San Rafael Airport Recreational Facility

Draft Environmental Impact Report

SCH No. 2006012125

March 2009

City of San Rafael
Community Development Department
1400 Fifth Avenue
San Rafael, CA 94901 94901

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DRAFT ENVIRONMENTAL IMPACT REPORT

SAN RAFAEL AIRPORT RECREATIONAL FACILITY

State Clearinghouse No. 2006012125

City of San Rafael
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1400 Fifth Avenue
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Lamphier-Gregory

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INTRODUCTION

PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

This Draft Environmental Impact Report (EIR) evaluates the potential environmental impacts that may be associated with the San Rafael Airport Recreational Facility in the City of San Rafael, California. The Project applicant is San Rafael Airport, LLC, and the Lead Agency is the City of San Rafael. The Applicant seeks to develop a 9.1-acre portion of the 119.5-acre San Rafael Airport to construct a recreational facility comprised of indoor and outdoor soccer fields, indoor dance and gymnastics training studios, and associated site and infrastructure improvements. Approval must be given by the City of San Rafael before any work can begin. For the purposes of this document, development and operation of the San Rafael Airport Recreational Facility will be referred to as "the Project," and "Project-related impacts" will refer to those environmental impacts that may be associated with the Project.

This Draft EIR has been prepared pursuant to CEQA (the California Environmental Quality Act, California Public Resources Code, Section 21000 *et seq.*) and the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3), as amended. The Lead Agency for the Project, as defined by CEQA, is the City of San Rafael. Upon certification of the EIR as adequate and complete, the City of San Rafael Planning Commission and City Council will be in a position to decide whether to approve the proposed development proposal.

The basic purposes of CEQA are to:

- inform governmental decision-makers and the public about the environmental effects of proposed activities;
- involve the public in the decision-making process;
- identify ways that damage to the environment can be avoided or significantly reduced; and

- prevent environmental damage by requiring changes in the project through the use of alternatives or mitigation measures.[1]

The Draft EIR is intended to "identify the significant effects of the Project on the environment, identify alternatives to the Project, and to indicate the manner in which those significant effects can be mitigated or avoided".[2] The EIR is meant to provide an objective, impartial source of information to be used by the Lead Agency, as well as by members of the public, in their considerations regarding the Project. The EIR itself does not determine whether or not the Project will be approved, but only serves as an informational document in the local planning and decision-making process.

The analysis in the Draft EIR concentrates on the aspects of the Project that are likely to have significant adverse effects on the environment, and the Draft EIR identifies reasonable and feasible measures to mitigate (i.e., reduce or avoid) these effects to the extent possible. The CEQA Guidelines define "significant effect on the environment" as "a substantial, or potentially substantial adverse change in any of the physical conditions within the area affected by the project... ."[3] The EIR also addresses less than significant environmental effects and, where appropriate, suggests mitigation measures to further reduce these impacts.

NOP AND PRIOR ENVIRONMENTAL REVIEW

An Initial Study/Mitigated Negative Declaration (IS/MND) was previously prepared for this Project and circulated for 30-day public review between January 26, 2006 and February 27, 2006 (SCH2006012125). The decision to prepare an EIR was made after two Planning Commission hearings to determine the adequacy of the IS/MND. Comments received on the IS/MND analysis influenced the City's decision to prepare an EIR.

The Notice of Preparation of an EIR (NOP) for this EIR was prepared and issued on October 10, 2007 for a 30-day comment period. The NOP for this EIR was sent to six neighborhood interest groups and associations as well as responsible and trustee state and County agencies having jurisdiction or interest over an environmental resource or condition in the Project area. The NOP was posted with the Governor's Office of Planning and Research and posted at the office of the Marin County Clerk on October 10, 2007. Notices regarding the issuance of the NOP and comment period were also mailed to residents within at least 1,000 feet of the furthest boundary of the Project site and published in the Marin Independent Journal on October 10, 2007. The NOP, prior IS/MND and comment letters received in response to the NOP are provided in **Appendix A**.

[1] California, State of, (OPR), Section 15002(a).

[2] California, State of, (CEQA), Section 21002.1(a)

[3] Ibid. Section 15382.

ORGANIZATION OF THE DRAFT EIR

The organization of this EIR is as follows:

1: Introduction—outlining the objectives of the Draft EIR and important preliminary information.

2: Executive Summary—briefly summarizing the significant environmental impacts associated with the Project, the identified mitigation measures and any potential unavoidable impacts.

3: Project Description—providing detailed information about the Project, and the agencies that will be required to provide input on the proposed recreational facility prior to approval.

Detailed Environmental Analysis Chapters—These chapters of the DEIR address aspects of the environment that have been found to be potentially affected by the Project. These chapters describe:

- The environmental setting or conditions which may affect or be affected by the Project;
- The significant environmental effects likely to result from construction and operation of the proposed Project; and
- The mitigation measures that may be implemented to eliminate or substantially reduce the identified significant environmental effects.

The specific environmental factors to be evaluated in detail in the EIR are:

4. Land Use and Planning
5. Aesthetics
6. Air Quality
7. Biological Resources
8. Cultural Resources
9. Geology and Soils
10. Hazards and Hazardous Materials
11. Hydrology and Water Quality
12. Noise

13. Transportation and Traffic

14: Other Sections Required by CEQA—addressing the general impacts associated with the Project as required by CEQA, including unavoidable impacts, irreversible environmental changes which may result from Project, growth-inducing impacts, and cumulative impacts. This chapter of the EIR also discusses those categories in which the Project would have no impact and those categories in which the Project's impacts would be mitigated to a level of less than significant by utilizing standard City procedures and regulations, program requirements, or design features identified as being incorporated into the Project.

15: Climate Change—discussing the Project's potential to influence global climate change and the potential impacts of global climate change on the Project. This analysis does not identify impacts or provide mitigation measures, however, because no current CEQA regulation or statute outlines how CEQA analysis of a Project's greenhouse gas emissions impact should be performed. The State Office of Planning and Research will prepare and submit guidelines to the State Resources Agency by July 1, 2009 for the analysis and mitigation of greenhouse gas emissions in CEQA documents. Until such time as the guidelines become available, this chapter represents the City's best effort to address this important issue given current available information.

16: Alternatives to the Project—providing an assessment, comparison and evaluation of the likely environmental impacts which may be associated with alternatives to the Project, including:

- Alternative 1–"No Project";
- Alternative 2–Reduced Development;
- Alternative 3–Alternative Location

16: References—identifying the authors of the Draft EIR, the agencies and organizations which were contacted during the preparation of the Draft EIR and the bibliography of reports and other published materials used in the preparation of the Draft EIR.

The Draft EIR has been prepared for the City of San Rafael as the Lead Agency by Lamphier-Gregory, with additional technical assistance provided by Monk & Associates (Biological Resources), Geier & Geier (Noise), and Mead & Hunt (Airport Land Use), Fehr & Peers (Traffic) and eStudioDat (Visual Simulations). Studies prepared for an earlier CEQA analysis were also incorporated into this EIR and are referenced throughout this document. All participants in the preparation of this Draft EIR have extensive experience and knowledge in their respective fields. The information in the Draft EIR has been compiled from a variety of sources, including published studies, applicable maps, aerial photographs and independent field investigations. Unless otherwise noted, all background documents are

incorporated into this Draft EIR by reference, and are available at the City of San Rafael Community Development Department, Planning Division.

PUBLIC REVIEW PROCESS

The Draft EIR will be circulated for a 45-day public review period. During this time, the public and responsible agencies and organizations may submit written comments on the sufficiency or adequacy of the Draft EIR in evaluating the environmental effects which may be associated with the construction and operation of the proposed Project. The State Clearinghouse will circulate the Draft EIR to state agencies with jurisdiction over various aspects of the Project, or which have other interests in the Project. A public hearing on the Draft EIR will be held during the 45-day public review period, and oral and written comments received at the public hearing will be included in the Final EIR. Responses to all comments received on the Draft EIR will be presented in the Final EIR, along with any necessary revisions to the text, tables and figures presented in the Draft EIR.

All comments on the Draft EIR should be addressed to:

Kraig Tambornini, Senior Planner
Community Development Department
Planning Division
P.O. Box 151560
San Rafael, CA 94915-151560
(415) 485-3092

After reviewing the Draft EIR and the Final EIR, and following action to certify the EIR as adequate and complete, the City of San Rafael City Council will be in a position to approve the Project as currently proposed or revised, or to reject it. This determination will be based upon information presented on the entirety of the Project, its impacts and probable consequences, and the possible alternatives and mitigation measures available.

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EXECUTIVE SUMMARY

PROPOSED PROJECT

The proposed Project is the construction of a new private indoor and outdoor recreational facility on a 9.1-acre portion of the 119.52-acre airport site. Applications have been submitted for a Rezoning to revise the Planned Development zoning, an Environmental and Design Review Permit to allow the construction of the new recreational facility and associated site improvements, and an amendment to the Master Use Permit for the proposed recreational uses.

The proposed facility would consist of 71,300 square feet of indoor sports fields/courts along with a lighted outdoor soccer field for games and unlighted soccer warm-up area. The indoor sports building would house two soccer fields along with court areas for dance and gymnastics training. Spectators would be able to watch the sports action from a 14,400 square-foot air conditioned viewing deck located above and between the soccer fields. The indoor soccer field surfaces would be Field Turf, a state-of-the-art synthetic surface employed by many professional and college sports teams. The outdoor soccer field would be surfaced in Field Turf if field lights are approved for the project, and grass if they are not. The soccer warm-up area would be grass.

Access to the proposed new recreational facility would be through an extension to the existing roadway currently serving the airport property. The roadway would terminate at a new 184-car paved parking lot that includes a circular drop-off zone at the end of the paved parking lot near the entry at the southeast corner of the building. Just past the end of the main paved parking lot, a gravel parking lot is proposed to be constructed and this would provide overflow parking facilities as well as access to the two outdoor fields (soccer and soccer warm-up fields).

As part of this project, the applicant has also proposed to install a new 25-foot wide steel truss bridge deck over the existing bridge that crosses the North Fork of the Gallinas Creek. The new bridge deck would not exceed the width of the existing bridge right-of-way. Bridge construction would require a Streambed Alteration Permit to be issued by the CDFG. The Applicant has obtained the requisite 1602 Lake and Streambed Alteration Agreement, a copy of which can be found in **Appendix E** of this EIR.

IMPACTS AND MITIGATION MEASURES

The analyses in Chapters 4 through 15 of this document provide a description of the existing setting, potential impacts of Project implementation, and recommended mitigation measures to reduce or avoid potentially significant impacts that could occur as a result of Project implementation. The following table lists a summary statement of each impact and corresponding mitigation measures, as well as the level of significance after mitigation.

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
Aesthetics		
Impact Aesth-1: Light and Glare. Project lighting may exceed the light intensity standards of the surrounding community, particularly the inclusion of exterior field lighting. Unless subject to proper review and approval, the impact of the Project's proposed exterior lighting on the surrounding community is considered to be ***potentially significant***.	**MM Aesth-1a: Design Review Board Lighting Approval.** Prior to issuance of building permits, the Project Proponent shall prepare an exterior lighting plan for all areas of the Project site subject to the photometric analysis for the review and approval of the Design Review Board. The plan shall meet the following performance standards and include the following information: • Sufficient exterior lighting to establish a sense of well-being to the pedestrian and one that is sufficient to facilitate recognition of persons at a reasonable distance. Type (lighting standard) and placement of lighting shall be to the satisfaction of the Police Department and Department of Public Works; • A minimum of one foot-candle at ground level overlap provided in all exterior doorways and vehicle parking areas, and on outdoor pedestrian walkways presented on a photometric plan; • A maximum of one (1) foot-candle intensity at the property line and edge of conservation area;	Less than significant

TABLE 2-1
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Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	• Vandal-resistant garden and exterior lighting; • A lighting standard that is shielded to direct illumination downward and to limit casting light and glare on adjacent properties; • Exterior lighting on a master photoelectric cell, which is set to operate during hours of darkness; • The plan shall include a note requiring a site inspection 90 days following installation and operation of the lighting. The post construction inspection by the City shall allow adjustments in the direction and/or intensity of the lighting, if necessary; • Outdoor field lighting shall be set to turn off 15 minutes after the last scheduled game, or by 10 p.m. at the latest; • Security level lighting shall be set to turn off in parking areas and pedestrian walkways one-half hour after close of the facility, e.g. by 12:30 a.m. **MM Aesth-1b: Design Review Board Materials and Colors Approval.** Consistent with the recommendations of the Design Review Board subsequent to an earlier review, the DRB shall also review and approve the proposed building materials to ensure that the proposed Project is designed with non-reflective and/or tinted glass to minimize potential daytime glare impacts pursuant to the Design Review Permit criteria established in the San Rafael Municipal Code Title 14 (zoning), Chapter 25 (Design Review). Additionally, Project landscape plans shall show the area where the DRB requested the	

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	gap in the Eucalyptus row to be filled in. Replacement species shall be consistent with City tree guidelines.	
Air Quality		
Impact AQ-1: Construction Impacts. Construction of the proposed Project would involve substantial grading activities that could affect air quality, particularly regarding emissions of PM10. This impact is considered ***potentially significant***.	**MM AQ-1:** Construction Impacts. The Project Contractor shall implement the following control measures during construction activities to reduce PM_{10} emissions per the BAAQMD's recommendation. • All active construction areas shall be watered at least twice daily. A water truck or equivalent method shall be in place prior to commencing grading operations. • All trucks hauling soil, sand, and other loose materials shall be covered and maintain at least one foot of freeboard. • All unpaved access roads, parking areas and staging areas at construction sites shall be paved, watered three times daily, or applied with non-toxic soil stabilizers. • All paved access roads, parking areas and staging areas at the construction site shall be swept daily with water sweepers and adjacent public streets shall be swept if visible soil material is carried onto them. This shall also include Smith Ranch Road (from the entrance to the site west ¼ mile daily (with water sweepers) if visible soil material is carried onto adjacent public streets. All inactive construction areas (previously graded areas inactive for ten days or more) shall be treated with hydroseed or non-toxic soil stabilizers. • Any exposed stockpiles (dirt, sand, etc.) shall be enclosed, covered and watered twice daily or non-toxic soil binders shall	Less than significant

TABLE 2-1
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Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	be applied to any exposed stockpiles • All construction traffic on unpaved roads shall be limited to speeds of 15 mph. Prior to the commencement of any grading, appropriate signs shall be placed on site to identify the maximum speed. • Excavation and grading activity shall be suspended when wind gusts exceed 25 miles per hour. • Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site. • The Project sponsor shall inform the contractor, general contractor or site supervisor of these requirements and shall be responsible for informing subcontractors of these requirements and for implementing these measures on the site. • A dust control coordinator shall be designated for the Project. The name, address and telephone number of the dust coordinator shall be prominently posted on site, and shall be kept on file at the Planning Division. The coordinator shall respond to dust complaints promptly (within 24 hours) and shall have the authority to take corrective action. • The above requirements shall be noted on the grading plans or building permit plans prepared for the Project prior to issuance of any permit. **MM AQ-1b: Plan Notations.** Prior to approval of the final improvement plans and specifications, the City of San Rafael shall confirm that the plans and specifications	

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	stipulate that, ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the City. The City inspector shall be responsible for ensuring that contractors comply with this measure during construction. **MM AQ-1c Construction Contract Specifications.** Prior to issuance of grading permits or approval of grading plans, the Applicant shall include in the construction contract standard specifications a written list of instructions to be carried out by the construction manager specifying measures to minimize emissions by heavy equipment. Measures shall include provisions for proper maintenance of equipment engines, measures to avoid equipment idling more than two minutes and avoidance of unnecessary delay of traffic on off-site access roads by heavy equipment blocking traffic.	
Biological Resources		
Impact Bio-1: Listed Anadromous Fish Species. Project construction or operations would not result in any direct impacts to federally listed fish species; however, activities during bridge construction could result in indirect impacts to federally listed anadromous fish species that may occur in the North Fork of Gallinas Creek. This is a ***potentially significant*** impact.	**MM Bio-1a: Listed Anadromous Fish Species – Pile Driving.** Bridge construction shall proceed according to the following: • All work associated with the new bridge, including the demolition of existing bridge deck, installation of the new deck, and other bridge improvements, shall be restricted to August 1 to October 15; • Pile-driving work shall be further restricted to between the dates of September 1 and October 15, when migrating anadromous fish would not be expected to be in Gallinas Creek. This "avoidance window" was selected to	Less than significant

TABLE 2-1
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Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	avoid the breeding season of several other special-status species as well, as detailed below. • As required by CDFG in the Streambed Alteration Agreement (SBAA), work activities associated with the pile-driving shall not begin unless there is no rain in the forecast, and all erosion control measures are in place pursuant to a detailed Storm Water Pollution Prevention Plan (SWPPP) prepared for the project. • Any conditions of the SBAA imposed by the CDFG shall also become conditions of the Project approval. • Precautions shall be taken to prevent silt-laden or contaminated runoff from entering the stream. • Sandbags shall be installed at the top of bank to prevent fluids, sediment, or construction related debris from entering Gallinas Creek. • A hammock, or similar material, shall be deployed over the creek during reconstruction of the bridge to capture any construction debris that could fall into the creek during the proposed bridge work. • All construction debris shall be removed from the work area following completion of the bridge improvements. **MM Bio-1b: Listed Anadromous Fish Species – SWPPP & SWMP.** The SWPPP and SWMP required under **MM Hyd-1** in Chapter 10 of this EIR shall ensure the following specifications are met: • The SWPPP and SWMP will be designed	

TABLE 2-1
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Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	to ensure that there are no significant impacts to water quality in the North Fork of Gallinas Creek resulting from Project construction or post-construction storm water discharges. • Prior to being discharged, storm water generated on the Project site, including the parking lots, shall be treated via a comprehensive set of onsite treatments BMPs to remove urban contaminants from the runoff. • Since the proposed Project will increase the amount of impervious surface on the Project site, the SWMP shall also address storm water detention and shall ensure that the volume of water discharged into the North Fork of Gallinas Creek does not exceed pre-project volumes. Treated storm water will continue to be discharged at constant rates up to the existing pump station capacity of 500 gallons per hour/18.5 cubic feet per second.	
Impact Bio-2: California Clapper Rail and California Black Rail. The proposed Project will not impact marsh habitats or adjacent upland habitats along the North Fork of Gallinas Creek; therefore, there will be no direct impacts to the California clapper rail or the California black rail. However, indirect impacts to California clapper rails, and possibly to California black rails, could result from noise generated during Project construction and as part of Project operation. Unless mitigated, these impacts would be ***potentially significant***.	**MM Bio-2a: California Clapper Rail and California Black Rail – Perimeter Fence.** To ensure that the marsh habitat and the upland buffer along the North Fork of Gallinas Creek is protected, a fence shall be installed around the perimeter of the proposed Project area, and human access into this buffer area will be prohibited except as required by maintenance/operation personnel for continued levee maintenance and other required airport operational tasks that are routinely practiced today (see following paragraphs). The exact location and size of the fence shall be determined by a qualified biologist. The fence will be ten-feet tall for the purpose of preventing balls from the soccer fields from entering the marsh. Retrieval of items from the fenced area shall be done by authorized	Less than significant

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Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	recreation facility personnel only. In addition, signs will be posted stating that public access into the buffer area is strictly prohibited owing to the sensitivity of the marsh habitat and to ensure the continued use of this habitat by special-status wildlife species. Without a fence, there is no realistic expectation that the marsh habitat along the North Fork of Gallinas Creek and the adjacent upland areas will remain protected. **MM Bio-2b: Permanent Conservation Area.** The applicant shall designate the marsh habitats along the North Fork of Gallinas Creek and the 100-foot upland buffer area on the Project site adjacent to the North Fork of Gallinas Creek as a permanent "conservation area" that will be protected through recordation of a declaration of covenants, conditions and restrictions on the property The deed restriction will create covenants running with the land that impose on the property owner (Applicant) the duty to manage and maintain the "conservation area" in perpetuity to ensure that the resource values of the preserved land remain protected forever. The deed will preclude future development or modification of the "conservation area." The City shall have review and approval authority over the deed restriction language and ability of the owner or subsequent owners to make any modifications to the restrictions. The location and the total acreage of the "conservation area" shall be clearly indicated on a plat map which shall accompany the deed restrictions that shall be recorded for the property before issuance of building permits. Prior to recordation of the deed restriction document, the City shall review and verify that compliance is achieved with the following specifications. a) The deed restriction shall clearly indicate	

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	that the land shall be maintained as a "conservation area," without encumbrances of any structures or roads or landscaping. The purpose of this limitation on use of the property is to protect the biological resource values of the North Fork of Gallinas Creek. All future property owners shall be obligated to maintain this restriction. The "conservation area" shall be protected in perpetuity and shall not be canceled, amended or modified without the prior written approval by the City of San Rafael. b) The deed restriction shall be recorded as a condition of Project approval. It is intended that the deed restriction will be a perpetual limitation on use running with the land and all present and future landowners. The Applicant shall be responsible for the costs and expense incurred by the City in causing the Declaration of Covenants, Conditions and Restrictions (i.e., the deed restriction) to be recorded for the "conservation area", as well as enforcement of the deed restriction and exercise of its rights and remedies under the deed restriction recorded for the "conservation area." **MM Bio-2c: California Clapper Rail and California Black Rail – Levee Maintenance.** Maintenance of the levees along Gallinas Creek must be allowed to continue for airport safety purposes. Any scheduled maintenance, other than vegetation control, should occur in August through September when rails are not expected to be nesting. Mowing of vegetation along levees has occurred for many years pursuant to FAA guidelines, and should continue. To ensure that clapper rails in the	

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Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	area have necessary vegetative cover to escape predators during high tide events, no mowing should be allowed on the slopes of the levees that face the creek. **MM Bio-2d: California Clapper Rail and California Black Rail – Avoidance Measures.** Disturbances to clapper rails and black rails can be minimized during the construction of the proposed recreational facility by implementing the following avoidance measures: Construction of the recreational facility shall not commence until July 1st, when the rails can be expected, in most cases, to have fledged young. Construction of the recreational facility could extend into October, with interior work allowed throughout the year. To account for California clapper rails or black rails, and other special-status birds, that likely occur and nest in the marsh habitats along the creek in the immediate area of the bridge, all work associated with the new bridge, including the demolition of existing bridge deck, installation of the new deck, and other bridge improvements, shall be restricted to August 1 to October 15. The bridge pile-driving dates shall be further restricted to September 1 and October 15 when potentially occurring anadromous fish would not be expected to occur in the channel. This "avoidance window" is outside of the California clapper rail, California black rail, and other special-status birds breeding seasons, thereby eliminating the potential that bridge reconstruction activities would disrupt breeding attempts. Noise abatement measures shall include restricting construction to the daylight hours and limiting the use of high decibel	

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	construction equipment (70-90 dBA) to areas at least 200 feet from the North Fork of Gallinas Creek. This restriction does not apply to bridge pile-driving activities, provided these activities occur during the "avoidance window" provided above. Consequently, noise from the Project site construction will not disrupt nocturnal wildlife species' activity patterns, and daytime high decibel construction noise will be buffered by the established noise abatement zone along the North Fork of Gallinas Creek. Finally, four-foot black mesh exclusion fencing shall be installed along the outside edge of the creek buffer zone (100 feet from the North Fork of Gallinas Creek) to prevent sensitive species, such as clapper rails and black rails, from entering the work areas. The exact location of this fence shall be determined by a qualified biologist. The fence shall be installed prior to the time any site grading or other construction-related activities are implemented. The fence shall remain in place during site grading or other construction-related activities. **MM Bio-2e: California Clapper Rail and California Black Rail – Event Curfew.** In order to ensure that Project operational noise does not significantly disrupt normal nocturnal wildlife species activity patterns, outdoor evening events, including soccer games and any other outdoor events that attract large numbers of spectators, shall end by 10:00 p.m. When there are evening soccer events, the 10:00 p.m. end time will ensure that noise generated from the recreational facility will not disrupt normal nocturnal wildlife species' activity patterns, allowing nocturnal movements through the project area over the duration of most of the night on the nights of the year affected by events.	

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
Impact Bio-3: Nocturnal Lighting. Lighting of the outdoor soccer field at the proposed recreational facility at night for evening games could result in ***potentially significant*** impacts to wildlife species and habitat in the North Fork of Gallinas Creek.	**MM Bio-3a: Nocturnal Lighting.** Lighting of the outdoor soccer field located near the North Fork of Gallinas Creek will be designed to have focused illumination areas that will ensure that there is no direct lighting of off-site areas, such as the North Fork of Gallinas Creek. All lighting fixtures on the perimeter of the Project shall be outfitted with hoods and cut-off lenses so that the light source itself is not visible to the naked eye from neighboring properties, thereby avoiding indirect light "trespassing" into adjacent habitat areas. This shall be verified by the Design Review Board when it reviews the final lighting plans prior to the issuance of building permits, and verified again at the Project site during the inspection occurring 90 days following lighting installation, as required by **MM Aesth-1a**. **MM Bio-3b: Lighting Curfew.** The recreational facility shall set a 10:00 p.m. outdoor event lighting restriction. While safety lighting allowing visitors to safely leave the site may be illuminated as late as 12:30 p.m., all field lighting shall be terminated no later than 10:00 p.m. When there are evening outdoor soccer events, the 10:00 p.m. end time will ensure that light generated from the recreational facility will not disrupt nocturnal wildlife species' activity patterns, allowing nocturnal migration movements through the project area after that time.	Less than significant
Impact Bio-4: Nesting Raptors. Construction and operation of the proposed Project could result in disturbance of nesting raptors, possibly resulting in death of adults and/or young raptors. This is a ***potentially significant*** impact.	**MM Bio-4a: Nesting Raptors – Bridge Construction.** The bridge reconstruction component of the project shall occur between the dates of August 1 and October 15, and the pile-driving activities shall be restricted to September 1 to October 15, as otherwise specified above. This "avoidance window" is outside of the raptor breeding season, thereby eliminating the potential that bridge reconstruction activities would disrupt nesting	Less than significant

TABLE 2-1
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Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	raptors in the area. **MM Bio-4b: Nesting Raptors – Recreation Facility Construction.** Construction of the recreational facility shall occur from July 1 through October 15 when most raptors are expected to have completed their nesting cycles. In cases where a nest fails early in the egg-laying phase, adults may recycle, laying a second set of eggs. In such cases the completion of the nesting season will be delayed until August. While this is rare, it does occur sometimes in nature and thus a mitigation measure is provided below to account for late nesting raptors. **MM Bio-4c: Nesting Raptors – Pre-construction Nesting Surveys.** Pre-construction nesting surveys shall be conducted as follows: • A pre-construction nesting survey shall be conducted in June of the year construction of the project will commence. The nesting survey shall be conducted within 30 days prior to commencing of construction work. The raptor nesting surveys shall include examination of all habitats and trees within 500 feet of the entire Project site, including near the bridge, not just eucalyptus trees on the northern boundary of the Project site. • If a nesting raptor species is identified, a 300-foot radius buffer around any active nest site that is located on or within 300 feet of the Project site shall be fenced with orange construction fencing. If the nest is off the Project site, the Project site shall be fenced where this buffer intersects the project area. This 300-foot buffer may be reduced in size if a qualified raptor biologist determines that the nesting	

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	raptors are acclimated to people and disturbance, and otherwise would not be adversely affected by construction activities. At a minimum, however, the non-disturbance buffer shall be a radius of 100 feet around the nest site. When construction buffers are reduced from the 300 foot radius, a qualified raptor biologist shall monitor distress levels of the nesting birds until the young fledge from the nest. If at any time the nesting raptors show levels of distress that could cause nest failure or abandonment, the raptor biologist shall have the right to re-implement the full 300-foot buffer. Instances when the buffer could be reduced in size would be if the raptors were well acclimated to disturbance and/or if there were physical barriers between the nest site and the construction project that would reduce disturbance to the nesting raptors. • No construction or earth-moving activity shall occur within the non-disturbance buffer until it is determined by a qualified raptor biologist that the young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid project construction zones. This typically occurs by July 1. Regardless, the resource agencies consider September 1 the end of the nesting period unless otherwise determined by a qualified raptor biologist. Once the raptors have completed the nesting cycle, that is the young have reached independence of the nest, no further regard for the nest site shall be required and no other compensatory mitigation is required.	
Impact Bio-5: Western Burrowing Owl. Construction and operation of the proposed	**MM Bio-5a: Western Burrowing Owl – Nesting Surveys.** Pre-construction nesting	Less than significant

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
Project could result in disturbance of the western burrowing owl, possibly resulting in death of adults and/or young owls. This is a ***potentially significant*** impact.	surveys for Western burrowing owl shall be conducted as follows: • Surveys shall be conducted for western burrowing owls in April, May, and June the year construction of the project will commence. The Project site and a 150 meter (approximately 500 ft.) buffer (where possible based on habitat) shall be surveyed to assess the presence of burrowing owls and their habitat. The survey shall be conducted in accordance with the survey requirements detailed in the California Department of Fish and Game's *Staff Report on Burrowing Owl Mitigation* (CDFG 1995). Ideally, surveys shall be conducted in both breeding season (April 15-July 15) and non-breeding season (December-January) to assess use of the Project site by this species. • If burrowing owls are found on the Project site during the non-breeding season (September 1 through January 31), impacts to burrowing owls shall be avoided by establishing a fenced 160-foot buffer (50 meters) between the nest site (i.e., the active burrow) and any earth-moving activity or other construction-related disturbance on the Project site. • If burrowing owls are detected on the site during the breeding season and appear to be engaged in nesting behavior, a fenced 250-foot buffer (75 meters) shall be installed between the nest site (i.e. the active burrows or ground nests) and any earth-moving activity or other disturbance on the Project site. This 250-foot buffer may be removed once it is determined by a qualified raptor biologist that that young have fledged (that is, left the nest). Typically, the young fledge by August	

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	31st. This fence removal date may be earlier than August 31st, or later, and would have to be determined by a qualified raptor biologist. **MM Bio-5b: Western Burrowing Owl – Pre-construction Surveys.** A preconstruction survey of the Project site shall be conducted within 30 days prior to ground disturbing activities. If more than 30 days lapse between the time of the preconstruction survey and the start of ground-disturbing activities, another preconstruction survey must be completed. This process should be repeated until the Project site habitat is converted to non-habitat (e.g., developed for recreational uses). **MM Bio-5c: Western Burrowing Owl – Passive Relocation.** If occupied western burrowing owl burrows are found within 160 feet of the proposed Project work area during the non-breeding season, and may be impacted, passive relocation measures shall be implemented according to the Burrowing Owl Consortium Guidelines (BOC 1993) and as otherwise approved by CDFG. Rather than capturing and transporting burrowing owls to a new location (which may be stressful and prone to failure), passive relocation is a method where the owls are enticed to move on their own accord. Proof that CDFG has approved any passive relocation measures shall be provided to the City of San Rafael prior to commencement of such activities. Passive relocation shall not commence before September 30th and shall be completed prior to February 1st of any given year. After passive relocation, the Project site and vicinity will be monitored by a qualified biologist daily for one week and once per week for an additional two weeks to document where the relocated owls move. A report detailing the results of the monitoring will be submitted to CDFG within	

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	two months of the relocation. **MM Bio-5d: Western Burrowing Owl – Habitat Delineation.** If burrowing owls are found occupying burrows on the Project site, a qualified raptor biologist shall delineate the extent of burrowing owl habitat on the site. To mitigate for impacts to burrowing owls, the applicant shall implement mitigation measures required by the CDFG which state that six and a half acres (6.5 acres) of replacement habitat must be set-aside (i.e., protected in perpetuity) for every occupied burrow, pair of burrowing owls, or unpaired resident bird. Protecting burrowing owl habitat in perpetuity will off-set permanent impacts to burrowing owl and their habitat. For example, if two pairs of burrowing owls are found occupying burrows on the Project site, 13 acres of mitigation land must be acquired. Similarly, if one pair and one resident bird are identified, 13 acres of mitigation land must be acquired. The protected lands shall be adjacent to occupied burrowing owl habitat and at a location acceptable to CDFG. Land identified to off-set impacts to burrowing owls must be protected in perpetuity either by a conservation easement or via fee title acquisition. CDFG will likely require that a detailed mitigation and monitoring plan be developed for the burrowing owl mitigation area. This plan shall be prepared by the project biologist and will be subject to CDFG approval. The applicant will provide an endowment fund to the Grantee of the Conservation Easement for the long-term management of the burrowing owl mitigation lands.	
Impact Bio-6: Impacts to Common and Special-Status Nesting Birds. Construction and operation of the proposed Project could adversely impact common and special-status nesting passerine birds, their eggs, and/or	**MM Bio-6a: Common and Special-Status Nesting Birds – Bridge Construction.** The bridge reconstruction component of the project shall occur between the dates of August 1 and October 15, and the pile-driving activities will	Less than significant

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
young. Common and special-status nesting passerine birds are protected under the California Fish and Game Code (Sections 3503, 3503.5), and the Migratory Bird Treaty Act. This is considered a ***potentially significant*** impact pursuant to CEQA.	be restricted to September 1 to October 15, as otherwise specified above. This "avoidance window" is outside of the breeding season, thereby eliminating the potential that bridge reconstruction activities would disrupt nesting birds. **MM Bio-6b: Special-Status Nesting Birds – Nesting Surveys.** A nesting survey shall be conducted within 15 days prior to commencing construction work. If special-status birds, such as saltmarsh common yellowthroat and San Pablo song sparrow, are identified nesting near the bridge reconstruction component of the Project, a 200-foot radius buffer must be established around the nest site by installing bright orange construction fencing. Similarly, if great blue herons, great egrets, snowy egrets, or black-crowned night herons are found nesting near the bridge or near the Project site area, a 200-foot radius around the nest site(s) must be fenced with bright orange construction fencing. If nests are found off the Project site but within 200 feet, the portion of the 200-foot buffer on the Project site shall be fenced with bright orange construction fencing. No construction or earth-moving activity shall occur within a 200-foot buffer until it is determined by a qualified biologist that the young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid project construction zones. This typically occurs by August 1. This date may be earlier than August 1, or later, and would have to be determined by a qualified ornithologist. **MM Bio-6c: Common Nesting Birds – Nesting Surveys.** If common (that is, not special-status) passerine birds (that is, perching birds such as western scrub jays and northern mockingbird) are identified nesting within the project area or immediately adjacent to the Project site, a 75-foot buffer demarcated by	

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	orange lath staking installed every 20 feet around the buffer shall be established. No grading/construction activities shall occur in the established buffer until it is determined by a qualified biologist that the young have fledged and have attained sufficient flight skills to leave the area. Typically, most passerine birds can be expected to complete nesting by July 1, with young attaining sufficient flight skills by early July.	
Impact Bio-7: Salt Marsh Harvest Mouse, Suisun Shrew and San Pablo Vole. Indirect impacts to Suisun shrew, the salt marsh harvest mouse and the San Pablo vole could result from implementation of the proposed Project. This is a ***potentially significant*** impact.	**MM Bio-7: Salt Marsh Harvest Mouse, Suisun Shrew and San Pablo Vole – Perimeter Fence.** To ensure that the buffer along the North Fork of Gallinas Creek is protected, a fence will be installed around the perimeter of the proposed recreational facility to prohibit human access to this area except as otherwise allowed for maintenance activities associated with the airport. A four-foot black mesh exclusion fencing shall be installed along the outside edge of the creek buffer zone (100 feet from the North Fork of Gallinas Creek) to prevent the Suisun shrew, the salt marsh harvest mouse and the San Pablo vole from entering the work areas. The exact placement of the fence shall be determined by a qualified biologist. In addition, signs will be posted stating that public access into the marsh and adjacent uplands is strictly prohibited to ensure the continued use of the protected area by sensitive wildlife species.	Less than significant
Impact Bio-8: Pallid Bat (and Other Bat Species). Construction and operation of the proposed Project could result in adverse impacts to the Pallid bat (California species of special concern) and other bat species. This is a ***potentially significant*** impact.	**MM Bio-8: Pallid Bat (and Other Bat Species).** In order to avoid impacts to roosting bat habitat, preconstruction surveys shall be conducted prior to any tree removal on the Project site to ensure that direct take of this species would not occur. A biologist with experience conducting bat surveys shall conduct this survey. If no bats are found during the survey, tree removal shall be conducted within one month of the survey. If a maternity	Less than significant

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	colony is found during the surveys, no eviction/exclusion shall be allowed during the breeding season (typically between April 15 and July 30). If a non-reproductive group of bats are found, they shall be passively evicted by a qualified biologist and excluded from the roost site prior to work activities during the suitable time frame for bat eviction/elusion (*i.e.*, February 20 to April 14 and July 30 to October 15). CDFG shall approve any and all bat eviction activities prior to implementation of such activities. Any conditions for the project imposed by CDFG as a condition for removal of bats would become a condition of project approval.	
Impact Bio-9: Impacts to CDFG Jurisdiction – Banks of the North Fork of Gallinas Creek. Construction activities at the top of the bank of the North Fork of Gallinas Creek associated with the proposed improvements to the bridge crossing may result in ***potentially significant*** impacts to CDFG jurisdictional areas.	**MM Bio-9: Impacts to CDFG Jurisdiction – Banks of the North Fork of Gallinas Creek.** Construction of the proposed bridge shall be restricted to the terms and activities consistent with the approved CDFG 1602 Lake and Streambed Alteration Agreement (Notification Number: 1600-2006-0266-3), including but not limited to the following: • work on the bridge project shall be restricted to July 15th through October 15th during periods of low stream flow and dry weather • no work shall occur below the top-of-bank or the normal high-water mark of the stream • all conditions in the authorized SBAA shall also be made a condition of the project	Less than significant
Cultural Resources		
Impact CR-1: Discovery of Resources. The proposed Project has the potential to disturb unidentified Prehistoric,	**MM CR-1a:** Monitoring. A qualified archaeological monitor shall be present during pre-construction and construction activities	Less than significant

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
Archaeological or Historic resources on the Project site. This is considered a ***potentially significant*** impact.	that involve earth disturbance, such as land clearing, excavation for foundations, footings, and utilities. Land clearance and soil excavation shall occur only under the direction of the project archaeologist, and soil shall not be removed from the site without the approval of the project archaeologist. **MM CR-1b:** Discovery. In the event that archaeological features, such as concentrations of artifacts or culturally modified soil deposits including trash pits older than fifty years of age, are discovered at any time during grading, scraping, or excavation within the property, all work shall be halted in the vicinity of the find, the Planning Division shall be notified, and a qualified archaeologist shall be contacted immediately to make an evaluation. If warranted by the concentration of artifacts or soils deposits, further work in the discovery area shall be monitored by an archaeologist.	
Geology and Soils		
Impact Geo-1: Soils on the Project site are composed of highly compressible Bay Mud, which is not suitable for at-grade foundation support. Additionally, the geotechnical report concludes additional fill is not appropriate for the foundation support because of the potential for additional fill to induce settlement. Construction of the proposed Project without proper engineered foundation design is considered a potentially significant impact.	**MM Geo-1: Geotechnical Engineering Recommendations.** Prior to the issuance of the building permit or grading permit, the following recommendations contained in the Geotechnical Report prepared by John C. Hom & Associates, dated May 9, 2005 and November 23, 2005, shall be incorporated into the Project design. Prior to issuance of a grading or building permit, written verification of conformance with these recommendations shall be submitted by the Project geotechnical engineer to the City of San Rafael: a) A soil profile Type Se in accordance with the 2006 International Building Code shall be used in the design of the proposed Project. b) All areas to be graded should be stripped	Less than significant

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	of any debris and organic materials. The organic material should be removed off-site and disposed of. Excavation should then be performed to achieve any finished grades. c) Where fill is required, the exposed surface should be scarified to at least 6 inches, moisture-conditioned and compacted to at least 90-percent relative compaction per ASTM D-1557 test procedure. Where soft soils are encountered, treatment of the soft soils with lime maybe required. The fill should be placed in lifts of 8 inches or less in loose thickness, moisture conditions and compacted to at least 90 percent compaction. The fills materials should be should have a plastic index of 15, or less, and be no larger than 6 inches. d) Finished slopes are to be no steeper than 2-horizontal to 1-vertical (2:1). If steeper slopes are necessary, they should be retained. The finished slops should be planted with deep-rooted ground cover. e) The proposed structure should be supported by 10-12 inch square driven piles which are pre-cut and pre-stressed concrete or steel piles. These piles should be driven continuously through the Bay Mud, the stiff soils and to refusal in bedrock (penetrate into bedrock no more than 10 feet). Ten and 12-inch piles should be driven with a hammer and maintained in good operating condition with a minimum rated energy of 20,000 and 30,000-foot pounds per blow, respectively. The piles should not deviate from vertical by more than ¼ inch per foot. Indicator piles should be driven near the corners of the building and interior of the building to determine pile depths and	

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	production piles should be ordered based on the indictor piles. The refusal blow count would depend on the hammer that is utilized and the structural capacity of the pile. The piles should be driven at least 5 feet into bedrock. The pile driving subcontractor should submit to the Soils Engineer specification of the pile hammer and equipment to be used. f) Down draft would occur on the piles due to consolidation of Bay Mud. The down drag forces should be deducted from the structural capacity of the piles. For 10 and 12-inch concrete piles, drag loads should be 22 and 28 tons respectively. For different sized piles, the down draft should be proportionate with the cross sectional perimeter of the pile. g) To resist lateral loads, a passive pressure of 250 pcf should be used. h) Slab on grade should not be used for the mezzanine structure. Instead, supported slabs should be used. The slab subgrade should be firm and non-yielding. In areas where slab on grade is used, such as exterior walkways, the slab on grade should be tied to foundations and reinforced to span from grade beam and/or pile to grade beam and/or pile. The upper 6 inches of slab subgrade should be compacted to at least 90 percent relative compaction. Slabs should be underlain by at least 4 inches of clean, free-draining crushed rock or gravel. If migration of moisture through the slabs would be objectionable, a vapor barrier should be installed between the slab and the rock. Two inches of sand may be provided above the vapor barrier. Expansive soils shall be maintained at an elevated	

TABLE 2-1
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Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	moisture content of at least two (2) percent above optimum until the slab is poured. Exterior slabs should be separated from foundations because of potential differential settlement. i) Areas outside the structural envelope that receive fill will experience differential settlement and utilities from the structure to the street shall be designed to accommodate this. Sewer lines shall be provided with swing points. Gas, water and electrical lines shall be provided with flexible lines with sufficient slack to accommodate anticipated settlement. j) Driveway and ramp approaches from the street to the building will also experience settlement. Driveway slabs shall be provided with hinge joints and reinforced to structurally span the settlement. k) Surface water drainage should be diverted away from slopes and foundations. Gutters should be provided on the roofs and downspout should be connected to closed conduits discharging into the landscaped area where possible, per City standards. l) Roof downspouts and surface drains must be maintained entirely separate from sub-drains and foundation drains. The outlets should discharge onto erosion resistant areas of the landscaping where possible, per City standards. m) The Project geotechnical engineer shall conduct inspections during construction of the Project to confirm that the recommendations are properly incorporated. Prior to final occupancy of the building, the Project geotechnical engineer shall submit written verification	

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	that the Project was constructed in accordance with the recommendations identified in the geotechnical reports.	
Hazards		
Impact Haz-1a: The highest estimated concentration of people in a single-acre area on the Project site would be 216, which slightly exceeds the single-acre criterion of 200 people for Airport Safety Zone 5–Sideline Zone (Table 10-1). Although the actual occupancy level is likely to be lower than the estimate, this is considered a ***potentially significant*** impact and risk-reduction design features should be incorporated into the design of the facility. **Impact Haz-1b:** The proposed Project will likely attract users and spectators that will include young children and the elderly. These groups of people may find it difficult to move out of harm's way if an aircraft accident should occur. Therefore, this is considered a ***potentially significant*** impact and risk-reduction design features should be incorporated into the design of the facility.	**MM Haz-1: Risk-reduction design features.** In order to ensure that the proposed Project does not expose users to hazards associated with the operations at the San Rafael Airport, the Project Applicant shall: • Limit the intensity of use to a maximum of 200 people per single acre or, at a minimum, incorporate the following risk-reduction building design features into the design of the recreational building: • Add one additional emergency exit beyond the number required by the California Building Code. • Provide enhanced fire sprinkler system (e.g., designed in a manner that the entire system would not be disabled by an accident affecting one area • Add a sign at the entrance of the warm-up field indicating the maximum occupancy of the field is 50 people.	Less than significant
Impact Haz-2: Hazards to Flight. Based on a review of the site plan, elements of the Project have heights that would extend into the navigable air-space above the San Rafael Airport, as defined by Part 77 of the Federal Aviation Regulations. Any object which penetrates this volume of airspace is considered to be an obstruction. This is considered a ***potentially significant*** impact.	**MM Haz-2: Elimination of Flight Hazards.** In order to ensure that the proposed Project does not expose aircraft to hazards associated with the operations of the proposed Project, the Project Applicant shall: • Limit height of proposed structures to assure clearance of the 7:1 Transitional Surface • Design the row of parking stalls nearest to airfield for compact vehicles and/or add	Less than significant

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	signs along the fence-line notifying drivers not to back-in their vehicles • Add obstruction lights to the following features to make them more conspicuous to pilots: o Southwesterly and southeasterly corners of building o Southwesterly and southeasterly ends of the fence fronting the airfield o Most easterly field light along the southeastern edge of the outdoor soccer field • Tall trees should be trimmed to ensure that they do not constitute an airspace obstruction (or, alternatively, shorter species can be planted). • Outdoor parking lot lights and outdoor soccer field lights, in particular, should be shielded so that they do not aim above the horizon. Additionally, outdoor lights should be flight checked at night to ensure that they do not create glare during landings and takeoffs. • Construction cranes and other tall construction equipment should be lowered at the end of each day • Prior to issuance of building permits or authorization to construct, the applicant should submit a *Notice of Proposed Construction or Alteration (*Form 7460-1) to the Federal Aviation Administration (FAA) and obtain from the FAA a determination of "*No Hazard to Air Navigation."* Construction cranes and	

TABLE 2-1
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Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	other tall construction equipment should be noted on the form.	
Hydrology and Water Quality		
Impact Hyd-1: Project construction and operational activities may result in increased pollution of receiving waters, including the North Fork of Gallinas Creek and San Rafael Bay. This impact is considered ***potentially significant***.	**MM Hyd-1a: Erosion Control Plan**. Prior to issuance of a grading permit, the Project Applicant shall prepare and submit a detailed erosion control plan (ECP) and narrative to the Stormwater Program Manager of the City of San Rafael for review and approval. The ECP shall be designed to mitigate erosion and sedimentation impacts during construction. At a minimum, the ECP and written narrative shall include the following: • A proposed schedule of grading activities, monitoring, and infrastructure milestones in chronological format; • Identification of critical areas of high erodibility potential and/or unstable slopes; contour and spot elevations indicating runoff patterns before and after grading; • Identification of erosion control measures on slopes, lots, and streets, based on recommendations contained in the *Erosion and Sediment Control Field Manual* published by the San Francisco Regional Water Quality Control Board (RWQCB), the Association of Bay Area Governments' *Manual of Standards for Erosion and Sediment Control*, or equivalent document, as required by the City of San Rafael *General Plan 2020* Policy S-19 (Erosion); • Soil stabilization techniques (such as short-term biodegradable erosion control blankets and hydroseeding) to be utilized;	Less than significant

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	and • The post-construction inspection of all drainage facilities for accumulated sediment, and the cleaning of these drainage structures of debris and sediment. • The first 3/4 –inch of runoff from the first 1-inch of rainfall must be treated. **MM Hyd-1b: NPDES Permit.** Prior to issuance of a grading or building permit, whichever occurs first, and following the preparation of Project site grading plan, the Applicant shall comply with NPDES General Construction Activities Storm Water Permit Requirements established by the Clean Water Act (CWA), including the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall identify specific types and sources of stormwater pollutants, determine the location and nature of potential impacts, and specify appropriate control measures to eliminate any potentially significant impacts on receiving water quality from stormwater runoff. In addition to complying with the standards established by the CWA for preparation of a SWPPP, the SWPPP shall also comply with the directions for preparing a SWPPP contained in the latest edition of the *Guidelines for Construction Projects,* published by the San Francisco Regional Water Quality Board (RWQCB). Furthermore, in conjunction with the Marin County Stormwater Pollution Prevention Program (MCSTOPPP), and as required by the City's *General Plan 2020* Policy S-21 (RWQCB Requirements), the Project Applicant shall consult with City staff and implement recommended measures that would reduce pollutants in stormwater discharges from the site to the maximum extent practicable.	

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	MM Hyd-1c: Storm Water Pollution Prevention Plan (SWPPP). Prior to issuance of a grading or building permit, whichever occurs first, and following the preparation of the Project site grading plan, the Project Applicant shall submit to the City Engineer for review a draft copy of the Notice of Intent (NOI) and SWPPP. After approval by the City, the NOI and SWPPP shall be sent to the State Water Resources Control Board. (The SWPPP follows the preparation of the Project site grading plan because Best Management Practices (BMPs) for erosion control are selected to meet the specific site requirements.) **MM Hyd-1d: Storm Water Management Plan (SWMP).** Consistent with the requirements of the City of San Rafael NPDES Permit, prior to issuance of a grading or building permit, whichever comes first, the Project engineer shall prepare a post-construction Storm Water Management Plan (SWMP) and incorporate into the final site plan features that would clean site waters in accordance to RWQCB and MCSTOPPP standards before they enter San Rafael Bay. Features that could be used to clean site waters include, but are not limited to, bioswales, filters inserted into the site drainage inlets to filter runoff, and landscaped and unimproved areas that would act as bio-swales to allow microorganisms in the soil to clean and filter site waters before release into Gallinas Creek. In addition, prior to preparation of the SWPPP, the Marin/Sonoma Mosquito & Vector Control District shall be consulted to ensure that the measures do not have the potential to promote mosquito breeding. **MM Hyd-1e: Drainage Swales.** Where grassed swales are to be used to filter pollutants from runoff, they shall consist of a dense, uniform growth of fine-stemmed	

TABLE 2-1
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Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	herbaceous plants best suited for filtering pollutants and tolerant to the water, climatological, and soil conditions of the development area. In addition, the swale design shall include, but not be limited, to the following: • Design methods for increasing detention, infiltration, and uptake by wetland-typed plants. • A flow path adequate to provide for efficient pollutant removal in accordance with the standards of the RWQCB and MCSTOPPP. The Project Applicant shall submit a final site plan, design, construction details, and maintenance program for the proposed grassed swale(s) to the City's Engineering Services Manager for review and approval prior to issuance of a grading or building permit, whichever occurs first. **MM Hyd-1f: Maintenance of Paved Areas.** After Project completion, the Project Applicant or successor shall properly maintain parking lots and other common paved areas, by sweeping or other appropriate means, to prevent the majority of litter from washing into storm drains. Parking lots and paved areas shall be swept once per week. Should the Project Applicant or successor fail to maintain this schedule, the City shall sweep the parking lots and paved areas at the expense of the Project Applicant or successor. This mitigation measure shall also be included in the Owner's Association CC&R's.	
Impact Hyd-2: Flooding as a result of Levee Failure. The Project site is located within a 100-year flood zone. The Project site is protected by nine foot levees on the	**MM Hyd-2a: Wet Flood-proofing.** Ensure that the office, administrative, café and meeting room uses within the proposed building are built with a minimum elevation of	Less than significant

TABLE 2-1
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Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
north, south and east; however, the site itself would be graded to a finished ground elevation of +1.0 feet above mean sea level (MSL). Unless FEMA-established wet flood-proofing standards are implemented to protect the buildings in the event of flooding, this impact is considered ***potentially significant***.	+7.0 MSL. The building shall be wet floodproofed according to the following specifications: • In order to provide for one foot of freeboard elevation above the base 100-year flood elevation of +6.0 NGVD, the portions of the building below +7.0 NGVD shall be flood proofed. • The building materials, where flood proofing is required, must be of the type resistant to flood water. • The construction plans must be signed and stamped by either a registered engineer or architect, certifying that the building and materials are designed to comply with the requirements and guidelines of the flood proofing methods established by FEMA. **MM Hyd-2b: Finalize Hydrology Report and Grading and Drainage Plans.** A final hydrologic report and final grading and drainage plans shall be prepared by the Applicant to include the following: • Final hydrology report shall contain pre- and post-construction runoff calculations to support improvement plans. • Final grading and drainage plans shall be prepared by a registered engineer and the final building pad/finished floor grade shall be verified by a licensed surveyor.	
Noise		
Impact N-1: Operation of the proposed recreational facility would have the potential to increase noise levels on the Project site, which could adversely affect nearby residential uses. In addition, operation of the	**MM N-1: Evening Noise.** To address the potential that noise from late evening games becomes an annoyance to neighbors to the south due to the potential of a 1 decibel increase over maximum allowable nighttime	Less than significant

TABLE 2-1
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Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
facility would increase traffic on local streets providing access to the site, which also could affect residential uses located adjacent to these streets. This impact is considered ***potentially significant***.	noise levels, either of the following measures shall be implemented: • Close the outdoor fields at 9 p.m., Sundays through Thursdays, and 10 p.m. on Fridays and Saturdays. Alternatively, the project sponsor shall annually monitor noise levels during nighttime games to determine whether the use of outdoor fields and warm-up areas actually causes the 40 dBA (Ldn) nighttime noise threshold to be exceeded at the closest residential property boundary. If the threshold is exceeded, the outdoor facilities shall close at 9 p.m., Sundays through Thursdays, and 10 p.m. on Fridays and Saturdays. or • Project sponsor shall revise the site plan to provide sufficient space to accommodate a noise wall along the southern boundary of the parking lot and soccer warm up areas. If noise measurements of nighttime games indicate that the ordinance noise limits are exceeded, the project sponsor could build a noise wall instead of closing the outdoor fields at 9 p.m. If a noise wall is constructed, it shall be subject to the following requirements: o Pursuant to General Plan Policy S-4, the wall's location shall be subject to a geotechnical investigation, and the wall's design and construction shall proceed in accordance with the recommendations of the geotechnical investigation, as set forth in the City's Geotechnical Review Matrix. o The design of the sound wall shall be subject to review and	

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	approval by the City's Design Review Board. o The sound wall shall be constructed consistent with Part 77 of the Federal Aviation Regulations, *Objects Affecting Navigable Airspace*, specifically, the 7:1 transitional surface that governs Airport Safety Zone 5 – Sideline Zone, as analyzed by airport hazards safety specialist.	
Impact N-2: Construction activities could disrupt softball practices or games on the closest field, a ***potentially significant*** impact.	**MM N-2: Construction Time Restrictions and Engine Controls.** The Project sponsor shall implement the following engine controls to minimize disturbance at McInnis Park recreational facilities during Project construction: • Construction activities on the site shall be limited to the hours specified in the San Rafael Noise Ordinance. • Construction equipment shall utilize the best available noise control techniques (including mufflers, intake silencers, ducts, engine enclosures and acoustically–attenuating shields or shrouds) in order to minimize construction noise impacts. These controls shall be used as necessary to reduce heavy equipment noise to 72 dBA (Leq) at 100 feet to ensure acceptable noise levels are maintained at the closest (southernmost) softball field. • The applicant shall contact the County Parks and Open Space Director and General Manager to obtain game and practice field schedules and schedule work to avoid games and practices on the closest field, to the maximum extent feasible. In addition, the applicant shall	Less than significant

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	contact the program manager for McInnis Park to advise them of the pending construction project in order to help facilitate a schedule that would avoid most game and practice times. • If impact equipment such as jack hammers, pavement breakers, and rock drills is used during construction, hydraulically or electric-powered equipment shall be used to avoid the noise associated with compressed-air exhaust from pneumatically powered tools. However, where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed-air exhaust shall be used. External jackets on the tools themselves shall also be used, where feasible. • A Noise Disturbance Coordinator shall be designated to respond to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall require that reasonable measures warranted to correct the problem be implemented. The construction schedule and telephone number for the Noise Disturbance Coordinator shall be conspicuously posted at the Project construction site.	
Impact N-3: Pile driving-related noise levels could result in speech interference effects at recreational uses in McInnis Park. Speech interference effects could disrupt soccer or softball practices or games, a ***potentially significant*** impact.	**MM N-3: Pile Driving Noise.** For proposed pile driving, quieter procedures shall be used such as pre–drilling holes to the maximum depth feasible and using more than one pile driver to shorten the total pile driving duration. To minimize disruption of recreational activities on the closest (southernmost) field at McInnis Park, the applicant shall contact the County Parks and Open Space Director and	Less than significant

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	General Manager to obtain game and practice field schedules and schedule work to avoid games and practices on the closest field, to the maximum extent feasible. In addition, the applicant shall contact the program manager for McInnis Park to advise them of the pending construction project in order to help facilitate a schedule that would avoid most game and practice times. The applicant shall also provide the County with contact information for noise complaints.	
Transportation and Traffic		
Impact Traf-1: Bridge Access. The analysis of the existing one-lane bridge determined that when groups of vehicles are entering or exiting at similar times, vehicles will need to wait for opposing traffic, resulting in short-term queuing at the bridge just before and after the dance and gymnastics classes. The traffic analysis determined that queuing would be minimal due to the short length of the bridge; however, without proper mitigation, the potential exists for queues to back onto Smith Ranch Road, the public right of way. This is considered a ***potentially significant*** impact.	**MM Traf-1: Traffic Management Plan.** If the proposed two-lane bridge deck is not installed as a part of this Project, the Applicant shall prepare and submit to the City for approval a traffic management plan for events held at the facility in order to ensure adequate queuing and pedestrian safety occurs.	Less than significant

3

PROJECT DESCRIPTION

SETTING

EXISTING AND SURROUNDING LAND USES

The 119.52-acre San Rafael Airport is comprised of a single property identified as "Parcel B" by Marin County, referred to as "airport site."[1] Parcel B is identified with several assessor tax parcels; however, these parcels are not separate legal development parcels authorized by City subdivision action. The new recreational facility and associated site improvements would be located on an undeveloped 9.1-acre portion of APN 155-230-12, referred to as the "Project site." As stated above, APN 155-230-12 is a tax parcel, not a separate legal parcel for subdivision or development purposes. The total area of APN 155-230-12 is 16.6 acres. Parcel and Assessor's maps of the airport site are shown in **Figures 4-1** and **4-2**.

The airport site is located in the North San Rafael area and is bordered by a mix of residential, light industrial, commercial and recreational developments. (**Figure 3-1** shows the Project Location and Vicinity and **Figure 3-2** shows an aerial view of the Airport site; full-size copies of all plans shown in this document are on file with the City.) As noted above, the airport site is identified as Parcel B by Marin County. The majority of the Parcel B is located within the City of San Rafael City Limits; however, the southern portion of the parcel is located in Marin County. The 9.1-acre Project Site, which is located on tax parcel APN 155-230-12, one of the several assessors' tax parcels on Parcel B, is located entirely within the City Limits. This Corporate Limit Line is shown on **Figures 4-1** and **4-2**. To the south of the site are Santa Venetia and Northbridge (residential neighborhoods in unincorporated Marin County), the Marin County Civic Center, Marin Bay Lagoon, Embassy Suites Hotel and various office buildings. To the west are Contempo Marin and Captains Cove residential developments, Vista Marin and Gables residential developments, numerous office buildings and a movie theater off of Smith Ranch Road, Northgate Industrial Park, the Sonoma-Marin Railroad right-of-way and multi-family residential developments along Professional Center Parkway, Channing Way, and Sterling Way. To the north is Smith Ranch Road, a 441-acre regional County park known as McInnis Park and golf course, Smith Ranch

[1] Parcel Map 21 PM 70, Civic Center North, December 1983.

Care Center, a medical-care facility, the Las Gallinas Valley Sanitary District lands and sanitation facility, and diked wetlands. To the east are portions of McInnis County Park, diked wetlands and the San Francisco Bay.

The Project site is located at the northeastern portion of the 119.52-acre airport site, on a 9.1-acre undeveloped portion of APN 155-230-12, which itself is approximately 16.6 acres. The Project site is currently undeveloped and contains maintained grasslands, two drainage swales and gravel road. The gravel road is maintained by re-grading and adding new gravel as needed. To the north of the Project site, the North Fork of the Gallinas Creek is situated on an adjacent property. The San Rafael Airport runway is located to the south of the Project site.

Smith Ranch Road provides access to the airport site as well as the Project site. The sole entry to the airport is immediately opposite of the intersection of Smith Ranch Road and Silvera Parkway to the north. Access to the site is through a private, paved two-lane road that winds south and west from Smith Ranch road, then south across an existing bridge across the North Fork of Gallinas Creek and into the airport and non-aviation light industrial uses. The primary purpose of this private roadway is to provide access to the San Rafael Airport and light industrial uses on the airport site. The first portion of the private roadway, from Smith Ranch Road to the south side of the bridge, is over property that is not owned in fee title by the San Rafael Airport, but over which the Airport has easement rights. Once past the southern side of the bridge, the roadway passes two single-family residential properties and then enters the 119.52-acre airport site. The existing paved road currently ends at the light industrial area and from there the road is surfaced with gravel. Through the previous approvals for the airport rehabilitation project, the Airport has received approvals to pave the entry and roadway up until the end of the light industrial buildings.

The San Rafael Airport is 119.52-acres (5,205,420 square feet) in size. A portion of the site is located within the City of San Rafael (approximately 76.22 acres) and a portion of the site is within Marin County jurisdiction (approximately 43.3 acres). The portion of the airport site within the City (APNs 155-230-11, -12, and -13) is designated as Planned Development (PD) Zoning District (PD1764). The PD District was adopted in January 2001 permitting the current airport operations. The *San Rafael General Plan 2020* designates the site "Airport/Recreation." Approximately 37-acres of the site is developed with airport hangars a runway, and several non-aviation uses (APN 155-230-11).The remainder of the airport lands are vacant; which include the project area located on a 16.6-acre portion at the northeasterly corner of the airport site and north of the runway(APN155-230-12), 14-acres along the south side of the runway (APN 155-230-13), and 43.3 acres of land within the County jurisdiction that runs along the southerly boundary of the site and South Fork of Gallinas Creek (APN 155-230-14, -15 & -16). The portion of the airport site within Marin County's jurisdiction has a zoning designation of BFC-RSP4.36, Bayfront Conservation, residential single-family planned development, 4.36 DU/Ac.

A Master Use Permit (UP99-009) currently controls the allowable uses on the airport site, limiting the airport to 100-based aircraft and hangars and 12 non-aviation uses. The existing development on-site includes a 3,500-foot long 50-foot wide paved aircraft runway and over-run taxiway oriented from the southwest to the northeast, 100 individual airplane hangars, commercial hangars used by on-site fixed base operators (FBO) providing commercial aviation services, a security guard's residence at the entrance to the airport, a caretaker's residential unit located near to the taxiway, and 12 non-aviation uses; light industrial businesses (e.g. storage, warehouse, and contractor's uses located on the northern portion of the property).

The aircraft hangers total 210,000 square feet, with 22,500 square feet of light industrial buildings, and 418,000 square feet of impervious surfaces on the site. There is an additional 1,000,000 square feet of pervious surfaces on the site, including roadway, taxiway, and clear zones on both sides of the runway that are maintained in a compacted drivable condition and are kept clear of vegetation and obstructions. Undeveloped areas adjacent to the existing and former runways and runway clear zones are grasslands.

The airport site is bordered by the North and South Forks of the Gallinas Creek. The borders with the creeks include a maintained perimeter levee system that extends from the southwest corner of the site along the southern perimeter, wrapping back to the west along the northern border of the site. The airport property includes over 12,000 linear feet of perimeter levees along the North and South Forks of Gallinas Creek. These levees connect to the levee system surrounding the Contempo Marin development and, as a whole, provide flood protection to the area.

The land within the levees is situated at 0-3 feet elevation above mean sea level and the levees are 9 feet above mean sea level. The undeveloped area between the levees is characterized as non-native grassland fields that are mowed, grazed by sheep or disced annually.

Portions of the airport property contain delineated wetlands under the jurisdiction of the U.S. Army Corps of Engineers (ACOE). Two ACOE delineations were prepared for the airport site. The delineation prepared in 2001 includes areas on the outsides of the levees along the southern perimeter of the overall Airport property. The delineation prepared in 2006 includes areas on the outsides of the levees along the northern perimeter of the overall Airport property, which is the area under analysis in this EIR. ACOE wetland delineations are valid for five years.

Drainage in the eastern portion of the airport site is handled through an existing drainage system that collects run-off and site drainage and conveys it to a swale that parallels the north side of the runway. The swale is an open ditch that is maintained by the owner by mowing and clearing of debris. This swale system then conveys water to the northeast to an existing pump house located at the northeastern corner of the airport site. From this point, run-off is

pumped into the creek. There is also an existing earthen swale along the north edge of the Project site that also directs drainage towards the pump house.

For drainage in the western portion of the site (around the portion of the property that includes the aircraft hangers), there are six drainage inlets within the easterly drive aisles that serve the airplane hangars on the eastern portion of the site. In addition, three grease and sediment traps are in place to collect such materials prior to entering the existing open drainage ditch. The driveway and parking lot at the project entry is drained into an open swale that runs parallel to the North Fork of Gallinas Creek in an east/west direction. At the east end of the drainage swale, a grease and sediment trap has been installed.

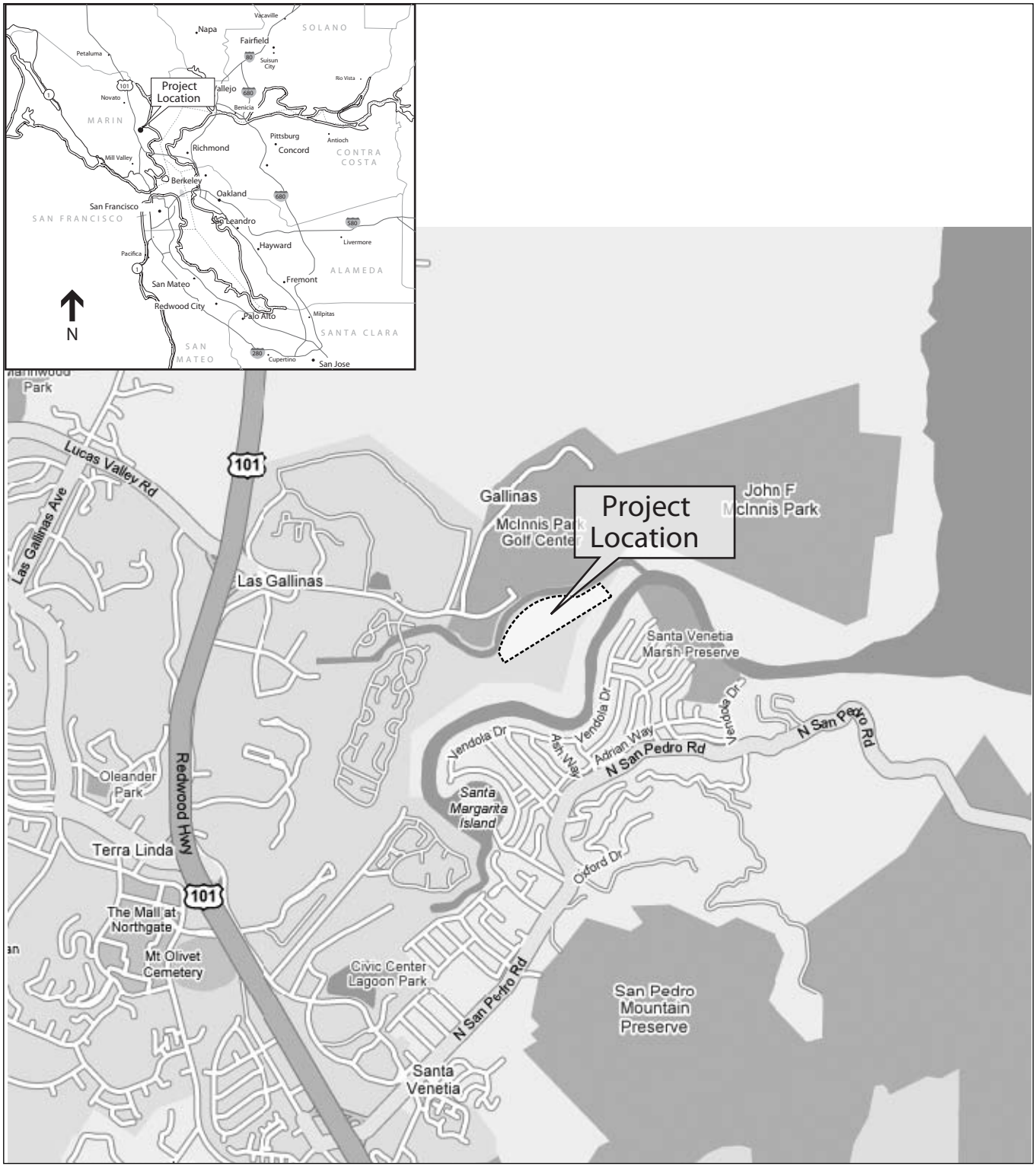

Figure 3-1
Project Location and Vicinity

Source: Google

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Figure 3-2
Aerial Photograph of the Project Site

Source: Project Applicant, 2004

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PROJECT DESCRIPTION

OVERVIEW

The proposed facility would consist of 71,300 square feet of indoor sports fields/courts along with a lighted outdoor soccer field for games and unlighted soccer warm-up area. The indoor sports building would house two soccer fields along with court areas for dance and gymnastics training. Spectators would be able to watch the sports action from a 14,400 square-foot air conditioned viewing deck located above and between the soccer fields. The indoor soccer field surfaces would be Field Turf, a state-of-the-art synthetic surface employed by many professional and college sports teams. The outdoor soccer field would be surfaced in Field Turf if field lights are approved for the project, and grass if they are not. The soccer warm-up area would be grass. The Project site plan is shown on **Figure 3-3**.

PROJECT OBJECTIVES

The following Project Objectives were submitted by the Applicant.

General Objectives

Create an economically self-sustaining, non-taxpayer financed, multi-sport recreational facility that provides all Marin County families with the opportunity to recreate year round on safe, all-weather fields and courts. The facility shall include an indoor facility with ceiling heights and field sizes that meet national recreational standards for soccer and other field/court sports. The facility shall be designed in an environmentally sensitive manner in order to complement the surrounding land uses, including the existing airport and industrial park, McInnis Park, surrounding residences, and wildlife habitat within Gallinas Creek.

Specific Objectives

- Provide commercial, multi-sport athletic facility as called for in *San Rafael General Plan 2020* Parks & Recreation policies PR-13 and PR-l4.
    - Include three or more independent and separate sports operators in order to serve broad cross section of community, and to minimize the chance of project failure should any one operator go out of business
    - Devote at least 35% of indoor space to high revenue sports in order to subsidize soccer, which generates insufficient revenue to profitably operate a commercial facility in Marin County
- Utilize tall clear span metal construction in order to minimize project construction costs (to make the project economical given the low revenues from recreational uses) while providing the large column free field areas and high ceilings required for ball play.

  - Include three 200’ x 100’ clear span areas with average ceiling heights of 30-35 feet
  - All field areas must be capable of hosting multiple field/court/rink sports such as soccer, hockey, basketball, lacrosse, etc., in order to:
    - ensure that space is full on a daily basis
    - ensure that space remains marketable to new users over time

- Provide equal recreational opportunities for all family members, including boys, girls, teens, and adults, as called for in *San Rafael General Plan 2020* Parks & Recreation policy PR-4 of the San Rafael General Plan.
  - Include indoor facilities in order to provide recreational activities that cannot be conducted outdoors due to weather, light, or nature of the activity
  - Focus youth under 12 activities during daylight hours, teen activities after school from 5 —8 pm, and adult activities in evenings from 8 pm — 11 pm (12 pm Fri/Sat)
  - Provide 3-4 hours of daily exclusive adult play time at soccer facility
    - adult fees are required to offset low youth fees
    - soccer operation is not economically sustainable as a youth only facility

- Qualify for traditional commercial mortgage financing providing 75% of project costs
  - Project income must be sufficient to pay the mortgage and provide a reasonable rate of return on the 25% project down payment
  - Include credit worthy sports operators with proven track records of success
  - Secure Use Permit conditions necessary for sports operators to succeed given Marin County’s high costs of doing business
  - Secure operating hours comparable to other indoor sports facilities in California

- Design a facility that is safe for recreation and aviation users at San Rafael Airport.
  - Physical improvements shall comply with aviation setback and clear zone guidelines established by the FAA and CalTrans Dept. of Aeronautics
  - Project shall not include any features that attract wildlife that is hazardous to aircraft safety, as defined by the FAA and Caltrans Dept. of Aeronatics.

- Design project in environmentally sensitive manner to comply with all City wetland protection standards
    - Screen and downshield all lighting to minimize light spill and glare into Gallinas Creek and into surrounding residential neighborhoods
    - Comply with all Gallinas Creek setback requirements established by the City of San Rafael for the protection of wildlife within Gallinas Creek
    - Adopt stormwater pollution prevention program (SWPPP) that complies with Regional Water Quality Board standards for protection of Gallinas Creek
- Qualify project for certification under the US Green Building Council's LEED program (Leadership in Energy and Environmental Design)
    - Minimize project impacts on local and global environment
    - Minimize operating costs using state-of-the-art energy efficient technologies
        - high efficiency field lighting combined with ample natural lighting (windows) to reduce electrical usage
        - photovoltaic solar panels to produce clean electricity from the sun
        - ET Water smart irrigation controllers to minimize water use and eliminate irrigation runoff into Gallinas Creek

USE

Please refer to **Figures 3-4 through 3-6** for Project floor plans.

Indoor

The proposed recreational facility would be composed of an 85,700-square-foot indoor facility, two outdoor sports fields, two parking lots and associated site improvements. The building would be divided into three primary recreational uses—soccer, dance and gymnastics—and would share the common locker room and restroom facilities. As part of the Master Use Permit, the applicant has requested the flexibility to replace soccer, dance and gymnastics with other recreational users over time.

The recreational building itself is 200 feet wide by 350 feet long. It is proposed to be broken into two separate buildings that will differ in function and exterior design but will be connected by a common wall and will share common elevator and locker room facilities.

The largest and primary element of the recreational building would be the indoor soccer component. Ideally, indoor soccer fields require a minimum 40 feet inside ceiling height over the entire field area to allow normal ball flight. The inside ceiling height over the proposed soccer fields will be only 27-36 feet, because the project applicant sought to avoid local neighbor opposition by staying within the 36 foot average height limit allowed under local zoning. The exterior height of the soccer building is 29 feet at the eaves and 38 feet at the roof peak and sits at elevation 1.5 feet. This portion of the building would include a field level (44,000 square feet) with two indoor soccer fields (each 180' x 80'), and locker rooms.

The indoor soccer component will also feature a mezzanine level (14,400 square feet) with a viewing area, meeting room, café, restrooms, sports shop and administrative offices. The café, comprised of approximately 4,092 square feet of the total ground floorspace, will have dedicated countertop seating for approximately 20 people. The menu has not been determined, but is expected to include hot and cold sandwiches and snacks along with salads and fruit. Beverages will include juice, soda, sports drinks, coffee, beer, and wine. Also on the viewing level will be a soccer pro shop.

The second element of the building would host the dance and gymnastics components. The dance/gymnastics building area will be approximately 26,000 square feet in size. It is designed to be large enough to house a third full size (200' x 100') indoor field/court/rink, in order to provide maximum use flexibility over time. The general rule for building height in all indoor sports facilities is the taller the better. However, due to aesthetics concerns, especially as viewed by neighbors, the applicant designed this building to be shorter than the soccer building (26 foot eaves, 34 foot roof peak), and it will have a different, though complimentary, architectural design. The architect has used the roof height step-down as an opportunity to create two aesthetically separate facades within a single structural building. The net result is to reduce the overall massing and scale of the project.

Finally, there will be offices and a meeting room for things like team meetings, award banquets, referee training, player birthday parties, and sport instruction. The meeting room will be offered for the complementary use of local seniors (card playing, yoga, bingo, etc.) and neighborhood groups who need meeting space.

The three recreational uses at this facility would all have different hours of operation. The indoor soccer facility is proposed to operate from 9:00 a.m. to 11:00 p.m., Sunday through Thursday, and from 9:00 a.m. to 12:00 a.m. Friday and Saturday. The indoor dance and gymnastics uses would operate from 9:00 a.m. to 9:00 p.m., seven days a week.

Outdoor

The outdoor field uses consist of a lighted regulation-size soccer field and an unlighted soccer warm-up and stretching area. The regulation-size soccer field surfaces will be all weather Field Turf synthetic sports field surface if field lights are approved for use in the project, otherwise the field will be covered with grass. The applicant has stated that lights are

necessary to generate enough income from the outdoor fields to support the high installation cost of Field Turf vs. grass (5x the cost). The soccer warm-up and stretching area will be covered in grass.

Use Schedule

Table 3-1 below provides an estimated schedule of activities, durations, attendance and staffing numbers for the proposed facility:

TABLE 3-1:
SAN RAFAEL AIRPORT RECREATIONAL FACILITY USE SCHEDULE

Component	Hours of operation	Operations/Activities	Schedule of Activities	Number of Users	Number of Employees
Indoor					
			Kids training: 9:30 AM–4:00 PM, M–F		
Soccer	Sun-Thurs: 9 AM-11 PM; Fri-Sat: 9 AM-12 AM	Soccer leagues, individual and group training, café, pro shop, meeting room, administrative uses.	League games: 3:30 PM–11:00 PM, M–Thurs.; 9:00 AM–12:00 AM, Fri.–Sat.; 9:00 AM–11:00 PM, Sun.	200-300 per day	4 full time equivalent
Dance	Daily: 9 30 AM-9 PM	Private and group dance lessons for all ages.	By apt. throughout day	150-200 per day	2 full time equivalent
Gymnastics	Daily: 9:30 AM-9 PM	Private and group gymnastics lessons for all ages.	Classes held throughout day	150-200 per day	2 full time equivalent
Outdoor					
Soccer	Sun-Thurs: 9 AM-11 PM; Fri-Sat: 9 AM-12 AM	Pre-game warm-up, stretching, running, practice, strategy review.	No set schedule.	See Indoor component above.	See Indoor component above.

Source: Applicant

Site Plan/Access

The proposed Project would be generally located on the northeastern portion of the 119.52-acre site. Access to the proposed new recreational facility would be provided via a driveway off Smith Ranch Road through an extension to the existing roadway currently serving the airport property (see **Figure 3-3**, Site Plan). The existing improved roadway currently ends at the non-aviation buildings. From that point, a new 30-foot wide paved roadway would generally follow the existing unimproved levee access road south then east towards the subject portion of the property. The roadway would terminate at a new, 184-car paved parking lot. The new roadway finished elevation would be approximately three feet NGVD, descending to between 1.80 and 1.15 NGVD and terminating at the entry gate at the parking lot, which would have a finished elevation of 1.0 NGVD. The parking lot would include a circular drop-off zone at the end of the paved parking lot and near the entry at the southeast corner of the building. Access to the building from the parking lot would be through concrete sidewalks that wrap around the front and west side of the building. The southern edge of the new parking lot would be 160 feet north of the runway centerline. Just past the end of the main paved) parking lot, a gravel parking lot is proposed to be constructed and this would provide overflow parking facilities as well as access to the two outdoor fields.

The proposed building would be located immediately north of the parking lot. The northwest corner of the building would be closest to the existing property line at a setback of approximately 11 feet. With respect to setbacks from the top of creek banks, the rear (northern elevation) of the proposed structure would be setback between 150 and 208 feet from the top of bank of the North Fork Gallinas Creek, the west side would be setback between 200 and 400 feet from the top of bank of the North Fork Gallinas Creek and the east side would be setback approximately 850 feet from the top of bank of the South Fork of the Gallinas Creek. The south side of the building would be setback approximately 350 feet from the runway. There would be three entry points to the building, the southwest corner, southeast corner and west sides of the building.

The outdoor soccer field would maintain a minimum of 173-foot setback from the top of creek bank and the soccer warm-up area would maintain a minimum 118-foot setback from the top of creek bank.

As part of this project, the applicant has also proposed to install a new 25-foot wide steel truss bridge deck over the existing bridge that crosses the North Fork of the Gallinas Creek (see **Figure 3-16**). The new bridge deck would not exceed the width of the existing bridge right-of-way. The California Department of Fish & Fame (CDFG) considers any new construction that substantially diverts or obstructs the natural flow of, substantially changes the bed, channel, bank of, uses material or water from, or creates “fill” in the form of new shadows over the North fork of Gallinas Creek to potentially create substantial adverse impacts to existing wildlife resources, including water quality, hydrology, aquatic or terrestrial plant or animal species. Therefore, bridge construction would require a Streambed Alteration Permit to be issued by the CDFG. The Applicant has obtained the requisite 1602

Lake and Streambed Alteration Agreement, a copy of which can be found in **Appendix C** of this EIR. As stated above, the new bridge would not exceed the width of the existing bridge; therefore no new shadows would be created.

The proposed new bridge would accommodate two 10-foot wide vehicular travel lanes and one 5-foot wide pedestrian/bicycle lane. The bridge is neither located on the airport site nor the Project site, but is owned by the airport and located on land over which the airport has access rights and has historically accessed their property.

Bridge improvements would include removing the existing bridge rail, lowering a pre-fabricated 122-foot long and 25-foot wide bridge on top of the existing bridge structure, pile-driving new piers into paved areas located above the top of the creek bank in order to support the new bridge, and pumping eight inches of cement into the bridge deck to form the new driving surface. No new piles would be driven into the creek nor is any work proposed within the creek itself or creek banks. A crane will be used to lower the pre-fabricated bridge into place. The existing bridge structure would remain in place to serve as a platform for maintenance and carry the utility lines crossing the creek. The proposed bridge improvements are expected to be completed in approximately two weeks (ten 8-hour working days).

A new accessible pedestrian/bicycle path of travel is also proposed from Smith Ranch Road, over the new bridge and then leading to the proposed new building. This new path would entail striping along the existing portion of the roadway as well as on the new roadway extension.

LIGHTING

As discussed, the Project would utilize four types of lights: wall lights on the building, pole-mounted lights for the parking lot, bollard lights for the existing and new roadway and the southern portion of the parking lot, and finally, pole-mounted lights over the outdoor soccer area.

In terms of building light, eight under-canopy lights are proposed at the three building entries (triple tube compact fluorescent) and 23 building mounted lights (14-inch square, 150-watt metal halide) would be located on all four building elevations and would be mounted to the wall at a height of 14 feet and shielded to direct light downward.

The parking-lot lighting would be composed of (19) 14-foot tall double-head standards (150-watt metal halide) and bollards would be (31) 42-inches tall (70-watt metal halide), placed along the entry to the parking lot and the entire southern edge and a portion of the eastern edge of the parking lot. Additional bollard lights are proposed along the entire length of the existing roadway from Smith Ranch Road and proposed San Rafael Airport Recreational Facility roadway extension leading to the new building.

Lastly, the outdoor soccer field would be illuminated by eight (8) pole-mounted, 1500 watt Musco "Green Generation" luminaires. The four lights along the northern edge of the soccer field, closest to Gallinas Creek, would be mounted on 40-foot poles and the four lights along the southern edge of the soccer field, closest to the airport runway, would be mounted on 23-foot poles. The following table provides further details and specifications for the proposed facility lighting; the exterior lighting plan can be seen in **Figure 3-9**.

TABLE 3-2:
PROJECT LIGHTING SPECIFICATIONS

Quantity	Location	Specifications
31	Access Road and Parking Lot Perimeter	Guardco BR-8 Round Bollards @ 40' O.C, 42" high with 70 watt metal halide lamps.
23	Main Building	Guardco BE-14 wall-mounted luminaires @ 50' O.C., 14' above finished floor with 150 watt metal halide lamps.
8	Building Entrances	Guardco Designer Canopy Luminaires @ 20' O.C., with 42 watt compact fluorescent lamps.
19	Paved Parking Lot and Unpaved Overflow Parking	Guardco Square Form 10, A14, 2-way side pole mounted @ 40' O.C., 14' average finished floor with 150 watt metal halide lamps
4	Outdoor Soccer Field	Musco Green Generation 1500 WMZ Luminaires, 3/Pole, 40' high, @ 30' O.C., with 1500 watt metal halide lamps.
4	Outdoor Soccer Field	Musco Green Generation 1500 WMZ Luminaires, 2/Pole, 23' high, @ 30' O.C., with 1500 watt metal halide lamps.

Source: Applicant; note: further details of the Musco Green Generation Luminaires are provided in **Appendix B**

LANDSCAPING

Existing eucalyptus trees along the rear (north) of the building and near the levees to the south of the site are proposed to remain. A gap currently exists in the line of Eucalyptus trees along the north of the proposed buildings. Based on the City Design Review Board's initial review of the proposed Project and comments received from both the public and Design Review Board members, the Applicant has agreed to fill in this gap as part of the final landscaping plan. The replacement trees are not currently identified on either the landscape plan or the site plan; however, the DRB has requested final design review and approval prior to overall Project approval. The aesthetics analysis in Chapter 4 of this EIR provides expanded discussion and analysis of this issue, and Chapter 4 provides a mitigation measure requiring the final landscaping plans to identify the area where the tree replacement will occur.

Landscaping has been proposed within and around the new paved parking lot, around the front and west sides of the building, and around the new outdoor fields. Proposed landscaping would consist of trees (She-oak), large trees and shrubs (California lilac, toyon, and Pacific wax myrtle), shrubs (Howard McMinn manzanita, California sagebrush,

California lilac, California grey rush, tree mallow, fuchsia flowering gooseberry, Cleveland sage, and black sage), and ground cover and vines (manzanita emerald carpet, dwarf coyote brush, Cannel creeper and California wild grape). The landscape plan proposes new planting within and around the parking lot, on the south and west sides of the building, on the south and east sides of the outdoor soccer field, and on the northwest side of the outdoor soccer warm-up field. The southern border of the parking lot and outdoor fields is proposed to include a 5-foot tall black vinyl chain link fence with black screening fabric installed on the south side of the fence.

All planted areas would be irrigated by multi-zone automatic drip systems controlled by "smart" water controllers that adjust daily watering schedules based on local weather data. Recycled water is available via the Las Gallinas Sanitation District; however, the Applicant has not indicated that recycled water will be utilized.

The Project landscape plan is shown on **Figure 3-10**.

ARCHITECTURE

Most indoor sports centers are comprised of metal buildings with few architectural features. The proposed Project breaks the larger overall structure into two separate buildings with differing roof lines, window shapes and sizing, siding patterns, fascia treatments, and color combinations. Extensive use has been made of glass in order to add visual interest to the building, while also conserving on lighting costs and enhancing the user experience by providing views of the surrounding hills and bay. The color combination of greens, browns, and tans was used to help the facility blend into the surrounding natural background of fields, trees, and hills. Part of this background is formed by existing eucalyptus trees that surround the airport property near the inside of the levees. These trees will grow to over 60 feet at maturity, and will very effectively screen the building from McInnis Park and surrounding residential neighborhoods.

The proposed new building would be 200 feet wide (north to south) by 350 feet long (east to west) and would be broken into two major elements, with the taller portion over the eastern half of the building and the lower portion over the western half of the building. The proposed structure would total 41 feet above grade measured to the highest point of the structure (roof vent over the center of the structure), 38 feet above grade to the highest point of the roof over the indoor soccer portion of the structure (eastern half of the structure) and 34 feet above grade to the highest point of the roof at the lower portion of the building (western half of the structure). The City of San Rafael defines height of a structure based on the Uniform Building Code definition of height. This definition measures height of a building as the vertical distance above a reference datum measured to the average height of a gable roof. As measured by the Uniform Building Code, the eastern portion of the structure (indoor soccer portion) would be 33.5 feet in height and the western portion would step down to 30.0 feet in

height. The roof vent over the center of the building and the plumbing and mechanical flues are not included in height calculations based on the City's Zoning Ordinance.

The frame of the building would be a clear span structure and is proposed to be clad with a variety of building materials, including a combination of textured metal panels along the base of the structure, vertical metal panels on the corners of the building, flush metal fascia panels, and a sloped metal roof building colors are proposed to primarily be shades of darker green with some tan and dark accent colors.

Mechanical equipment would be recessed within the roof of the structure. Mechanical units for heating and ventilation would be located within the structure and not visible from off-site. The proposed equipment room would be covered by a separate roof with vents and is located in the center of the building and indicated as "roof vent" on the project elevations.

Eight story poles were erected on the site in November, 2005, one pole at each of the four corners, two at the east and west side of the building to illust5rate the high piint of the ridge of the roof, and two on the north and south sides of the building to distinguish between the two elements of the building. The story poles have been colored and the tops of the poles have been connected to illustrate the eaves and ridge.[2]

Figure 3-7 shows Project building elevations and **Figure 3-8** shows building cross-sections.

Aviation Safety

In addition to the City's zoning and building requirements, the Division of Aeronautics of the California Department of Transportation requires aviation clear zones and clear ascending zones on both sides of the runway. The clear zone is a 125-foot area on both sides of the runway (measured from the center of the runway) in which no permanent non-frangible (break away) flight obstruction is allowed, including structures, fencing, lighting, and trees. From the end of the 125-foot clear zone, there is a clear ascending zone, a horizontal plane that raises 1-foot every 7 feet of linear distance, in which no permanent non-frangible obstructions are allowed to penetrate. As designed, the proposed structure, fencing, landscaping, lighting and other site improvements would comply with the clear zone and clear ascending zone requirements.

The project has been designed to comply with the California Department of Transportation, Division of Aeronautics requirements pertaining to clear zones and clear ascending zones. No permanent non-frangible structures, improvement or landscaping are proposed to be located in the 125-foot clear zone (from the center of the runway) and no permanent non-

[2] City of San Rafael, *Design Review Board Staff Report*, July 19, 2005.

frangible structure, improvement, or landscaping would penetrate into the 1:7 clear ascending zone.

Environmental Design

The Airport Sports Center is proposed to be built in compliance with standards established by the US Green Building Council (USGBC). The Applicant has registered for certification under their Leadership in Energy and Environmental Design (LEED) program. This program encourages environmentally sound practices in both construction and ongoing project operation. Several LEED approved measures intended to be used in the project include:

- Roof mounted photovoltaic solar panels to produce electricity from the sun
- Weather adjusting smart irrigation controllers by ET Water of Corte Madera reduce water usage 25%-40% and eliminate 100% of irrigation run-off
- High efficiency fluorescent lighting on indoor fields uses 50% less electricity than traditional metal halide fixtures
- Musco Green Generation Lighting on outdoor fields uses 50% less power than traditional systems
- Field Turf made from 90% recycled materials, and unlike grass needs no watering or pesticides/herbicides/fertilizers

In addition to the LEED program, all sports operators at the Airport Sports Center will be required to qualify for the Main Green Business program through the County of Marin.

ENGINEERING

The base building structure will be composed of long span steel I-beam columns, positioned at 25-40 feet on center around the perimeter of the building. The columns will rest on a concrete perimeter foundation, which will be supported by concrete piles or concrete spread footings. The columns will be interconnected with steel purlins, onto which the steel building skin will be mounted. Windows and doors will be double paned, low “e” glass for maximum energy efficiency. The walls and ceiling will be heavily insulated to save energy and to prevent sound from passing through the building shell.

FLOOD CONTROL

FEMA has advised that in order to satisfy their flood control requirements, the building will need to be dry flood-proofed to an elevation of 7 feet NGVD. This means that the building walls must be substantially impermeable to the passage of water. To achieve this, the building perimeter will be enclosed with a 5.5 foot tall concrete block wall (the building pad will be at elevation 1.5 feet NGVD). The concrete wall will be located inside the exterior metal walls of the building, and therefore will not change the exterior appearance of the building. Doorways will be equipped with FEMA approved flood barriers that will also be contained inside the building walls. Prior to building occupancy, an official FEMA Floodproofing Certificate must be completed by the project engineer and submitted to the

City of San Rafael to certify that the project has been built in accordance with FEMA standards.

GRADING AND DRAINAGE

The site is generally flat, generally ranging in elevation between -2.0 and +2.0 MSL. The proposed grading plan indicates that 3,000 cubic yards of earth would be cut and 35,000 cubic yards of fill would be used for the construction of the building and site improvements. Approximately 32,000 cubic yards of engineered fill will be imported from off-site. No placement of fill for any development would be placed within 50 feet of any wetland or potential wetland.

The grading plan indicates that the finished grade elevation in the indoor soccer/dance/gymnastics building will be +1.0. Existing grade in this area ranges from -1.9 to +0.4, indicating this area will need to be raised between approximately +0.5 and +2.0 feet in elevation to achieve a finished grade of +1.0. Finished grade for the outdoor soccer field and the soccer warm-up area will be +2.0 in the center of each respective field, sloping to +1.5 at the edges of the outdoor soccer field and to +1.0 at the edges of the warm-up area to allow for adequate drainage. Existing grade in these areas ranges from -2.0 to +0.2, indicating these areas will need to be raised between approximately +1.8 and +4.0 feet. Finally, finished grade for the parking lot area is proposed to be +1.5. Existing grade in this area ranges from -1.9 to +0.8, indicating the parking area will need to be raised between +0.7 and +3.4 feet in elevation. The remainder of the fill quantity will be applied to the driveway approach, which will slope gradually from elevation +8.8 beginning at the bridge crossing down to +1.36 where it meets the entry gate at the parking lot.

The drainage plan identifies that all new drainage generated by this project would be directed to the two existing drainage trenches located along the northern property line and between the proposed parking lot and the runway. These drainage facilities would utilize bio-swales and grass lined drainage trenches to naturally filter contaminants as storm water flows across the property. The drainage trench would then convey water to the existing pump house located to the northeast of the proposed outdoor soccer field. All roof leaders from the new structure would be directed through the landscaped areas, and then any remaining drainage from the roof would be directed to the bio-swales. The main parking lot would be paved with impervious materials and drainage would be directed to the grass lined drainage trench to the south and north.

Project drainage plans with earthwork quantities are shown on **Figures 3-11** through **15.**

UTILITIES

The Project would connect to the City utility infrastructure through existing easements. The Los Gallinas Valley Sanitary District would provide sewer and wastewater treatment services; the Marin Municipal Water District would provide potable water service to the

Project site; Pacific Gas & Electric would provide electricity service to the Project site; and solid waste from the Project site would be conveyed to the Redwood Sanitary Landfill.

Project utility easements and connection locations are shown on **Figures 3-11** through **15.**

CONSTRUCTION SCHEDULE

The Project applicant estimates construction activities will be complete within two years of Project approval.

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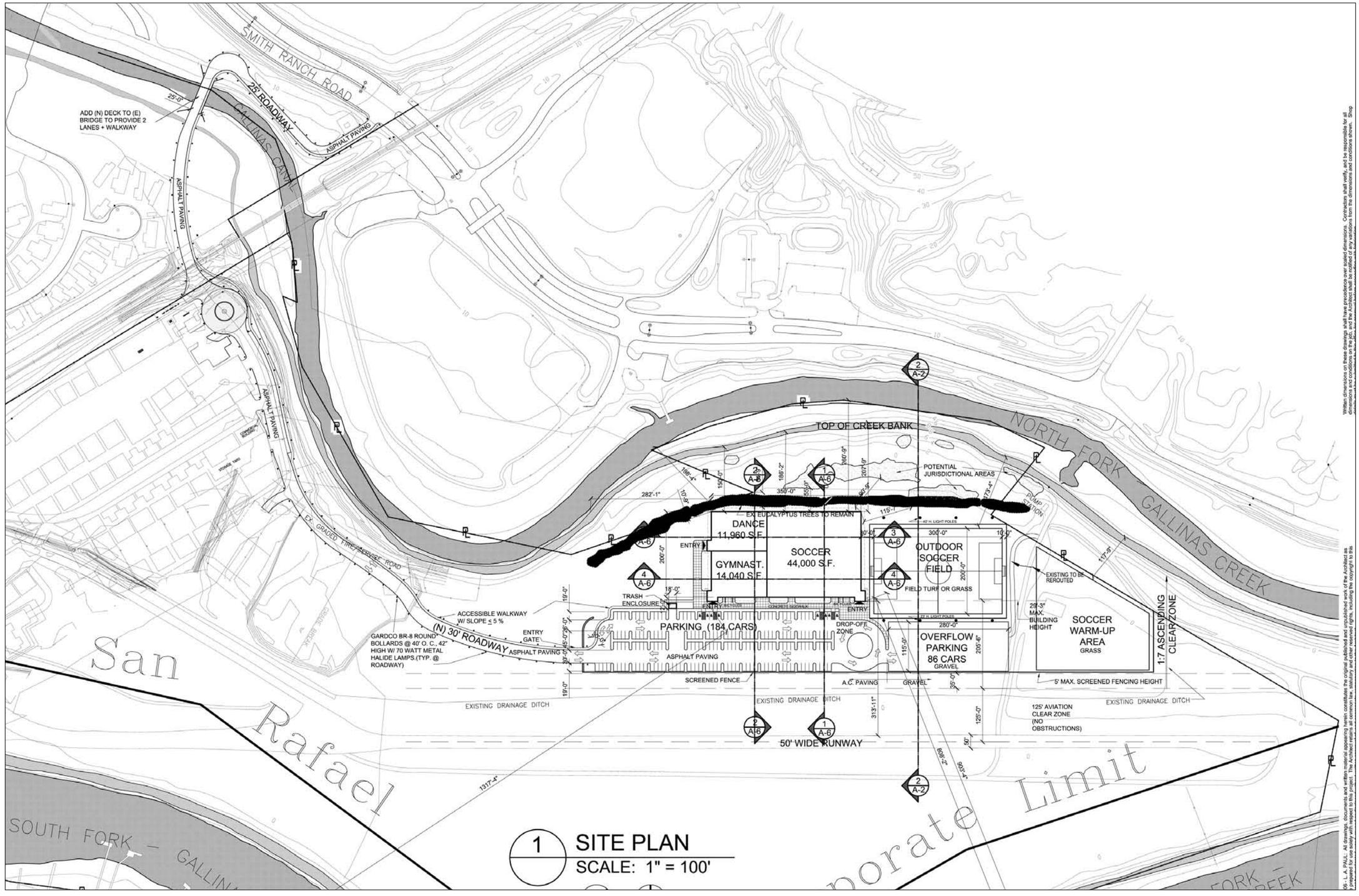

Figure 3-3
Site Plan

Source: L. A. Paul & Associates, 3-28-08

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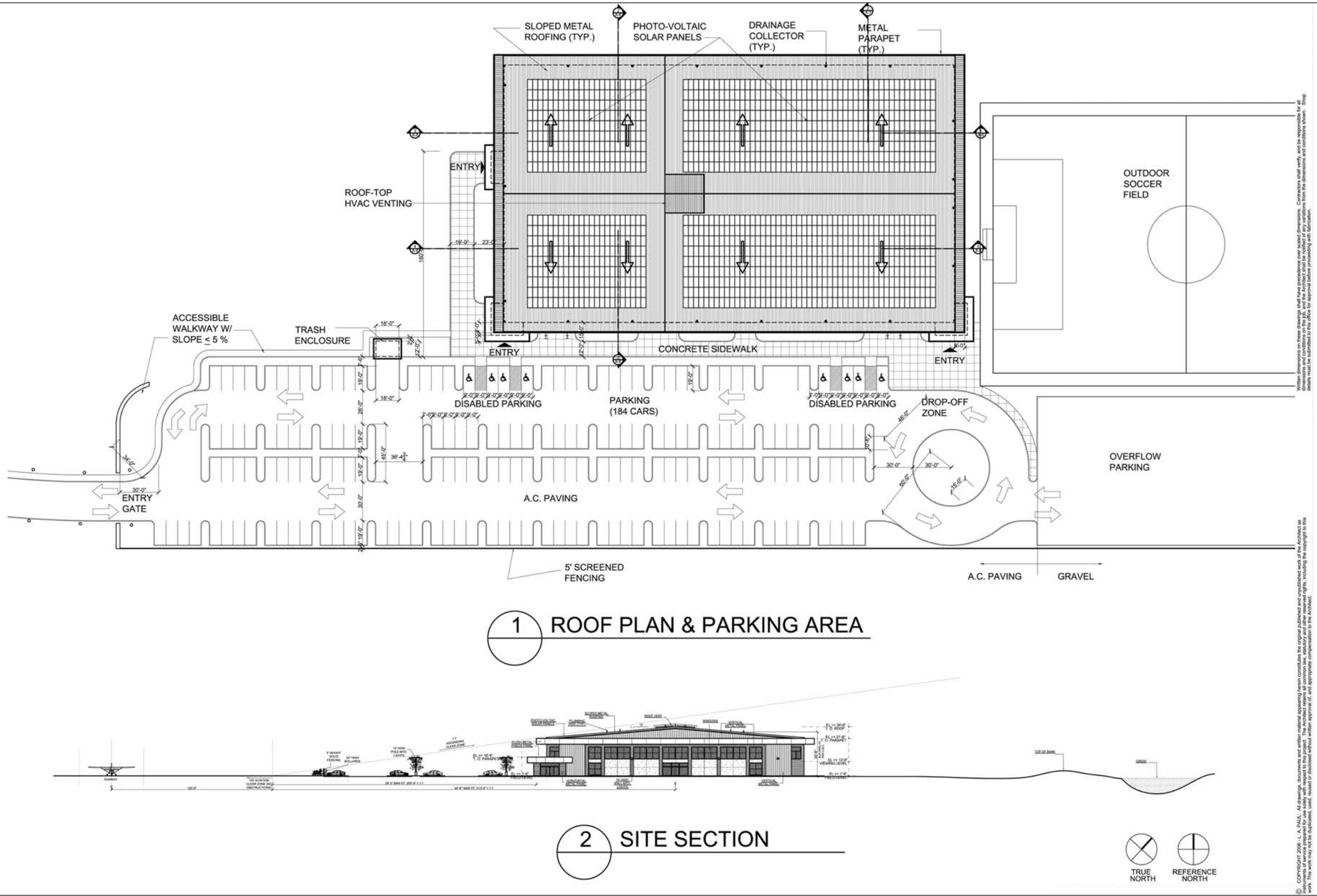

Figure 3-4
Roof Plan & Parking Area

Source: L. A. Paul & Associates

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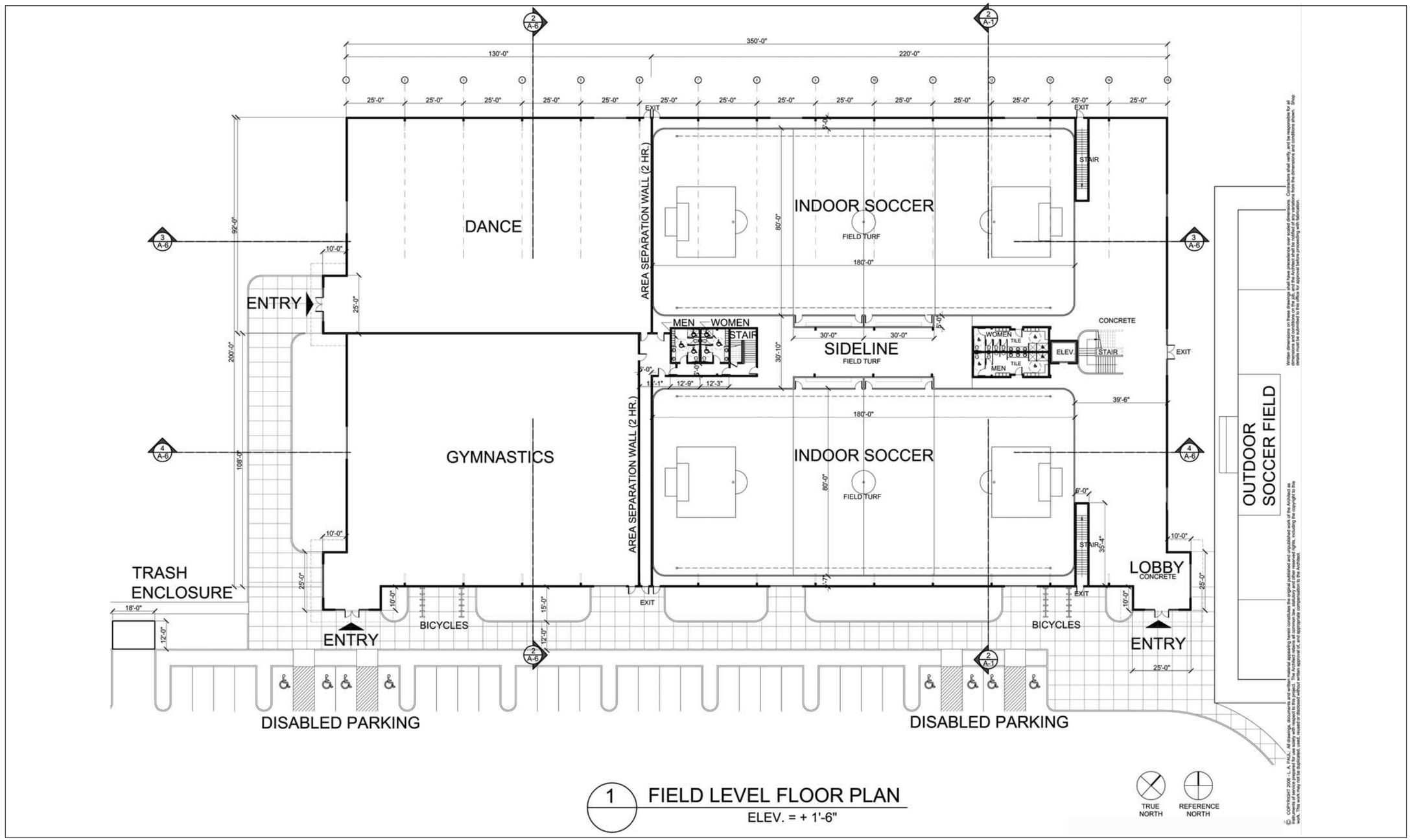

Figure 3-5
First Floor Plan

Source: L. A. Paul & Associates

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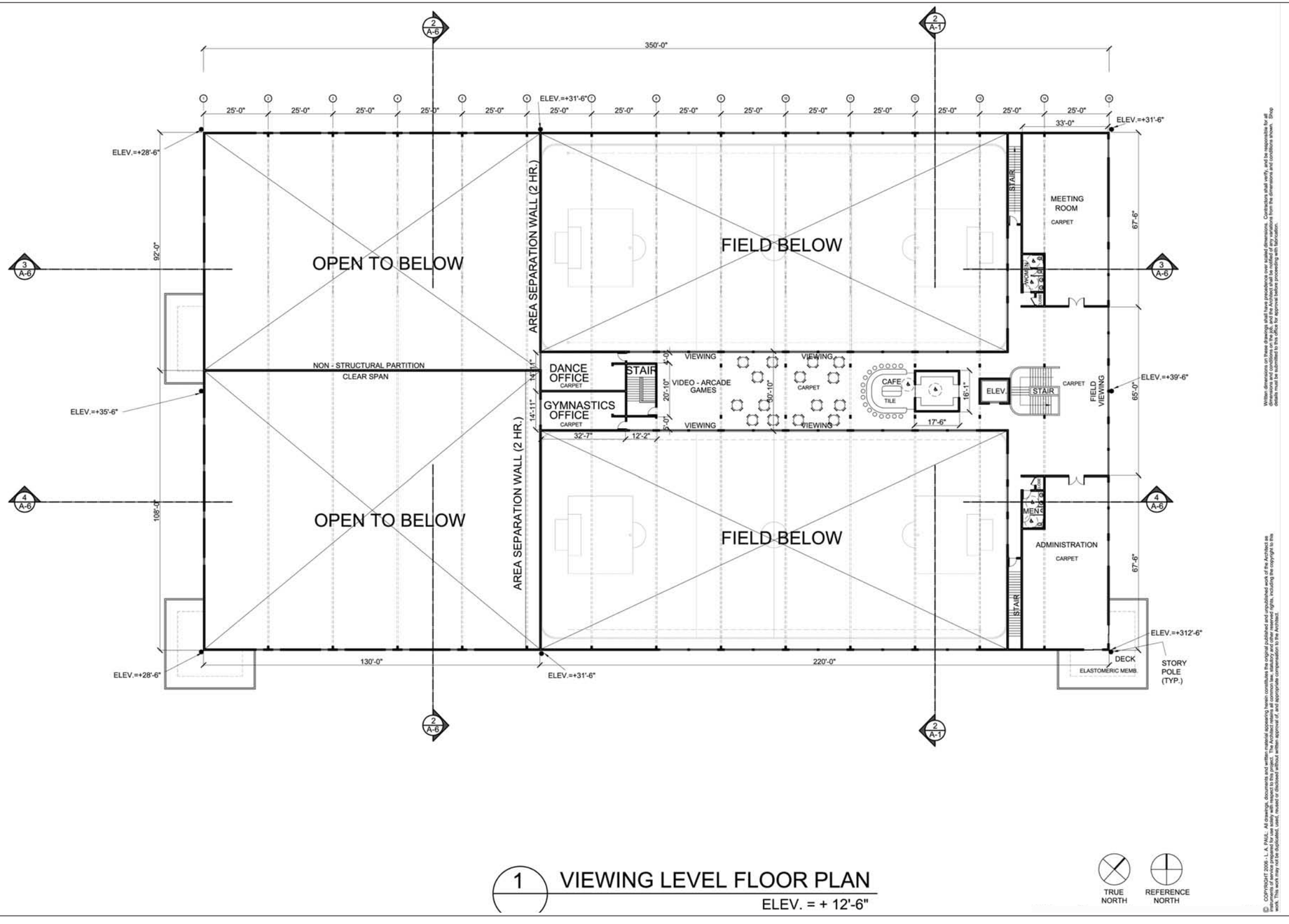

1 VIEWING LEVEL FLOOR PLAN
ELEV. = + 12'-6"

Written dimensions on these drawings shall have precedence over scaled dimensions. Contractors shall verify, and be responsible for all dimensions and conditions on the job. Any discrepancies shall be notified of any variations from the dimensions and conditions shown. Shop drawings must be submitted to the Architect for approval before proceeding with fabrication.

Figure 3-6
Second Floor Plan

Source: L. A. Paul & Associates

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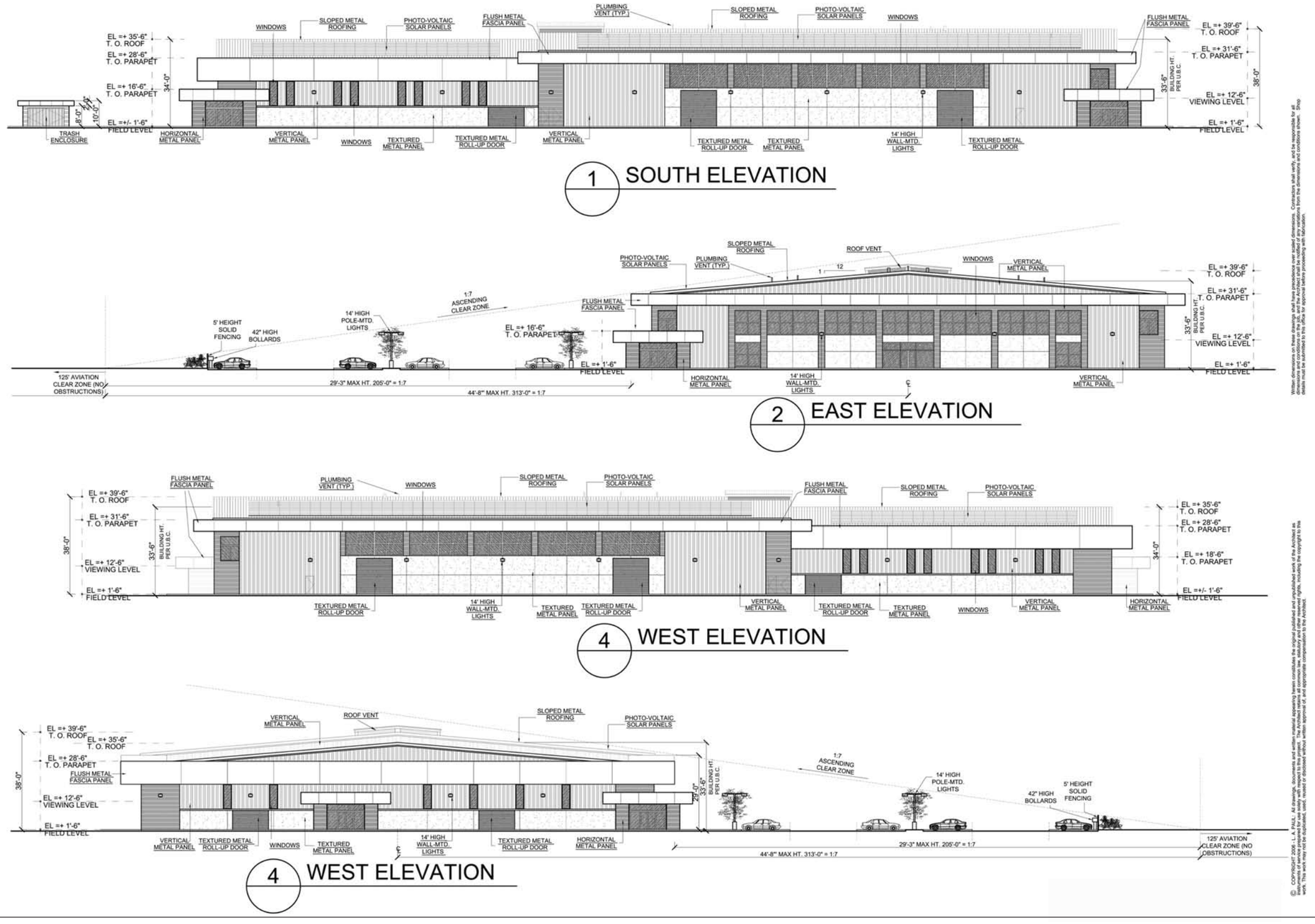

Figure 3-7
Elevations

Source: L. A. Paul & Associates

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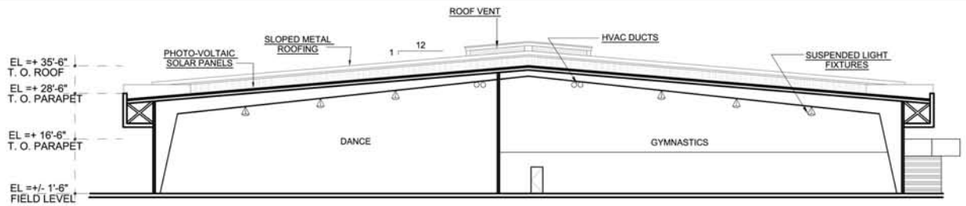
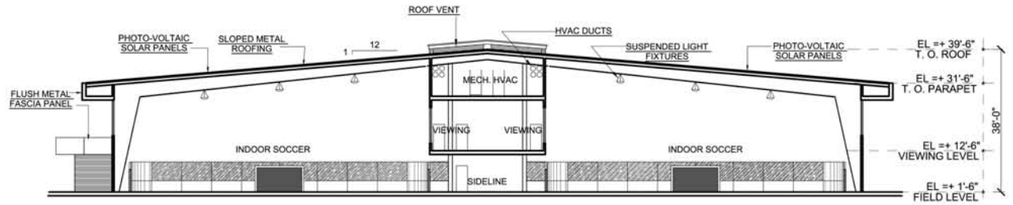
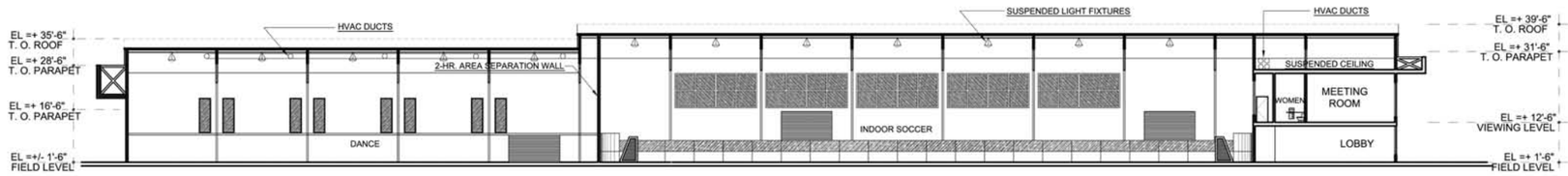


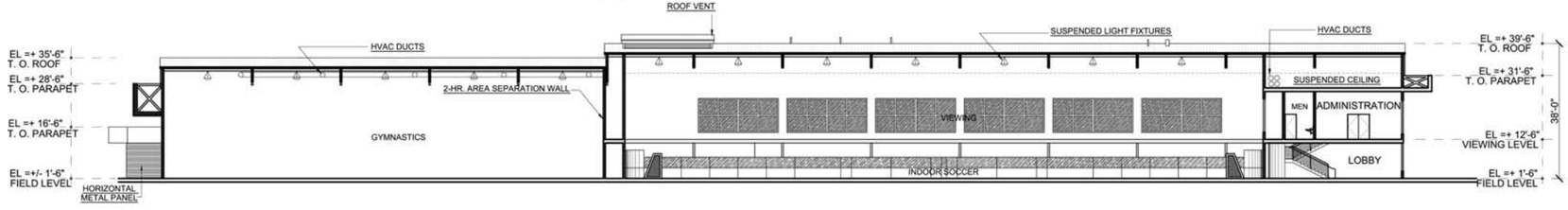
1 NORTH - SOUTH SECTION



2 NORTH - SOUTH SECTION



3 EAST - WEST SECTION



4 EAST - WEST SECTION

Written dimensions on these drawings shall have precedence over scaled dimensions. Contractors shall verify, and be responsible for all dimensions and conditions on the job, and the Architect shall be notified of any variations from the dimensions and conditions shown. Shop details must be submitted to the Office for approval before proceeding with fabrication.

Figure 3-8
Sections

Source: L. A. Paul & Associates

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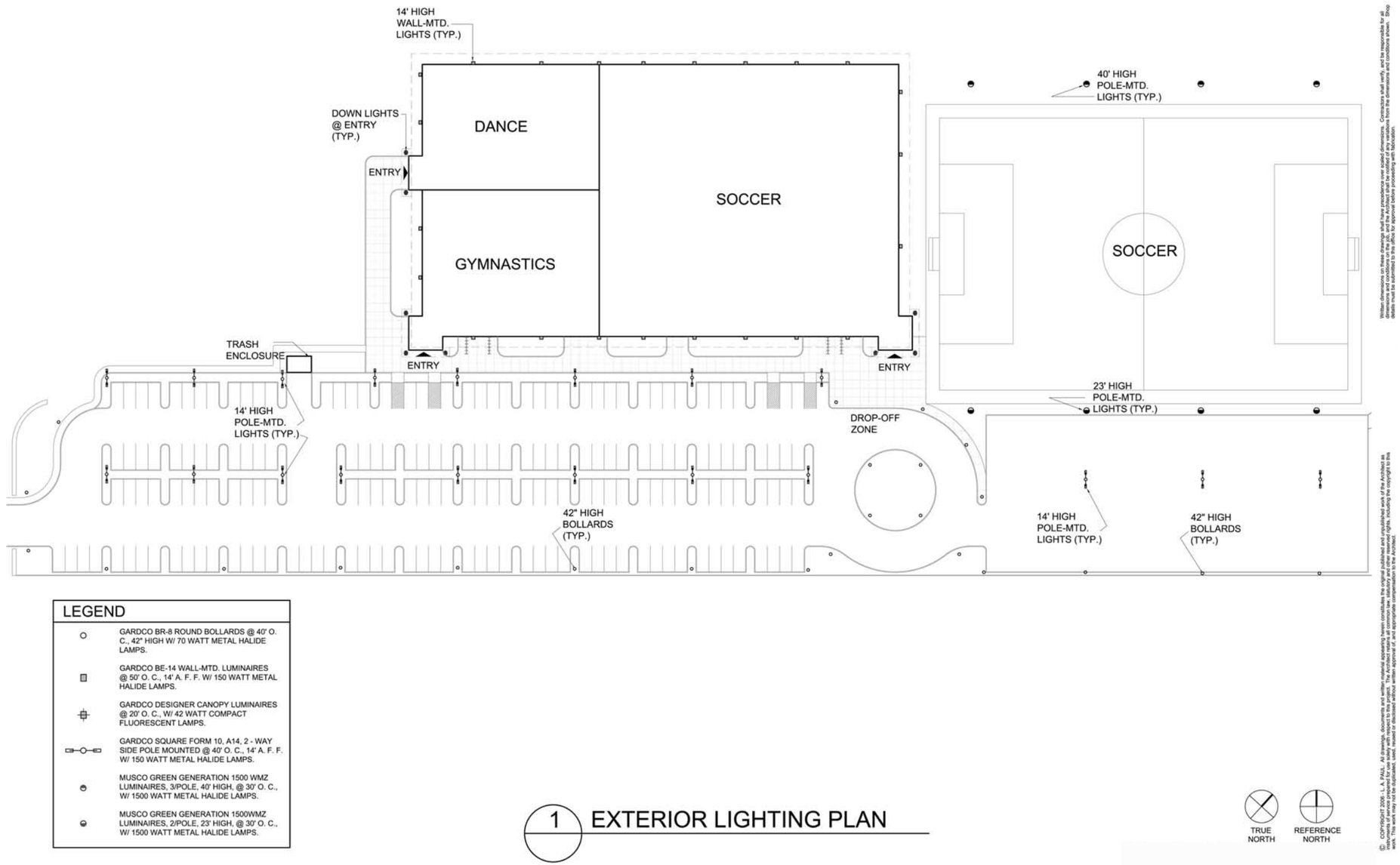

Figure 3-9
Exterior Lighting Plan

Source: L. A. Paul & Associates

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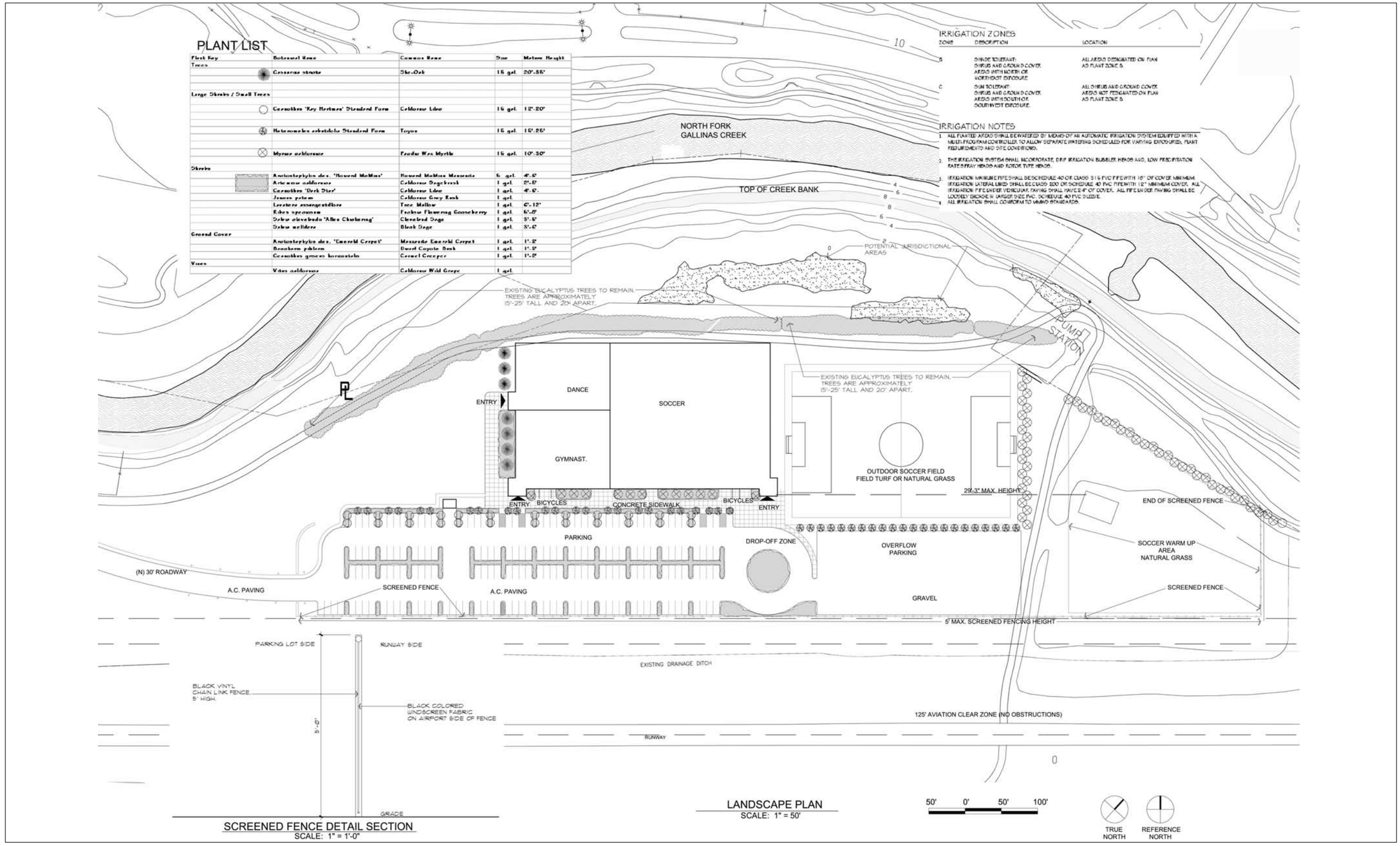

Figure 3-10
Landscape Plan

Source: Baronian Whisler Landscape Architecture

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Figure 3-11
Grading and Drainage 1

Source: Baronian Whisler Landscape Architecture

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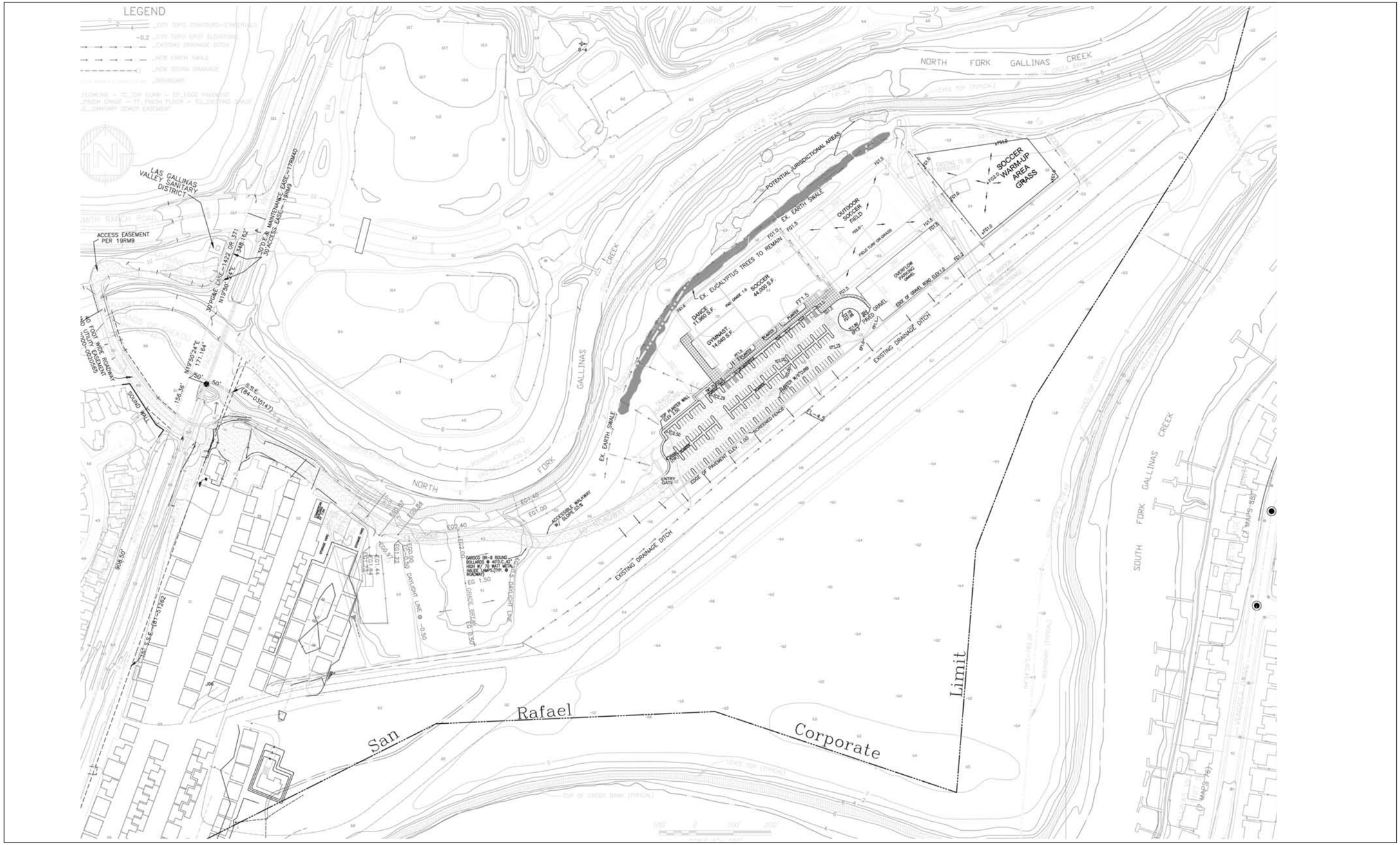

Figure 3-12
Grading and Drainage 2

Source: Baronian Whisler Landscape Architecture

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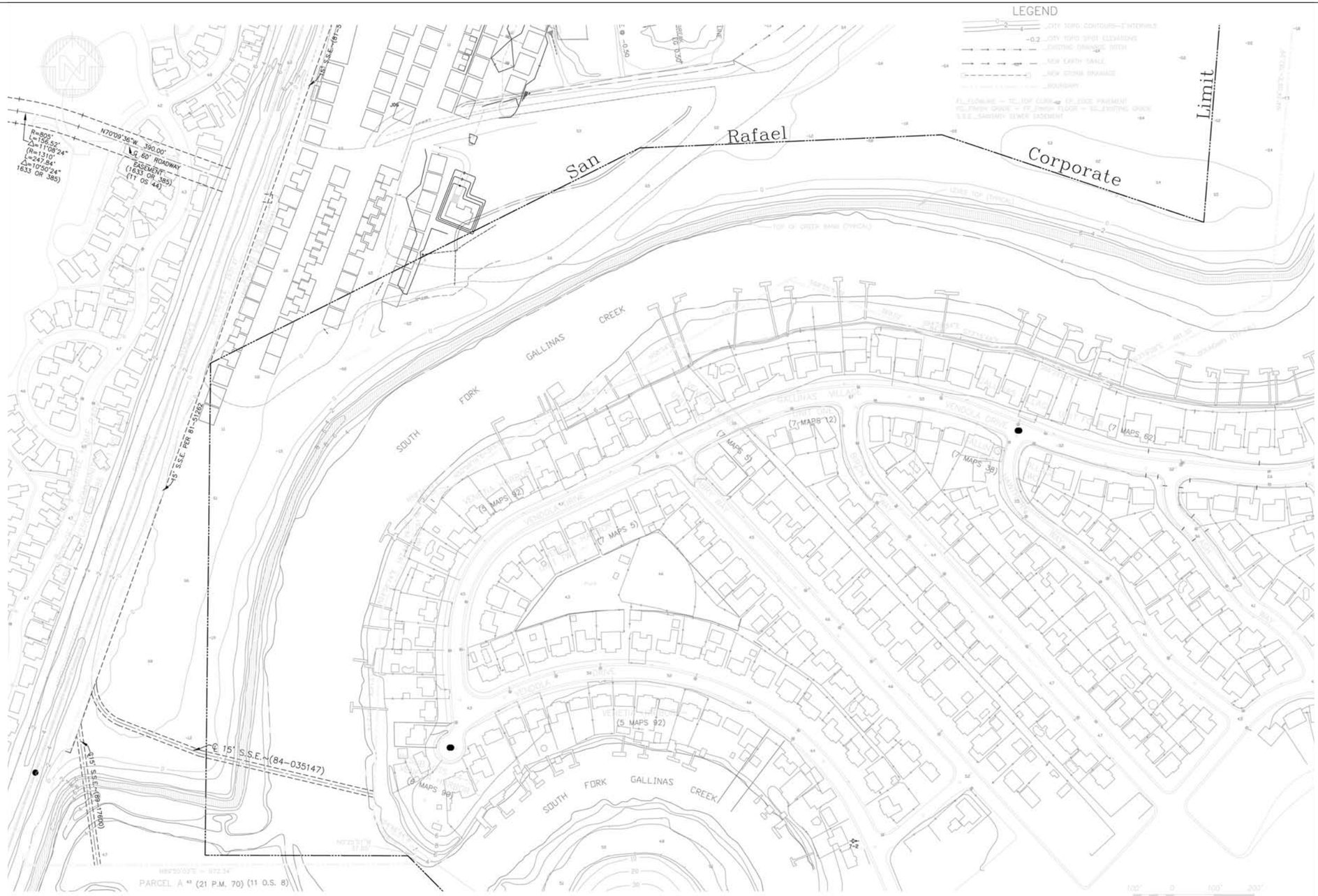

Figure 3-13
Grading and Drainage 3

Source: Baronian Whisler Landscape Architecture

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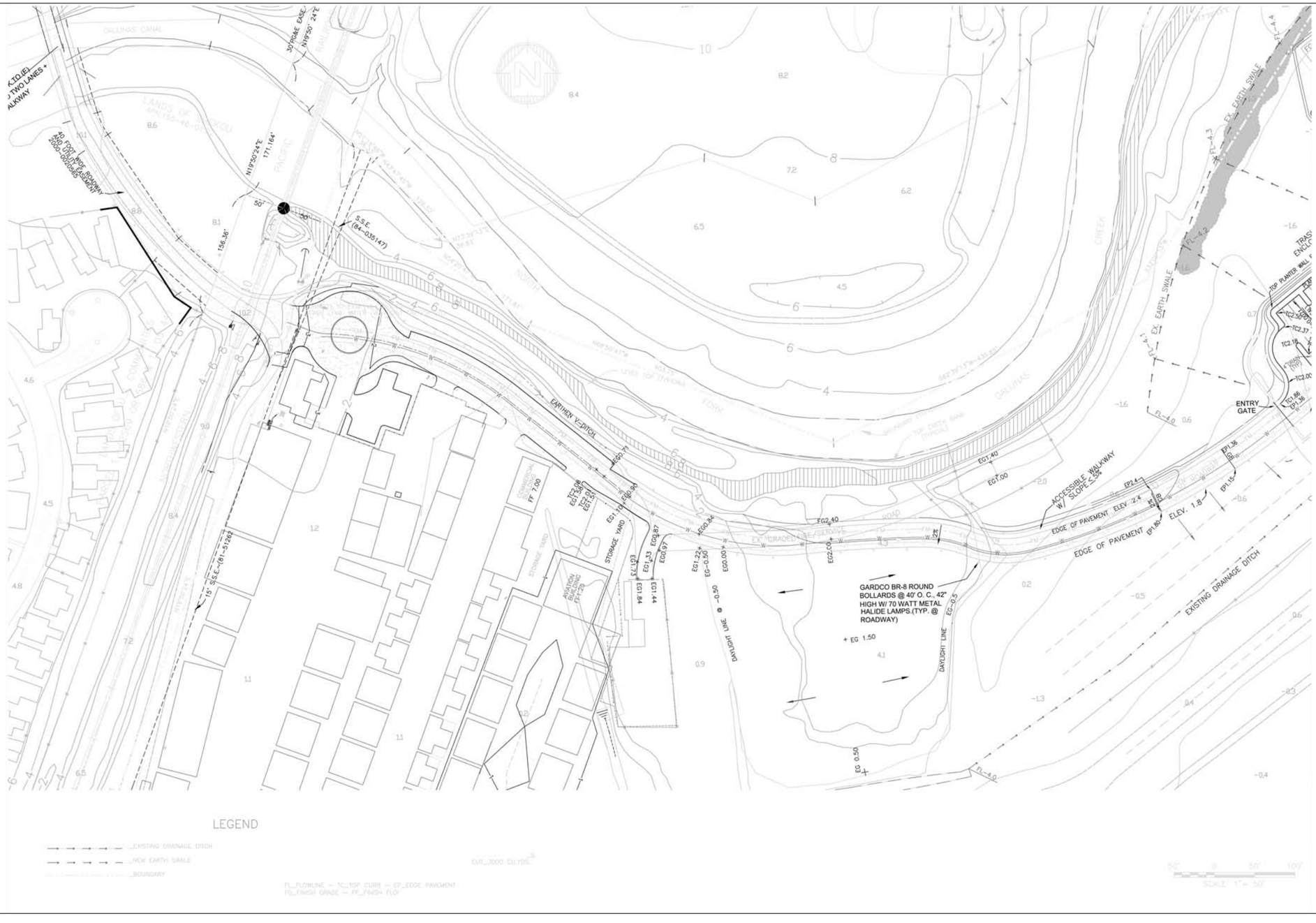

Figure 3-14
Grading and Drainage 4

Source: Baronian Whisler Landscape Architecture

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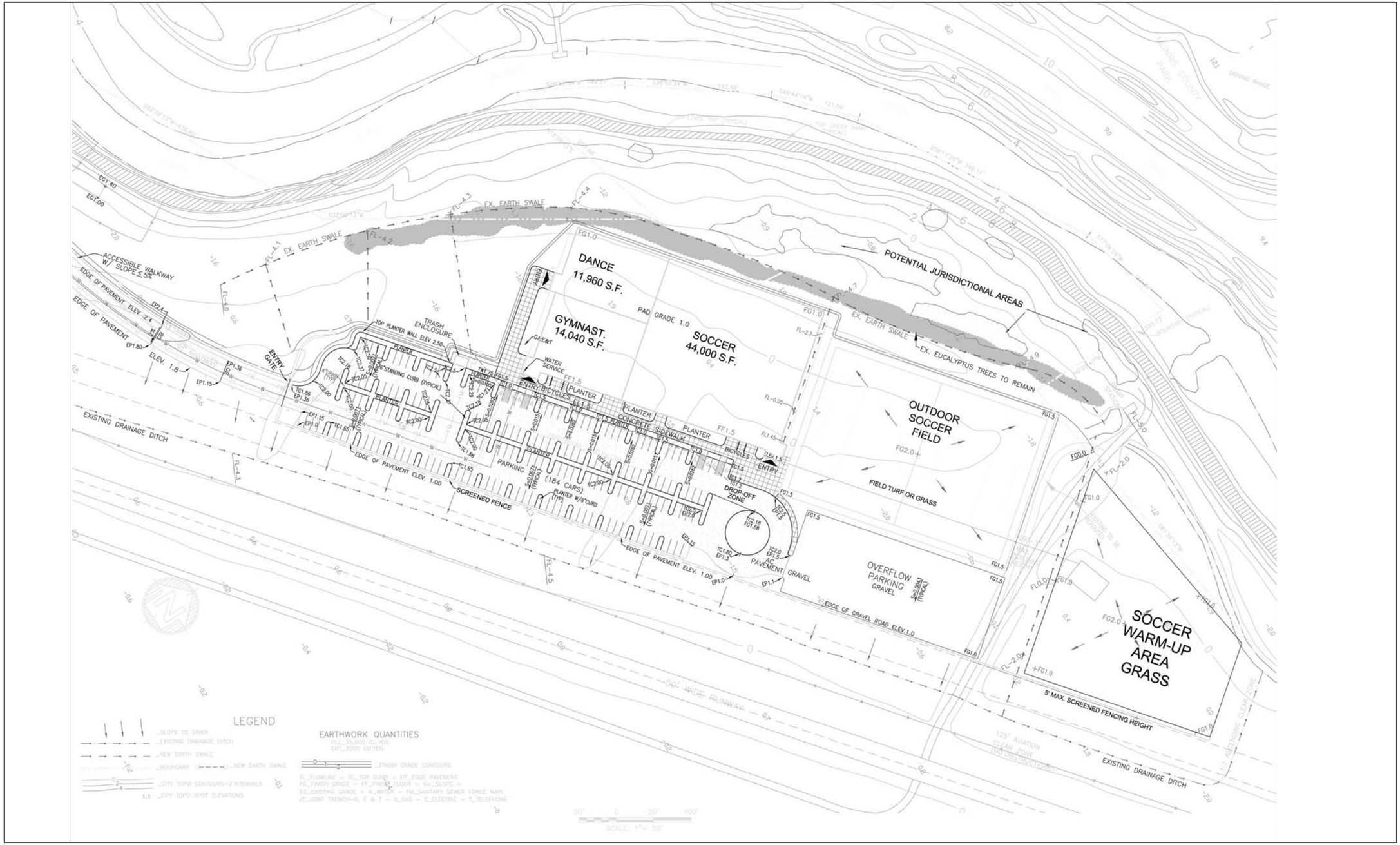

Figure 3-15
Grading and Drainage 5

Source: Baronian Whisler Landscape Architecture

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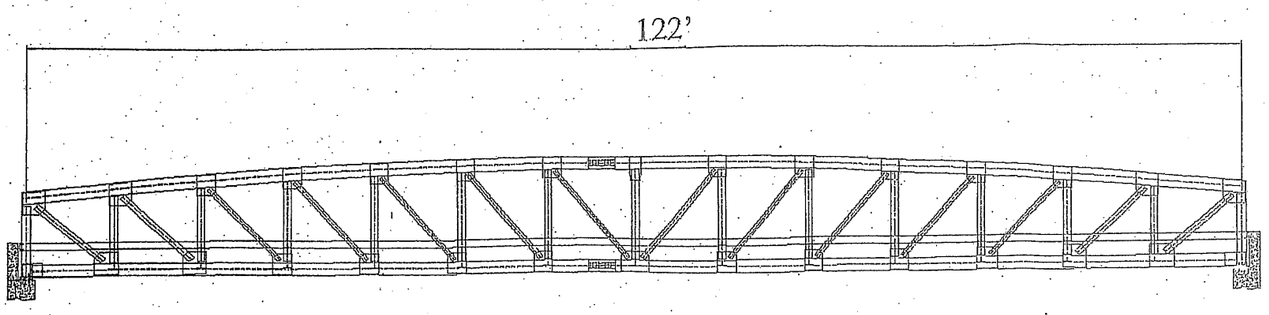

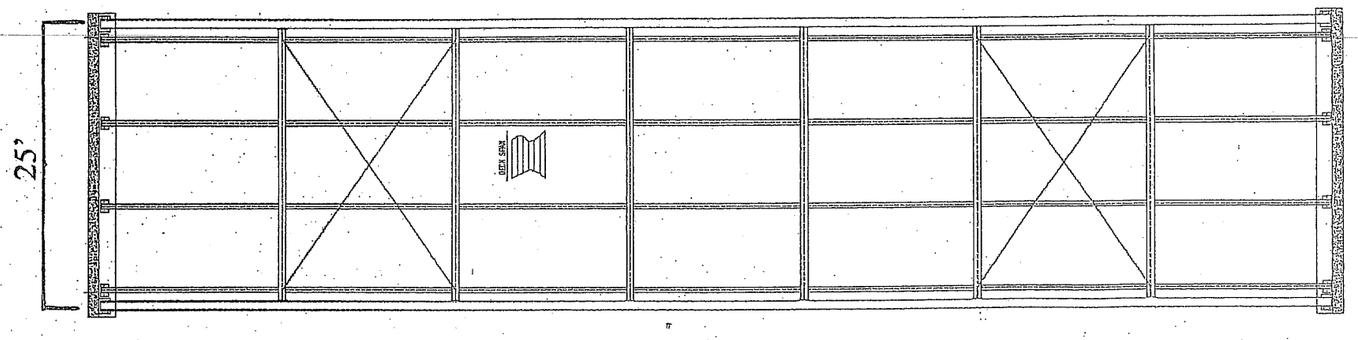

CONSTRUCTION:

The proposed modular steel truss bridge deck is designed to meet highway load standards and will span Gallinas Creek without the need for driving any new piles within the creek bed or doing any other work within the creek bed. The modular bridge will rest on new concrete abutments to be located in the upland area on each side of the existing bridge. The bridge surface will be 8 inches of reinforced concrete over 22 gauge steel decking. Engineered shop drawings shall be prepared by a Professional Engineer registered with the State of California.

The rails of the existing bridge will be removed to make way for the new bridge deck. The new bridge deck will then be lowered via crane directly over the top of the existing bridge, and will rest and be supported by the new concrete abutments. The existing bridge structure will remain in place, and will be used as a platform to perform maintenance on the new bridge deck and to carry utility lines.

The new bridge deck will be 25 feet wide, which is slightly narrower than the existing bridge structure. A 5 foot wide handicap accessible sidewalk shall be provided, along with two 10 foot wide travel lanes. Horizontal hand rails shall meet UBC safety requirements. All exposed steel will have a Weathering Steel maintenance free finish that will provide a natural look in keeping with the creek environment in which it is located.

STEADFAST BRIDGES
A CONTECH COMPANY
Vehicular Bridge Office
Phone: 866 294 9767

Preliminary Only - Not for Construction

This bridge is designed per AASHTO *Standard Specifications for Highway Bridges*.

Project: San Rafael Airport
Location: SAN RAFAEL, CALIFORNIA
Date: 7/25/2005

Figure 3-16
Proposed New Bridge Deck

Source: Steadfast Bridges

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PRIOR ENVIRONMENTAL REVIEW

In 2005, the potential environmental impacts of this Project were analyzed by the City of San Rafael and an Initial Study/Mitigated Negative Declaration (IS/MND) was published on January 26, 2006. The IS/MND addressed each topic in the Environmental Checklist form listed in Appendix G of the current CEQA Guidelines and provided analysis that included mitigation measures to reduce the Project's potentially significant environmental impacts to levels considered less than significant. However, during two public hearings on the prior IS/MND the City received additional comments on the Project that influenced the City's decision to prepare an EIR.

This EIR bases the bulk of its analysis on the analysis of the earlier Initial Study. The NOP for this EIR was issued on October 10, 2007, thereby establishing the existing conditions baseline for comparison in this EIR. This EIR reflects prior analysis from the earlier study that adequately addresses the proposed Project's potential environmental impacts; however, where it is determined that additional analysis is required, the EIR provides expanded analysis and additional mitigation measures.

CHANGES TO PROJECT DESCRIPTION SINCE EARLIER ANALYSIS

In the interval since the City's preparation of the January 26, 2006 IS/MND, the Applicant has modified the project description. The changes, identified below, may impact the project's potential environmental impacts and have not been addressed in a previous environmental document. Any additional impacts have been addressed by the environmental professionals who conducted the analysis on this project and whose work is referenced throughout this document. All technical studies can be found in the appendix of this document.

Use

The original project description envisioned one of the indoor uses to be for baseball training facility and one of the outdoor uses to be a baseball field. The project has been revised and proposes a dance studio replacing the proposed indoor baseball training facility and the originally proposed baseball field is now proposed to be a soccer warm-up and stretching area. The proposed facility has been designed for maximum flexibility to accommodate alternate sports related activities such as the use of the gymnastics and dance studios for similar uses and the use of the indoor soccer field for other compatible indoor field sports.

Lighting

To avoid generating a similar level of controversy over lighting that was raised by neighbors when the adjacent McInnis Park night lighting proposal was approved, the original proposal did not include night-time lighting of the outdoor fields. However, the Applicant is requesting that night-time lighting of the regulation-size soccer field be analyzed as part of

the EIR. The Applicant proposes the use of a the Green Generation Lighting System manufactured by Musco Lighting that uses 50% less electricity and produces 50% less spill and glare than traditional fixtures. The soccer warm-up and stretching area will remain unlit.

Turf

The original project description proposed covering the outdoor regulation-sized soccer field with grass. However, if night lighting of the outdoor field is found to be environmentally acceptable, then the Applicant proposes an all-weather Field Turf, which will greatly expand the usability of the field, especially in the winter months when safe, playable fields would be most scarce in Marin County. Field Turf is a synthetic playing field surface used by many college and professional sports teams. The soccer warm-up and stretching area would be covered in grass.

NOTICE OF PREPARATION

As noted above, the NOP for this EIR was issued on October 10, 2007. The NOP for this EIR was sent to six neighborhood interest groups and associations as well as responsible and trustee state and County agencies having jurisdiction or interest over an environmental resource or condition in the Project area. The NOP was posted with the Governor's Office of Planning and Research and posted at the office of the Marin County Clerk on October 10, 2007. Notices regarding the issuance of the NOP and comment period were also mailed to residents within at least 1,000 feet of the furthest boundary of the Project site and published in the Marin Independent Journal on October 10, 2007. The NOP, prior IS/MND and comment letters received in response to the NOP are provided in **Appendix A**.

PROBABLE ENVIRONMENTAL EFFECTS OF THE PROJECT

As discussed above, the analysis in the EIR will address each topic in the CEQA Checklist and will be based upon the analysis in the earlier 2006 IS for this project. Where prior analysis has adequately addressed the current Project's potential environmental effects, this discussion has been reflected in this EIR; however, additional analysis is provided as necessary.

Based on our review of the proposed Project and the previous IS/MND, the following environmental topic areas have been addressed in the Draft EIR:

- Aesthetic – Impacts to scenic resources or visual character or quality of the site and its surroundings. Particularly possible changes in light and glare patterns resulting from proposed outdoor field lighting.

- Air Quality – Impacts of the Project on air quality based on methodology provided in the Bay Area Air Quality Management District's *CEQA Guidelines: Assessing the Air Quality Impacts of a Project and Plans* (December, 1999).

- Biological Resources – Addressing special status species, potential impacts to wetlands and other Waters of the U.S., including conduct of surveys for special status clapper rail species using USFW's Draft Survey Protocol of the California clapper rail.

- Cultural Resources – Impacts to cultural resources based on cultural resources evaluation of the Project site prepared in February, 2005, including database search, check of appropriate historic references, and a surface reconnaissance of the Project site.

- Geology and Soils – Impact analysis based geotechnical reports prepared by John C Hom & Associates, Inc. (JCH) and peer reviewed by Kleinfelder, consistent with the Geotechnical Review Matrix contained in the City of San Rafael's General Plan 2020.

- Hazards and Hazardous Materials – Particularly possible hazards associated with aircraft operations in the immediate vicinity of recreational activities.

- Hydrology and Water Quality – Particularly issues related to the effectiveness of the proposed floodproofing and risks to those using the proposed recreational facilities in the event of levee failure. This chapter of the EIR discusses the surface hydrology and water quality issues relative to the proposed Project.

- Land Use and Planning – Analysis based on land-use consistency analysis prepared by the City of San Rafael.

- Noise – Short-term construction and long-term operational noise impacts. Pile driving may be required for project construction.

- Traffic and Circulation – Using traffic analyses/updated studies to be provided by the project applicant and reviewed and analyzed by the City Traffic engineer evaluate traffic, transportation, circulation, and parking impacts near the project and at nearby intersections and street segments.

- Climate Change – An assessment of the Project's impacts upon climate change and the impacts of climate change on the Project are discussed in this EIR.

- Other Environmental Effects – This EIR also addresses potential environmental effects associated with Agricultural Resources, Mineral Resources, Population and Housing, Public Services, Recreation, Utilities and Services, Growth Inducing and Cumulative effects.

REQUIRED PROJECT APPROVALS AND PERMITS

The applicant proposes construction of a new private indoor and outdoor recreational facility at the northeast portion of the 119.52-acre airport site. The 9.1-acre Project site is currently vacant. Applications have been submitted for a Rezoning to revise the Planned Development (PD) zoning, an Environmental and Design Review Permit to allow the construction of the new recreational facility and associated site improvements, and an amendment to the Master Use Permit for the proposed recreational uses. The Project would require additional approvals and permits from local, State and federal agencies.

The Project would require the following zoning entitlements and land use approvals by the City of San Rafael:

- ZC05-01–Rezoning amendment of PD1764 to allow the proposed recreational building and facilities in addition to the existing airport and non-aviation uses.
- UP05-08–Use Permit to amend the Master Use Permit UP99-9 to included the proposed recreational facility uses to the site.
- ED05-15–Environmental and Design Review to approve the design of the building and related improvements including the parking lot, landscaping and lighting.

Additionally, the Project would require permits and approvals from the following public agencies:

- Marin Municipal Water District
- Las Gallinas Valley Sanitary District
- California Regional Water Quality Control Board–San Francisco Bay Area Region
- California Department of Fish & Game
- U.S. Army Corps of Engineers
- California Department of Transportation, Aeronautics Division

4

LAND USE AND PLANNING

INTRODUCTION

This section addresses Project conflicts with adopted goals and policies of the San Rafael *General Plan 2020* intended to eliminate or reduce an environmental impact. The analysis in this chapter utilizes the City of San Rafael *General Plan 2020* and the City of San Rafael Municipal Code. Ground and aerial photographs were consulted for the on-site and surrounding land use analysis. A comprehensive land-use consistency analysis prepared by the City of San Rafael is provided in **Appendix C** of this document.

SETTING

REGIONAL CONTEXT

San Rafael is located in Marin County in the northwestern San Francisco Bay Area. Marin County contains eleven incorporated cities, of which San Rafael is the county seat. The nearest incorporated cities to San Rafael are San Anselmo, approximately two miles to the west; and Ross, approximately two miles to the southwest. The Cities of Larkspur and Corte Madera are also nearby, located approximately three and three-and-a-half miles to the south, respectively.

The City of San Francisco is located approximately 18 miles to the south, across the Golden Gate Bridge, and the City of Richmond is located approximately 12 miles to the east, across the Richmond Bridge.

SITE SETTING

Project Site

The 119.52-acre San Rafael Airport is comprised of a single property identified as "Parcel B" by Marin County, referred to as "airport site."[1] Parcel B is identified with several assessor

[1] Parcel Map 21 PM 70, Civic Center North, December 1983.

tax parcel numbers (APNs): 155-230-10, 11, 12, 13, 14, 15 and 16; however, these parcels are not separate legal development parcels authorized by City subdivision action. The new recreational facility and associated site improvements are proposed on to be located on a 9.1 acre portion of APN 155-230-12, referred to as the "Project site." Parcel B is shown on **Figure 4-1**, and the boundaries of the different tax parcels on Parcel B are shown on **Figure 4-2**, with the Project site identified.

The Project site is currently undeveloped and contains maintained grasslands, two drainage swales and un-maintained dirt maintenance road. To the north of the Project site, the North Fork of the Gallinas Creek is situated on an adjacent property. To the south of the Project site, the San Rafael Airport runway is located on a separate property that is part of the airport site.

Surrounding Uses

The airport site is located in the North San Rafael area and is bordered by a mix of residential, light industrial, commercial and recreational developments. To the south of the site are Santa Venetia and Northbridge, residential neighborhoods in unincorporated Marin County; to the southwest, the Marin County Civic Center, Marin Bay Lagoon, Vista Marin and Gables residential developments, Embassy Suites Hotel and various office buildings. To the west are Contempo Marin and Captains Cove residential developments, numerous office buildings and a movie theater off of Smith Ranch Road, Northgate Industrial Park, the Sonoma-Marin Railroad right-of-way and multi-family residential developments along Professional Center Parkway, Channing Way, and Sterling Way. To the north is Smith Ranch Road and McInnis Park and golf course; Smith Ranch Care Center, a medical-care facility; the Las Gallinas Valley Sanitary District lands and sanitation facility; and dyked wetlands. To the east are portions of McInnis County Park, dyked wetlands and the San Francisco Bay. An aerial photo identifying the Project site's surrounding land uses is provided in **Figure 4-3**.

Site Access

Smith Ranch Road provides access to the airport site as well as the Project site. The sole entry to the airport is immediately opposite of the intersection of Smith Ranch Road and Silvera Parkway to the north. Access to the site is through a private paved two-lane road that winds south and west from Smith Ranch Road, then south over an existing bridge crossing the North Fork of Gallinas Creek and into the airport and non-aviation light industrial uses. The primary purpose of this private roadway is to provide access to the San Rafael Airport and light industrial uses. The first portion of the private roadway, from Smith Ranch Road to the south side of the bridge, is over property that is not owned in fee title by the San Rafael Airport, but over which the Airport has easement rights. Once past the southern side of the bridge, the roadway passes two single-family residential properties and then enters the airport site. The existing paved road currently ends at the light industrial area, and from that point the road is surfaced with gravel. Through the previous approvals for the airport rehabilitation

project, the Airport has received approvals to pave the entry and roadway to the end of the light industrial buildings.

EXISTING USES

The 119.5-acre (5,205,420 square feet) San Rafael Airport site is designated Planned Development–Wetland Overlay (PD1764-WD) Zoning District by the City. The southerly 43.3 acres of the property are located within Marin County jurisdiction and has a zoning designation of BFC-RSP 4.36 (Bayfront Conservation, Residential Single-Family, 4.36 DU/AC).

Existing site development on the airport site includes a 3,500-foot long, 50-foot wide paved aircraft runway and over-run taxiway oriented from the southwest to the northeast, 100 individual airplane hangars, commercial hangars used by on-site fixed base operator (FBO) providing commercial aviation services, a security guard's residence at the entrance to the airport, a caretaker's residential unit located near to the taxiway, and 9-12 non-aviation. Light-industrial businesses (e.g. storage, warehouse, and contractor's uses located on the northern portion of the property). The majority of the remaining portions of the airport site are undeveloped. Undeveloped areas adjacent to the existing and former runways and runway clear zones are grasslands.

Currently, there are 210,000 square feet of aircraft hangars, 22,500 square feet of light industrial buildings, and 418,000 square feet of impervious surfaces on the site. There is an additional 1,000,000 square feet of pervious surfaces on the site, including roadway, taxiway, and clear zones on both sides of the runway that are maintained in a compacted drivable condition and are kept clear of vegetation and obstructions. The airport site is bordered by the North and South Forks of the Gallinas Creek. The borders of these creek forks include a maintained perimeter levee system that extends from the southwest corner of the site along the southern perimeter, wrapping back to the west along the northern border of the site. The airport property includes over 12,000 linear feet of perimeter levees along the North and South Forks of Gallinas Creek. The land within the levees is situated at 0-3 feet elevation above mean sea level and the levees are 9 feet above mean sea level. The undeveloped area between the levees is characterized as non-native grassland fields that are mowed, grazed by sheep or disced annually.

LAND USE AND DEVELOPMENT HISTORY OF AIRPORT SITE

The airport was established as a "ranch-style airport" for three to four small private aircraft in the early 1950's. At that time, the airport runway was located parallel to the Northwestern Pacific Railroad right-of-way. In 1969, the County of Marin issued a Use Permit to legalize the maintenance and operation of the existing airport. The County authorized facilities for 35 private planes and facilities necessary for the protection of the premises, such as office space for the airport manager. The Use Permit specifically prohibited flight training, helicopters,

charter flights and public activities such as "fly-ins." Commercial uses, including mechanical repairs or services (fixed-based operators), and sales were also prohibited.

The property was annexed into the City in the early 1970's and zoned U (Unclassified) District. After the property was annexed to the City of San Rafael, numerous complaints were filed citing violations of the airport's Use Permit. The City formed a committee to study the violation issues. In 1974, the airport owners filed a Master Use Permit application to replace the initial County-issued Use Permit. On February 5, 1974, a Master Use Permit was approved by the San Rafael Planning Commission allowing the airport use to continue as a "temporary use" Within the U District. The 1974 Use Permit included the following provisions and restrictions as conditions of approval:

- No commercial flight activity (the airport operates without air traffic control).
- No student pilot training.
- No use by heavy airplanes.
- No change in existing facilities or erection of new or different structures.
- No maintenance or service of aircraft except for authorized fixed base operators (FBOs).
- Continuance of existing traffic patterns.
- No new non-aviation related uses other than those existing at the time of Use Permit approval.
- Authorization for up to 75 based aircraft.
- No additional uses shall be permitted which were prohibited under the County Use Permit except that 75 aircraft are permitted.

The Permit was issued for one year, valid to February 1, 1975.

On February 25, 1975 the Planning Commission approved a one-year time extension (UP74-6[b]), imposing the same conditions as listed above. On March 9, 1976 the Planning Commission granted a three-year time extension (UP74-6[c]) of the Use Permit until March 9, 1979 with no changes in the use or conditions. In 1979 another Use Permit time extension was filed (UP74-6[d]), requesting a five-year time extension, with an additional automatic 5-year extension. Under this request, no change in the operation of the facility was proposed, except a request to increase the based aircraft to 100. The Use Permit amendment was approved with an expiration of April 10, 1984. The following conditions were modified:

- Except for an authorization for 100 aircraft, uses that were prohibited under the County Use Permit shall continue to be prohibited.

- Approval of the Use Permit was deemed not to constitute acknowledgement of the airport as a permanent use. Should a permanent use be applied for in the future, improvement to the levee; and to the location, appearance, and seismic safety of the structures; landscaping, and permanent road access would be required.

- The applicant was required to provide a hold harmless agreement removing the City's liability for possible or actual damage caused by a breach of the levee system.

- The Use Permit was granted for a period of five years or until April 10, 1984 with the provision that the Use Permit may be further extended for an additional three years by the Zoning Administrator.

In 1984, the applicant reported and requested no other changes in the operation or use of the airport. The Use Permit was extended, with the conditions as revised above, until April 10, 1987 by the Planning Commission. Subsequently, the 1987 Use Permit time extension request included legalization of existing contractors' storage yard uses located on the northwest portion of the property, and sheep grazing for maintenance of undeveloped grasslands. A site plan was submitted indicating a general area to be used as "contractors' storage uses." A Use Permit time extension, which included the previous conditions was granted for three years, and was valid until May 27, 1990. In January 1992, the Planning Commission approved a new Use Permit that was valid until April 6, 1995.

On January 3, 2001, Rezoning, Master Use Permit, and Environmental and Design Review Permit applications were filed to allow the permanent operation of San Rafael Airport with aviation and non-aviation, light-industrial uses; the construction of 40 new single airplane hangars (making a total of 100 hangars), two modular homes for a caretaker and security guard, a modified entry/parking lot, new site landscaping and a new 2,450-square-foot non-aviation building. This Master Use Permit did not authorize any expansion of airport operations or number of based aircraft. These applications were ultimately approved by the City Council on March 19, 2001, following the review and recommendation by the Design Review Board and Planning Commission. The summary of the major component of the Master Use Permit are identified below:

- The private airport use is limited to 100-based aircraft.

- The following airport uses or activities are specifically prohibited: flight training and the use of the landing strip for practice purposes by flight instructors; helicopters, charter flights, Uses or activities of a public or semi-public nature, commercial flight activity or student pilot training, and non-based aircraft performing landings or departures.

- Maintenance or servicing of aircraft shall be limited to aircraft based at San Rafael Airport

- The non-aviation uses are limited to those uses approved by the Use Permit and there shall be no increase in the amount of square footage. An Administrative Use Permit shall be required for changes in tenancy.

- The non-aviation hours of business are limited to the hours of 7:00 a.m. to 6:00 p.m., Monday through Saturday, excluding holidays.

- The two new modular residences shall be occupied exclusively by the on-site residences for the airport security guard and caretaker.

- All run-ups shall occur at the east end of the runway, or in a designated run-up area in the vicinity of the intersection of the taxiway and runway.

- The airport runway shall be identified with a symbol that the airport is private.

Declaration of Restrictions

In December 1983, restrictive covenants were recorded for the airport site as part of the development and subdivision approvals for the contiguous property, owned at the time by the First National State Bank of New Jersey (together, the Civic Center North and Smith Ranch Airport sites). The City of San Rafael, Marin County and the then property owner entered into a Declaration of Restrictions for the airport property that limits the site to the following uses:

a) Existing uses consisting of the airport and related uses.

b) Future utility uses as approved by the appropriate government agencies, including flood control, sanitary sewer, gas and electricity, and public safety facilities.

c) Airport and airport-related uses.

d) Roadways.

e) Open Space.

f) Private and public recreational uses.

Existing Uses and Operations

The private airport is governed by both the City of San Rafael through the Use Permit process, and the State of California, Department of Transportation–Aeronautics Division.

The state requires the airport to maintain an active state permit that dictates the location of the runway, traffic pattern and specifications for the runway.

In accordance with their airport rehabilitation plan, there are currently 90 aircraft based at the airport and these are located within the 100 existing hangars. The Airport Rehabilitation project approved up to 100 hangars. In conjunction with the airport use, two residential caretaker units were constructed (for a security guard and caretaker) and a portion of one of the hangars has been permitted to be made into an office for the airport administration. In addition to the aviation uses, 12 non-aviation, light-industrial uses were approved to operate at this site. Currently, there are 12 non-aviation tenants on the property, including contractor's storage yards and warehouses, auto repair, an engineering company, and a tree service.

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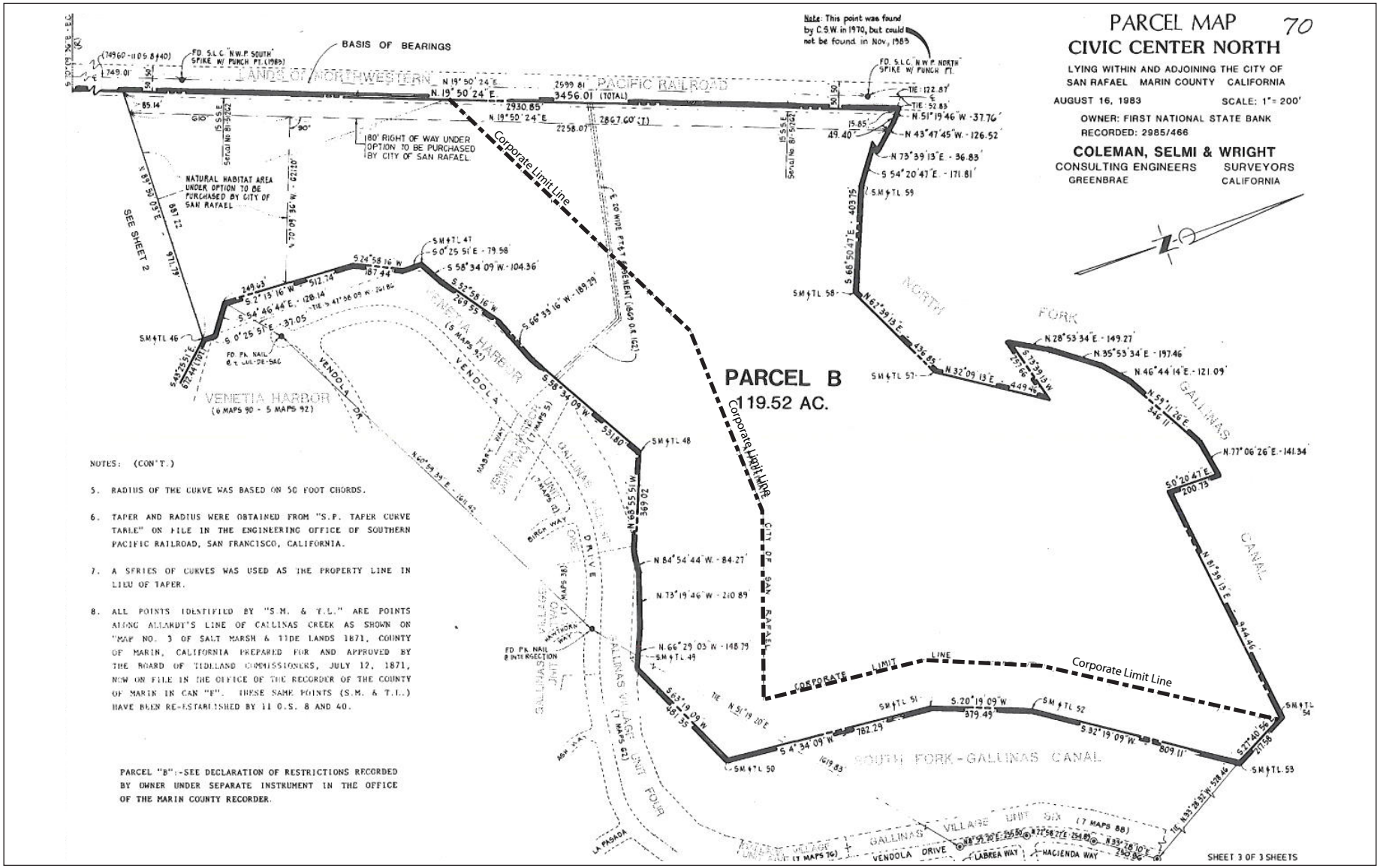

Figure 4-1
Parcel B -- Airport Site

Source: Marin County Assessor's Office, Parcel Map 21 PM 70, Civic Center North

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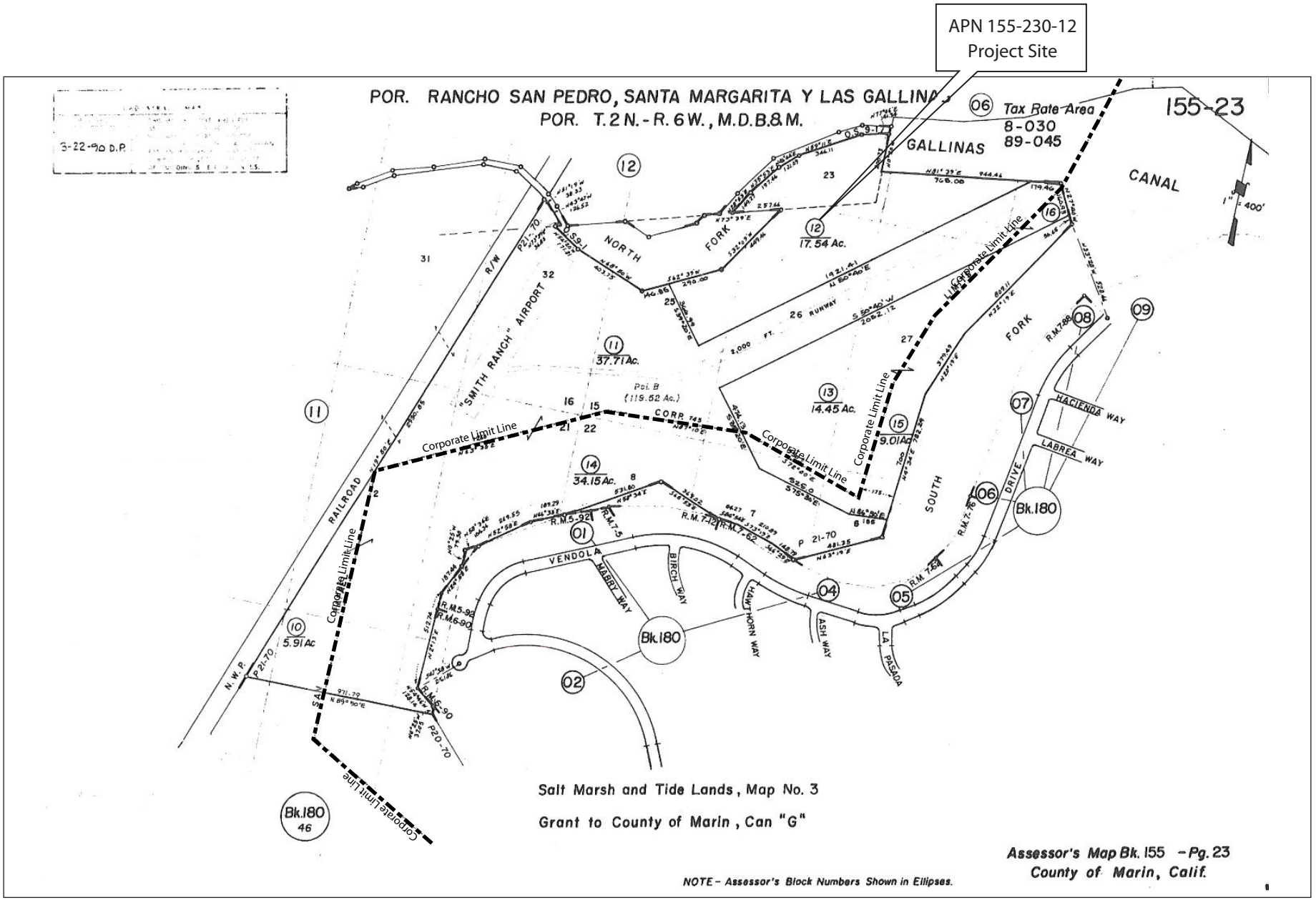

Figure 4-2
APN Map -- Project Site

Source: Marin County Assessor's Office, Assessor's Map Book 155, pg. 23

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Figure 4-3
Surrounding Land Uses

Source: Google

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REGULATORY SETTING

CITY OF SAN RAFAEL

General Plan 2020

The Land Use Element of the City of San Rafael *General Plan 2020* designates this site as Airport/Recreation. The Airport/Recreation land use designation is defined as "Uses on this site are governed by a land use covenant agreed to by the City, the County, and the property owner. Recognize the unique and valuable recreational and environmental characteristics of the airport site." The *General Plan 2020* further defines the allowable uses for the Airport/Recreation land use designation as: a) Uses consistent with the 2002 Master Use Permit, including the airport and ancillary airport services and light industrial uses; b) Private and public recreational uses; and c) Public utility uses." The General Plan land use designation acknowledged the covenant on this property and identified recreation as an allowable use on this site. The proposed recreational facility is considered a "private recreational use" and is therefore allowed by the Airport/Recreation General Plan land use designation.

The proposed recreational facility would be an addition to the existing airport and ancillary light industrial uses. Aside from the land use designation, there are other applicable policies contained in the Safety, Conservation, and Air and Water Quality elements of the *General Plan 2020* that are adopted for the purpose of avoiding or mitigating an environmental effect. Many of these are discussed in more detail throughout this document in the applicable sections as well as the Staff Report to the Planning Commission. Furthermore, the Project specifically falls within the policies contained in the Parks and Recreation Element of the *General Plan 2020*, including Policies P-4 (City Recreation Needs), PR-13 (Commercial Recreation) and PR-14 (Amateur Multi-Sport Athletic Fields) that encourage the development of privately-funded recreational facilities to serve the community recreational needs and creation of all-weather outdoor fields to optimize year round use of outdoor fields. An in-depth General Plan policy analysis of the Project that addresses each of its applicable elements was prepared by City staff and is provided in **Appendix C** of this document.

Zoning

Zoning designation for this site is Planned Development – Wetland Overlay (PD1764-WO) District. The current Planned Development designation for this site allows a private airport use; non-aviation uses consistent with those described in the approved Use Permit; 40 new airplane hangars; two residential units (for a caretaker and security guard); a new 2,450 square foot non-aviation building, a new entry/parking lot; and new landscaping. The proposal for the addition of an indoor and outdoor recreational facility requires an amendment to the Planned Development District as well as an amendment to the Master Use Permit for the site.

Title 14 of the City's zoning code (Chapter 14.07) states the specific purposes of the planned development (PD) district are to:

a) Promote and encourage cluster development on large sites to avoid sensitive areas of property;

b) Encourage innovative design on large sites by allowing flexibility in property development standards;

c) Encourage the establishment of open areas in land development;

d) Encourage the assembly of properties that might otherwise be developed in unrelated increments to the detriment of surrounding neighborhoods;

e) Establish a procedure for the development of large lots of land in order to reduce or eliminate the rigidity, delays and conflicts that otherwise would result from application of zoning standards and procedures designed primarily for small lots;

f) Accommodate various types of large-scale, complex, mixed-use, phased developments;

g) Enable affected governmental bodies to receive information and provide an integrated response to both the immediate and long-range impacts of such proposed development (Or1625 § 1 (part), 1992).

The Specific purposes of the Wetland Overlay (Chapter 14.13.010) are as follows:

Wetlands are indispensable and fragile natural resources subject to flooding, erosion, soil-bearing capacity limitations and other hazards. Destruction of or damage to wetlands threatens public safety and the general welfare. In addition to the general purposes listed in Section 14.01.030 and the purposes of the underlying zoning district, the purposes of the wetland overlay district include the following:

a) To preserve and enhance the remaining wetlands in San Rafael by encouraging their use only for purposes compatible with their natural functions and environmental benefits;

b) To prohibit in wetlands and discourage at adjacent upland sites those development activities that may adversely affect wetlands;

c) To design development to avoid or minimize adverse impacts on wetland habitat;

d) To encourage restoration of wetland sites;

e) To prevent loss of life, property damage and other losses and risks associated with flooding by providing floodwater passage for stormwater runoff and floodwaters that coincide with high tides;

f) To protect property values by preventing damage from erosion from storms and high tides;

g) To contribute to improved water quality by preventing or reducing increases in pollution caused by any means;

h) To protect and enhance wildlife habitat, including that of rare, threatened and endangered plant and animal species;

i) To provide sites for education and scientific research;

j) To provide opportunities for recreational activities compatible with wetland habitat. (Ord. 1625 § 1 (part), 1992).

IMPACT ANALYSIS

STANDARDS OF SIGNIFICANCE

The following thresholds for measuring a project's land use impacts are based upon CEQA Guidelines thresholds. A project would be considered to have a potentially significant impact if it would:

- Physically divide or disrupt an established community;
- Conflict with the adopted goals and policies of the General Plan or other planning program adopted for the purpose of avoiding or mitigating environmental effects;
- Conflict with any applicable habitat conservation plan or natural community conservation plan;

Physically Divide an Established Community

The Project would not divide an established community. The proposed Project would involve the construction of a new indoor recreational structure, outdoor fields, and associated site improvements and landscaping. The Project site is located on 9.1 undeveloped acres of a 119.5-acre site that currently contains a private airport and light industrial uses. The entire airport site is bordered by a County regional park to the north and residential uses to the northwest and south. The proposed recreational use is consistent with the General Plan land use designation for the site, which allows airport and recreational uses. No established communities exist within this site and this would not divide any of the communities in the

surrounding area. Therefore, the Project would not physically divide an established community, and ***no impacts*** would result.

Conflicts with Policy Adopted for Purpose of Avoiding or Mitigating Environmental Effect

Covenant of Restriction

In 1983, a covenant was recorded on the Project site restricting future land uses. The covenant was signed by City of San Rafael, County of Marin, and the property owner. This covenant specifies six uses that are allowable on the airport site and one of these six is "private and public recreational uses." The proposed Project was found to be consistent with the covenant given that the Project includes both indoor and outdoor recreational uses in a project that is privately funded and developed, but open to the general public. Therefore, it would be consistent with the "private or public recreational uses" allowed on the airport site.[2]

San Rafael General Plan

The Land Use Element of the City of San Rafael *General Plan 2020* designates this site as Airport/ Recreation. The Airport/Recreation land use designation is defined as follows: "Uses on this site are governed by a land use covenant agreed to by the City, the County, and the property owner. Recognize the unique and valuable recreational and environmental characteristics of the airport site."

The *General Plan 2020* further defines the allowable uses for the Airport/Recreation land use designation as:

a) Uses consistent with the 2002 Master Use Permit, including the airport and ancillary airport services and light industrial uses;

b) Private and public recreational uses; and

c) Public utility uses.

The General Plan land use designation acknowledged the covenant on this property and identified recreation as an allowable use on this site. The proposed recreational facility is considered a "private recreational use" and is therefore allowed by the Airport/Recreation General Plan land use designation.

The proposed recreational facility would be an addition to the existing airport and ancillary light industrial uses. Aside from the land use designation, there are other applicable policies contained in the Safety, Conservation, and Air and Water Quality elements of the *General*

[2] Raffi Boloyan, City of San Rafael, *General Plan 2020 Consistency Analysis: Recreational Facility at the San Rafael Airport, 397-400 Smith Ranch Road*.

Plan 2020 that are adopted for the purpose of avoiding or mitigating an environmental effect. These policies are discussed in more detail under specific topic areas of this document. Furthermore, the Project would further the policies contained in the Parks and Recreation Element of the General Plan, including Policies P-4 (City Recreation Needs), PR-13 (Commercial Recreation) and PR-14 (Amateur Multi-Sport Athletic Fields) that encourage the development of privately-funded recreational facilities to serve the community recreational needs and the creation of all-weather outdoor fields to optimize year round use of outdoor fields.

Zoning Ordinance

The zoning designation for this site is Planned Development – Wetland Overlay (PD1764-WO) District. The current Planned Development designation for this site, PD 1764, authorizes a private airport use; non-aviation uses consistent with those described in the approved Use Permit; 40 new airplane hangars; two residential units (for a caretaker and security guard); a new 2,450 square foot non-aviation building, a new entry/parking lot; and new landscaping. The proposal for the addition of an indoor and outdoor recreational facility requires an amendment to the Planned Development District as well as an amendment to the Master Use Permit for the airport site.

The proposed recreational facility is consistent with the land use designation established by the City of San Rafael *General Plan 2020*, but not the current Planned Development District and Master Use Permit established for airport site. The Project sponsor has submitted an application for development of the indoor and outdoor recreational facility, including applications for amendments to the PD District and Master Use Permit to establish appropriate standards and regulations for the indoor and outdoor recreational facility. The revisions to Planned Development District and Master Use Permit will be evaluated through the City's planning process and the merits of the proposed revisions will be reviewed and acted upon by the San Rafael City Council following the review and recommendation of the Planning Commission and Design Review Board.

The proposed Project would result in a community benefit because the proposed recreational facility would provide needed recreational facilities for residents of the City of San Rafael as well as residents throughout the County. The proposed recreational facility is located next to a regional county park and would entail uses compatible with those currently occurring at the park. As discussed previously, the development of the proposed Project would not be located with the required 100-foot creek setbacks, would avoid filling of the three potential jurisdictional wetland areas located to the north of the building identified by a wetland delineation, would provide a minimum 50-foot setback from the three potential jurisdictional wetland areas to the north of the building, would be partially screened by existing and proposed trees and landscaping and topographical features. Furthermore, the proposed Project would utilize colors and materials that are harmonious with the existing development on the site as well as the surrounding hills in the background. Lastly, given the location of the

building and the setbacks from the creeks bordering the site, the proposed development would not significantly impact any threatened, endangered or special status species found in the surrounding area. Therefore, impacts to this category would be ***less than significant***.