall has been installed to contain contaminants on the project site and to avoid migration to neighboring properties.

No new schools have been proposed in the surrounding area. Any future school developed within the surrounding area would be subject to the oversight of the California Department of Toxic Substances Control, as required by State law. New school sites are required to be free of contamination or, if the properties were previously contaminated, they must be rehabilitated under DTSC's oversight. As a result, no impacts have been identified and no mitigation is required.

(Sources: 1, 3, 4, 5, 7, 9)

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. The site is included on a list of hazardous material sites compiled by the state. However, as discussed in Section VIII(b) above, ongoing remediation activities are in process to remove hazardous materials from the project site and land uses on the site are restricted by deed to commercial and office uses. Ongoing remediation measures are described in Section IX(a). Residential uses are prohibited on the project site and are not proposed. Therefore, given the existing remediation efforts and onsite deed restrictions, the project would not create a significant hazard to the public or the environment. No further mitigation is required.

(Sources: 1, 3, 4, 5, 7, 9)

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

Discussion:

No impact. The project site is not located within an airport land use plan, nor within 2 miles of a public airport or public use airport. Therefore, no impact would result from implementation of the project and as such, no mitigation measures are required.

(Sources: 1, 3, 4, 5, 7, 9)

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

Discussion:

No impact. The project is not located within the vicinity of a private airstrip. The nearest general aviation airport is the San Rafael Airport located at 400 Smith Ranch Road approximately 3.5 miles from the project site. The project area is not located within the safety zones (or Comprehensive Land Use area) of any airport, therefore no impact would occur.

(Sources: 1, 3, 4, 5, 7, 9)

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

Discussion:

No impact. The proposed project would not impair or physically interfere with an adopted emergency response or evacuation plan because the project does not include any actions that would interfere with emergency response and evacuation plan policies adopted by the City or other emergency agency responsible for emergency preparedness. Furthermore, primary access to all major roads would be maintained during construction of the proposed project. Therefore, no associated impacts would occur.

(Sources: 1, 3, 4, 5, 7, 9)

h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Discussion:

No Impact. The project site is not located within the City's Wildland Urban Interface (WUI) zone. The proposed project would not expose people or structures to a risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas. The proposed project is located in an urban area, surrounded by existing development including mostly irrigated vegetation. The proposed project would not increase the risk of wildland fires. Therefore, the impact would be less than significant.

(Sources: 1, 3, 4, 5, 7, 9)

Hazardous and Hazardous Materials Cumulative Impacts

The incremental effects of the proposed project related to hazards and hazardous materials, if any, are anticipated to be minimal, and any effects would be site-specific. Therefore, the proposed project would not result in incremental effects to hazards or hazardous materials that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects.

(Sources: 1, 3, 4, 5, 7, 9)

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*

IX. HYDROLOGY AND WATER QUALITY

Would the project:

a. Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐

Discussion:

Less Than Significant Impact With Mitigation Incorporated. Potential water quality impacts could include short-term construction-related erosion/sedimentation and long-term operational stormwater discharge.

Construction Activities

If not managed properly, grading and construction activities could cause soils and other pollutants to enter the storm drain system. During heavy rains, this may degrade stormwater quality at downstream locations. To minimize water quality impacts associated with the proposed project, construction activities would be required to comply with a Storm Water Pollution Prevention Plan (SWPPP) consistent with the General Permit for Stormwater Discharge Associated with Construction Activity (Construction Activity General Permit). Implementation of Mitigation Measure HWQ-1 would reduce potential impacts to less than significant because it would ensure the SWPPP document was prepared and approved by the City prior to the start of construction activities.

With regard to past and current hazardous materials remediation activities on the site, this process would be incorporated into the stormwater management activities during construction. The 755 Lindaro building is proposed on an area currently developed as surface parking. Extensive investigations in the 1980s found that soil and groundwater onsite contain polynuclear aromatic hydrocarbons (PNAs) and, to a lesser extent, volatile organic compounds (VOCs). In 1998, the Department of Toxic Substance Control (DTSC) approved a Soil Management Work Plan (SMWP), which addressed soil and groundwater management procedures associated with construction. A SMWP Addendum, with slightly modified procedures for construction was approved by Department of Toxic Substance Control (DTSC) in 2008. In 2014, DTSC confirmed its continued concurrence with the procedures established in the 2008 SWMP Addendum for construction of the proposed new building. Remediation measures implemented under Regional Water Quality Control Board (RWQCB) Order No. 85-80 included the construction of a slurry wall and a groundwater extraction and treatment system (Containment System) designed to contain chemicals of concern in groundwater on the western and central parcels. As part of these remedial action measures, groundwater monitoring wells used to monitor groundwater quality were installed inside and outside the slurry wall. The 2013 Groundwater Monitoring and Sampling Report for the Former Manufactured Gas Plant Site, prepared by ITSI Gilbane, March 2014 (2013 GW Monitoring Report) presents groundwater monitoring data and results as set forth by Order No. 85-80. According to the 2013 GW Monitoring Report, the Containment System continues to be effective and is demonstrated by the fact that groundwater contaminates continue to be confined to locations up-gradient of the slurry wall or near the original areas of manufactured gas plant infrastructure, up-gradient of the proposed 755 Lindaro

site. Implementation of Mitigation Measure HWQ-2 would ensure continued compliance with the approved SMWP.

The LPG2 is proposed immediately south of the parking garage under construction at 788 Lincoln Avenue. This site was remediated and the remediation measures were approved by the San Francisco RWQCB in 2009 and 2010. Since some residual contamination, from prior uses, potentially remains in the subsurface, a Soil Management Plan (SMP) was developed in 2009 and approved by the RWQCB in 2010. The SMP describes soil and groundwater handling procedures and mitigation measures to be used during development and construction. The SMP was developed to be consistent with the 2008 SMP Addendum developed for the central and western parcels. In 2014, the RWQCB confirmed its continued concurrence with the procedures established in the SMP for construction of the proposed parking garage. Implementation of Mitigation Measure HWQ-2 would ensure continued compliance with the approved SMP.

Operational Activities

The proposed project would also implement stormwater control measures such as Low Impact Development (LID) and Best Management Practices (BMP's) to address the long term operational water quality impacts associated with the project. The applicant is required to prepare a Storm Water Control (SCP) plan to demonstrate adequate stormwater treatment and flow-control measures have been accommodated into the project design. The SCP would demonstrate that the LID features such as bio-retention areas have been adequately designed to accommodate surface water runoff from the project site. The SCP would also address how the BMPs would be maintained over the life of the project to ensure the facilities remain in good operating condition. The LID features and BMPs shall be consistent with the requirements of the Stormwater Quality Manual for Development Projects in Marin County. Implementation of HWQ-3 would ensure a SCP has been prepared and approved by City Staff prior to construction of the project.

With the implementation of Mitigation Measures HWQ-1, HWQ-2, and HWQ-3, potential impacts are considered less than significant.

> **MM HWQ-1**: Prior to the issuance of grading permits or improvement plans in lieu of grading permits, the applicant shall:
> Submit to the satisfaction of the City Engineer, a Stormwater Pollution Prevention Plan (SWPPP) that identifies the project specific Best Management Practices that would be used during the construction phase of the project. The SWPPP shall be consistent with the General Construction Permit water quality standards specified by the Regional Water Quality Control Board and City of San Rafael requirements.
>
> **MM HWQ-2:** Prior to the issuance of grading permits or improvement plans in lieu of grading permits, the applicant shall:
>
> Submit to the satisfaction of the City Engineer, a soil management plan (SMP) that addresses soil and groundwater management procedures associated with construction activities and

demonstrates that the project complies with the 2008 Soil Management Work Plan Addendum approved by the California Department of Toxic Substance Control in 2008 for the New Lab Building site, and the Soil Management Plan approved by the Regional Water Quality Control Board in 2010 for the Lincoln Parking Garage Phase 2 site.

MM HWQ-3: Prior to the issuance of grading permits or improvement plans in lieu of grading permits, the applicant shall:

Submit to satisfaction of the City Engineer a Stormwater Control Plan (SCP). The SCP shall demonstrate that stormwater quality control measures, including Low Impact Development (LID) and Best Management Practices (BMPs) consistent with the Stormwater Quality Manual for Development Project in Marin County have been incorporated into the project design.

(Sources: 1, 3, 4, 5, 7, 9, 11, 19)

b. *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. The proposed project would be supplied with water from the Marin Municipal Water District and does not propose to use any groundwater. For this reason, the proposed project would not use any groundwater resources or lower the local groundwater table. The project would incrementally increase the amount of impervious area on the project site. However, the project design includes landscaped areas with biofiltration swales that are designed to collect surface water runoff and allow the water to infiltrate into the soil. Therefore, the project would have a less than significant impact on groundwater recharge.

(Sources: 1, 3, 4, 5, 7, 9, 11)

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off- site?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. The proposed project would not substantially alter the existing drainage patterns of the site or vicinity. The LPG2 site abuts Mahon Creek located just offsite to the south; however, the creek would not be altered or disturbed by the proposed project. The site does not include any streams or rivers, which could be altered by the proposed project resulting in substantial erosion and siltation on- or offsite. Surface water runoff would be collected in landscaped areas called biofiltration areas. The biofiltration areas are within the landscaped areas within the proposed developed shown in Figures 11 and 12. The biofiltration areas are designed to allow surface water to infiltrate into the soil, rather than flow offsite. The infiltration process minimizes siltation and erosion offsite. As such, sedimentation in the groundwater would stay within the biofiltration area. Because the proposed project would not alter any existing streams or drainage patterns, and surface water runoff is controlled onsite, potential impacts from erosion or siltation are considered less than significant.

(Sources: 1, 3, 4, 5, 7, 9, 11)

d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. As described in Response IX(c) above, the proposed project would not substantially alter existing drainage patterns of the site or vicinity. An existing drainage course located offsite would not be altered by the proposed project. The site does not include any streams or rivers, which could be altered by the proposed project. Onsite surface run-off would be collected in proposed drainage facilities (bioretention areas and storm drains). The proposed project would provide detention and stormwater treatment systems to limit the release of stormwater from the site to pre-development conditions; thus, minimizing the potential for flooding to occur on- or offsite. Therefore, issues related to flooding would not occur and the impact is considered less than significant.

(Sources: 1, 3, 4, 5, 7, 9, 11)

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. Development of the proposed project would have a minimal increase in local runoff volumes, frequency and flow rates because both the 755 Lindaro and LPG2 sites are currently paved for use as parking lots. However, as indicated in Section IX (a) above, the proposed project would include storm drainage improvements to adequately accommodate the project's surface water runoff.

Proposed project construction and operation could also introduce constituents into stormwater that are typically associated with urban runoff. The presence of heavy equipment and trucks, as well as other vehicles in the proposed project area also present the opportunity for spills of oil and fuel. All of these activities could lead to temporary impacts on surface water quality for downstream areas due to the increase in sediments and other pollutants.

Potential impacts to water quality from construction and operation activities are currently addressed through the existing requirements of the Stormwater Quality Manual for Development Project in Marin County and individual NPDES permits. The policy provisions identified below would utilize BMPs, adopt a set of BMPs consistent with stormwater recommendations from the State Water Resources Control Board, support alternatives to impervious surfaces in new development, and avoid the use of pesticides and non-organic fertilizers. BMPs would also be used for the treatment of post-construction stormwater. During construction of projects in the City, the dischargers, through individual NPDES permits, must eliminate non-stormwater discharges to stormwater systems, develop and implement a Storm Water Pollution Prevention Plan (SWPPP), and perform monitoring of discharges to storm water systems. Implementation of Mitigation Measures HWQ-1 and HWQ-3 would ensure that the required pre- and post-construction stormwater water quality control measures are implemented into the project design. As such, implementation Mitigation Measures HWQ-1 and HWQ-3 and compliance with City and state surface water requirements, potential impacts are considered less than significant and no mitigation is required.

(Sources: 1, 3, 4, 5, 7, 9, 11, 19)

f. Otherwise substantially degrade water quality?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. No significant impacts were found in regards to degrading water quality. No additional water quality impacts other than those described earlier in this section are anticipated. The proposed project is not anticipated to result in water quality impacts. Short-term impacts that could result

from construction would be minimal and there are no long-term operational impacts on water quality. Thus, impacts in this regard would be less that significant.

(Sources: 1, 3, 4, 5, 7, 9, 11, 19)

g. *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*	☐	☐	☐	☒

Discussion:

No impact. This project does not involve or propose housing or residential land use.

(Sources: 1, 3, 4, 5, 7, 9, 10, 11)

h. *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?*	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. The Federal Emergency Management Agency (FEMA) determines the presence or absence of the 100-year and 500-year flood zones within the Project limits. According to the FEMA Federal Insurance Rate Map (FIRM) (Panel No. 06041C0457D, updated May 5, 2009), the 755 Lindaro site is located within a flood zone designation of Zone "AH." The Zone "AH" designation is defined as an area of with one percent annual chance of flooding with surface water depths between one and three feet. The 755 Lindaro site has a base flood elevation of 11 feet. The LPG2 site is bifurcated by two flood zones; the west side of the property is within Flood Zone "X" which represents areas with a one percent chance of sheet flow flooding where average depths are less than one foot. The eastern portion of the property is within Flood Zone AE. This flood zone corresponds to the areas with a one percent chance of annual flooding. Base flood intervals within this zone have been determined by detailed hydraulic analyses and are identified on the FIRM panel as 10 feet. Neither building site has been identified to be within a designated floodway.

The previously certified Fair, Isaac Office Park Project Final EIR concluded that potential 100-year flood impacts were avoided because the grading for the existing development within the SRCC raised the ground elevation by approximately 2 feet in order to raise the finished floor elevations above the 100-year flood limit. No impacts were identified and no mitigation was required in the Final EIR.

The finished floor elevation of t755 Lindaro is 14.67 feet and 8.0 feet for the LPG2 garage. The finished floor elevation of the proposed 755 Lindaro building is over three feet above the mapped base flood elevation. As such, the finished floor elevation are above the 100-year flood plain and not within a location that has been identified with potential to impede or redirect flood flows. Therefore, potential impacts are considered less than significant.

The proposed LPG2 parking garage has a finished floor elevation that is approximately two-feet below the mapped base flood elevation. As a non-residential building, construction of the building would be required to comply with building standards outlined in Section 18.50.010.C.2 of the City of San Rafael Municipal Code. This code section outlines standards of construction for the building which require the building structure and related utilities to be flood proofed, designed to withstand the pressure of floodwaters, and the building design must be certified by a registered professional engineer or architect. These standards are to ensure public safety and minimize flood damage. Compliance with the municipal code is enforced by City staff during the building permit review process. The LPG2 building is not within a location that has been identified with potential to impede or redirect flood flows. Therefore, potential impacts are considered less than significant.

(Sources: 1, 3, 4, 5, 7, 9, 11, 19)

i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. As discussed in Section IX(h) above, while the property is located within the FEMA 100-year flood zone, the 755 Lindaro office building has a and finished floor elevation located above the freeboard of flood elevations. Because, the LPG2 building is below the base flood elevation of the project site, construction of the building would be required to comply with building standards outlined in Section 18.50.010.C.2 of the City of San Rafael Municipal Code. These standards are to ensure public safety and minimize flood damage. Compliance with the municipal code is enforced by City staff during the building permit review process. The proposed project area is not located within a dam inundation risk area. Therefore, potential impacts are considered less than significant.

(Sources: 1, 3, 4, 5, 7, 9, 11, 19)

j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Discussion:

No impact. The proposed project is not located in close proximity to an area subject to flooding due to tsunamis or seiches resulting in levee failure, and would not be subject to mudflows as a result of a seiche because the project is approximately 852 feet from the San Francisco Bay and approximately 8- 14 feet higher in elevation. Additionally, due to the flat topography of the proposed project site and surrounding area, mudflows could not occur. As a result, no impact from inundation by secihe, tsunami, or mudflow would occur.

(Sources: 1, 3, 4, 5, 7, 9, 11, 19)

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*

Hydrology and Water Quality Cumulative Impacts

The potential impacts related to hydrology and storm water runoff are typically site specific and site specific BMPs are implemented at the project level. The analysis above determined that the implementation of the proposed project would not result in significant impacts with mitigation incorporated. Therefore, the proposed project would not result in incremental effects on hydrology or water quality that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. Potential impacts are considered less than cumulative considerable.

(Sources: 1, 3, 4, 5, 7, 9, 10, 11, 19)

X. LAND USE AND PLANNING

Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒

Discussion:

No Impact. The property is located within the Lindaro Office District, which is intended to provide a transitional office land use zone separating urban Downtown from the southern neighborhoods. The proposed project is an infill development located on a property that is zoned for commercial and office development. The project does not propose any new roadways or other significant infrastructure improvements that would restrict access or require a diversion for existing travel routes. For these reasons the proposed project would have no impact related to physically dividing a community.

(Sources: 1, 3, 4, 5, 6, 7, 8, 9)

b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Discussion:

No Impact. The addition of 72,400 square feet of building area requires an amendment to the (PD-1901) District, the Master Use Permit and an Environmental and Design Review Permit. The proposed project is consistent with the existing SRCC development, and the proposed uses would be consistent and would not be in conflict with the San Rafael General Plan 2020. With the addition of the proposed 72,400 square foot office building, the FAR of the SRCC campus would be 0.70, which is lower than the maximum

permitted 0.75 FAR. The General Plan land use designation adopted for this property (Policy NH-38, Lindaro Office) permits a variety of land uses including the proposed office uses. Therefore, the project has no conflicts with applicable land use plans.

(Sources: 1, 3, 4, 5, 6, 7, 8, 9)

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion:

No Impact. There are no adopted habitat conservation or natural community conservation plans that are applicable to properties within this area of San Rafael. The proposed project is an infill project and is consistent with the existing development density established by the current zoning and General Plan policies for which an EIR was certified. The project does not result in an impact on any sensitive plant or animal species covered by a habitat conservation plan or natural community conservation plan, nor does it hinder the implementation or establishing of such plans. As such, the project would have no impact with regard to conflicts with any applicable habitat conservation plan or natural community conservation plan.

(Sources: 1, 3, 4, 5, 6, 7, 8, 9)

Cumulative Impacts

The proposed use would be consistent with the existing General Plan and zoning designations for the site on which it is located. The proposed use would be compatible with the existing surrounding uses in the area. Future development projects in the surrounding area within the City of San Rafael would be reviewed on an individual basis for consistency with General Plan and zoning designations. Future development projects that are incompatible with, or propose changes to the existing land use designations would be required to evaluate the potential conflicts with the existing land use plan. Potential conflicts with the adopted land use plan are considered less than cumulatively considerable, because the proposed project in conjunction with other projects within the City of San Rafael does not significantly change the land use pattern in the area.

(Sources: 1, 3, 4, 5, 6, 7, 8, 9)

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*

XI. MINERAL RESOURCES

Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒

Discussion:

No Impact. The San Rafael Rock Quarry, the only active commercial rock quarry operating in Marin County, is located approximately five miles east of the SRCC site. The project does not propose to interfere with the continued operation of the San Rafael Rock Quarry.

(Sources: 1, 4, 5, 9)

b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Discussion:

No Impact. See discussion in XI(a), above. The project site is not delineated within the City's General Plan, a specific plan, or other land use plan as a locally-important mineral resource recovery site. As such, the project would have no impact with regard to the loss of availability of a locally important mineral recovery site.

(Sources: 1, 4, 5, 9)

Mineral Resources Cumulative Impacts

There are no local or regionally important mineral resources sites on the project site or within the City's General Plan area. As such, the proposed project would have a less than cumulatively considerable impact and no mitigation would be required.

(Sources: 1, 4, 5, 9)

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*

XII. NOISE

Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐

Discussion:

Less Than Significant Impact with Mitigation Incorporated. Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air, and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately three dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between three dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of three dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical L_{dn} noise levels for light and medium density residential areas range from 55 dBA to 65 dBA.

Two of the primary factors that reduce levels of environmental sounds are increasing the distance between the sound source to the receiver and having intervening obstacles such as walls, buildings, or terrain features between the sound source and the receiver. Factors that act to increase the loudness of environmental sounds include moving the sound source closer to the receiver, sound enhancements caused by reflections, and focusing caused by various meteorological conditions.

State of California

The State Office of Planning and Research Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The Noise Element Guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the Community Noise Equivalent Level (CNEL).

City of San Rafael

General Plan

The General Plan Noise Element establishes noise standards for planning purposes need to examine outdoor and indoor noise levels acceptable for different uses. The standards relate to existing conditions in the City so that they are realistically enforceable and consistent with other General Plan policies. The Noise Element seeks to limit the impacts of noise on residents and employees in two ways. The Plan contains standards to determine the suitability of new land uses depending upon the extent of noise exposure in the area. The Plan's policies limit the extent of new noise sources that proposed development can add to existing noise levels in the surrounding area and through implementation of the City's Noise Ordinance, which limits what is commonly described as "nuisance noise."

Table 5, Land Use Compatibility for New Development – Exterior Noise Standards, provides exterior noise standards for new development within the City and Table 6, Land Use Compatibility for New Development – Interior Noise Standards, provides the City's interior noise standards.

Table 5
Land Use Compatibility for New Development – Exterior Noise Standards

Land Use Category	Community Noise Exposure (Ldn or CNEL, dBA)		
	Normally Acceptable	Conditionally Acceptable	Clearly Unacceptable
Residential, Hotels, Motels	47.5 – 60	60 – 75	75 – 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	47.5 – 60	60 - 80	80 - 85
Auditoriums, Concert Halls, Amphitheaters	47.5 – 70	N/A	70 – 85
Sports Arenas, Outdoor Spectator Sports	47.5 – 75	N/A	75 - 85
Playgrounds, Neighborhood Parks	47.5 – 60	60 – 72.5	72.5 – 85
Other Outdoor Recreation and Cemeteries	47.5 – 60	60 – 80	80 – 85
Office and Other Commercial Uses	47.5 – 65	65 – 85	N/A
Industrial, Manufacturing, Utilities, Agriculture	47.5 – 70	70 – 85	N/A
NA: Not Applicable; Ldn: average day/night sound level; CNEL: Community Noise Equivalent Level			
Notes: Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. Conditionally Acceptable - Specific land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design. Clearly Unacceptable – New construction or development should not be undertaken.			
Source: City of San Rafael, San Rafael 2020 General Plan Noise Element, amended January 18, 2013.			

Noise impacts were analyzed in the previously certified Fair, Isaac Office Park Project Final EIR. The EIR noise analysis concluded that the operation of an office park land use at this location would be within the noise limits set forth in the City's noise ordinance (above). However, for construction noise, the EIR concluded that the pile driving required for construction of the office buildings would exceed noise limits and result in potentially significant noise and vibration impacts to local sensitive receptors (closest sensitive receptor to the site is Davidson Middle School). Specific timing limits for pile driving were required as a mitigation measure.

Table 6
Land Use Compatibility for New Development – Interior Noise Standards

Land Use Category	Community Noise Exposure (Ldn or CNEL, dBA)		
	Normally Acceptable	Conditionally Acceptable	Clearly Unacceptable
Bedrooms in Residential units not in Downtown	47.5 – 60	60 – 75	75 – 85
Other Rooms in Residential Units not in Downtown	47.5 – 60	60 - 80	80 - 85
Bedrooms in Residential units in Downtown	47.5 – 70	N/A	70 – 85
Hotels, Motels, Downtown Multifamily	47.5 – 70	70 – 85	N/A
NA: Not Applicable; Ldn: average day/night sound level; CNEL: Community Noise Equivalent Level			
Notes: Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. Conditionally Acceptable - Specific land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design. Clearly Unacceptable – New construction or development should not be undertaken.			
Source: City of San Rafael, San Rafael 2020 General Plan Noise Element, amended January 18, 2013.			

Municipal Code

Chapter 8.13 – Noise of the San Rafael Municipal Code includes several references to noise control. The following sections of the Municipal Code are applicable to the proposed project.

Section 8.13.040, General Noise Limits sets forth a summary of general noise limits. (Refer to Table 7, General Noise Limits).

Section 8.13.050, Standard exceptions to general noise limits specifies the following standard exceptions to the provisions of Section 8.13.040.

A. Construction. Except as otherwise provided in subsection B of this section, or by the planning commission or city council as part of the development review for the project, on any construction project on property within the city, construction, alteration, demolition, maintenance of construction equipment, deliveries of materials or equipment, or repair activities otherwise allowed under applicable law shall be allowed between the hours of seven a.m. (7:00 a.m.) and six p.m. (6:00 p.m.), Monday through Friday, and nine a.m. (9:00 a.m.) and six p.m. (6:00 p.m.) on Saturdays, provided that the noise level at any point outside of the property plane of the project shall not exceed ninety (90) dBA. All such activities shall be precluded on Sundays and holidays. Violation of the foregoing may subject the permittee to suspension of work by the chief building official for up to two (2) days per violation.

Table 7
General Noise Limits

Property Type or Zone	Daytime Limits	Nighttime Limits
Residential	60 dBA Intermittent 50 dBA Constant	50 dBA Intermittent 40 dBA Constant
Mixed-Use	65 dBA Intermittent 55 dBA Constant	55 dBA Intermittent 45 dBA Constant
Multifamily Residential (interior sound source)	40 dBA Intermittent 35 dBA Constant	35 dBA Intermittent 30 dBA Constant
Commercial	65 dBA Intermittent 55 dBA Constant	65 dBA Intermittent 55 dBA Constant
Industrial	70 dBA Intermittent ;lt;60 dBA Constant Tc>70 dBA Intermittent 60 dBA Constant	NA
Public Property	Most restrictive noise limit applicable to adjoining private property	Most restrictive noise limit applicable to adjoining private property
NA: Not Applicable; Ldn: average day/night sound level; CNEL: Community Noise Equivalent Level		
Source: City of San Rafael, San Rafael Municipal Code Section 8.13.040.		

Noise Measurements

In order to quantify existing ambient noise levels in the project area, RBF Baker conducted four noise measurements on February 11, 2015; refer to Table 8, Noise Measurements. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. Ten-minute measurements were taken, between 11:00 a.m. and 1:30 p.m., at each site during the day. Short-term (Leq) measurements are considered representative of the noise levels in the project vicinity.

Meteorological conditions were clear skies, cool temperatures, with light wind speeds (0 to 5 miles per hour), and low humidity. Measured noise levels during the daytime measurements ranged from 56.0 to 68.4 dBA Leq. Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for Type I (precision) sound level meters. The results of the field measurements are included in Appendix D, Acoustical Assessment.

Table 8
Noise Measurements

Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Peak (dBA)	Time
1	Along Lincoln Avenue within the southeastern portion of project site.	66.0	58.9	82.3	97.9	11:11 a.m.
2	Along Andersen Drive, adjacent to Albert Park.	63.3	52.3	78.9	94.6	12:16 p.m.
3	Parking lot within the western portion of the project site.	56.0	53.4	65.7	87.4	12:33 p.m.
4	Parking lot of Marin Color Service (770 Second Street, San Rafael), approximately 125 feet north of the project site boundary.	68.4	62.3	82.4	104.3	1:13 p.m.

Source: RBF Baker, February 11, 2015.

Existing Mobile Sources

The majority of the existing noise in the project area is generated from vehicle sources along Andersen Drive, Lincoln Avenue, access to the San Rafael Transit Center, and U.S. Highway 101. According to San Rafael Traffic Counts, the traffic volumes along the Andersen Drive and Lindaro Street intersection total to 7,600 average daily trips, and the traffic volumes along the Lincoln Avenue and Second Street intersection total to 5,083 average daily trips.[10] As noted in Table 8, existing ambient noise levels in the project area show traffic volumes along Andersen Drive correlate to a noise level of 63.3 dBA L_{eq} and traffic volumes along Lincoln Avenue between Second Street and Irwin Street correlate to a noise level of 66.0 dBA L_{eq}. Additionally existing noise in the project vicinity is generated from transit services (Sonoma County Transit, Marin Transit, and Golden Gate Transit) that serve San Rafael Transit Center, located approximately 105 feet northeast of the project site. Existing ambient noise levels show traffic volumes along Tamalpais Avenue and Second Street correlate to a noise level of 68.4 dBA L_{eq}. Existing noise within the project vicinity would also be generated from the U.S. Highway 101, located 305 feet east of the project site

Existing Stationary Sources

The project area is located in an urbanized area. The primary sources of stationary noise in the project vicinity are urban-related activities associated with the operations of automotive and commercial uses to the southeast, residential and commercial uses to the west, and commercial uses and parking areas to the north. The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.

Short-Term Construction

Construction of the proposed project would occur over approximately 16 months and would include demolition, grading, paving, building construction, and architectural coating. Ground-borne noise and other types of construction-related noise impacts would typically occur during excavation activities of the grading phase. This phase of construction has the potential to create the highest levels of noise. Typical

[10] City of San Rafael, *San Rafael Traffic Counts – August 2000 to February 2011 – Lindaro S/O Andersen,* September 11, 2003.

noise levels generated by construction equipment are shown in Table 9, Maximum Noise Levels Generated by Construction Equipment. It should be noted that the noise levels identified in Table 9 are maximum sound levels (Lmax), which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Pursuant to Municipal Code Section 8.13.050, construction activities may occur between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, 9:00 a.m. and 6:00 p.m. Saturdays, and is prohibited on Sundays and holidays. These permitted hours of construction are included in the code in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant disruption. The potential for construction-related noise to affect nearby residential receptors would depend on the location and proximity of construction activities to these receptors. Construction would occur throughout the 755 Lindaro and LPG2 areas and would not be concentrated or confined in the area directly adjacent to sensitive receptors. It should be noted that the noise levels depicted in Table 9 are maximum noise levels, which would occur sporadically when construction equipment is operated in proximity to sensitive receptors. Given the sporadic and variable nature of proposed project construction and the implementation of time limits specified in the Municipal Code, noise impacts would be reduced to a less than significant level. Additionally, to further reduce the potential for noise impacts, Mitigation Measure NOI-1 would be implemented to incorporate best management practices during construction. Implementation of Mitigation Measure NOI-1 would further minimize impacts from construction noise as it requires construction equipment to be equipped with properly operating and maintained mufflers and other state required noise attenuation devices. Thus, with mitigation, a less than significant noise impact would result from construction activities.

Table 9
Maximum Noise Levels Generated by Construction Equipment

Type of Equipment	Acoustical Use Factor[1]	L_{max} at 50 Feet (dBA)
Concrete Saw	20	90
Crane	16	81
Concrete Mixer Truck	40	79
Backhoe	40	78
Dozer	40	82
Excavator	40	81
Forklift	40	78
Paver	50	77
Roller	20	80
Tractor	40	84
Water Truck	40	80
Grader	40	85
General Industrial Equipment	50	85

Note:
1 – Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Source: Federal Highway Administration, Roadway Construction Noise Model (FHWA-HEP-05-054), January 2006.

Long-Term Operational impacts

Off-Site Mobile Noise

Future development generated by the proposed project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. Based on the San Rafael Corporate Center Trip Generation, Distribution, Assignment, and Parking Analysis Memorandum (Traffic Memorandum, prepared by Fehr and Peers, March 2015), the proposed project would increase traffic along surrounding roadways during long-term operational activities. The Traffic Memorandum compares the proposed project to the approved entitlement Medical Office Building (MOB) conversion analyzed in the 2011 Mitigated Negative Declaration. The analysis concludes that the proposed project would result in a decrease in daily trips from those trips analyzed as part of the approved entitlement analyzed in the 2011 Mitigated Negative Declaration. The approved MOB use would generate 1,405 daily trips while the proposed research and development use would generate 1,376 daily trips, resulting in a less intense land use and fewer vehicle trips. The proposed project is forecasted to generate 29 fewer daily trips compared to what was analyzed in the 2011 Mitigated Negative Declaration and the maximum allowed under recent project approvals. Therefore, the proposed project would not result in additional traffic on adjacent roadways, and subsequently vehicular noise in the vicinity of existing and proposed land uses would not increase. Therefore, a less than significant impact would occur in this regard.

On-Site Mobile Noise

The project proposes 72,400 square foot office building and expansion of the Lincoln Parking Garage (Phase 2 expansion) with approximately 257 structured stalls and approximately 43 stalls on grade on Parcel 8 of the SRCC. The project site is surrounded by developed general office and medical office buildings within the SRCC, and the on-site vehicles would not generate excessive noise as speeds would be similar to the existing facility operations. Further, the project would generate a reduction of approximately 29 daily trips, and would be similar to the noise environment in the existing area (general office). Therefore, on-site traffic noise would be less than what was previously analyzed in the 2011 Mitigated Negative Declaration and the maximum allowed under recent project approvals. The project would not generate substantial noise levels in exceedance of City standards, and a less than significant impact would occur.

Stationary Noise Impacts

The proposed project is anticipated to generate noise that is typical of these facilities including delivery trucks traveling on the site, mechanical equipment, and parking lot activities.

Slow-Moving Trucks (Deliveries)

The proposed project may involve occasional deliveries from slow-moving trucks. Typically, trucks used to make deliveries can generate a maximum noise level of 75 dBA at a distance of 50 feet. These are levels generated by a truck that is operated by a typically experienced driver with typically applied accelerations. Higher noise levels may be generated by the excessive application of power. Lower levels may be achieved, but would not be considered representative of a nominal truck operation.

Any deliveries to the project site would occur via the facility entrances along Lindaro Street and along Andersen Drive. These are typical noise levels of vehicles accessing the site and similar to traffic associated with parking lots. In addition, the project does not involve truck loading/unloading, warehouse, and docking operations as the proposed Research and Development Facility may only involve small scale deliveries as compared to that analyzed in the 2011 Mitigated Negative Declaration. Therefore, stationary noise impacts from slow-moving trucks would be less than significant.

Mechanical Equipment

Typically, mechanical equipment noise is 55 dBA at 50 feet from the source. HVAC units would be included on the roof of the proposed Research and Development Facility. Additionally, the HVAC units would be shielded by a mechanical screen wall and the roof would include a parapet, which would further attenuate noise. As the project would not place mechanical equipment associated with project near residential uses, noise from the HVAC units would not be perceptible at the nearest residents (existing multi-family residences located approximately 190 feet to the west of the proposed facility). Impacts from mechanical equipment would be less than significant.

Parking Areas

Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up and car passbys may be an annoyance to adjacent noise-sensitive receptors. Estimates of the maximum noise levels associated with some parking lot activities are presented in Table 10, Typical Noise Levels Generated by Parking Lots. Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. Sound levels of speech typically range from 33 dBA at 48 feet for normal speech to 50 dBA at 50 feet for very loud speech.

Impacts associated with parking would be considered minimal since the parking area would be within a structure. A majority of the parking spaces would be located within the six levels of the parking garage. It should be noted that parking lot noise are instantaneous noise levels compared to noise standards in the CNEL scale, which are averaged over time. As a result, actual noise levels over time resulting from parking lot activities would be far lower. Parking lot noise would also be partially masked by background noise from traffic along Lincoln Avenue. Additionally, parking lot noise currently exists at the project site from current operations at the project site. Therefore, the proposed parking would not result in substantially greater noise levels than currently exist at the project site as compared to that analyzed in the 2011 Mitigated Negative Declaration. Noise associated with parking lot activities is not anticipated to exceed the City's Noise Standards or the California Land Use Compatibility Standards during operation. Therefore, noise impacts from parking lots would be less than significant.

Table 10
Typical Noise Levels Generated by Parking Lots

Noise Source	Maximum Noise Levels at 50 Feet from Source
Car door slamming	63 dBA Leq
Car starting	60 dBA Leq
Car idling	61 dBA Leq

Source: RBF Baker, May 2015

Mitigation Measure:

NOI-1 Prior to Grading Permit issuance, the Project Applicant shall demonstrate, to the satisfaction of the San Rafael Planning Division that the project complies with the following:

- Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.

- Property owners and occupants located within 250 feet of the project boundary shall be sent a notice, at least 15 days prior to commencement of construction of each phase, regarding the construction schedule of the proposed project. A sign, legible at a distance of 50 feet shall also be posted at the project construction site. All notices and signs shall be reviewed and approved by the City of San Rafael Community Development Director (or designee), prior to mailing or posting and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints.

- The Contractor shall provide evidence that a construction staff member would be designated as a Noise Disturbance Coordinator and would be present on-site during construction activities. The Noise Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Noise Disturbance Coordinator shall notify the City within 24-hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the Community Development Director (or designee). All notices that are sent to residential units immediately surrounding the construction site and all signs posted at the construction site shall include the contact name and the telephone number for the Noise Disturbance Coordinator.

- Prior to issuance of any Grading or Building Permit, the Project Applicant shall demonstrate to the satisfaction of the Community Development Director (or designee) that construction noise reduction methods shall be used where feasible. These reduction methods include shutting off idling equipment, installing temporary

acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and electric air compressors and similar power tools.

- Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc.), to the extent feasible.

- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.

Construction activities shall not take place outside of the allowable hours specified by the City's Municipal Code Section 8.13.050 (7:00 a.m. and 6:00 p.m. on weekdays and 9:00 a.m. and 6:00 p.m. on Saturdays; construction activities are not permitted on Sundays and holidays).

(Sources: 1, 3, 4, 5, 7, 9, 14)

b. *Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?*	☐	☐	☒	☐

Discussion:

Short-Term Construction

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the Federal Transit Administration (FTA) guidelines show that a vibration level of up to 0.50 inch per second (in/sec) (102 velocity decibels [VdB]) is considered safe and would not result in any construction vibration damage. The vibration produced by construction equipment is illustrated in Table 11, Typical Vibration Levels for Construction Equipment.

Table 11
Typical Vibration Levels for Construction Equipment

Equipment	Approximate peak particle velocity at 25 feet (inches/second) [1]	Approximate peak particle velocity at 125 feet (inches/second) [2]	Approximate peak particle velocity at 190 feet (inches/second) [2]
Pile Driver (impact)	0.644	0.058	0.031
Large bulldozer	0.089	0.008	0.004
Loaded trucks	0.076	0.007	0.004
Small bulldozer	0.003	0.0003	0.0001

Notes:
1 – Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006. Table 12-2.
2 – Calculated using the following formula:
$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$
where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance
PPV (ref) = the reference vibration level in in/sec from Table 12-2 of the FTA Transit Noise and Vibration Impact Assessment Guidelines
D = the distance from the equipment to the receiver
Source: RBF Baker, *Acoustical Assessment*, May 2015, see Appendix D

Groundborne vibration decreases rapidly with distance. As indicated in Table 11, based on the Federal Transit Administration (FTA) data, vibration velocities from typical heavy construction equipment operation that would be used during project construction range from 0.003 to 0.644 in/sec peak particle velocity (PPV) at 25 feet from the source of activity. With regard to the proposed project, groundborne vibration would be generated primarily during grading activities on-site and by off-site haul-truck travel. Additionally, the proposed project would require the use of pile drivers. The nearest sensitive receptor to the proposed facility is Albert Park located 125 feet from the south and the existing multi-family residences located approximately 190 from the west. As indicated in Table 11, based on the Federal Transit Administration (FTA) data, vibration velocities from typical heavy construction equipment operation that would be used during project construction range from 0.003 to 0.089 inch-per-second peak particle velocity (PPV) at 25 feet from the source of activity, and would range from 0.0003 to 0.008 inch-per-second PPV at 125 feet and 0.0001 to 0.004 inch-per-second PPV at 190 feet. As construction activities would occur approximately 125 feet away from the closest sensitive receptor, and 190 feet from the closest structures (multi-family residences), the proposed construction activities would not exceed the 0.2 in/sec PPV significance threshold for vibration. Therefore, vibration impacts associated with pile driving and other construction equipment used for the project would be less than significant.

Long-Term Operational impacts

The project proposes a research and development facility with related and support spaces and a parking garage expansion that would not generate ground-borne vibration that could be felt at surrounding uses. The proposed project would not involve railroads or substantial heavy truck operations, and therefore would not result in vibration impacts at surrounding uses as compared to that analyzed in the 2011 Mitigated Negative Declaration. As such, no impact would occur in this regard.

(Sources: 1, 3, 4, 5, 7, 9, 14)

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. See discussion in XII(a), above. As discussed, the noise impacts for operation of the office park at full build-out would not significantly increase noise levels in this Downtown urban area.

(Sources: 1, 3, 4, 5, 7, 9, 14)

d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. See discussion in XII(a), above. The proposed project, which involves modifications to the list of allowed uses for this office park would not result in any temporary or periodic increases in ambient noise levels.

(Sources: 1, 3, 4, 5, 7, 9, 14)

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion:

No Impact. The closest private airstrip is the San Rafael Airport, which is located 3.5 miles northeast of the project site. The proposed project is not located within an airport land use plan. There is no public airport, public use airport, or private airstrip located within two miles of the project site. The proposed project would not expose people residing or working in the area to excessive noise levels. Therefore, there would be no impacts from airports.

(Sources: 1, 3, 4, 5, 7, 9, 14)

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion:

No Impact. See Response XII(e) above.

Noise Cumulative Impacts

With the implementation of Mitigation Measure NOI-1, the potential noise impacts as a result of exposure to construction noise levels from project site would be reduced to less than significant. Noise increases associated with project construction would occur in areas immediately adjacent to the site as well as areas adjacent to access and haul routes. Construction activities would be limited by City Code requirements for limiting construction hours and would limit construction activities and related noise to daytime hours. However, each cumulative project would require separate discretionary approval and CEQA assessment, which would address potential noise impacts and identify necessary attenuation measures, where appropriate. There are no approved, pending, or potential projects located immediately adjacent to the site that would contribute to cumulative construction-related noise increases in areas immediately adjacent to the site.

It should be noted that two Sonoma – Marin Area Rail Transit (SMART) projects are proposed in proximity to the proposed project. The Downtown San Rafael SMART station located between Third and Fourth streets at Tamalpais Avenue and the Downtown San Rafael to Larkspur Extension of rail service. The 755 Lindaro and LPG2 building sites are located over 1,200 feet and 700 feet, respectively from the proposed Downtown San Rafael SMART station, and 1,200 feet and 500 feet, respectively from the existing rail road tracks from adjacent to Francisco Boulevard West.

As noise dissipates as it travels away from its source, noise impacts from stationary sources would be limited to each of the respective sites and their vicinities. Stationary noise sources would be limited in their impacts as the cumulative projects and proposed project would be separated by intervening structures. Due to site distances and these intervening structures, and the temporary nature of construction activities, cumulative stationary noise impacts would be less than significant. As noted above, the proposed project would not result in stationary long-term equipment that would significantly affect surrounding sensitive receptors. Thus, impacts in this regard are not cumulatively considerable.

Project implementation would not create a noticeable change in ambient traffic noise levels. As a result, the proposed project would not create cumulatively considerable noise impacts due to the relatively low trip generation. All future development within the project area and surrounding region would be subject to comply with City, and State, guidelines regarding noise abatement and insulation standards. There are no approved, pending, or potential projects located immediately adjacent to the site and therefore, no cumulative operational noise increases are expected to occur in areas immediately adjacent to the site (no impact). Therefore, the project would result in less than significant cumulative noise impacts.

(Sources: 1, 3, 4, 5, 7, 9, 14)

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*

XIII. POPULATION AND HOUSING

Would the project:

a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. The project does not propose any new residential units or new businesses that would directly induce substantial population growth. The addition of 72,400 square feet of office space would not induce substantial growth in the area because it would not result in a substantial number of new jobs that would require a significant increase in the housing supply in the area, or result in new development pressures in undeveloped areas. The project does not propose the extension of any roadways or infrastructure such as water or sewer service, nor significantly expand any of those services in a fashion that would remove a barrier to growth that previously inhibited growth in the area. The project would not change any of the population growth projections evaluated in the City of San Rafael General Plan 2020. To address an existing jobs/housing imbalance within the City and surrounding areas, the project will be subject to the City's affordable housing in-lieu linkage fee to address the need for workforce housing within the City. Therefore, the project would have a less than significant impact on population growth.

(Sources: 1, 3, 4, 5, 7, 9)

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion:

No Impact. The project area does not contain any existing housing units and would not cause any existing housing units to be displaced. The proposed project would not necessitate the construction of replacement housing elsewhere. As a result, there would be no impacts on housing displacement.

(Sources: 1, 3, 4, 5, 7, 9)

c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion:

No Impact. See discussion in XIII(b), above.

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*

Population and Housing Cumulative Impacts

The proposed project would not result in direct or indirect, permanent or temporary impacts related to population or housing. Therefore, the proposed project would not result in incremental effects to population and housing that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects.

(Sources: 1, 3, 4, 5, 7, 9)

XIV. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. The proposed project does not result in a substantial increase in population, or propose new development in an area that currently does not have fire service. For medical emergencies, Fire Station 1, located at 1039 C Street would respond to the project site. For structure fires, Engine Company 51 from 1039 C Street and Engine Company 52 from 210 Third Street would respond. The fire stations are located 0.5 mile and 0.7 mile, respectively. The additional structures are within a 3 minute response time from the existing fire stations. The proposed buildings meet the existing height restrictions. No new equipment or new fire stations would be required to serve the proposed project. The project does not require an extension of the existing fire service area that would significantly extend response times. The project is surrounded by existing properties that currently receive fire service. The project applicant would pay a Development Impact Fee of $0.12 per square foot of commercial development. For the proposed project this would amount to approximately $9,600 that would be used by the City to cover the cost of the project's impact on public facilities and services within the City. The fees are collected at the time of building permit. Money collected as part of the Development Impact Fee would be used to cover on-going costs associated with fire protection services within the City. For these reasons, potential impacts are considered less than significant.

The previously certified Fair, Isaac Office Park Project Final EIR concluded that the proposed development at that time would not result in a significant impact on fire protection services and no mitigation was required.

(Sources: 1, 3, 4, 5, 7, 9)

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
b. Police protection?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. The proposed project does not result in a substantial increase in population, or propose new development in an area that currently does not have police protection. The San Rafael Police Department is located at 1400 Fifth Avenue in San Rafael. The Police Department is located approximately 0.6 mile from the project site and within a 3 minute response time from the police station.

The project is surrounded by existing properties that currently receive police protection, as do the existing businesses within the SRCC and surrounding area. The project is consistent with the land uses and building intensities planned for this area of Downtown in the City's General Plan. The project applicant would pay a Development Impact Fee of $0.12 per square foot of commercial development. For the proposed project this would amount to approximately $9,600 that would be used by the City to cover the cost of the project's impact on public facilities and services within the City. The fees are collected at the time of building permit. Money collected as part of the Development Impact Fee would be used to cover on-going costs associated with police protection services within the City. For these reasons, potential impacts are considered less than significant.

The previously certified Fair, Isaac Office Park Project Final EIR concluded that the proposed development at that time would not result in a significant impact on police protection services and no mitigation was required.

(Sources: 1, 3, 4, 5, 7, 9)

c. Schools?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. Mitigation for impacts on schools is governed by Government Code Section 65995(h) which states that the payment or satisfaction of a fee, charge, or other requirement levied or imposed pursuant to Section 17620 of the Education Code is deemed to be full and complete mitigation of the impacts for the planning, use, development, or the provision of adequate school facilities and Section 65996(b) states that the provisions of the Government Code provide full and complete school facilities mitigation. The City collects school impact fees prior to the issuance of building permits. As such, potential impacts are considered less than significant.

(Sources: 1, 3, 4, 5, 7, 9)

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*
d. Parks?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. Public park and recreation impacts associated with the office park development were addressed in the previously certified Fair, Isaac Office Park Project Final EIR. As a result of the initial City review process for the office design and development, a publicly-accessible park and trail area were incorporated along the southern portion of the SRCC campus, abutting Mahon Creek. The trail and park area are open to the public from dawn to dusk. Concurrent with the office park development, the City of San Rafael built the Mahon Creek trail, a public park pedestrian and bicycle trail that traverses the south side of Mahon Creek. No changes to this park and trail are proposed with the current project. Therefore, potential impacts are considered to be less than significant.

(Sources: 1, 3, 4, 5, 7, 9)

e. Other public facilities?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. The closest public facilities to the project site are the Bettini Transit Center and the planned SMART rail station. The office park development is appropriately located near these existing/planned facilities, which would facilitate public transit use. Therefore, potential impacts are considered to be less than significant.

(Sources: 1, 3, 4, 5, 7, 9)

Cumulative Impacts

The proposed project would not result in a significant impact to any public services or facilities, nor would it result in growth beyond what has been planned in the General Plan 2020 Update. Therefore, the proposed project would not result in incremental effects to public services or facilities that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. Potential cumulative impacts are considered not to be cumulatively considerable and less than significant.

(Sources: 1, 3, 4, 5, 7, 9)

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*

XV. RECREATION

Would the project:

a. *Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. See response to XIV(d) above.

(Sources: 1, 3, 4, 5, 7, 9)

b. *Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?*	☐	☐	☐	☒

Discussion:

No impact. The proposed project would result in the development of additional buildings within the SRCC. Recreation impacts associated with the office park development were addressed in the previously certified Fair, Isaac Office Park Project Final EIR. As a result of the initial process for the office design, a publicly-accessible park and trail area were incorporated along the southern portion of the campus, abutting Mahon Creek. The trail and park area are open to the public from dawn to dusk. The proposed project does not include any changes to the existing park or trail. The new development would not require any changes or limit the use of the park and trail by the public. For these reasons the potential impacts are considered less than significant.

(Sources: 1, 3, 4, 5, 7, 9)

Recreation Cumulative Impacts

As identified in the analysis above, the proposed project would not result in a potentially significant impact on recreational facilities and services. Therefore, no cumulative impacts on recreational facilities would result from proposed project implementation.

(Sources: 1, 3, 4, 5, 7, 9)

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*

XVI. TRANSPORTATION/TRAFFIC

Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant component of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit)?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. The SRCC was originally approved and entitled as a 401,000 square foot general office complex. In 2011, the owners gained approvals to convert approximately 68,000 square feet of entitled general office space to medical office building (MOB). The project now proposes to convert 86,000 square feet of MOB space into General Office space and to also add an additional 72,400 square feet of General Office uses, for a total of 388,000 square feet of General Office Use (314,600 square feet currently under entitled + 72,400 square feet proposed). This change and addition of General Office area is referred to as the Proposed Project in this traffic analysis. Table 12 indicates a summary of the original entitlement, current entitlement, and proposed Project broken down by land use.

Table 12
Land Use Summary

Land Use Category	Size (sf)[1]
Original Entitlement	
General Office	401,000
Total	*401,000*
Baseline (Entitled with Approved MOB Conversion)	
General Office	332,932
Medical Office	68,068
Total	*401,000*
Proposed Project	
General Office	388,000
Research & Development	86,000
Total	*474,000*

Notes: 1. Square feet (sf), Source: SRCC; Fehr & Peers, 2015

Assessment of Trip Generation.

Medical use has a higher trip generation rate (AM/PM peak and average daily trips) than General Office. Utilizing Institute of Transportation Engineers trip (ITE) generation rates with the change in building square feet as indicted in Table 1, the project would generate 1,156 less daily trips, 33 more AM peak hour trips and 62 less PM peak hour trips than what is currently permitted onsite. Table 13 indicates the change in trip generation.

Table 13
Trip Generation

Land Use Category	Size (sf)[1]	Daily	AM				PM				Total Peak Hour Trips
			Rate	In	Out	Total	Rate	In	Out	Total	
General office	401,000	4,415	1.55	547	75	622	1.49	102	496	598	-
Total Vehicle Trips (A)		**4.415**	**-**	**547**	**75**	**622**	**-**	**102**	**496**	**598**	**1,220**
Baseline (Entitled with Recently Approved MOB Conversion)											
General Office[2]	332,932	3,666	1.55	454	62	516	1.49	84	412	496	-
Medical Office[3]	68,068	2,459	2.30	124	33	157	3.46	64	172	236	-
Total Vehicle Trips (B)		**6,125**	-	**578**	**95**	**673**	-	**148**	**584**	**732**	**1,405**
Net Trip Increase (B-A)		**1,710**	-	**31**	**20**	**51**	-	**46**	**88**	**134**	**185**
Proposed Project											
General Office[2]	388,000	4,272	1.55	529	72	601	1.49	98	480	578	
Research & Development[4]	86,000	697	1.22	87	18	105	1.07	14	78	92	
Total Vehicle Trips (C)		**4,969**	-	**616**	**90**	**706**	-	**112**	**558**	**670**	**1,376**
Net Trip Increase (C-B)		**-1,156**	-	**38**	**-5**	**33**	-	**-36**	**-26**	**-62**	**-29**

1. Square feet (sf)
2. Average trips rates from ITE Trip Generation Manual, for land use # 710 General Office Building
3. Average trips rates from ITE Trip Generation Manual, for land use # 720 Medical-Dental Office Building
4. Average trips rates from ITE Trip Generation Manual, for land use # 760 Research and Development Center

Source: ITE Trip Generation, 8th Edition (2008); SRCC; Fehr & Peers, 2015

Assessment of Trip Distribution Project Impacts on Local Intersections/Arterials

With the proposed site plan changes, trip distribution patterns would change slightly compared to the currently permitted uses, but overall, the Project trips would follow the same distribution pattern as evaluated in the 2011 Mitigated Negative Declaration analysis. Approximately 25% of the traffic would

continue to travel north on I-580 and 69% would be generated from the south along I-580 /US 101. The remainder of the trips would distribute on the local street network: 8% to west, 3% to the east, 3% to the south and 1% to the north. An assignment of the volumes onto the local streets indicates an increase in the AM peak and a decrease during the PM peak as a result of the proposed project at the study intersections. The highest increase in the AM is 4 vehicles at any study intersection. Because the project would result in fewer overall traffic trips than what is currently permitted for the Medical Office Building land use evaluated in the 2011 Mitigated Negative Declaration potential impacts are considered to be less than significant.

Transit System, Pedestrian and Bicycle Facilities

There are two bus stops adjacent to the project site on Lindaro Street. There is an existing bike path located off of Anderson Drive just south of Lindaro Street intersection. The bike path extends to the west along the south side of Mahon Creek to Second Street. The bike path would connect to the planned transit center on Second Street and to other proposed bike trails planned as part of the San Rafael Bicycle/Pedestrian Master Plan. The project related traffic trips would not adversely affect alternate forms of transportation in the area, including mass transit, bicycle, or pedestrian routes.

(Sources: 1, 3, 4, 5, 7, 9, 16)

b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. The proposed project would generate 1,156 less daily trips, 33 more AM peak hour trips and 62 less PM peak hour trips than what is currently permitted onsite and what was evaluated for the Medical Office Building use evaluated in the 2011 Mitigated Negative Declaration. Therefore, no conflict with an applicable CMP would occur as a result of the proposed project. As such, impacts are considered less than significant and no mitigation is required.

The Transportation Authority of Marin (TAM) serves as the Marin County Congestion Management Agency. As part of the analysis for the 2011 Mitigated Negative Declaration to evaluate the additional of Medical Office Use, TAM staff has reported that as a result of implementing the US 101 Gap Closure project, conditions along the US 101 segments through Central San Rafael have improved from the unacceptable LOS conditions (reported in the previously certified Fair, Isaac Office Park Project Final EIR) to acceptable LOS levels (through year 2030 with projected growth). So, while the initial Fair, Isaac Office Park approval required the City to make findings of overriding consideration because of the project's contributions to unacceptable traffic conditions along these US 101 segments, this finding is no

longer required because of the current and projected LOS segment conditions. Therefore, potential impacts are considered less than significant.

(Sources: 1, 3, 4, 5, 7, 9, 16, 17)

c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒

Discussion:

No Impact. The proposed project does not include any aviation components or structures where height would be an aviation concern. Additionally, no substantial new air traffic would be generated at the local airports in Marin County as a result of the proposed project. The proposed project would not result in any impacts on air traffic pattern or an increase in traffic levels or a change in location that would result in a safety risk because the project is a multi-family residential development that is not located near an airport and the development of the project would not affect airport operations at an airport.

(Sources: 1, 3, 4, 5, 7, 9, 16)

d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. The project does not include any roadway improvements or new driveway. Entry into the proposed buildings would utilize existing driveways on Lindaro Street, and Lincoln Avenue. The existing entry into the 755 Lindaro site is currently a signalized intersection and no changes are proposed to the lane configurations on Lindaro Street. As such, potential impacts are considered less than significant and no mitigation is required.

(Sources: 1, 3, 4, 5, 7, 9, 16)

e. Result in inadequate emergency access?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. Emergency access facilities have been included in the design and development of the office park campus. The internal circulation of the both the 755 Lindaro and LPG2 sites has been reviewed by the City Fire Department to ensure the project has been designed to accommodate the City's emergency vehicles with adequate access and turning radii. Therefore, emergency access impacts are considered less than significant and no mitigation is required.

	Potentially Significant Impact	*Less-Than-Significant With Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*

(Sources: 1, 3, 4, 5, 7, 9, 16)

f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. The proposed project does not conflict with any adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

A review of project consistency with adopted policies and programs relating to public transit, bicycle and pedestrian facilities was addressed in the previously certified Fair, Isaac Office Park Project Final EIR. The FEIR concluded that the vehicle traffic generation from the office park development would result in potential safety impacts to pedestrians and cyclists. The Final EIR mitigation measures included, among others: a) a signalized, mid-block crossing along Lindaro Street between Second Street and Andersen Drive; and b) a safe-zone pedestrian plaza at the site corner of Second Street and Lincoln Avenue, which is an intersection that provides direct access to the Bettini Transit Center. These improvements have been constructed as part of the existing SRCC development. The proposed project does not require significant roadway or intersection improvements that would conflict with adopted plans for implementing public transit, bicycle, or pedestrian facilities. Potential impacts are considered less than significant and no additional mitigation is required.

Transportation and Traffic Cumulative Impacts

Cumulative traffic impacts are assessed by reviewing the project traffic with projected growth under the San Rafael General Plan 2020. This reduction in trips for cumulative conditions would result in a net decrease for R&D use and would not impact the build-out network and can be accommodated by the planned transportation improvements. Consistent with San Rafael General Plan, the development of a R&D building would be subject to City-wide traffic mitigation fees. The traffic mitigation fees are used to fund the planned transportation improvements listed in General Policy C-5. Per Resolution No. 11668, fees are calculated by combing the projected AM and PM peak hour trips for this use allowance. Since the project would generate 29 fewer trips, the fees would be reduced by $123,134 ($4,246 per trip) from what was required based on the previous entitlements approved for the SRCC. As traffic mitigation fees are required as a condition of project approval, no separate environmental mitigation is required. With the payment of traffic mitigation fees to fund planned improvements, cumulative traffic impacts would be reduced to a less-than-significant level. The traffic mitigation fee would be charged at the time a building permit is issued for every new medical use tenant until the maximum medical office square-footage allowance is reached. At that point, the full traffic mitigation fee obligation would be met and no further fee charges would be required.

The low volume of traffic generated by the proposed project would not result in any significant direct impacts on any intersections or roadway segments. The project is consistent with the land use

designation and development density established by the existing zoning, community plan, and General Plan policies for the General Plan 2020 Update. Therefore, cumulative impacts are considered less than cumulatively considerable.

(Sources: 1, 3, 4, 5, 7, 9, 16)

XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. The proposed 755 Lindaro would be served by Central Marin Sanitation Agency (CMSA), San Rafael Sanitation District, and the CMSA Wastewater Treatment Plant. The wastewater flows from the San Rafael Sanitation District are conveyed to the Central Marin Sanitation Agency Wastewater Treatment Plant. The proposed project is consistent with the existing land use designations and proposed intensities of the project site. The project would not result in the need for additional capacity at the wastewater treatment plant or additional wastewater infrastructure to be built offsite. Therefore, potential impacts due to increased wastewater flows and demand for sanitary sewer conveyance and treatment facilities generated by the proposed project would be less than significant.

Waste water generation and impacts on the service and treatment capacity of San Rafael Sanitation District and Central Marin Sanitation Agency (CMSA) were addressed in the previously certified Fair, Isaac Office Park Project Final EIR. The EIR concluded that the office park development would not cause impacts to facilities that would exceed the RWQCB treatment requirements. However, impacts were identified for waste water infrastructure. Mitigation measures recommending infrastructure upgrades have already been implemented, therefore, no further mitigation is required.

(Sources: 1, 3, 4, 5, 7, 9)

b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. Please see Response XVII (a) above. The Central Marin Sanitation Agency, San Rafael Sanitation District, and the CMSA Wastewater Treatment Plant have adequate capacity to accommodate the proposed 72,400 square foot office building. Thus, water or wastewater impacts related to implementation of the proposed project would be less than significant.

Water service and waste water generation impacts associated with the office park development were addressed in the previously certified Fair, Isaac Office Park Project Final EIR. Mitigation measures, which have been successfully implemented, included water, sewer line and infrastructure upgrades. Therefore, no further mitigation is required.

(Sources: 1, 3, 4, 5, 7, 9)

c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. As discussed in Section IX, Hydrology and Water Quality, the construction of new stormwater drainage facilities or expansion of existing facilities would not be required for the proposed project, because the project would not increase the amount of surface water runoff leaving the site. The project has incorporated the use of biofiltration areas onsite to limit the amount of surface water runoff from the site. The application of this best management practice, as well as the application of the City's standard conditions of project approval, would result in an improved condition in comparison to the existing site conditions. The new development would utilize the existing storm drain infrastructure constructed as part of the existing SRCC development.

The proposed project is limited to changes in the approved land uses for the SRCC. Storm water facilities impacts associated with the office park development were addressed in the previously certified Fair, Isaac Office Park Project Final EIR. The EIR concluded that the surface water runoff generated by the office park development would exceed the capacity of storm water drainage facilities, which could result in the increased potential for flooding. As a result, a new storm water drainage pump station (Lindaro Pump Station) was constructed to accommodate additional urban runoff. Therefore, the construction of new stormwater drainage facilities would not cause a significant impact; and no mitigation is required.

(Sources: 1, 3, 4, 5, 7, 9)

d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. Subsequent to the certification of the Fair, Isaac Office Park Project Final EIR and the 2007 General Plan 2020 EIR, the Marin Municipal Water District (MMWD) prepared an Urban Water Management Plan (UWMP). Based upon the MMWD 2010 UWMP, adequate water supply is available for the proposed project. Based upon water demand projections, the UWMP forecasts that

the MMWD would serve an additional 49 acre-feet per year of water for commercial uses by the year 2020. This is to serve a projected 251 additional commercial accounts by the year 2020. The District's water conservation measures are expected to result in a drop of per capita water demand resulting in an overall decrease in water use for commercial uses despite an increasing number of projected accounts by the year 2020. The proposed 72,400 square foot commercial use of the 755 Lindaro site is within the project amounts of the UWMP. The LPG2 is not considered as the projected water use for the parking garage use is expected to be nominal with regards to water planning efforts.

In January 2014, Governor Edmund G. Brown declared a drought state of emergency due to rainfall totals and snowpack remaining critically low. Additionally, the MMWD Board of Directors have called for a 25% voluntary rationing for residential customers using over 65 gallons per day. Even with the drought, the MMWD has indicated that there would be adequate water supply to accommodate the proposed project. Therefore, potential impacts water supply is considered less than significant and no new or expanded entitlements are needed.

(Sources: 1, 3, 4, 5, 7, 9)

e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. As explained in response XVII (a), Central Marin Sanitation Agency, San Rafael Sanitary District would provide wastewater services to the proposed project and has adequate facilities to accommodate development of the project site.

Waste water generation and impacts on the San Rafael Sanitation District infrastructure and Central Marin Sanitation Agency (CMSA) plant were addressed in the previously certified Fair, Isaac Office Park Project Final EIR. Mitigation measures, which have been successfully implemented, included sewer line and infrastructure upgrades. No impacts to the CMSA plant were identified and no improvements to the plant were required. Thus, no additional impacts would result from the proposed project and impacts would be considered less than significant.

(Sources: 1, 3, 4, 5, 7, 9)

	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. Solid waste collected within the City of San Rafael is disposed of at the Redwood Landfill. The Redwood Landfill is a fully permitted Class III disposal site located approximately 3.5 miles north of the City of Novato, and is used for more than 95% of Marin County's solid waste disposal, including solid waste from the City of San Rafael. The Redwood Landfill has a permitted capacity of 19,100,000 cubic yards. The Redwood Landfill is permitted to accept 2,300 tons per day of solid waste. The addition of 80,000 square feet of R&D office space would not significantly change the amount of solid waste generated within the City because the development would not significantly change the number of people working and living within the City as planned in the City's General Plan 2020 population counts and would not significantly alter the amount of waste generated within the City. As the project is consistent with the existing General Plan, potential impacts are considered less than significant.

Solid waste impacts (associated with the office project development) to the Redwood Landfill were addressed in the previously certified Fair, Isaac Office Park Project Final EIR, which included mitigation measures for addressing waste. The measures have been successfully implemented. Therefore, potential impacts are considered less than significant.

(Sources: 1, 3, 4, 5, 7, 9)

g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. Solid waste disposal services for the project site would be handled by Marin Sanitary Service and the Redwood Landfill. Both entities are subject to the California Integrated Waste Management Act to meet state waste diversion goals. Both entities offer recycling services to minimize the solid waste that is deposited it the landfill. Marin Sanitary Service offers curbside recycling and green waste composting. [11] The Redwood Landfill recycles approximately 50% of the materials brought to the landfill site. [12] The project would be served by these entities and the existing recycling and waste reduction programs which comply with the California Integrated Waste Management Act.

The Marin Hazardous and Solid Waste Joint Powers Authority (JPA) provides hazardous waste collection, recycling, and disposal information to ensure compliance with state recycling mandates. The Marin County Department of Public Works/Waste Management administers the JPA. The JPA comprises the cities and towns of Belvedere, Corte Madera, Fairfax, Larkspur, Mill Valley, Novato, Ross, San Anselmo, San Rafael, Sausalito, and Tiburon, and the County of Marin. The JPA's purpose is to ensure

[11] Marin Sanitary Service, http://www.marinsanitary.com, accessed June 22, 2015
[12] Redwood Landfill, http://redwoodlandfill.wm.com/index.jsp, accessed June 22, 2015

Marin's compliance with the California Integrated Waste Management Act and its waste reduction mandates. The project would comply with the JPA through the recycling and waste reduction services provided by Marin Sanitary Service and the Redwood Landfill. Therefore, potential impacts are considered less than significant.

Solid waste impacts associated with the development and operation of the office campus were addressed in the previously certified Fair, Isaac Office Park Project Final EIR, which included mitigation measures for addressing waste. The measures have been successfully mitigated. Therefore, potential impacts are considered less than significant.

Utilities and Service Systems Cumulative Impacts

The proposed project would have a less than significant impact with respect to utilities/service systems. The proposed project would not require additional water or wastewater infrastructure, nor an increased demand for solid waste disposal to accommodate building facility operation. The proposed project would result in an incremental increase in the cumulative water demand within the MMWD service area. However, the proposed project density is consistent with the demand anticipated in the long range water supply planning evaluated in the MMWD UWMP. Each individual project is subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with applicable utility companies would allow for the provision of utility service to the proposed project and other developments. The proposed project and other planned projects are subject to connection and service fees to assist in facility expansion and service improvements triggered by an increase in demand. Because of the utility planning and coordination activities described above, no significant cumulative utility impacts are anticipated.

(Sources: 1, 3, 4, 5, 7, 9)

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a. *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*	☐	☐	☐	☒

Discussion:

No Impact. The potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten

to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory were considered in the response to each question in the respective sections (Sections IV and V) of this checklist. In addition to project specific impacts, this evaluation considered the project's potential for significant cumulative effects. There is no substantial evidence that there are biological or cultural resources that are affected or associated with this project. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

(Sources: 1 through 19)

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. Per the criteria for evaluating environmental impacts in this Initial Study, the potential for adverse cumulative effects were considered in the response to each question in sections I through XVIII of this checklist. In addition to project specific impacts, this evaluation considered the project's potential for incremental effects that are cumulatively considerable. As discussed in Section XVI(b) above, at the time of initial office campus environmental review, it was determined that project build-out would result in significant and unavoidable cumulative traffic impacts along three segments of Highway US 101 through Central San Rafael. However, since the approval of the office campus in 1998, Caltrans completed the Gap Closure project, which resulted in freeway widening and the extension of HOV lanes. With these Caltrans improvements, the previously-reported LOS conditions along these three segments of Highway US 101 have been reduced to less-than-significant levels. As a result of this initial study, no cumulative effects associated with the proposed project have been identified. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

(Sources: 1 through 19)

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. The project proposes to broaden the allowable office use mix for the SRCC campus and would not involve any physical improvements or changes in the environment that would affect human beings. As discussed above, the previously certified Fair, Isaac Office Park Project

Final EIR was prepared for the project development, which covered all aspects of potential environmental effects. As a result, mitigation measures were incorporated into the development that would address potential impacts on human beings, specifically measures for treating, controlling and monitoring ground water and soil intended to reduce health hazards to humans. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

(Sources: 1 through 19)

SOURCE REFERENCES

The following is a list of references used in the preparation of this document. Unless attached herein, copies of all reference reports, memorandums and letters are on file with the City of San Rafael Department of Community Development. References to Publications prepared by Federal or State agencies may be found with the agency responsible for providing such information.

1. City of San Rafael General Plan 2020 and Final EIR, City of San Rafael, adopted November 15, 2004; updated for adoption of Sustainability Element, July 2011.

2. Qualified Greenhouse Gas Emissions Reduction Strategy, prepared and adopted by the City of San Rafael (PMC Consultants); July 2011.

3. City of San Rafael Municipal Code, City of San Rafael, adopted 1992, amended May 1996.

4. Application packet submitted October 31, 2014 by BioMarin.

5. Fair, Isaac Final Environmental Impact Report, prepared by RBF Consulting for City of San Rafael; certified February 1998.

6. City of San Rafael Ordinance No. 1901 (Planned Development District -1901, San Rafael Corporate Center); adopted August 2000.

7. City Council Resolution No. 10024 adopting CEQA Findings of Fact and approval of Mitigation Monitoring and Reporting Program (MMRP) for Fair, Isaac Office Complex (San Rafael Corporate Center); February 1998.

8. City Council Resolutions No. 10025 and 10684 approving Master Use Permit, Environmental and Design Review Permit and Vesting Tentative Map for Fair, Isaac Office Complex (San Rafael Corporate Center; February 1998 and August 2000.

9. City of San Rafael, 2011, San Rafael Corporate Center, Initial Study/Negative Declaration; Amendments to PD1754 Zoning District, Master Use Permit and Development Agreement to Expand Allowable Uses to Include Medical Use and Research & Development; City File Nos. ZC11-002, UP11-033, DA11-001 and IS11-002.

10. Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM); Panel No. 06041C0457D, updated May 5, 2009; via www.marinmap.org, accessed June 18, 2015.

11. California State Water Resources Control Board, National Pollutant Discharge Elimination System Permit, Water Quality Order No. 2013-0001-DWQ, General Permit No. CAS000004 (Phase II Stormwater Permit).

12. Governor's Office of Planning and Research, May 2015; Discussion Draft Technical Advisory: AB 52 and Tribal Cultural Resources in CEQA.

13. Assembly Bill No. 52 (2013-2014 Reg. Sess.) http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140AB52 (as of Feb. 17, 2015).

14. Acoustical Assessment for San Rafael Corporate Center, May 2015, prepared by RBF Consulting, a Michael Baker International Company.

15. Air Quality/Greenhouse Gas Assessment for San Rafael Corporate Center, May 2015, prepared by RBF Consulting, a Michael Baker International Company.

16. San Rafael Corporate Center Trip Generation, Distribution, Assignment, and Parking Analysis, May 5, 2015, prepared by Fehr and Peers.

17. Letter from Transportation Authority of Marin addressing traffic impacts to major arterials and US 101; March 5, 2010.

18. Geotechnical Investigation Report, CCCA, LLC – NLB2, San Rafael Corporate Center, Parcel 1, October 29, 2014, prepared by Miller Pacific Engineering Group.

19. Final Addendum, Soil Management Work Plan (SMWP), San Rafael Corporate Center (SRCC), January 11, 2008, prepared by Geologica.

REPORT AUTHORS AND CONSULTANTS

City of San Rafael

Paul A. Jensen, Community Development Director; City of San Rafael Community Development Department
Raffi Boloyan, Planning Manager; City of San Rafael Community Development Department
Sean Kennings, Contract Project Manager; City of San Rafael, Community Development Department
Leslie Bloomquist, Associate Civil Engineer; City of San Rafael Public Works Department

Kimley-Horn and Associates

Laura Worthington-Forbes, Project Principal
Alex Jewell, Project Manager
Frederik Venter, Transportation Planner

RBF Consulting, a Michael Baker International Company

Achilles Malisos, Manager of Air and Noise Studies

PROJECT SPONSOR'S INCORPORATION OF MITIGATION MEASURES

As the project sponsor or the authorized agent of the project sponsor, I, _____, undersigned, have reviewed the Initial Study for the San Rafael Corporate Center and have particularly reviewed all mitigation measures and monitoring programs identified herein. I accept the findings of the Initial Study and mitigation measures and hereby agree to modify the proposed project applications now on file with the City of San Rafael to include and incorporate all mitigation measures and monitoring programs set out in this Initial Study.

DS

DocuSigned by:
Rob Teneros
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6/26/2015

Property Owner (authorized agent) Date

DETERMINATION FOR THIS PROJECT

On the basis of this Initial Study and the findings of the Environmental Checklist, I find that the proposed project would not result in a potentially significant impact on the environment. Therefore, adoption of a Mitigated Negative Declaration is recommended.

Sean Kennings — Signature

6/26/15 — Date

SEAN KENNINGS — Printed Name

CONTRACT PLANNER — Title