

CITY OF



San Rafael

Community Development Department – Planning Division
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Meeting Date: March 27, 2012

Agenda Item:

Case Numbers: ZC05-01; UP05-08; ED05-15

Project Planner: Kraig Tambornini (415) 485-3092

REPORT TO PLANNING COMMISSION

SUBJECT: 397-400 Smith Ranch Road (San Rafael Airport Recreational Facility) – Review of Zone Change (PD Amendment), Master Use Permit (Amendment) and Environmental and Design Review Permit for a proposed recreational sports facility located on a vacant portion of the San Rafael Airport property; APN: 155-230-10,11,12,13,14,15,16; Planned Development-Wetland Overlay (PD1764-WO) Zone. Smith Ranch Area; Bob Herbst, Applicant; San Rafael Airport, LLC, Owner; File Number(s): ZC05-01, UP05-08, ED05-15

EXECUTIVE SUMMARY

On January 24, 2012, the City of San Rafael Planning Commission completed review and adopted a resolution recommending certification of the Final Environmental Impact Report prepared for the San Rafael Airport Recreational Facility project (FEIR). The project is located off Smith Ranch Road in north San Rafael and proposes construction of an 85,700 square foot multi-use recreational building and outdoor sports fields, with associated parking, lighting, fencing and landscaping improvements on an undeveloped portion of the airport property. The Commission must now consider whether to recommend approval of the project zoning entitlements required to implement the project.

The project entitlements, including staff recommended conditions of approval and draft ordinance provisions, were previously considered by the Planning Commission in 2006. However, action on the project was delayed pending preparation of an EIR. It is further noted that the FEIR and project entitlements must ultimately be reviewed and approved by the City Council. The entitlements required for the project include:

- 1) Zone Change to amend the Planned Development (PD) District
- 2) Use Permit to establish conditions for facility operations
- 3) Environmental and Design Review Permit for building and site improvements

While the proposed project provides an opportunity to meet the diverse recreational needs of San Rafael, consistent with the City General Plan 2020 goals and policies, there are several site constraints and community concerns. Land resources that might accommodate multi-purpose recreational development in the community are limited, and no property lacks constraints. Based on detailed analysis of the project for compliance with the applicable City General Plan 2020 policies and San Rafael Municipal Code provisions, and careful and thorough review of environmental and site constraints, staff has generally concluded that the project could be supported with conditions, pending resolution of any other issues and concerns identified during the public hearing process.

This report discusses many specific concerns raised regarding this development project, which include concerns regarding piecemeal site development, compatibility with wildlife and residential areas, and safety. Discussion of project concerns and constraints can be found under the Planned Development and the Master Use Permit sections in the **Zoning Ordinance Consistency** project analysis. Updated draft resolutions have been prepared for project Rezoning, Use Permit and Environmental and Design Review Permit entitlements. It is recommended that the Commission consider these resolutions to support the project, with or without further modification. It is anticipated that the project may require at least one

continuance after public testimony is received, to fully consider questions and comments regarding the project land use merits.

Further, a letter has recently been received from the Division of Aeronautics that identifies a potentially significant change in the airport design guidelines, which they recommend should be considered as part of the project merits (**Exhibit 13**). This issue is discussed in detail under the Zoning Ordinance Consistency analysis. Mead & Hunt, the City’s airport consultant will also be present at the Planning Commission hearing.

RECOMMENDATION

In 2006, City staff presented a recommendation for approval of this project, which did not include a lighted outdoor field or operations between 4pm and 6pm. Upon conclusion of the FEIR environmental analysis prepared for the project, including its revised components, no new concerns were uncovered that caused staff to materially alter its previous recommendation or require a change in scope or design of the project.

Staff believes merits for recreational development project on this site remain valid. However, there have been numerous concerns and issues raised during the hearings on this project, and revisions to some of the criteria that apply to land use development in the City and particularly adjacent to an airport. Airport safety has been a primary concern with this project, which resulting in the hiring of Mead & Hunt as an aeronautical safety consultant to evaluate this proposal. Recently, the Division of Aeronautics has identified a change in airport design criteria that could apply to this project and must be further considered.

The Planning Commission must recommend this project to the City Council. Therefore, staff recommends that the Planning Commission conduct a hearing on the project merits and consider additional testimony. Staff has prepared draft resolutions that identify the findings, standards and conditions recommended for the project to proceed, as follows:

1. Recommending the City Council adopt CEQA Findings of Fact and MMRP for project approval.
2. Recommending the City Council adopt the PD Rezoning for the project.
3. Recommending the City Council conditionally approve the Master Use Permit and Environmental Design Review Permit for the project.

The revised PD rezoning must be supported by a majority of the entire Planning Commission (i.e., minimum of four members and not just a majority of those present). If the rezoning is not supported, the project would be deemed denied and could only proceed following a successful appeal to the City Council. If further revisions to the site or use are recommended, staff suggests that the project be continued to allow time to respond to any further direction.

PROPERTY FACTS

Address/Location:	397-400 Smith Ranch Road	Parcel Number(s):	155-230-10 thru -16
Property Size:	16.6-acres of 119.5-acre site	Neighborhood:	Smith Ranch
Site Characteristics			
	General Plan Designation	Zoning Designation	Existing Land-Use
Project Site:	Airport/Recreation	PD1764-WO & W	Airport & Assoc. Use
North:	P/OS, Cons, Low Den Res	P/OS	McInnis Park
South:	P/OS, Cons, Low Den Res	Unincorporated	Santa Venetia Residential area

East:	P/OS, Cons, Low Den Res	Unincorporated	Santa Venetia / Baylands
West:	Medium Density Residential	PD1626-WO&PD1399	Contempo Marin / Captains Cove Residential areas

Site Description/Setting:

The airport property consists of a single, 119.52-acre parcel (Parcel B on Parcel Map 70 Civic Center North, recorded December 1983) located in northeast San Rafael (Smith Ranch/McInnis Park area). The existing airport primarily operates for small private aircraft flights and hangars for aircraft based at the site that are located in the westerly portion of the property. The runway extends along an east to west axis across the property.

The property is relatively level consisting of formerly submerged tidelands, situated at approximately 0-3 feet elevation above mean sea level. Agricultural use of the site was initiated circa 1915 with purported fill placed near the existing airport area. The site was reclaimed as diked baylands through construction of fill levees built circa 1940 in order to reclaim submerged tidelands for agricultural use. The majority of the property is within the City of San Rafael jurisdiction. The southerly portions of the property and associated levee section are within the County of Marin jurisdiction (approximately 45 acres) and extend into the South Fork of Gallinas Creek. The earthen levee system runs approximately 12,000 linear feet around the site, and extends to Contempo Marin levee system located to the west. The site is part of a “peninsula” of lands formed by the levees that border the North and South Forks of Gallinas Creek. The easterly tip of the peninsula and a section of the levee surrounding the site are on public lands within the County.

Developed and undeveloped airport property lands are further identified as follows:

- o San Rafael Airport hangars, structures and runway are located on area identified as APN 155-230-11; (+/-38-acres)
- o Proposed recreational facility, wetlands and creek setback buffer, access road extension and related improvements are located on the area identified as APN 155-230-12; (+/-16.6-acres)
- o Vacant/undeveloped lands located south of the runway and within the City of San Rafael corporate boundary are identified as APN 155-230-13; (+/-14-acres)
- o Vacant/undeveloped lands located south of the runway and outside City of San Rafael corporate boundary (within County of Marin jurisdiction), that contain southerly portions of the levee and extending under the South Fork of Gallinas Creek are identified as APN's 155-230-14 and 15; (+/-45-acres)

Delineated wetlands (under jurisdiction of US Army Corps of Engineers) are located between the proposed recreational facility site (project area) and the levee along the North Fork of Gallinas Creek. Drainage from the eastern portion of the site and project area is collected and transported through an existing drainage ditch that runs parallel to the north side of the airport runway. The ditch carries runoff to an existing pump-house near the northeastern corner of the airport site, where it is pumped into the creek. The pump-house is maintained by the airport property and located on state lands (which are managed by Marin County). Access to the site is provided from Smith Ranch Road across a private roadway and bridge. The bridge and the private access road are located off the airport site, and cross a private easement that lies within the Captains Cove development (formerly Smith Ranch subdivision lands) and public lands (North Fork of Gallinas Creek).

The 441-acre McInnis Regional Park and golf course, and a public walking path are located to the north (across Gallinas Creek). Sonoma-Marin rail right-of-way runs in a southwesterly direction along the west side of the site, which separates the site from the Contempo Marin and Captains Cove residential

neighborhood areas. Unincorporated Santa Venetia residential neighborhood is located south (across the South Fork of Gallinas Creek). US Highway 101 is located approximately 1-mile to the west. Other prominent visual features in the area include Marin County Civic Center, which is 1-mile to the southwest, the nearby San Pedro Ridge to the south, Mount Tamalpais to the west and San Pablo Bay located to the east. A detailed description of the setting is also contained in the DEIR, Chapter 3, pages 3-1 thru 3-4.

BACKGROUND

History of the San Rafael Airport

The San Rafael airport was originally established as a “ranch-style airport” for use by three to four small private aircraft in the early 1950’s, associated with the former agricultural use of the site. 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 with the current runway configuration. The property was annexed into the City in the early 1970’s and zoned U (Unclassified) District. After the property was annexed, 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 County-issued Use Permit. On February 5, 1974, the San Rafael Planning Commission approved a Use Permit allowing the airport use to continue as a “temporary use.” The airport continued its operations with several use permit extensions and minor modifications granted during the 1970’s and 1980’s.

1983 Land Use Covenant

In December 1983, restrictive covenants were recorded for the property as part of development and subdivision approvals for a contiguous property; i.e., the former lands of the First National State Bank of New Jersey (aka, Civic Center North and Smith Ranch Airport sites). As a condition of the approval of the Civic Center North Master Plan, the City of San Rafael, County of Marin and owner of the property entered into a Declaration of Restrictions (covenant) for the airport property that limited the site to the uses listed below:

- 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.

The validity of the covenant was challenged, and upheld by the Court in the late 1980’s. The determination has been made by the City Attorneys office and confirmed in 2005 that the proposed private recreational facility land use is consistent with the property restrictions. This issue has been exhaustively researched and documented in the prior reports to the Planning Commission, most recently in the January 24, 2012 FEIR report, and in the FEIR.

1999 PD District Zoning and Master Use Permit Actions

The private airport land use is governed by both the City of San Rafael through Zoning (PD-1764) and Use Permit process, and the State of California, Department of Transportation – Aeronautics Division through issuance of a private airport permit. 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. The Federal Aviation Administration (FAA) is responsible for regulating aircraft operations, including licensing of aircraft and pilots.

In 1999 the property owner filed Rezoning, Master Use Permit, and Environmental and Design Review Permit applications to allow the permanent operation of San Rafael Airport, with aviation and non-aviation light-industrial uses, construction of 40 new single airplane hangars (making a total of 100 hangars for aircraft based onsite), 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 the maximum number of aircraft permitted to be based onsite. Twelve non-aviation uses were permitted to continue operations with limited hours of 7:00 a.m. to 6:00 p.m., Monday through Saturday, excluding holidays. These applications were approved by the City Council on March 19, 2001, and subject to an annual review which was conducted through 2005. The use has fully developed and established all approved airport uses and facilities.

During the 1st and 2nd annual reviews of the airport Use Permit (in 2003 and 2005), the airport operator claimed that the City is federally pre-empted from enforcing certain conditions of approval relating to in-flight operations that were imposed on the airport Use Permit. There does appear to be pre-emption that requires that pilots determine the safest approach/departure path (generally, into the prevailing wind direction). Pilots are required and instructed to adhere to a fly-friendly policy to avoid over-flight of the Santa Venetia and Contempo Marin neighborhood areas. The City and the airport operator agreed to table review and discussion of any pre-emption issues for the time being. The applicant may apply for amendments to the Use Permit in order to modify or remove any conditions they believe are pre-empted, but have not done so at this time and the current airport use permit conditions have not been subject to further review at this time.

Complaints/Allegations Regarding Airport Property and Use Compliance

Although the existing airport facility is not proposed to be modified, staff believes it is relevant to provide some background regarding property compliance with the current approvals. Staff has maintained a log of complaints filed against the existing airport facility operations beginning in 2001. A detailed complaint log was kept between July 2003 and February 2004, until the 2nd review of the Master Use Permit was completed in 2005. Other than occasional calls expressing concerns with aircraft operations, there have been no formal complaints filed. Primarily, complaints have arisen as a result of deviations from the flight path identified and approved under the use permit, and for some commercial activities on-site that operated outside of business hours. There have also been occasional calls received by the City from residents expressing concerns with the aircraft operations and the levee maintenance activities.

Staff has had discussions with residents and representatives in the area concerned with the various activities associated with the airport use, including the aircraft operations and flight patterns and levee maintenance work completed in 2009. Staff met with concerned residents and neighborhood representatives to discuss their concerns with the various airport operations. Due to the overlapping jurisdiction of issues that were raised, staff recommended that formal complaints be submitted in writing for staff to investigate. Staff also met with Marin County staff to discuss their levee maintenance work and practices, which requires access over the airport site. To date, there has not been a formal code enforcement complaint filed against the site for purported violation of use permit conditions. There was an event planned by a non-profit agency that was cancelled after City staff informed them that the use was not approved. Staff has forwarded all informal complaints/concerns received by phone or email to the attention of Bob Herbst, manager of the airport. There are no unresolved issues or pending investigations of purported violations of the airport Master Use Permit at this time. In general, staff's experience has been that management and appearance of the facility has steadily improved since approval of the amendments in 2001.

Chronology of Events – 2005 to Present

The planning applications for the proposed recreational facility were initially filed in March 2005. The key milestones that have occurred during processing of this project are summarized as follows:

- On June 22 & June 23, 2005, neighborhood meetings were conducted.

- On July 5, 2005 City Staff met with Marin County Supervisor Adams, Marin County Parks and Open Space Director Mark Riesenfeld and members of his staff (Ron Paolini and Stephen Peterle).
- On July 19 & November 8, 2005, the City of San Rafael Design Review Board reviewed and recommended approval of the project design.
- On July 21, 2005, the City of San Rafael Parks and Recreation Commission reviewed the proposal and recommended that indoor soccer, baseball and gymnastics facilities are appropriate, needed and would be well used in this location.
- On August 23, 2005, the City of San Rafael Deputy City Attorney, Eric Davis, responded to County Parks staff Stephen Pettele letter of July 13, 2005 that stated “[a]lthough ‘private and public recreational uses’ are permitted [under the recorded Declaration of Restrictions], the declaration provides no indication that structures related to these uses are allowed.” Mr. Davis replied that upon review of the City’s files concerning the PD rezoning for the Civic Center North project approved by Ordinance 1448, which included condition “y” that required the foregoing declaration, and in speaking with then City Planning Director Anne Moore about the condition, all available records indicate that the condition as implemented by the Declaration was intended to limit the uses permitted on the Airport property, not to prohibit structures that would facilitate such uses. Further, the City’s earlier General Plan adopted in 1988 and current General Plan 2020 adopted in 2004 both acknowledge the Declaration and recognize that “private and public recreational uses” may be carried out on the airport property. There is nothing in these General Plan documents, adopted by the City Council with opportunity for input by the County, to indicate structures would be prohibited to carry out the uses permitted at the airport.
- On September 23, 2005, City staff gave a presentation to the County Parks Commission.
- On January 27, 2006, an Initial Study/Draft Mitigated Negative Declaration (IS/MND) was published for the proposed project.
- On February 16, 2006 the County Board of Supervisors heard agenda Item 10 Request from the County Department of Parks and Open Space to discuss issues related to the proposed San Rafael Airport Recreation Facility Project. The Board meeting written minutes summary record that “Board members generally conveyed support for soccer facilities” and by unanimous vote, directed staff to “coordinate comments on the initial study from various County departments regarding the inclusion of green building practices, the use of permeable surfaces, and concerns about any environmental impacts of the proposed facility.” This meeting is available for viewing on the Marin County website at: <http://www.co.marin.ca.us/depts/BS/Archive/Meetings.cfm>
- On February 28 and March 28, 2006, the Planning Commission held public hearings on the draft IS/MND and project. The Commission continued the project with direction that staff review the comments and testimony and return with additional analysis.
- On June 21, 2006, staff issued a letter to interested residents informing them that staff and the City Attorney concluded an Environmental Impact Report (EIR) must be prepared for the project. It was determined that an EIR scoping meeting would not be held given that so much public input into the application had already been provided.
- On September 26, 2006, the Planning Commission reviewed a draft scope of work for preparation of an Environmental Impact Report (EIR) prepared by consultant Lamphier-Gregory.
- On October 16, 2006, the City Council adopted Resolution 12137 authorizing an agreement with Lamphier-Gregory to prepare an EIR for the project based on the revised scope of work.
- On January through April 2007, the biological consultant conducted focused Clapper Rail surveys in conformance with US Fish and Wildlife Draft Survey Protocol for the California Clapper Rail. The completion of the DEIR was temporarily suspended from December 2006 through July 2007 to allow the protocol surveys and report to be completed. This study included survey consultation with US Fish and Wildlife Service (USFWS).

- On May 12, 2009, the Planning Commission conducted a public hearing and accepted comments on the DEIR, which was completed in March 2009, and directed staff to prepare responses to all comments received in compliance with CEQA.
- The FEIR was published in August 2011 and distributed in September 2011.
- On November 15, 2011 and January 24, 2012, the Planning Commission considered the FEIR and recommended certification of the document, with changes reflected in the FEIR Errata. The Planning Commission meeting audio/video archive can be found at: <http://www.cityofsanrafael.org/meetings/>

PROJECT DESCRIPTION

Overview

The project proposes construction of a new, multi-purpose private recreational facility that would develop approximately 9.1-acres of vacant land on the San Rafael Airport site (see Vicinity Map – **Exhibit 1**), in addition to existing airport uses permitted in the current Airport PD District and Master Use Permit approved in 2001, and requires approval of the following zoning approvals:

- Zone Change: ZC05-01 to amend the Planned Development Ordinance (PD-1764)–Wetland Overlay (WO) district to include development standards for the additional proposed development and use(s).
- Use Permit: UP05-08 (amendment to Master Use Permit UP99-9) to establish conditions for the additional proposed recreational facility use.
- Environmental and Design Review Permit: ED05-15 to approve the design of the recreation building and related site development.

The site is located between the existing airport runway and North Fork of Gallinas Creek, east of the existing airport hangars and site access road. Wetland and creek buffers are proposed on the north side of the new development, between the proposed facility improvements and the bank of Gallinas Creek. The remainder of the property that is located south of the runway is proposed to remain undeveloped. The recreational facility project consists of the following uses and components:

Recreational Facilities and Use:

Indoor Uses

- An 85,700-square-foot multi-purpose recreational building, 39-foot-6-inch tall (overall height), with the following use areas:
 - 71,300-square-foot ground floor level multi-purpose gymnasium area for recreational uses. The project plans propose to improve the building with the following areas:
 - two indoor soccer sports fields
 - two multi-purpose gymnasium sport courts
 - common locker and restroom areas
 - 14,400-square-foot mezzanine level for ancillary support services. This level proposes the following uses:
 - ancillary viewing area
 - café with dedicated countertop seating for 20 people (approx. 4,092 sq. ft.)
 - sports shop
 - administrative offices and public assemble/meeting room*
 - restrooms

**The meeting room would be available for private ancillary recreational activities such as birthday parties and similar group events or meetings, and would be offered as complimentary use of local seniors for activities and for neighborhood groups who need meeting space.*

Outdoor Uses

- Lighted all-weather outdoor sports field*

- Non-illuminated outdoor grass warm-up field
**The project proposes to develop the lighted outdoor field as a 200-foot by 300-foot sized soccer field with all weather field turf, to allow year round use.*

Facility Operations:

The use proposes to operate 7 days per week. The applicant anticipates up to 700 daily users within the indoor facilities and 300 daily users for the outdoor field, plus up to 12 equivalent full-time employees. The project would not be open during the weekday AM traffic peak hour. The hours of operation proposed and allowed following incorporation of environmental mitigation would be as follows:

Indoor Facility: 9AM to 11PM Sunday through Thursday (weekdays)
 9AM to 12AM Friday and Saturday (weekends)

Outdoor Facility: 9AM to 9PM* Sunday through Thursday (weekdays)
 9AM to 10PM Friday and Saturday (weekends)
**Outdoor events must cease by 10PM, as required by the FEIR to mitigate noise and light impacts. The 9PM weekday curfew may be extended to 10PM if allowed following a post operational noise study.*

Site Design and Access:

The project proposes to develop the site in compliance with standards established by the US Green Building Council, with a two-year construction timeframe. Features proposed to be incorporated into the project design include solar roof panels and energy efficient field lighting. Site improvements include exterior lighting, landscaping and drainage. The building finished pad elevation would be raised with fill soils to achieve +1.0 NGVD¹ and the building would be dry flood-proofed (impermeable to penetration by floodwaters) to +7.0 NGVD in compliance with FEMA standards.

Project improvements include extension of a new 30-foot wide paved private roadway including a 5-foot pedestrian walkway access extending from the end of the existing access road. The new roadway elevation would be raised to meet the parking lot elevation of approximately 2.0 feet NGVD. All development has been designed to avoid conflict with an aircraft transition safety zone (i.e., 7:1 'ascending clear zone') that extends at an incline angle from the edge of the 125-foot airport 'aviation clear zone' setback to the sky (see Plan Sheet A-5). There would be 184 paved parking spaces, a turnaround drop off area, and 86 unpaved parking spaces provided. In addition, the existing bridge crossing over the North Fork of Gallinas Creek would be replaced with a new two-lane, 25-foot wide steel truss bridge deck.

Exterior Lighting:

The project would utilize four types of lights, as follows (see Sheet A-1 and A-7 for locations):

- Building Entry: Eight (8) 42-watt compact fluorescent under-canopy lights 20 feet on-center at the three building entryways;
- Main Building Walls: Twenty-three (23) 150-watt metal halide wall-mounted lamps at 50 feet on-center, 14-feet above finished floor.
- Access Road/Parking Lot Perimeter: Thirty-one (31) 42" high 70-watt round bollards at 40 feet on-center along the access road and parking lot perimeter
- Parking Lots: Nineteen (19) 14-foot tall poles with 150-watt metal halide lamps on two-way side pole mounted fixtures at 40-feet on-center.

¹ Staff has continued to use NGVD as the reference datum in this report, for consistency with prior reports and avoid confusion. The current datum is measured in NAVD which represents a 2.67 foot increase in the flood datum number. However, there is no change in site hydrology as a result of the change in elevation datum

- Field Lights: Four (4) 40-foot high poles on the north side of the field with energy efficient “MUSCO Green Generation” or equivalent 1500 watt metal halide lamps, 3 luminaires per pole, at 30 feet on-center and four (4) 23-foot high poles with 2 luminaires per pole on the south side of the field.

PROJECT ANALYSIS

Summary of Project Issues

The analysis below evaluates the project for consistency with the General Plan 2020 and Zoning Ordinances. The Planning Commission and City Council must rely significantly on these documents in rendering a decision on the planning applications. In addition, information regarding the project environmental impacts, compatibility with surrounding land uses and comments from the public shall be considered to evaluate the project. As a result of its analysis of the project, staff has identified the following questions and concerns:

1. PD Rezoning. That the proposed zoning standards and designated development areas appropriately and/or adequately implement the General Plan 2020 airport/recreation land use designation
2. Land Use. That the intensity, type and mix of uses proposed are appropriate at this location and/or warrant support in order to fulfill the City General Plan 2020 goals and policies to increase recreational opportunities in San Rafael
3. Hours. That the facility would not result in noise conflicts with residential uses as from outdoor field use if operating as late as 9 or 10 pm or from traffic leaving the indoor facility as late as 12 am.
4. Lighting. That lighting would not cause incompatible nighttime glare impacts on nearby residents as a result of outdoor field lights, and/or from placement of obstruction lights on the facility improvements, and/or from traffic headlights crossing the private roadway
5. Design and Use Restrictions. That proposed restrictions on the facility’s operation and design, including installation of barrier fencing, establishment of wetland conservation area, enhanced building design features, parking lot configuration, proposed signage, and/or occupancy restrictions and controls would adequately address concerns with site safety and/or protection of wildlife and habitat
6. Alcohol Sales. Whether sale of beer and wine as part of an ancillary café use would be a compatible activity
7. Wildlife. That nearby wildlife and habitat in Gallinas Creek would not be materially degraded or affected
8. Airport Safety. That site occupants would not be exposed to undue safety hazards from potential aircraft crash.* Note: The State Division of Aeronautics has presented a letter identifying potential conflicts of the project with revised airport design criteria.
9. Levee Protections. That flooding and/or sea level rise concerns are adequately considered and addressed
10. Traffic. Extent to which project traffic may affect residents that access Smith Ranch Road from side streets

Detailed discussion of project merits, concerns and issues are provided below. Most of the issues are discussed under the **Zoning Ordinance Consistency, Chapter 22 – Use Permits, Master Use Permit** section beginning on page 18 of this report. However, a discussion of climate change and sea level rise can also be found in the **San Rafael General Plan 2020 Consistency** section on the following page, and PD rezoning issues (including appropriateness of land use areas and designations) are discussed starting on page 13, under the **Zoning Ordinance Consistency, Chapter 7 – Planned Development District** section.

Staff has not identified new concerns that were not previously anticipated when this project was reviewed and recommended for approval in 2006. Therefore, draft resolutions have been presented for the Planning Commission to review and consider the findings required to approve the project planning applications and conditions recommended to address potential land use compatibility concerns. It is anticipated that the Planning Commission may require at least one additional hearing in order to consider project merits after hearing all public testimony and reviewing this report and all attached documents.

California Environmental Quality Act (CEQA) FEIR and MMRP

At its January 24, 2012 hearing, the Planning Commission reviewed and recommended certification of the San Rafael Airport Recreational Facility Final Environmental Impact Report (FEIR). The resolution recommending certification of the FEIR is attached as **Exhibit 2**. As required by CEQA, all potential environmental impacts of the project are proposed to be mitigated to the extent feasible. If there are any changes made or recommended to the project, such revisions must be reviewed to assure they are within the scope of the CEQA review. A Mitigation Monitoring and Reporting Program (MMRP) has been prepared for consideration prior to project approval. The MMRP is mandated to assure that measures required to mitigate impacts to less-than-significant levels are implemented. The MMRP would be incorporated into draft conditions of project approval.

San Rafael General Plan 2020 Consistency:

It is required that the project be reviewed for consistency with the San Rafael General Plan 2020. It is important to note that General Plan consistency must be determined by reviewing and weighing all of the goals and policies contained in all elements of the General Plan 2020. The General Plan 2020, and case law interpreting general plan requirements, recognize that the General Plan is a collection of competing goals and policies that must be read together as a whole, and not in isolation. In making a determination of a project for consistency with the General Plan, the City must balance the competing goals and policies. Case law has determined that a project “need not be in perfect conformity with each and every policy” and that “no project could completely satisfy every policy stated in the General Plan, and that state law does not impose such a requirement.” (*Sequoyah Hills Homeowners Association vs. City of Oakland – 1993*).

The project has been reviewed for consistency with the San Rafael General Plan 2020. A complete analysis of the pertinent policies and programs is presented in the attached table (**Exhibit 4a**). The following provides a summary of project conformance with key elements of the General Plan:

Land Use Policies: The proposed recreational facility use is consistent with the “Airport/Recreation” land use category established by for this property which allows uses consistent with the land use covenant on the property, including private or public recreational facilities. As noted in the Background section, the City Attorney’s office has previously determined and confirmed that the project would be allowed under the property land use covenant. Documentation on this point has been provided in the DEIR and most recently in the January 24, 2012 Staff Report to the Planning Commission.

Community Design Element: The development of the proposed structure has been designed to minimize impacts upon views of the Bay, Bay wetlands, Mt. Tamalpais, Marin Civic Center and hills and ridgelines from public streets, parks and publicly accessible areas as encouraged by Community Design Policy CD-5 (*Views*), to the greatest extent possible.

Circulation Element: Circulation Policy C-5 (*Traffic Level of Service Standards*) establishes level of service (LOS) D as the acceptable LOS for both intersections and arterial segments. The proposed project would generate 0 new A.M. peak hour trips and 268 new P.M. peak hour trips. This traffic generation was analyzed as part of the City of San Rafael’s traffic model to evaluate its impacts on affected intersections and arterial segments. In conclusion, the proposed project would be consistent with this policy given that it would not reduce the LOS for the five affected intersections or two arterial

segments below the acceptable LOS (LOS D). As a condition of approval, the project would be required to pay approximately \$1.138M in traffic mitigation fees to contribute to planned improvements in the area as required by Policy C-7 (*Circulation Improvement Funding*).

Parks and Recreation Element: Parks and Recreation Policies PR-4 (*City Recreational Needs*), PR-4a (*All-Weather Fields*), PR-13 (*Commercial Recreation*) and PR-14 (*Amateur Multi-Sport Athletic Fields*) encourage the development of additional recreational facilities, especially those that are privately funded recreational activities for boys and girls, teens, and adults. The Parks and Recreation Commission reviewed the proposed project at their July 21, 2005 meeting and found that this project would create a privately funded recreational facility that is open to the general public and would provide needed recreational facilities and activities for both youth and adults and, therefore, be consistent with these policies.

Safety Element: The policies applicable to this site address potential impacts as a result of seismically induced ground failure and flooding. A Geotechnical Investigation Report was prepared by John Hom and reviewed by one of the City's Geotechnical Review Committee Consultants, Kleinfelder, Inc. as required by the City General Plan policies; and concluded that the report and recommendations for site development meet requirements set forth in the Geotechnical Review Matrix. Further the City's regulations, which are derived from the Federal Emergency Management Agency (FEMA), require that all new structures be constructed at a base floor elevation (BFE) of +6' NGVD 1929. For non-residential projects such as this proposal, the regulations allow structures to be built below the +7' elevation if the structure is dry flood-proofed or in certain instances, wet flood-proofed. This proposed project would be built with a BFE elevation of +1.5' above mean sea level, below the 7' requirements and would be flood-proofed in compliance with FEMA requirements. The existing levees are continually maintained to be at +9 foot. A condition of approval has been included requiring that the property owner to continue to maintain the integrity of the levees and maintain the required levee height at +9 feet. The integrity of the levees and ability of the levees to withstand seismic shaking has been analyzed and confirms that there is no undue risk of failure.

The site has also be reviewed by emergency responders, to assure existing service levels and emergency access needs are adequate. Finally, the airport safety issues have been analyzed and addressed to assure safety of occupants of the site complies with aviation design guidelines.

Noise Element: Noise Element policies prescribe that new non-residential development shall not increase noise levels in a residential district by more than L_{dn} 3 dB (a sound increase that is just perceptible), or create noise impacts that would increase noise levels to more than L_{dn} 60 dB. As discussed in the Noise Section of the EIR, the analysis concluded that the project would neither increase noise level at the nearby residential areas by more than 3 dB nor cause overall noise levels to exceed 60 dB. The noise levels associated with the project would not raise ambient noise levels by more than 3 dBA L_{dn} . With regard to traffic noise, the analysis concludes that additional traffic along the private roadway that abuts portions of the adjacent residential areas would increase noise levels by less than 1dBA. L_{dn} , which is within the 3 dBA prescribed by this policy. Although not required by this policy, the applicant has offered to the adjacent residential communities to install noise barriers along portions of the roadway, where none exist. This offer would be an off-site improvement and would ultimately need approval of those landowners to implement. Lastly, recommended mitigation has been identified to address the potential 1dBA increase over the City's 40 dBA nighttime noise limit threshold affecting residents to the south. If such an increase would result, the operator may be required to end weekday nighttime use on the outdoor fields by 9PM.

Conservation Element: Policies in the Conservation Element require that environmental resources be protected. Wetlands near the project have been identified, and the project provides a minimum 50-foot development-free setback from wetlands, and in excess of 100-feet from the adjacent creek. Further, threatened and endangered species have been identified and project mitigation measures are identified in

the MMRP to mitigate impacts to a less than significant level, and assure compatibility with the policies in the General Plan 2020.

Sustainability Element (recently adopted): In May 2011, the Bay Area Air Quality Management District adopted updated new air quality guidelines that establish greenhouse gas emission thresholds for projects. In response, the City amended its Climate Change Action Plan (adopted in 2009) to meet the criteria of the air district, through adoption of an Appendix E to the plan. A checklist has been developed that identifies the required strategies that must be met by a project in order to be consistent with the City's qualified Climate Change Action Plan. Further, in July 2011 the City Council adopted the Sustainability Element as an amendment to the General Plan 2020, to meet its CCAP and climate change goals. This element contains goals, policies and programs from the San Rafael Climate Change Action Plan (adopted in 2009) addressing such issues as reducing project and community greenhouse gas emissions and planning for sea level rise. The Sustainability Element policies pertinent to this project include:

- SU-3. Alternative Fuel and Fuel Efficient Vehicles. Promote the use of alternative fuel and fuel efficient vehicles.
- SU-5. Reduce Use of Non-Renewable Resources. Reduce dependency on non-renewable resources.
 - SU-5a. Require new construction to comply with adopted green building regulations;
 - SU-5c. Develop and implement water efficient conservation programs..., including water efficient landscape regulations;
 - SU-5d. Encourage use of high albedo (reflectivity) materials for future outdoor surfaces such as parking lots, roadways;
- SU-6. New and Existing Trees. Plant new and retain existing trees to maximize energy conservation and carbon sequestration benefits.
- SU-9. Zero Waste. Reduce material consumption and waste generation, increase resource re-use and composting of organic waste, and recycle to significantly reduce and ultimately eliminate landfill disposal.
 - SU-9f. Construction Debris. Adopt construction debris and re-use ordinance.
- SU-14. Adapting to Climate Change. Increase understanding and preparation to adapt to the effects of climate change, including sea level rise.

Climate Change

The applicant has submitted a sustainability strategy for the project in order to comply with the City's qualified Climate Change Action Plan, Appendix E, and the updated Municipal Code Regulations that support this strategy. The applicant's proposed strategy has been incorporated into the project as Mitigation Measure MM AQ-2. As a result, the project would achieve LEED Gold certification as part of the project proposal. The LEED 2009 requirements for new construction allow projects to attain 100 base points, with 6 possible Innovation in Design and 4 Regional Priority points possible. The LEED certification levels that can be achieved are as follows:

- Certified 40–49 points
- Silver 50–59 points
- Gold 60–79 points
- Platinum 80 points and above

Green Building

The project must also comply with current building code (CBC) Title-24 energy efficiency requirements, the Water Efficient Landscape mandates of MMWD, and will plant in excess of 100 new trees on-site. In addition large-sized screening trees must be planted along the north boundary of the building to supplement the existing eucalyptus trees to remain. The project would also be required to implement

clean air vehicle parking per San Rafael Municipal Code Section 14.18.045, install bicycle parking per SRMC 14.18.090, implement construction demolition debris recycling as part of LEED certification and building permit issuance. In addition, the project would pay affordable housing fee's, use reclaimed water if available, install solar and green roofing materials, and provide a bicycle and pedestrian path from Smith Ranch Road. Based on this discussion the project would be in substantial compliance with the new Sustainability Element, applicable zoning regulations intended to implement the City policies, and the City qualified CCAP. The bicycle parking requirement and SU-5d policy regarding paving surfaces have been recommended to be incorporated as draft ED Conditions.

Sea Level Rise

Given the site location (contiguous to two forks of Gallinas Creek, near the Bay), site characteristics (level, low-lying area with elevations near sea level) and site improvements (perimeter earthen levee system), the site would be vulnerable to potential rise in sea level. While the site proposes to develop an additional 9-acres as new recreational use, a large part of the site would remain undeveloped or encumbered as conservation (e.g., more than 14 acres south of the runway, +/-5 acres adjacent to the recreational facility, and additional lands west of the airport improvements). The site would be generally consistent with the Sustainability Element goals, policies and programs addressing sea level rise for the following reasons:

- 1) The project Final EIR, which has been recommended for certification, analyzed the potential for sea level rise finding that no significant impact would result. The existing levee system was found to provide sufficient free-board for anticipated sea level rise of 18-inches. Further, the project itself would have no direct impact on global sea level rise.
- 2) The levee construction type and settlement has been adequately studied by licensed engineering professionals, and the FEIR concluded that the earthen levee would not be susceptible to earthquake induced failure as it had achieved full compaction. Further, the levee would not be susceptible to erosion from overtopping during a storm, as the owner must maintain the levee above flood elevation in perpetuity.
- 3) There remains a great degree of uncertainty surrounding precise predictions on the extent of sea level rise. The Bay Conservation and Development Commission (BCDC) prepared and published maps for informational only purposes, illustrating the low lying areas and around the San Francisco Bay that could be inundated by 2050 as a result of higher than anticipated sea level rise. Thus, this information cannot be relied on for precise planning purposes or for identifying area wide environmental impacts and mitigation. The Sustainability Element requires that the City will continue to monitor further study of this issue, and pursue development of adaptive measures to respond to changing conditions. This could include reclamation of undeveloped lands as buffer zones between the Bay and development and for water storage.
- 4) The Public Works Department and surrounding agencies will need to work together to study the levee system throughout the community that provide protection to low lying lands. This will require a major multi-agency effort. It is anticipated that future study in this regard will result in a list of adaptive measures and funding to respond to sea level rise. Since this work has not commenced, no project specific condition has been identified as necessary aside from ongoing maintenance of levees owned by the airport.
- 5) FEMA is currently re-mapping the federal flood hazard zones in cooperation with various agencies, which will consider rise in sea level predictions (due in late spring 2012). None of the bay front levees in Marin County meet the predicted federal standards for height or type. As a result of the updated maps, the requirements for levees and building construction will change. Thus, flood-proofing requirements for this building may be increased at time of construction. The updated FEMA maps and standards will be a starting point to assessing the levee systems in Marin and identification of appropriate measures for adapting the levees to accommodate potential sea level rise.

In summation, the potential sea level rise as it relates to the project site has been addressed to the extent feasible. There are no regulations nor any legal tools in place to require further improvements be made to address this concern. The site provides suitable remaining undeveloped lands that could be used to implement long-term adaptive measures responding to this issue.

Zoning Ordinance Consistency:

The proposed Rezoning to a revised Planned Development District requires final action by the City Council, following recommendation by the Planning Commission. There are multiple sections of the Zoning Ordinance that are applicable to this project, and complete analysis of zoning consistency is presented in the attached table (**Exhibit 4b**). A summary of project compliance with zoning standards and some of the concerns raised regarding the PD development pattern are provided below:

Chapter 7 - Planned Development District

The Planned Development (PD) District is established for large properties, greater than 2.5 acres to achieve the following:

- 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.*
- d) *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.*
- e) *Accommodate various types of large-scale, complex, mixed-use, phased developments.*
- f) *Enable affected governmental bodies to receive information and provide an integrated response to both the immediate and long-range impacts of such proposed developments.*

The property's current PD zoning designation (Ord. PD1764) allows the existing airport operations with 100-based aircraft and hangars, and up to 12 non-aviation uses. No other uses are approved for the site. The airport improvements including its runway occupy approximately 38-acres of the 119 acre site. The remaining lands north and south of the runway remain undeveloped. The current PD 1764 - Wetland Overly (-WO) District standards are attached (**Exhibit 5a**).

The project would establish new zoning standards to allow proposed recreational facility development north of the existing runway, as described in the Project Description and would retain the existing standards for the aviation and limited non-aviation uses. This development must be consistent with the General Plan 2020 land use designation, and property declaration of restriction, which limits use of the site to a private airport, private and public recreation and other limited uses. The recreational facility development would implement the underlying general plan designation, and the draft standards have been modeled using the existing conventional zoning regulations and definitions established for recreational facilities. This would include facilities located within structures, and may include "community centers, swimming or wading pools, spas, court facilities (such as tennis, basketball, or volleyball), picnic or barbecue areas and enclosed tot lot facilities with play equipment" (SRMC 14.03.030). This description of land use is similar to the types of recreational land uses anticipated in prior zoning codes, including the 1983 zoning code.

There is no further development is proposed for the vacant lands located south of the runway. Staff notes that the -WO overlay district applies to the site based on its former diked baylands status and that it contains wetlands and that portions lie within Gallinas Creek. This zoning overlay designation is applied to any site that contains known or discovered wetland resources or that has site conditions that would likely

encounter undocumented wetlands. Its application over the entire site does not mean that the whole site is a wetland.

➤ *Airport Safety*

Although the recreational use has been established as consistent with the property deed restriction, the appropriateness of the intensity of development has been questioned. This has been further complicated by concerns raised with the appropriateness of group recreational uses in general, expressed in the State Division of Aeronautics March 9 letter (Exhibit 13). The letter indicates that the Division of Aeronautics had previously reviewed the project using the 2002 Airport Land Use Planning Handbook (Handbook) on two occasions and sent comments to the City. Recently, the Division updated the Handbook in 2011. Mead & Hunt, the City's airport consultant has reviewed the new state guidance, and believes that "group recreational uses" were added to the list of prohibited uses in Zone 5 (which also encompasses other nearby developed properties, in the urban service boundary) to capture large outdoor spectator-oriented facilities with fixed seating (e.g., high school football fields with bleachers). Therefore, Mead & Hunt contends that the Project does not fall under the intended definition of a "group recreational use." Additionally, the project satisfies the average and single-acre intensity limits for suburban areas provided in the new 2011 Handbook. As for containing high risk users, (e.g., children,), Mead & Hunt's 2008 report provides a list of mitigation measures intended to enhance safety of these users. Mead & Hunt has recommended changing some of the mitigation measures in response to the changes in the recently published Handbook. These are discussed in detail under the Master Use Permit section below, where this discussion is more appropriate. Thus, based on this discussion there is no conflict with the proposed private recreation land use classification.

➤ *Piece-meal Development Pattern*

Concerns have been expressed regarding the piece-meal development pattern on this site. The site was designated PD to recognize the existing airport operations and assure compliance with the 1983 deed restriction on land uses. Undeveloped land uses have been inherently a part of the site zoning designation, which was initially designated 'U' unclassified when annexed into the City in 1969. The PD designation was later applied to conform with local and state zoning regulations.

This is the first occasion since annexation that the owner has pursued another viable use of the property (other than as a private airport); as allowed under the restrictive covenant. Staff concludes that it is appropriate to consider an additional land use and leave remainder areas undeveloped. The remaining vacant site area south of the runway is not served by roads or utilities, and partially within County of Marin jurisdiction. Ongoing vegetation management, grazing, and levee maintenance practices would continue. This area may also be used to place indicators for the airport runway (such as windsocks). The draft PD rezoning includes a recommended zoning map that would show the areas designated for airport and limited non-aviation uses, new private recreational uses and conservation area, and undeveloped remainder areas.

The Commission may recommend further use restrictions or limitations be established for the remaining undeveloped lands, as determined to be appropriate following its discussion of merits and/or site constraints. It is important to note that any changes proposed to the PD zoning must be reviewed to assure any environmental impacts have been assessed under the project FEIR. Also, potential rezoning changes must be reflected in the public hearing notices. Staff further notes any zoning ordinance may be amended from time to time subject to additional environmental review and public hearings.

➤ *Conservation Area*

The site contains wetlands, sensitive habitat and bank of Gallinas Creek north of the facility. The City Wetland Overlay (-WO) standards requires that the wetlands and sensitive habitat areas north of the

building need to be protected. In order to assure ongoing compliance with the –WO overlay district standards, and FEIR mitigation measures, a 100 foot buffer / conservation area has been required between the facility and North Fork of Gallinas Creek. Staff has recommended that this protected area be extended from the North Fork of Gallinas Creek bank up to the edge of site development; which would encompass the 100 foot creek buffer setback, the wetland areas, and the 50 foot wetland setbacks. Fencing is recommended to be installed between the facility and sensitive buffer areas north of the development.

The recommended conservation area would be recorded as a property restriction prior to issuance of permits. Prohibited and allowed uses within the buffer area would be specified in the restriction. Allowed uses would include continued maintenance of the fields and levees, but prohibit any future development or land disturbance (outside of that required for routine maintenance and levee repairs). The recommended conservation area deed restriction has been incorporated as a mitigation measure and as draft ED Condition of approval. In addition, required signage and barrier fencing during and after construction will be required to be installed, to prevent patrons from inadvertently entering the conservation area or to retrieve errant balls.

➤ *Levee Protection*

The project site is protected by a perimeter earthen levee system that was not engineered to meet standards for purposes of development. The City General Plan 2020 Policy S-20 encourages levee upgrading when development occurs, where appropriate. Further, the Climate Change Action Plan requires that the levees that protect developed lands from flooding and potential sea level rise be evaluated, and adaptive strategies be developed to accommodate sea level rise. Thus, suitability of development of land protected by the levee is pertinent to establishment of the PD designation.

Concerns with levee maintenance are discussed in detail in the Master Use Permit section below, under *Levee Maintenance & Flooding*. The FEIR has evaluated the condition of the levee system surrounding this site, and confirmed the levee is fully compacted and would be maintained at 9' MSL by the airport owner and County of Marin. Further, the FEIR has confirmed that the site would be developed in compliance with FEMA regulations that include designing a building to be flood proofed up to +7' NGVD and raising pad grade to +1 feet NGVD elevation. Further, the driveway, parking area and outdoor fields would be raised up to +2 feet NGVD elevation. The raised driveway grade is intended to assure emergency vehicle can access the site in the event of a levee breach. The development standards and exhibits showing the proposed development area are adequate for the PD rezoning to address FEMA requirements, and construction details would be confirmed on plans submitted for development. It is further recommended that the PD include levee maintenance requirements to protect developed lands, and adhere to future overlay or zoning standards or adaptive measures that may be implemented by the City in the future.

➤ *PD Standards Discussion*

The proposed amendment to the PD District requests adoption of standards for the proposed 85,700-square-foot indoor recreational facility and two outdoor fields and associated site improvements, in addition to maintaining the land uses and standards established for the current airport and ancillary light industrial uses. The text of the revised PD District is provided in the draft resolution attached as part of **Exhibit 3b**. The draft PD standards would incorporate the current San Rafael Airport Master Plan with the addition of the San Rafael Airport Recreational Facility development standards. In summary, staff has added regulations addressing intensity, building height, setbacks, and permitted and conditional uses for the establishment of the Recreational Facility development and maintained all regulations previously adopted for the airport and limited non-aviation uses.

The PD District establishes the range of allowable uses to implement the General Plan 2020 land use designation, and set forth the specific development standards (i.e., setbacks, lot coverage, building height, parking tables, etc). A Master Use Permit is the appropriate mechanism used to enforce project specific use approvals and establish specific limitations on uses to assure compatibility with the surrounding setting and adjacent development (i.e., days/hours of operation, etc.). This project includes concurrent application for a Master Use Permit amendment, and a complete discussion on the specific private recreational facility uses is provided under the use permit analysis. Staff recommends that the PD District amendment would be appropriate and consistent with the provisions of Chapter 7 for the following reasons:

- The area covered by the PD District and the Development Plan would be consistent with the San Rafael General Plan 2020, as amended, as it would result in floor area ratio of 0.06, which would be well below the maximum of 0.30 allowed in the North San Rafael area.
- The PD District would be consistent with the San Rafael General Plan Policy LU-10 (Planned Development Zoning) by proposing master plan zoning on a large site over 2.5 acres serving a mixture of uses.
- The PD District would promote the siting of structures for the purpose of protecting areas of environmental resources and minimizing impacts to adjacent properties.
- The Development Plan is appropriately sited on this property given that this facility would be located just south of an existing regional park and the surrounding area already provides a mixture of residential and non-residential development;
- The proposed PD would not generate any new population growth on the site or in the surrounding area, but rather provide a service and amenity to existing people in San Rafael and Marin County, many of which are currently travelling outside of the County, and therefore the existing public services and facilities are adequate to serve this development;
- The PD would be improved by deviations from typical zoning ordinance provisions. Although there is no exact zoning district for the Airport/Recreation General Plan land use designation, the proposed project proposes setbacks, height and coverage standards of similar zoning designations. Furthermore, such deviations are necessary in order to achieve a recreational facility near the private airport, create additional recreational facilities for residents of San Rafael and Marin County and to protect site resources. The PD would comply with the Citywide height limit of 36 feet, provides setbacks of at least 10 feet from nearest property lines and over 100 feet from any top of creek bank, proposes approximately 16% coverage by structure and impervious surfaces and a 0.06 floor area ratio;
- The PD would include auto, pedestrian and bicycle traffic system that is adequate to serve the proposed development given that the project has been reviewed by the Police and Fire Departments and City Traffic Engineer and determined that both Smith Ranch Road and the private roadway providing access to the site are adequate to accommodate the additional traffic generated by this project and the proposal includes a plan to install a new pedestrian/bicycle path from the public street (Smith Ranch Road) to the new building.

Chapter 13 – Wetland Overlay (-WO) District

The site has been designated with the –WO Overlay since the site contains identified wetlands, consists of former baylands, and portions lie within the reach of Gallinas Creek. The –WO District is not intended to prohibit development, but rather requires that sites with a –WO wetland overly be evaluated for potential wetlands. If wetlands are found, the purpose of the District is to prohibit development activities that may adversely affect those wetlands and adjacent upland sites and design development so as to avoid or minimize adverse impacts on wetland habitat. The –WO designation shall be retained on the site with the proposed PD amendment.

The project site was evaluated for wetlands and three potential jurisdictional wetlands areas were found around the area of the proposed new recreational facility, located to the north of the new structure. Two of these are seasonally wet areas located in vegetated swales and the third area is a wet area that is caused by seepage through the levee along the North Fork of Gallinas Creek. Additionally, the project site is bordered to the north by the North Fork of Gallinas Creek.

The project as proposed would not fill or disturb the wetland areas and would not propose development within 50 feet. A 50-foot minimum wetland setback has been required and established between the wetlands and proposed site improvements. Given the low quality of the potential wetlands, neither fencing nor larger setbacks are necessary to protect these jurisdictional areas from any indirect impacts. Limited activity would occur at the rear of the building, facing the jurisdictional areas and would assure the potential jurisdictional areas are adequately protected. Further, fencing has been proposed and would be required to separate proposed development from wetland and creek buffer areas.

Based on the analysis of the wetland setbacks and site improvements staff concludes that the proposed project would be consistent with the standards of this chapter and has been designed to minimize impact on the three potential wetlands and the North Fork of Gallinas Creek.

Chapter 16 – Site and Use Regulations Landscape, and Chapter 12.04 Green Building

Site development under the PD zoning designation would remain subject to the Chapter 16 Site and Use Regulations. The City has adopted Section 14.16.370 Water Efficient Landscape Ordinance regulations on January 1, 2011. The project would be subject to compliance with this ordinance at time of building permit. This will require that landscape improvements comply with a water allowance calculation of MMWD. The type of irrigation systems and plant species will be selected to meet this requirement and would not materially impact the project design or landscape screening requirements for tree planting along the north side of the building. The Design Review Board will also be required to review final landscape plan details prior to issuance of building permits.

The City has also enacted a Green Building Ordinance that is enforced by the Building Division at time of building permit. The project would be required to comply with new Title 24 energy compliance standards. In addition, the project proposes to achieve LEED certification and comply with the Green Building Ordinance. The project would comply with all new regulations developed to implement the City Climate Change Action Plan, Appendix E.

Chapter 17 – Performance Standards

Site development would remain subject to Chapter 17 Performance Standards. These standards could be incorporated into the PD ordinance, as deemed necessary. Staff notes that Chapter 17 allows temporary uses to be permitted in a PD subject to issuance of conditional use permit. This would allow possible events to be held within the facilities for special one-time uses, consistent with the provisions of Zoning Code Chapter 14.17.030 (attached as **Exhibit 8**). No revision to the PD to expand or exclude provisions of Chapter 17, or any other zoning applicable regulations, are proposed or recommended.

Chapter 18 – Parking

The parking requirements contained in this chapter of the City of San Rafael Zoning Ordinance do not include a specific category or requirement for a multi-purpose recreational facility. San Rafael Municipal Code Chart 14.18.040 does establish a requirement of 1 space per 250 gross square feet for health clubs/gymnasiums. However, there is no standard established for outdoor sports fields or ancillary uses (such as the mezzanine level). Therefore, as required by Chapter 18 a parking study of other similar facilities has been prepared and evaluated by the City Engineer. The parking analysis can be found on DEIR page 13-29 through 13-34, which established the following parking criteria for this facility:

- 1 space per 269 square feet combined standard for the sports court/gymnasium uses (based on high intensity uses for youth gymnastics calculated at 1 per 300sf and dance calculated at 1 per 240sf)
- 32.5 spaces required for each indoor field (x2)
- 57 spaces for the outdoor soccer field (and warmup area)

The parking study establishes that 228 parking spaces would be sufficient for the type and mixture of recreational uses, including demand for the ancillary support facilities on the mezzanine level. It is anticipated that typical demand would actually be less than the calculated demand. Therefore, the project proposes to provide 184 paved spaces in the main parking lot with 86 unpaved overflow spaces, for a total of 270 parking spaces. The City Traffic Engineer supports the proposed type and mix of parking spaces as appropriate for the project. Staff has recommended draft ED Condition of approval requiring that in the future, if the gravel overflow parking lot is found to be necessary to accommodate routine parking needs of the recreational facility, the applicant shall improve and landscape the overflow parking lot. Further, given the fact that the private road to the site is over one-half mile from Smith Ranch Road, it is unlikely that any parking would spill onto adjacent residential streets or neighborhoods, of the County Park lands. A draft UP Condition of approval has been recommended to establish a requirement that any events or activities shall not result in any unanticipated off-site parking impacts.

Chapter 22 - Use Permits

As indicated in the PD zoning amendment discussion above, this project would add a recreational facility at the San Rafael Airport and requires an amendment to the existing Master Use Permit that is approved for the site. The current Master Use Permit allows the private airport with 100-based planes, limited non-aviation uses and two residences for on-site personnel. The Use Permit also prescribes the allowable hours of operation for the light industrial uses and sets requirements and conditions for the airport use (Private airport limited to 100-based aircraft, prohibition of certain types of flights and activities, allowed location of run-up areas, and maintenance for based aircraft only). A complete copy of the existing Master Use Permit is attached (**Exhibit 5b**).

During the two annual reviews of the Master Use Permit for the San Rafael Airport (conducted in October 2003 and January 2005), the airport operator stated that the City may be federally pre-empted from enforcing some of the conditions of approval that are currently in Master Use Permit that relate to flight operations. However these conditions have been retained in the amended Master Use Permit. Should the applicant seek the removal of these conditions, they would have to apply to modify their Use Permit and this would be reviewed by the Commission.

Master Use Permit Discussion

The Master Use Permit amendment would incorporate all of the prior use permit conditions applicable to the current airport and limited non-aviation uses; which has been fully implemented as of 2007. If the recreational facility use is approved and not implemented, the uses shall revert to the 2001 Master Plan and conditions relevant to the proposed facility would be null and void. A new use permit would be required to re-establish a recreational use.

As noted above, this Master Use Permit amendment is required to implement conditions for the Recreational Facility Use, and maintains the existing airport use and conditions. Draft UP Conditions 15 through 26 apply to the existing airport operations. Staff has indicated minor changes to remaining airport facility use permit conditions with strike-out (∅∅) and underline (oo) text. In addition, draft UP Conditions 27 through 32 have been incorporated to address passive uses such as grazing, use of conservation areas, and use of undeveloped lands within the airport site.

The Master Use Permit amendment to allow a new recreational facility has generated concerns with nighttime noise and lighting impacts on surrounding neighbors, concerns with alcohol sales proposed in

the building, and safety concerns as a result of potential flooding or aircraft operations. Additional concerns have been expressed with the viability of the use and its affect on enjoyment of local open space areas. Staff has included draft conditions of approval to address the potential compatibility issues of the new recreational facility. As part of its review and deliberations, the Commission may recommend other restrictions or modifications.

➤ *Permitted Airport and Recreational Facility Uses*

As noted in this report, the City has previously approved a Rezoning, Master Use Permit, and Environmental and Design Review Permit to allow permanent operation of San Rafael Airport, with aviation and non-aviation light-industrial uses. The existing approved and built uses include 100 hangers for aircraft based onsite, two modular homes for a caretaker and security guard, new site landscaping and parking area, 2,450-square-foot non-aviation building and up to 12 non-aviation uses in a separately designated area of the site.

This Master Use Permit did not authorize any expansion of airport operations or the maximum number of aircraft permitted to be based onsite. The twelve non-aviation uses were permitted to continue operations with limited hours of 7:00 a.m. to 6:00 p.m., Monday through Saturday, excluding holidays. These applications were approved by the City Council on March 19, 2001, and subject to an annual review which was conducted through 2005. The use has fully developed and established all approved airport uses and facilities. These uses would be incorporated into the proposed Use Permit amendment.

Concerns have been raised that the new recreational use could be changed to another use that would exceed the FEIR description or the intent of the property declaration of restrictions, or exceed on-site parking supply which would lead to spillover onto residential streets. In response to these identified concerns, staff has recommended the following conditions:

- Permitted Uses Established. Draft Use Permit (UP) Conditions 34 and 35 would establish the permitted indoor and outdoor recreational facility uses, as proposed by the applicant and defined by the terms of the PD ordinance and Master Use Permit. The conditions would allow a variety of indoor sports uses deemed suitable for a recreational facility; including dance, gymnastics, basketball and similar gymnasium uses. Field uses would be primarily for soccer or similar team sports and activities such as lacrosse.
- Limitations on Change in Uses. Pursuant to draft UP Conditions 49 and 62, changes to recreational uses would be subject to prior review by the Community Development Department and Traffic Engineer to ensure that traffic and parking impacts would not exceed the assumed intensity and demand identified for the facility. The City is concerned with peak demand that occur during the weekday. A maximum number of A.M. and P.M. peak hour trips have been established (0 A.M. and 268 P.M. peak hour trips) for the recreational component of the site, which anticipates the highest anticipated demand of a multi-use gymnasium and sports field facility, including higher generating youth activities. Changes in recreational uses would be allowed as long total trip generation is within the maximums established. It is noted that the uses of the facility must remain related to private recreation, as described in the PD ordinance and implemented by the use permit.
- County Review of Use Permit. The Marin County Counsel, David Zaltsman, has also requested notification of any future change in use, in order to assure they have an opportunity to review the proposal for compliance with the declaration of restriction. This request has been incorporated into draft UP Condition 3.
- Large Event Limitations. Draft UP Condition 48 addresses competitive tournament events to assure overflow parking would not spillover off-site.

➤ *Airport Safety*

As discussed in the FEIR, the site is near an active small, private airport. Recreational uses would attract large groups, and include children that may have difficulty vacating the premises in the event of an aircraft accident. Therefore, Mead & Hunt was selected to conduct an independent Aeronautical Safety Review of the project. This review relied on several federal and state resources including the California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics in January 2002. (Mead & Hunt is listed as a consultant for the preparation of both the 2002 Handbook and recent 2011 changes). Mead & Hunt has recommended that the building and improvements be designed to respond to the site conditions; including its assessment of risk associated with the private airport use that is limited to small aircraft and average of 15,000 flights annually.

Primary users of the facility would be within a building that would provide protection and increased safety in the event of a potential aircraft accident. The design and use of the facility, as conditioned, has been determined to be consistent with the applicable airport design guidelines and criteria used by Mead & Hunt to evaluate this facility. The Aeronautical Safety Review by Mead & Hunt concluded the use of the site would be acceptable, with enhancements made to improve the safety of the building. This includes provision of additional exits and enhanced fire sprinkler systems in the building. Also, conditions of approval require survey of building pad height, installation of aircraft safety lights at building and tallest fence/light standards, and parking lot restrictions to ensure violations of the 7:1 safety transition zone would not occur. A five-foot barrier fence would be installed between the parking lot and runway. To avoid conflicts with aircraft the building, fencing, light standards, landscaping and other vertical elements must be designed so that they would not intersect a 7:1 'ascending clear zone' for aircraft safety, which extends from the edge of the airport runway. This zone must be kept free of obstructions.

In order to comply with the airport safety design guidelines, mitigation measures have been identified to restrict parking in the spaces along the boundary nearest the airport runway, and the occupancy of the outdoor warm-up. It is proposed that the parking and occupancy limitations can be controlled through striping and signage, and by controlling access to the warm-up field area. While such limitations are difficult for City staff to track and enforce, it would be feasible for the facility operator to enforce these limitations, particularly with respect to the warm-up area with access to the field limited. The operator indicates access to the warm-up field would be limited to occur through the building and fenced field areas. Thus, exceedance of the established occupancy limit should not occur since the field should only be accessed and used by teams scheduled for games on the outdoor field. The warm-up field will also be unlit, thus not usable at night. Lastly, the use of the outdoor soccer field would not include spectator bleachers. This would limit use of the field to teams and reduce outdoor gathering within the subject safety zone 5. With regard to the parking spaces, it may also be possible to adjust parking lot grades or relocate these spaces elsewhere on-site, if deemed necessary, to respond to the airspace restrictions.

Recently, the Division of Aeronautics contacted City staff to discuss their concerns with the facility in light of the recent update of airport design guidelines by the State in 2011. As discussed on page 15 of this report, staff consulted with Mead & Hunt on this issue, who prepared the previous guidelines used by Caltrans. Mead & Hunt, contends that the Project does not fall under the intended definition of a "group recreational use", and further, satisfies the average and single-acre intensity limits for suburban areas provided in the 2011 Handbook. In addition to the list of mitigation measures listed in Mead & Hunt's 2008 report, intended to enhance safety, Mead & Hunt has also recommended the following revisions to the project mitigation measures response to the changes in the recently published 2011 Handbook:

1. No fixed spectator seating (e.g., bleachers) indoors or outdoors.
2. Require signs and establish conditions in the Use Permit specifying the maximum number of people permitted in the recreational building and outdoor fields. Based on the single-acre intensity

limits recommended in the 2011 Handbook, the acceptable intensity range for each component use is as follows:

- a. 336-480 people in the recreational building (210-300 people X 1.6 acre building footprint)
- b. 336-480 people in the outdoor soccer field area (210-300 people x 1.6 acres)
- c. 103-156 people in the outdoor warm-up area area (80-120 people x 1.3 acres)

The maximum intensity of the Project should be set at the lower end of these intensity ranges given the Projects proximity to an active runway and that children will be on the premises. (Note: The intensity ranges allow higher occupancy than before)

3. Suspend airport operations when a special event is taking place at the Airport Recreational Facility which is expected to attract more people than permitted in the Use Permit.

Staff notes that the facility would not be permitted to hold large outdoor events, and anticipated occupancy remains much lower than described above. Based on the discussion above, Mead & Hunt has concluded the facility addresses its potential safety concerns. The consultant will be available at the hearing to respond to further questions or concerns on this topic.

➤ *Development Intensity*

The FEIR confirmed that the size, placement and setbacks for this project has been designed to comply with all applicable regulations, including local zoning standards, regulations intended to protect sensitive wildlife and habitat, and airport safety guidelines. In a couple instances compliance requires imposition of special design or use restrictions established; such as restrictions required for parking near the runway and use of the outdoor warmup field, discussed further below. Other neighborhood compatibility concerns have been raised with regard to increased noise, nighttime lighting and affect on users of nearby public paths and waterway. Site compatibility concerns have been raised with respect to safety of users of the site near an active runway, and safety of aircraft. Staff has noted that the site is not without constraint. However, it is not likely that any location exists within San Rafael that would lack constraints.

Certainly, some of the concerns that result from this project can be further minimized or eliminated through revised site design, or even reduced development scope or intensity. Staff recommends that the Commission consider the extent to which this development should be allowed in order to fulfill the goals and objectives of the City to provide for diverse recreational opportunities. Staff recommends that alternative solutions to the south parking row be considered to eliminate the need for parking restrictions that are difficult to enforce. Staff is not concerned about limiting the use of the warmup field, provided that access to this field is controlled by the operator to occur through the building and fenced field area.

➤ *Hours of Operation*

The project has proposed maximum hours of operation after 9AM and until 12AM for the indoor recreational uses. The project does not propose earlier weekday hours because it is not necessary for their project and this would increase the potential project traffic impacts in weekday mornings. Outdoor fields are proposed operate from 9AM until 9PM on weekday and until 10PM on weekends. However, staff notes that an earlier start time on Saturday or Sunday would not conflict with City AM and PM peak hour limitations. The proposed evening hours have been established based on the CEQA FEIR analysis in order to address potential noise impacts on nearby residents and wildlife.

The noise and traffic associated with the use has the potential to disturb the peace of nearby residents. The proposed hours of operation have been limited to assure outdoor recreational activities would not be incompatible with the nearby residential areas. Draft UP Conditions [36 through 41](#) are recommended to set the maximum permitted hours and operational limitations. Draft UP Condition [37](#) is further proposed to allow the use of outdoor fields to be extended by 1 hour on weekdays if a noise analysis is conducted during normal outdoor event operations that determines the 40 dBA City Noise Standard would not be

exceeded. Additional limitations are recommended that should minimize potential exterior nighttime traffic and noise impacts on nearby residents associated with use of the outdoor fields. These include establishing curfew on outdoor events and lighting, requiring field use to be pre-scheduled, prohibiting amplified noise or spectator bleachers outdoors.

➤ *Beer and Wine Service, Ancillary Food Service and Ancillary Uses*

Concerns have been raised that beer and wine service may be incompatible with the recreational facility use, particularly with youth activities. Staff notes that the State Alcoholic Beverage Control establishes requirements for issuance of liquor licenses. Typically, a food service use with on-site food preparation and seating is permitted to obtain an ancillary type 41 on-sale beer and wine license from ABC. The City zoning ordinance does permit sale of beer and wine ancillary to a bona fide eating establishment. Therefore, if a café use were allowed then beer and wine service could typically be associated with this function. However, the City can restrict the proposed ancillary café use, since it is being considered as part of a PD amendment and is being allowed as an ancillary use to the primary recreational use.

Additional service uses and activities may be permitted as ancillary to the primary use of a site. These activities must be subordinate and reasonably related to the primary recreational use. It is not considered unusual for such facilities to include meeting rooms, ancillary food service and ancillary retail sales that serve the needs of users of the facilities. For example, McInnis park includes a golf pro shop, café and full service restaurant. Concession stands are more common associated with outdoor sports fields.

If alcoholic beverage sales are permitted this must be conducted concurrent with food service. Draft UP Conditions 44 and 48 have been recommended to limit this activity to approved dining areas only. No alcohol service should be permitted outside of the building. Staff also recommends that outdoor concessions should also be limited, in order to control activity/noise/gathering in the parking lot and field areas.

➤ *Lighting Levels*

The proposal includes installation of field light standards, parking lot light standards, building mounted lights and low level bollard lighting along the access road and walkway. The photometric survey shows that average intensity in the parking lot would be 1.84-footcandles, and 2-footcandles for the field area lighting. The field lighting would range from approximately 14-to 71-footcandle, with 8 poles. The police department requires minimum security level lighting to be maintained. Given the location of the facility, type and level of lighting, and proposed conditions of approval, staff has concluded that the lighting would be compatible with surrounding McInnis Park and residential areas.

The use is adjacent to McInnis Park which has tall light standards for the nearby golf driving range and lighted softball fields. The additional outdoor field lighting at this site would increase nighttime field use and associated nighttime noise. The outdoor field lighting also has the potential to create glare on nearby residents and aircraft using the airfield, and would change the nighttime views in the area. The FEIR has required that a 10PM lighting curfew be established for the outdoor field lights, to protect wildlife nocturnal activities.

The conditions require that field lights would turn off as early as 9PM on weekdays, unless extended hours until 10PM on weekends are permitted after a noise study is conducted during facility operations. Further, the lighting fixtures shall be shielded, use energy efficient lamps, and be subject to a final review by the Design Review Board and 90 day post installation period. This is required to ensure the anticipated maximum and minimum lighting levels are achieved, that lighting is directed onto the intended areas and that light sources are concealed from view off-site to prevent glare impacts. Lighting shall also be required to be on a timer to assure field lights and unnecessary parking and site lighting would turn off by the established facility nighttime curfews. The use of outdoor recreational fields in the evening should be

compatible with nearby residential uses given that the fields will include cut off shields, would not include spectator bleachers, and restricted to scheduled games.

Increased vehicle headlight glare would be experienced by residents in Captains Cove, along the Access road. The applicant has agreed to minimize this by installing a low fence or hedge along the roadway, adjacent to the affected residences (draft UP Condition 56). Staff would assure that this or an equivalent action is taken prior to issuance of building permits; unless declined by the affected owners.

➤ *Noise Limits*

The hours of operation are required to be consistent with the City noise ordinance. Staff has concluded that the hours of use for the recreational field are compatible with the provisions in the City noise ordinance, Chapter 8.13 which generally suggests that the hours between 9PM to 6AM are sensitive nighttime noise hours, and prohibits performances and events from occurring after 10PM and before 10AM. Staff has also required security to patrol the site between the hours of 9 P.M. and closing, to ensure no off-site residential neighborhood nuisance impacts would result (draft UP Condition 53).

The conditions also require that a 'code of conduct' be prepared and provided to all users of the facility. The conditions recommended would address potential conflicts with City ordinances and adjacent residential uses. Staff further recommends that use of bleachers on the fields and use of amplified outdoor devices be explicitly noted as prohibited in order to minimize outdoor gathering and event noise (draft UP Conditions 40 and 41). These requirements would assure the recreational use remains compatible with surrounding residential uses.

➤ *Levee Maintenance & Flooding*

The site is below the +6 foot NGVD FEMA flood elevation, and is not protected by an engineered flood control levee. Therefore, the building has been required to be flood-proofed in compliance with FEMA regulations to assure the building interior and occupants remain dry in the event of a levee breach. The applicant's engineers have evaluated the levee and confirmed that the levee has fully settled and compacted, thus is not susceptible to undue failure from seismic activity (see FEIR Appendix B, John Hom letter). The levee would be required to be maintained at 9-feet MSL, which is at a sufficient height to provide protection against flooding and including future anticipated sea level rise.

It has been determined that in the event of a levee breach as a result of storm surge; water on-site would rise by 1-foot in 45 minutes, 2-feet in 2 hours, and dramatically reduce in velocity when it reaches 3-feet. (see DEIR Appendix G, Oberkamper & Associates, *Levee Breach Analysis*). The fields and roadway would be raised to +2 feet NGVD. These conditions would assure that occupants of the site would have sufficient time to exit the site, and emergency vehicles could access the site through flood waters, if needed. Emergency vehicles are designed to drive through up to 3-feet of flood waters.

The levee system around the site is maintained by the property owner and County of Marin. The respective parties annually inspect the levee, and top off the levee to maintain it at a height of 9-feet (3 feet of free board above current flood elevation). A grading permit would be required for any work on the levee within the City jurisdiction, involving more than 50 yards of fill. It is anticipated that the County and property owner will continue to maintain the levee for protection of the private airport facility improvements. The project conditions of approval would require ongoing maintenance and reporting made to the City. This condition responds to the County of Marin February 15, 2012 letter, attached with comments provided as **Exhibit 10**.

➤ *Traffic*

The FEIR discussion notes that the project would increase PM traffic and daily trips to and from the site. The FEIR and project conditions discuss and address potential impacts on Smith Ranch Road. The project would be required to pay mitigation fees for improvements identified in the General Plan 2020, and the City has confirmed that it would continue to monitor the roadway intersections and adjust signal timing so that queuing impacts would not result at 101 onramps. No significant impacts as a result of increased project traffic would result. However, there have been concerns raised that the increased traffic will increase the difficulty for residents on unsignalized side streets with Smith Ranch Road. In particular, residents in Contempo Marin and Captains Cove have discussed concerns with exiting their site onto Smith Ranch Road. While the project does not trigger the need for intersection controls, the Public Works director has confirmed that this situation will continue to be monitored. If necessary, traffic controls or improvements on the roadway may be considered in the future.

Master Use Permit Conclusions

Pursuant to Section 14.22.040 of the Zoning Ordinance (Master Use Permit), staff recommends that the proposed Master Use Permit amendment with conditions would be a logical and reasonable solution for the site given that:

- The Master Use Permit is required to authorize and address multiple land uses and address compatibility with other uses on site as well as in the surrounding area. The Master Use Permit identifies permitted uses, how future changes to uses are processed, and establishes conditions of approval.
- The Master Use Permit would incorporate all provisions and conditions of the existing Master Use Permit (UP99-009) relating to the Airport and non-aviation uses as were previously approved by the City. All previous conditions of approval are proposed to be incorporated with the exception of a few minor changes that were made to: a) remove any conditions that have already been satisfied and are not ongoing conditions; b) update language to reflect current tenant or business names; c) memorialize changes approved through administrative use permits over the past couple of years to allow tenancy changes in the light industrial uses and creation of an airport administration office in a portion of one of the hangars.
- The conditions of approval have been required of the new recreational facility to ensure compatibility with other uses on site and in the surrounding areas.

Chapter 25 - Environmental and Design Review Permit

The Development Plan, building architecture and site improvements are subject to Design Review. The Environmental and Design Review Permit (ED) would accompany the site development plan and approve the building design, site plan and design-related improvements pursuant to Chapter 25 (*Environmental and Design Review of Major Physical Improvements*). The design criteria applicable to the development include review of the project for high quality design that is sensitive to the neighborhood and surrounding environment. The City of San Rafael Design Review Board (DRB) has reviewed the design of the proposed recreational facility on two occasions for conformance with design-related policies in the General Plan 2020, the Design Guidelines, and the review criteria contained in Chapter 25 of the Zoning Ordinance.

Draft ED conditions of approval have been developed to incorporate design-related requirements of all departments and agencies responsible for review of project development plans. Staff has incorporated the majority of mitigation measures into the ED conditions, given their applicability at time of development. The ED Conditions have been organized into the following development stages, or milestones, which begin on page 19 of the draft project approval resolution: *General Conditions applicable to the entire site, #1 through #42; Conditions applicable prior to issuance of permits for the recreational facility, #43 through*

#146; Conditions applicable during project construction, #147 through 168; and, Conditions applicable prior to occupancy, #169 through #180.

➤ *Building Design and Architecture and Mass*

The building would measure 200 feet deep by 320 feet long and 39 feet-6 inches tall overall height. The proposed structure utilizes high quality materials with a uniform appearance on all sides of the building. Typically, indoor recreational facilities such as this facility are contained within large plain, metal buildings without any articulation and resemble a large box. This proposed facility has been designed to use two building elements, with differing rooflines. The proposed project utilizes a variety of high quality building materials, including textured and ribbed metal panels and glass windows. This design provides ample articulation through the use of varying materials, textures and colors and is considered to be well-designed for its intended use.

As discussed above, the DRB recommended approval of the architecture, finding that the building is nicely designed, the architecture and massing are appropriate for this site and its surroundings, the building is well articulated and the low/horizontal profile preserves views of the surrounding hills. Although the building is large, the Board found that project design provides ample articulation in mass, color, and materials for a building of this size. Additionally, all mechanical equipment would be built within the roof and therefore be screened from off-site view. The Board recommended that the general color scheme was good and allowed the building to effectively blend with the background. However, they recommended that the colors palette be toned down and less shiny and requested that the final color palette return for their review. In addition, all building safety features discussed in the FEIR mitigation measures, particularly for seismic safety and airport hazards, have been incorporated into the ED conditions.

➤ *Landscaping and Fencing*

The plan provides ample landscaping around the building, within the parking lot and at the perimeter of the outdoor fields. The use of landscaping, especially trees, in the southern portion of the parking lot is constrained due to the clear ascending zone height limits that are in effect over the site. Given this constraint, the landscape plan shifts the trees that would have been planted in the southern portion of the parking lot closer to the building and thereby providing additional screening in front of the structure. The landscape palette proposes a good mixture of native species and was found to be appropriate for the site. The proposed landscape plan identifies that additional screening trees (Eucalyptus) would be planted along the northern and southern levees to fill in gaps that currently exists in these rows of trees. The DRB recommended that indeed faster growing trees are needed along the perimeter of the airport site, but that the new trees should not be Eucalyptus trees, but rather another form of fast growing tree that is a more native species. The DRB recommended that the final landscaping plan return to them for their review prior to the issuance of a building permit and this has been included as draft ED Condition 52.

Additionally, the landscape plan includes a 5-foot tall black vinyl chain link fence with black screening fabric installed along the southern border of the parking lot and outdoor fields. Even though the parking lot would be situated below the 9-foot tall levee along the southern border of the site, the addition of this fence will further screen headlights from impacting the private residences across the creek to the south in Santa Venetia.

➤ *Lighting (Site, Building and Airport Safety)*

Site and building lighting proposed for this project are described in the Project Description and in the FEIR. The facility would provide low levels of lighting that are necessary to provide a sense of being and safety to users of the site, but not excessive to cause light or glare to spill onto adjacent properties; as further discussed in the Use Permit discussion above. Lighting would change the nighttime character of

the area, which lacks suburban lighting being at the edge of the City urban boundary. However, lighting levels are within and below limits established as acceptable within the City, and there are no lighting or glare impacts that would violate City standards or criteria established to maintain compatibility with adjacent land uses. The final lighting plan would return to the DRB for final review of lighting details.

It is noted that obstruction lighting has been identified as required for the building corners. A cut sheet detail has been requested and attached to this report with the lighting details for the project (**Exhibit 10**).

➤ *Parking Lot, Access and Drainage*

As discussed in the Use Permit discussion above, the facility would be designed to incorporate adequate parking, vehicle and pedestrian access and drainage improvements, in compliance with City standards. The Design Review Board would be required to review the final details prior to issuance of permits. This would include review of final details, including any further changes recommended by the Planning Commission. The access and drainage details have been approved in concept by the City and would be reviewed in detail prior to issuance of building permits. Further, the Department of Public Works shall review final plans to assure that existing and new drainage runoff improvements meet current standards to improve water quality, bio-filtration, and erosion control.

DESIGN REVIEW BOARD RECOMMENDATION

The Design Review Board (DRB) reviewed the proposed project and the photo simulations on July 19 and November 8, 2005. At the November 8 meeting the DRB voted 3-2 (Member Crew and Alternate Member Machnowski opposed) recommending the following:

- The architecture was well designed and appropriate for the site. They found the building massing, scale and colors appropriate for the site and that the proposed design would effectively integrate with the surrounding natural environment.
- In terms of the project's potential impact to views on the surrounding areas (Mt. Tamalpais, Civic Center, and hillside and ridgelines) from the public vantage points, the Board determined that the building was of a low-profile design that would not: a) block any views of Mt. Tamalpais; b) significantly alter the aesthetics of the hills or ridgelines; c) silhouette any ridgelines; or d) only block a small portion (lower one-third) of the hills to the south.
- Although the proposed structure may block some portions of views of the Civic Center from a 600-foot portion of the County trail along the creek, this view was already compromised by existing vegetation and only represents a small portion of views of the 2.1 miles of public trails and vantage points with view of the Marin Civic Center. As part of their recommendation for approval, the Board identified a few components of the project for which they wanted to have a follow-up review. The Board wished to further review the architectural details of the proposed new bridge deck, landscaping around the building, and more detailed architectural plans of the building, a final lighting plan, and final drainage plan.
- Conditions of approval should be incorporated requiring:
 - a) Perpetual maintenance agreement for on-going maintenance of the property.
 - b) Overflow parking lot be paved and not remain as a gravel surface as currently proposed;
 - c) Use fast-growing native trees to fill in gaps of the Eucalyptus screening trees along the southern and northern perimeter of the site (near the levees); and
 - d) Mute the color scheme for the building slightly to reduce any potential reflectivity.

Most of the Design Review Board recommendations have been incorporated into draft conditions of project approval. However, the need for a maintenance agreement is not recommended by staff. Rather,

property maintenance would be an ongoing obligation established under the conditions of approval, which should be a sufficient mechanism in this case. The overflow lot is also proposed to remain gravel to avoid unnecessary paving at this time.

NEIGHBORHOOD MEETING/CORRESPONDENCE

On or before March 12, 2012, at least 15 days prior to the Planning Commission meeting, a public hearing notice was mailed to property owners and occupants within 1,000 feet of the airport site/City boundary line (using an updated notification list generated from the City's GIS database February 14, 2012), as well as other community groups, neighborhood associations and interested parties. Public hearing notice signs were also posted at the private road access to the site at its intersection with Smith Ranch Road and at a levee trail access point from McInnis Park parking lot. The public hearing notice was also published in the Marin IJ on or before March 12, 2012. A copy of the public hearing notice is attached (**Exhibit 11**). Prior noticed public meetings on the project include two neighborhood meetings conducted on June 22 and June 23, 2005, 2005 Design Review Board meetings, Planning Commission February 26, 2006 meeting, and the subsequent EIR hearings.

Hundreds of pieces of written correspondence have been received including petitions regarding this project, which include a significant number of comments presented to the Commission at the prior February 26, 2006 meeting. The large volume of prior comments submitted on the draft IS/MND, project hearings in 2006 and FEIR hearings have not been presented to the Commission again. New correspondence received since the last meeting on January 24, 2012 has been attached to this report (**Exhibit 12**). A disk containing the email petitions received from supporters of *the Center for Biological Diversity* expressing concern with project impacts on sensitive wildlife habitat also has been included. Copies of all correspondence are available for public review at the Community Development Department.

Comments opposing the project cite concerns with security, noise (from traffic and outdoor fields particularly at night), safety impacts at Yosemite Road intersection, late hours of operation and particularly alcohol service, amount of development being proposed, future re-use of the building if recreational uses are not viable given the restrictions of the covenant, lack of a comprehensive master plan and the potential for additional development on this property, compatibility and safety of recreational facility and outdoor fields next to an airport runway, impacts of project on the existing setting and natural environment (including wildlife wetlands, and creeks), impacts on public and private views (specifically from McInnis Park, waterway, hiking trails in and around the park, and Santa Venetia neighborhood), height, mass and scale of the structure and its relation to the surrounding areas, inconsistency with the intent of the Declaration of Restrictions recorded on the property, hazards from a potential break in the levees, and adequacy of the existing single bridge and roadway access to the site. Concerns with the existing single lane bridge design pedestrian and bicycle access from Smith Ranch Road to the structure were also raised and are now incorporated into the project.

Comments supporting the project cite the need for additional recreational facilities in Marin County and in the City of San Rafael (including in particular indoor, outdoor and all-weather field) and lack of available fields to serve the community needs/demands, merits of the recreational facility use, design, accessible location near existing recreation, and types of uses proposed.

Staff has concluded that the comments and concerns expressed with the project have been well discussed in the analysis section of this report, and responded to as deemed appropriate in the draft PD ordinance and recommended project conditions.

NEXT STEPS

The Planning Commission's previous recommendation on the Certification of the FEIR, and the recommendations on the planning applications (PD Rezoning, Master Use Permit amendment and

Environmental and Design Review Permit) for the project would be forwarded to the City Council for final action.

OPTIONS

The Planning Commission has the following options:

1. Adopt Resolution's recommending that the City Council adopt the following:
 - a. CEQA Findings of Fact and Mitigation Monitoring and Reporting Program for project approval
 - b. PD Rezoning Ordinance, and
 - c. Master Use Permit and Environmental and Design Review Permit, with conditions.
2. Reject the project and direct staff to draft resolutions to deny the PD Rezoning, and/or Master Use Permit and Environmental and Design Review; or
3. Continue the matter for further review and discussion.

As noted previously, a motion to recommend approval of the PD rezoning must pass with an affirmative vote by four members, otherwise the project entitlements can only proceed if a successful appeal is made to the City Council.

EXHIBITS

1. Vicinity Map
2. Planning Commission Resolution 11-16 and Errata Recommending FEIR Certification
3. Draft Resolutions Recommending the following to the City Council:
 - a. California Environmental Quality Act (CEQA) Findings of Fact
 - b. Planned Development Rezoning Findings and Standards
 - c. Master Use Permit and Environmental and Design Review Findings and Conditions
4. Consistency Tables:
 - a. General Plan
 - b. Zoning Ordinance
5. Current Airport Site Approvals:
 - a. PD1764 (San Rafael Airport Master Plan)
 - b. Master Use Permit Approval (San Rafael Airport)
6. San Rafael Parks Commission Meeting Minutes (July 21, 2005)
7. Design Review Board Meeting Minutes (July 19 & November 8, 2005)
8. San Rafael Municipal Code Section 14.17.030
9. Sustainability Strategy (San Rafael Airport - CCAP Compliance Checklist)
10. Cut sheet Details:
 - a. Light Fixture and Obstruction Lighting Cut sheet Details
 - b. Turf Grass Cut sheet Information
 - c. Clear span Bridge Cut sheet Detail
11. Public Hearing Notice (March 27, 2012 PC Meeting)
12. Recent Correspondence (received after Jan 24, 2012 FEIR hearing) including a compact disk (CD) of the Center for Biological Diversity email petitioners (*CD distributed to PC members only*)
13. Department of Transportation, Division of Aeronautics March 9, 2012 letter
Project Plans (11x17 size distributed to PC members only)

Exhibit 1 Vicinity Map

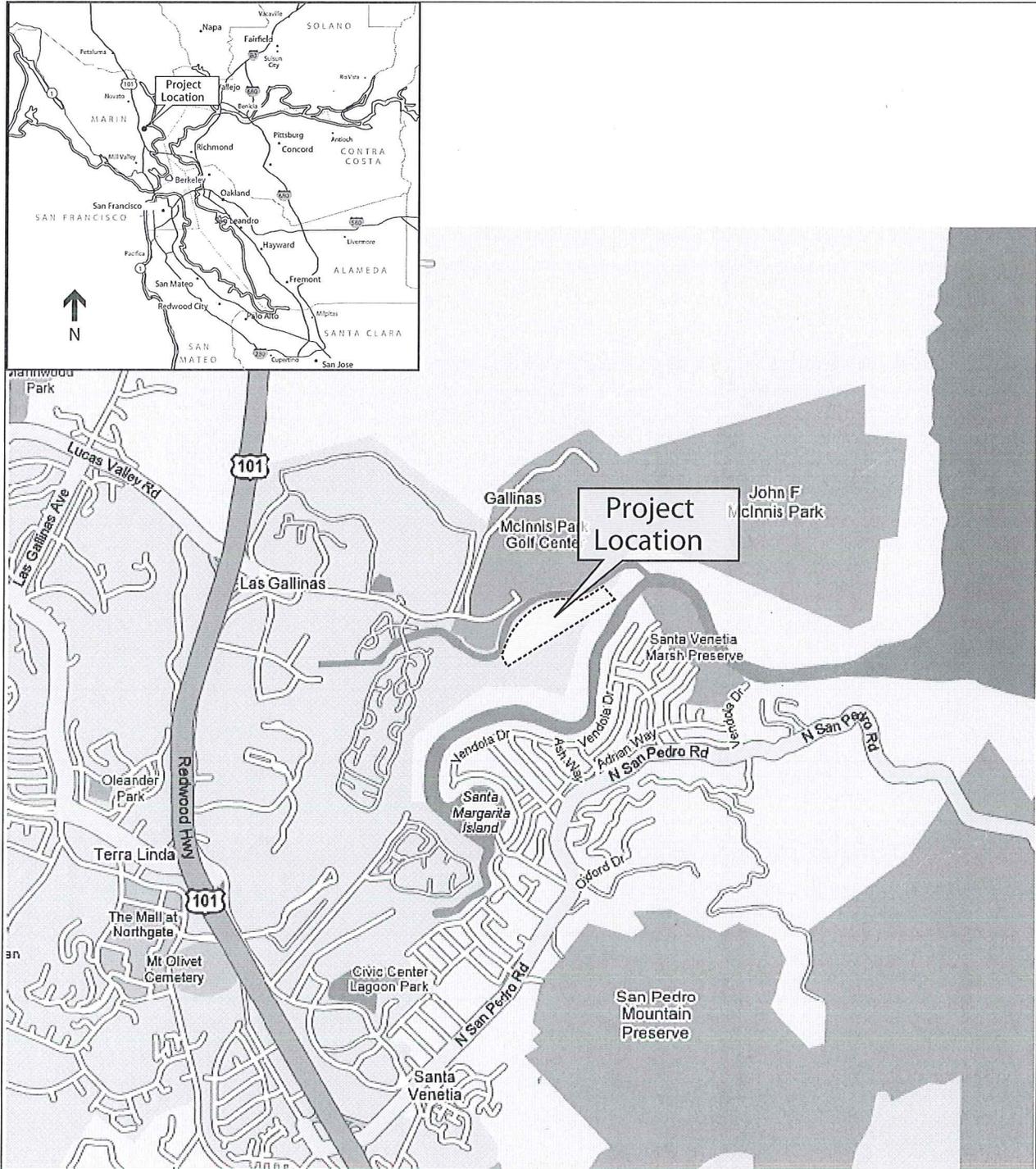


Figure 1
Project Location and Vicinity



Exhibit 2

RESOLUTION NO. 11-16

RESOLUTION OF THE SAN RAFAEL PLANNING COMMISSION RECOMMENDING TO THE CITY COUNCIL CERTIFICATION OF THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE SAN RAFAEL AIRPORT RECREATIONAL FACILITY PROJECT, LOCATED SOUTH OF SMITH RANCH ROAD AT 397-400 SMITH RANCH ROAD
(APN 155-230-10, 11, 12, 13, 14, 15 & 16)
ZC05-01, UP05-08, ED05-15

WHEREAS, on March 1, 2005, San Rafael Airport, LLC filed planning permit applications with the City of San Rafael, Planning Division proposing development of a recreation facility at the San Rafael Airport. The project proposes the development of: a) an 85,700-square-foot multi-purpose recreational use building with indoor sports fields, courts and associated ancillary support services; b) a lighted outdoor soccer field for games and an un-lighted soccer warm-up area; and c) surface parking for visitor use. The proposed recreation facility development would encumber a 16.6-acre portion of the entire 119.52-acre airport property (sited east of the airport support facilities and north of the runway); on that portion of the property identified as APN 155-230-12; and

WHEREAS, on January 7, 2006, consistent with the California Environmental Quality Act (CEQA) Guidelines, the Community Development Department completed and published an Initial Study, which recommended adoption of a Mitigated Negative Declaration for the project. A 30-day public review period was observed. On February 28 and March 28, 2006, the Planning Commission held public hearings on the Initial Study/Mitigated Negative Declaration. Following public testimony and comment, on June 21, 2006 the Community Development Director determined and directed that an Environmental Impact Report (EIR) be prepared. Pursuant to the CEQA Guidelines (Public Resources Code, § 21000 et seq.), the EIR was required to address the following issues: Land Use and Planning, Aesthetics, Air Quality, Biological Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Transportation/Traffic, Cumulative Impacts, Growth-Inducing Impacts and Project Alternatives; and

WHEREAS, on October 16, 2006, the City Council authorized an agreement with Lamphier-Gregory, Environmental Consultants to prepare the project EIR based on the scope of work developed and reviewed by the Planning Commission on September 26, 2006. Work on the EIR commenced but was suspended from December 2006 through July 2007 to allow for completion of California Clapper Rail surveys in conformance with US Fish and Wildlife Draft Survey Protocol. On October 7, 2007, following completion of the protocol surveys, the City prepared and published a Notice of Preparation (NOP) to obtain updated comments from responsible and trustee agencies and interested parties. The scope of work was further expanded to include analysis of climate change; and

WHEREAS, in March 2009 the Draft San Rafael Airport Recreation Facility Draft Environmental Impact Report (DEIR) was completed, which concluded that all significant impacts identified in the DEIR can be mitigated to a less-than-significant level with implementation of the mitigation measures recommended in the DEIR. The Community Development Department published a Notice of Completion (NOC) and the DEIR was circulated for a 60-day public review period beginning March 12, 2009 and closing on May 12, 2009 (SCH # 2006-012-125); and

WHEREAS, On May 12, 2009, the Planning Commission held a duly-noticed public hearing to consider and accept public testimony and provide its comments on the DEIR. Following public comment and discussion, and its own review of the DEIR, the Planning Commission directed staff to review and respond to all comments that had been provided on the DEIR during the 60-day public review period, and

pursue preparation of a Final Environmental Impact Report (FEIR) consistent with the requirements of the California Environmental Quality Act (CEQA); and

WHEREAS, pursuant to Public Resources Code Section 21091(d)(2)(A) and CEQA Guidelines Sections 15088 and 15089, the City responded to all the environmental comments that were submitted on the DEIR during the 60-day public review period and a Final Environmental Impact Report (FEIR) was completed. The San Rafael Airport Recreational Facility Project Final Environmental Impact Report (SRARF FEIR) is comprised a) the March 2009 DEIR Volume and DEIR Volume II: Technical Appendices; and b) August 2011 FEIR/Response to Comments Volume. The FEIR concludes that none of the comments and responses result in significant new information or an increase in the severity of impacts from those assessed and determined in the DEIR. On September 8, 2011 a Notice of Availability for the Final Environmental Impact Report/Response to Comments (FEIR) was mailed to interested persons and property owners and occupants within 300 feet of the property and written responses to comments were provided to agencies, organizations and interested parties that commented on the DEIR; and

WHEREAS, on November 15, 2011, the Planning Commission held a duly-noticed public hearing on the San Rafael Airport Recreation Facility Project FEIR, accepting all oral and written public testimony and the written report of the Community Development Department staff and continued the matter with direction that staff provide additional information addressing questions raised by the Planning Commission and public; and

WHEREAS, on January 24, 2012, the Planning Commission held a duly-noticed public hearing on the San Rafael Airport Recreation Facility Project FEIR, accepting all oral and written public testimony and the written report of the Community Development Department staff addressing questions and comments provided at the November 15, 2011 meeting, and considered a resolution recommending certification of the San Rafael Airport Recreation Facility Project FEIR; and

WHEREAS, the Planning Commission also received and considered the additional documents provided as an attachment to staffs report that supplements and confirms the responses provided to the questions and comments raised at the November 15 meeting, which includes; 1) a copy of the Questa Engineering March 15 2010 peer review response to comments letter, 2) FS Erafin January 5 2012 Phase I investigation of the San Rafael Airport property, 3) December 12 2011 Lee Oberkamper letter re: Contempo Marin Flood Protection and Flood Protection Facilities and Flood Protection plat map, 4) San Rafael Sports Facility Sustainability Strategy, and 5) Department of the Army (USACOE) December 9 2011 wetland delineation letter (updated); and

WHEREAS, the FEIR includes an Errata sheet (EXHIBIT A) which includes additional revisions to the FEIR discussion and mitigation measures that would address identified impacts, including measures that the project proponent has agreed to implement as part of the project. None of the comments, responses or revisions made result in significant new information or an increase in the severity of impacts from those assessed and determined in the DEIR; and

WHEREAS, the City intends that the San Rafael Airport Recreational Facility Project FEIR shall be used as the environmental documentation required by CEQA for subsequent discretionary actions required for this project; and

WHEREAS, the custodian of all documents which constitute the record of proceedings for this project and upon which this decision is based, is the Community Development Department.

NOW, THEREFORE BE IT RESOLVED that the Planning Commission recommends to the City Council certification of the San Rafael Airport Recreational Facility FEIR inclusive of the Errata (Exhibit A) based upon the following findings required by CEQA Guidelines Section 15090:

1. The San Rafael Airport Recreational Facility FEIR has been prepared and completed in compliance with the California Environmental Quality Act (CEQA) Guidelines and the City of San Rafael Environmental Assessment Procedures Manual by following the appropriate format, content, technical analysis of the potential impact areas and project alternatives identified in the initially-authorized scope of work. Further, all prescribed public review periods and duly noticed hearings were held for the project Notice of Preparation, Notice of Completion for public review of the DEIR and Notice of Availability following publication of the FEIR.
2. The FEIR reflects the independent judgment and analysis of the City of San Rafael Community Development Department and the Planning Commission. The Planning Commission has reviewed and considered all information contained in the FEIR prior to making its recommendation on the project, and concludes that the FEIR:
 - a. Appropriately analyzes and presents conclusions on the impacts of the San Rafael Airport Recreational Facility project.
 - b. Analyzes a reasonable range of alternatives to the San Rafael Airport Recreational Facility project that could feasibly attain most of the basic objectives of the project while avoiding or substantially lessening any significant effect of the project.
 - c. Identifies or recommends mitigation measures to substantially lessen, eliminate or avoid the otherwise significant adverse environmental impacts of the San Rafael Airport Recreational Facility project.
 - d. Includes findings and recommendations supported by technical studies prepared by professionals experienced in the specific areas of study, and which are contained within the document and/or made available within the project file maintained by the City of San Rafael Community Development Department, the custodian of all project documents.
3. The information contained in the FEIR is current, correct and complete for document certification. As a result of comments submitted on the DEIR, the FEIR presents some additional information and recommendations to expand, clarify and support the findings of the specific studies and topic areas, which, as a result, was cause for minor revisions in the DEIR text and recommended mitigation measures. The extent of changes to the document would not meet the threshold for re-circulation of the DEIR, as prescribed in CEQA Guidelines Section 15088.5. New information has been added to the DEIR and does not deprive the public of meaningful opportunity to comment upon the substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect that the project's proponents have declined to implement. In particular, the new information presented in the FEIR does not disclose or result in:
 - a. A new significant environmental impact resulting from the project or from a new mitigation measure proposed to be implemented.
 - b. A substantial increase in the severity of the impacts that were disclosed and analyzed in the DEIR.
 - c. Any new feasible project alternatives or mitigation measures considerably different from others previously analyzed that would clearly lessen significant environmental impacts of the project, but which the project's proponents refuse to adopt. This includes consideration of the no project alternative "No Project/No Build" variant that has been added in the FEIR assessing the status quo.
 - d. A finding that the DEIR so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

4. The FEIR presents factual, quantitative and qualitative data and studies, which find and support the conclusion that the project will result in several potentially significant impacts that necessitate mitigation. Complete and detailed findings pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091 have been provided below, as required before the City considers action on the merits of the project evaluated by the FEIR.

5. The City is taking an action to certify the FEIR for the project, recognizing it as an informational document for assessment of the San Rafael Airport Recreational Facility project. The CEQA Guidelines recognize that an environmental document is prepared for public disclosure of potential project impacts and that it is used as an informational document to guide decision-makers in considering project merits. Certification of the FEIR, as presented, would not result in a land use entitlement or right of development for the project site. The FEIR document must be reviewed to determine whether it adequately assesses the impacts of the project, and whether the circumstances presented in Public Resources Code section 21166, as amplified by its corresponding CEQA Guidelines Sections 15162 to 15163 are present with respect to the project to determine whether a Subsequent EIR, a Supplement to the EIR, or Addendum to the EIR need be prepared or if further environmental review under CEQA is not required. Certification of the FEIR prior to consideration of and taking action on project entitlements does not prejudice or bias review or actions on the proposed development project.

The foregoing resolution was adopted at the regular City of San Rafael Planning Commission meeting held on the 24th day of January 2012.

Moved by Commissioner Charlie Pick and seconded by Commissioner Kate Colin.

AYES: Colin, Lang, Pick, Robertson, Sonnet, Chair Wise

NOES: None

ABSENT: Paul

ABSTAIN: None

ATTEST:

Paul A. Jensen, Secretary

Viktoriya Wise, Chair

ATTACHMENT:

Exhibit A "Errata"

EXHIBIT A

San Rafael Airport Recreation Facility FINAL EIR – Errata (1/12/12)

The text of the second paragraph on FEIR page C&R-534 has been modified to read as follows:

~~“Leaded gasoline for automobiles was phased out in the early 1990s. The aviation industry was given an exemption for 100LL, but EPA has announced a proposed rulemaking scheduled for 2010 that would phase out 100LL by 2017, eliminating General Aviation aircraft as a source of airborne lead.”~~

Further, the 4th paragraph on FEIR page C&R 534 should be modified to read as follows:

~~“The strength of the emission associated with airport operations is quite small. 100LL avgas contains a small fraction of the lead that was contained in automobile gasoline before its use was phased out, and the airport averages only 20 landing and take-offs per day. Only emissions taking place near the ground can affect neighboring properties, so emissions from aircraft in the air make little contribution to exposure.”~~

On FEIR page R-1, the following text has been added:

“On DEIR pages 2-3 and 2-4, the text of **MM Aesth-1b** has been modified to read as follows:

MM Aesth-1b: Design Review Board Materials and Colors and Landscape Plan 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, the DRB shall review and approve the Project final landscape plans for the entire site. The plan shall show the area where the DRB requested the gap in the Eucalyptus row to be filled in. Replacement species shall be consistent with City tree guidelines.”

On FEIR page R-1, the following text has been added:

“On DEIR page 2-6, the following Air Quality Mitigation Measure has been added above the “**Biological Resources**” section:

MM AQ-2: Greenhouse Gas Reduction Strategies Compliance. The applicant shall implement all of the City of San Rafael November 2010 BAAQMD Qualified Greenhouse Gas Reduction Strategy checklist’s *Required Elements*; as indicated in the checklist prepared and submitted by the project applicant. Additionally, the applicant shall implement the GHG Reduction Strategy checklist’s *Recommended Elements*, as proposed by the project applicant and required as a condition of approval to comply with City Municipal Code Requirements. Additional strategies shall be implemented, to the extent feasible, as determined by City of San Rafael Building, Planning and Public Works in order to further reduce the project generated GHG emission.”

On FEIR pages R-2 and R-3, the text related to **MM Bio-2d** has been modified to strike the words “without limitation in the second sentence of this measure, thus is further revised to read as follows:

“Pile driving associated with the recreational facility building shall not commence until September 1st and shall be completed by February 1st. Outside of pile driving, exterior construction of the recreational facility shall be allowed between July 1st and February 1st without limitation. Interior work shall be allowed without timing limitations. Construction of the recreational facility shall not commence on the recreational facility Project until on July 1st until a qualified biologist determines that there are no nesting California Clapper Rails or California Black Rails within 200 feet of the Project construction envelope. In the event nesting rails are found within 200 feet of the Project site on or after July 1st, construction shall be delayed until the nesting attempt is completed and the nest is abandoned or a qualified biologist determines that the nesting would not be adversely affected by commencement of the project. If California Clapper Rails or California Black Rails are determined to be nesting between 200 feet and 500 feet from the Project construction envelope on July 1st, the Project may proceed if a qualified biologist determines that the nesting rails would not be affected by the proposed construction activities. Under all circumstances any nest identified within 500 feet of the Project construction envelope would be monitored by a qualified biologist while construction activities were in progress. The monitoring biologist would have the right to shut down any and all construction activities immediately in the event that such activities were determined to be disturbing the nesting attempt. Nests greater than 500 feet away would not require biologist monitoring 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. This mitigation measure provides conservation measures that are consistent with the ISP Best Management Practices.”

On FEIR page R-3, the following text has been added:

“On DEIR page 2-14, the text of **MM Bio-4b** has been modified to read as follows:

MM Bio-4b Nesting Raptors – Recreation Facility Construction. Exterior cConstruction of the recreational facility shall ~~be~~ be allowed between ~~from~~ July 1 and

February 1st, through October, when most raptors are expected to have completed their nesting cycles. In cases where a nest fails early in the egg-laying phase during egg-laying or early incubation, adults may recycle, laying a second set of eggs. In such cases the completion of the nesting season may will be delayed until August. While this is rare, it can does occur and thus out of an abundance of caution, sometimes in nature and thus a mitigation measure is provided below to account for late nesting raptors.”

On FEIR page R-3, the text related to the first bulleted paragraph under **Mitigation Measure Bio-4c: Nesting Raptors – Pre-Construction Nesting Surveys** has been further modified to include the term “qualified biologist” to read as follows:

“A pre-construction nesting survey shall be conducted by a “qualified biologist” in June during the breeding season (February through July) 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.”

On FEIR page R-4, the text related to first bullet in **MM Bio-5a** has been further modified in include reference to a “qualified biologist” to read as follows:

- “Pre-construction Survey. A preconstruction survey of the Project site shall be conducted by a “qualified biologist” within 30 days prior to any ground disturbing activities to confirm the absence or presence of burrowing owls. 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). If western burrowing owls are not present, no further mitigation is required.”

On FEIR page R-7, the following text has been added:

“On DEIR page 2-21, the text of **MM Bio-9: Impacts to CDFG Jurisdiction – Banks of the North Fork of Gallinas Creek** has been modified to read as follows:

“**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:

- All work associated with ~~on~~ the new bridge, including the demolition of existing bridge deck, and other bridge improvements, ~~project~~ shall be restricted to August 1 July 15th through October 15th to account for California clapper rails or black rails, and other special-status birds, that could nest in the marsh habitats along the creek in the immediate area of the bridge. 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. The work on the bridge deck may be extended beyond the October 15th date allowed in the SBAA to February 1st under the condition that CDFG and the City provide approval for this extension and appropriate weather-related BMPs are implemented. Work up until February 1st is likewise outside of the Clapper rail, California black rail, and other special-status bird breeding seasons, during periods of low stream flow and dry weather

- The bridge pile-driving shall occur from September 1 through October 15th when potentially occurring anadromous fish are not expected to occur in the channel. While as permitted by CDFG, bridge decking work may continue after October 15th until February 1st, no work shall be allowed including pile driving, constructing abutments, or any other construction-related activities that could otherwise negatively affect fish habitats between October 15th and September 1st.
- No work shall occur below the top-of-bank or the normal high-water mark (i.e., the mean higher high tideline) of the stream
- All conditions in the authorized SBAA shall also be made a condition of the project.”

On FEIR page R-10, the following text has been added:

“On DEIR pages 2-32 and 2-33, the text **Impact N-1** has been modified to read as follows:

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 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*.”

On FEIR pages R-10 and R-11, the following text related to **MM N-1: Evening Noise** has been further modified as follows:

“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 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, During the first full year of operations, the project sponsor shall annually monitor noise levels during a minimum of five nighttime games to determine whether the use of outdoor fields and warm-up areas actually causes~~ would result in an exceedance of the 40 dBA (L_{dn}) exterior residential nighttime noise threshold to be exceeded at the closest residential property boundary. The City shall approve the monitoring schedule, to ensure monitoring

occurs during times when outdoor fields are in full usage. A copy of the noise consultant's analysis shall be submitted to the City. If the analysis demonstrates that the Noise Ordinance nighttime threshold would be is exceeded, the outdoor facilities shall remain closed by at 9 p.m., Sundays through Thursdays, and 10 p.m. on Fridays and Saturdays. If the noise analysis demonstrates that the Noise Ordinance nighttime noise threshold would not be exceeded, the outdoor facilities may extend the hours of operation to 10 p.m., Sundays through Thursdays. 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 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."~~

On FEIR page R-11, the following text has been added:

"On DEIR page 2-36, delete the "Transportation and Traffic" section of **Table 2-1, "Impact Traf-1: Bridge Access and MM Traf-1: Traffic Management Plan."** in its entirety. This text has been replaced with the following Mitigation Measure:

MM:Traf-1: The City shall monitor the signal timing at study intersections #3 (Smith Ranch Road/US 101 Northbound Ramps) and #4 (Lucas Valley Road/US 101 Southbound Ramps) to ensure traffic flow is optimized and that there are no significant impacts to traveler safety as a result of queuing impacts, and that the City will continue to work with Caltrans in these efforts."

On FEIR page R-12, the following text has been added:

"On DEIR pages 5-35 and 5-36, the text of **MM Aesth-1b** has been modified to read as follows:

MM Aesth-1b: Design Review Board Materials and Colors and Landscape Plan 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, the DRB shall review and approve the Project final landscape plans for the entire site. The plan shall show the area where the DRB requested the gap in the Eucalyptus row to be filled in. Replacement species shall be consistent with City tree guidelines.”

On FEIR page R-13, the following text has been added:

“On DEIR page 6-22, the following Air Quality Mitigation Measure has been added:

MM AQ-2: Greenhouse Gas Reduction Strategies Compliance. The applicant shall implement all of the City of San Rafael November 2010 BAAQMD Qualified Greenhouse Gas reduction Strategy checklist’s Required Elements; as indicated in the checklist prepared and submitted by the project applicant. Additionally, the applicant shall implement the GHG Reduction Strategy checklist’s recommended Elements, as proposed by the project applicant and required as a condition of approval to comply with City Municipal Code requirements. Additional strategies shall be implemented, to the extent feasible, as determined by City of San Rafael Building, Planning and Public Works staff in order to further reduce the project generated GHG emission.”

On FEIR pages R-16 and R-17, the text related to **MM Bio-2d** has been modified to read as follows:

“Pile driving associated with the recreational facility building shall not commence until September 1st and shall be completed by February 1st. Outside of pile driving, exterior construction of the recreational facility shall be allowed between July 1st and February 1st without limitation. Interior work shall be allowed without timing limitations. Construction of the recreational facility shall not commence on the recreational facility Project until on July 1st until a qualified biologist determines that there are no nesting California Clapper Rails or California Black Rails within 200 feet of the Project construction envelope. In the event nesting rails are found within 200 feet of the Project site on or after July 1st, construction shall be delayed until the nesting attempt is completed and the nest is abandoned or a qualified biologist determines that the nesting would not be adversely affected by commencement of the project. If California Clapper Rails or California Black Rails are determined to be nesting between 200 feet and 500 feet from the Project construction envelope on July 1st, the Project may proceed if a qualified biologist determines that the nesting rails would not be affected by the proposed construction activities. Under all circumstances any nest identified within 500 feet of the Project construction envelope would be monitored by a qualified biologist while construction activities were in progress. The monitoring biologist would have the right to shut down any and all construction activities immediately in the event that such activities were determined to be disturbing the nesting attempt. Nests greater than 500 feet away would not require biologist monitoring 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. This mitigation measure provides conservation measures that are consistent with the ISP Best Management Practices.”

On FEIR page R-17, the following text has been added:

“On DEIR page 7-72, the text of **MM Bio-4b** has been modified to read as follows:

MM Bio-4b Nesting Raptors – Recreation Facility Construction. Exterior Construction of the recreational facility shall ~~occur~~ be allowed between ~~from~~ July 1 and February 1st, ~~through October~~, when most raptors are expected to have completed their nesting cycles. In cases where a nest fails ~~early in the egg-laying phase~~ during egg-laying or early incubation, adults may recycle, laying a second set of eggs. In such cases the completion of the nesting season may will be delayed until August. While this is rare, it can does occur and thus out of an abundance of caution, ~~sometimes in nature and thus a~~ mitigation measure is provided below to account for late nesting raptors.”

On FEIR page R-17, the text related to the first bulleted paragraph under **Mitigation Measure Bio-4c: Nesting Raptors – Pre-Construction Nesting Surveys** has been modified to read as follows:

“A pre-construction nesting survey shall be conducted by a “qualified biologist” ~~in June~~ during the breeding season (February through July) 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.”

On FEIR page R-18, the text related to first bullet in **MM Bio-5a** has been modified as follows:

“Pre-construction Survey. A preconstruction survey of the Project site shall be conducted by a “qualified biologist” within 30 days prior to any ground disturbing activities to confirm the absence or presence of burrowing owls. 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). If western burrowing owls are not present, no further mitigation is required.”

On FEIR page R-21, the following text has been added:

“On DEIR page 7-81, the text of **MM Bio-9: Impacts to CDFG Jurisdiction – Banks of the North Fork of Gallinas Creek** has been modified to read as follows:

“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:

- All work associated with on the new bridge, including the demolition of existing bridge deck, and other bridge improvements, project shall be restricted to August 1 July 15th through October 15th to account for California clapper rails or black rails, and other special-status birds, that could nest in the marsh habitats along the creek in the immediate area of the bridge. 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. The work on the bridge deck may be extended beyond the October 15th date allowed in the SBAA to February 1st under the condition that CDFG and the City provide approval for this extension and appropriate weather-related BMPs are implemented. Work up until February 1st is likewise outside of the Clapper rail, California black rail, and other special-status bird breeding seasons, during periods of low stream flow and dry weather
- The bridge pile-driving shall occur from September 1 through October 15th when potentially occurring anadromous fish are not expected to occur in the channel. While as permitted by CDFG, bridge decking work may continue after October 15th until February 1st, no work shall be allowed including pile driving, constructing abutments, or any other construction-related activities that could otherwise negatively affect fish habitats between October 15th and September 1st.
- No work shall occur below the top-of-bank or the normal high-water mark (i.e., the mean higher high tideline) of the stream
- All conditions in the authorized SBAA shall also be made a condition of the project”

On FEIR page R-25, the following text has been added:

“On DEIR page 12-15, the text **Impact N-1** has been modified to read as follows:

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 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*.”

On FEIR pages R-25 and R-26, the following text related to **MM N-1: Evening Noise** has been modified as follows:

“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 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, During the first full year of operations, the project sponsor shall annually monitor noise levels during a minimum of five nighttime evening games (e.g., during peak field usage after 6:00 PM) to determine whether the use of outdoor fields and warm-up areas actually causes the 40 dBA (Ldn) exterior residential nighttime noise threshold to be exceeded at the closest residential property boundary as a result of the outdoor field use. The City shall approve be consulted in determining which games are to be monitored, to ensure monitoring occurs during times when outdoor fields are in full usage. This shall include at least 3 mid-week games and 2 weekend games. A copy of the noise consultant’s analysis shall be submitted to the City. If the analysis demonstrates that the Noise Ordinance nighttime threshold would not is exceeded, the outdoor facilities shall remain closed by at 9 p.m., Sundays through Thursdays, and 10 p.m. on Fridays and Saturdays. If the noise analysis demonstrates that the Noise Ordinance nighttime noise threshold would not be exceeded, the outdoor facilities may extend the hours of operation to 10 p.m., Sundays through Thursdays. 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 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.”

On FEIR page R-33, the following text has been added:

“On DEIR page 13-43, the following Mitigation Measure has been added:

MM:Traf-1: The City shall monitor the signal timing at study intersections #3 (Smith Ranch Road/US 101 Northbound Ramps) and #4 (Lucas Valley Road/US 101 Southbound Ramps) to ensure traffic flow is optimized and that there are no significant impacts to traveler safety as a result of queuing impacts, and that the City will continue to work with Caltrans in these efforts.”

On FEIR page R-53, the text of **MM Aesth-1b** has been modified to read as follows:

“**MM Aesth-1b: Design Review Board Materials and Colors and Landscape Plan 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, the DRB shall review and approve the Project final landscape plans for the entire site. The plan shall show the area where the DRB requested the gap in the Eucalyptus row to be filled in. Replacement species shall be consistent with City tree guidelines.”

On FEIR page R-55, the following Mitigation Measure has been added:

“**MM AQ-2: Greenhouse Gas Reduction Strategies Compliance.** The applicant shall implement all of the City of San Rafael November 2010 BAAQMD Qualified Greenhouse Gas reduction Strategy checklist’s Required Elements; as indicated in the checklist prepared and submitted by the project applicant. Additionally, the applicant shall implement the GHG Reduction Strategy checklist’s recommended Elements, as proposed by the project applicant and required as a condition of approval to comply with City Municipal Code requirements. Additional strategies shall be implemented, to the extent feasible, as determined by City of San Rafael Building, Planning and Public Works staff in order to further reduce the project generated GHG emission.”

On FEIR page R-61, the text related to **MM Bio-2d** has been modified to read as follows:

“Pile driving associated with the recreational facility building shall not commence until September 1st and shall be completed by February 1st. Outside of pile driving, exterior construction of the recreational facility shall be allowed between July 1st and February 1st without limitation. Interior work shall be allowed without timing limitations. Construction of the recreational facility shall not commence on the recreational facility Project until on July 1st until a qualified biologist determines that there are no nesting California Clapper Rails or California Black Rails within 200 feet of the Project construction envelope. In the event nesting rails are found within 200 feet of the Project”

site on or after July 1st, construction shall be delayed until the nesting attempt is completed and the nest is abandoned or a qualified biologist determines that the nesting would not be adversely affected by commencement of the project. If California Clapper Rails or California Black Rails are determined to be nesting between 200 feet and 500 feet from the Project construction envelope on July 1st, the Project may proceed if a qualified biologist determines that the nesting rails would not be affected by the proposed construction activities. Under all circumstances any nest identified within 500 feet of the Project construction envelope would be monitored by a qualified biologist while construction activities were in progress. The monitoring biologist would have the right to shut down any and all construction activities immediately in the event that such activities were determined to be disturbing the nesting attempt. Nests greater than 500 feet away would not require biologist monitoring 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. This mitigation measure provides conservation measures that are consistent with the ISP Best Management Practices.”

On FEIR page R-64, the following text has been modified:

“MM Bio-4b Nesting Raptors – Recreation Facility Construction. Exterior c~~Construction~~ of the recreational facility shall ~~occur~~ be allowed between from July 1 and ~~February 1st, through October,~~ when most raptors are expected to have completed their nesting cycles. In cases where a nest fails ~~early in the egg-laying phase~~ during egg-laying or early incubation, adults may recycle, laying a second set of eggs. In such cases the completion of the nesting season may will be delayed until August. While this is rare, it can does occur and thus out of an abundance of caution, ~~sometimes in nature and thus a~~ mitigation measure is provided ~~below~~ to account for late nesting raptors.”

On FEIR page R-65 the text related to the first bulleted paragraph under **Mitigation Measure Bio-4c: Nesting Raptors – Pre-Construction Nesting Surveys** has been modified to read as follows:

“A pre-construction nesting survey shall be conducted by a “qualified biologist” in June during the breeding season (February through July) 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.”

On FEIR page R-67, the text related to first bullet in **MM Bio-5a** has been modified as follows:

“Pre-construction Survey. A preconstruction survey of the Project site shall be conducted by a “qualified biologist” within 30 days prior to any ground disturbing activities to confirm the absence or presence of burrowing owls. 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). If western burrowing owls are not present, no further mitigation is required.”

On FEIR pages R-72 and R-73, the following text has been modified:

“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:

- All work associated with on the new bridge, including the demolition of existing bridge deck, and other bridge improvements, project shall be restricted to August 1 July 15th through October 15th to account for California clapper rails or black rails, and other special-status birds, that could nest in the marsh habitats along the creek in the immediate area of the bridge. 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. The work on the bridge deck may be extended beyond the October 15th date allowed in the SBAA to February 1st under the condition that CDFG and the City provide approval for this extension and appropriate weather-related BMPs are implemented. Work up until February 1st is likewise outside of the Clapper rail, California black rail, and other special-status bird breeding seasons, during periods of low stream flow and dry weather
- The bridge pile-driving shall occur from September 1 through October 15th when potentially occurring anadromous fish are not expected to occur in the channel. While as permitted by CDFG, bridge decking work may continue after October 15th until February 1st, no work shall be allowed including pile driving, constructing abutments, or any other construction-related activities that could otherwise negatively affect fish habitats between October 15th and September 1st.
- No work shall occur below the top-of-bank or the normal high-water mark (i.e., the mean higher high tideline) of the stream

- All conditions in the authorized SBAA shall also be made a condition of the project

On FEIR page R-86, the following text has been modified:

“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 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*.”

On FEIR pages R-86 and R-87, the following text related to **MM N-1: Evening Noise** has been modified as follows:

“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 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, During the first full year of operations, the project sponsor shall annually monitor noise levels during a minimum of five nighttime games to determine whether the use of outdoor fields and warm-up areas actually causes would result in an exceedance of the 40 dBA (Ldn) exterior residential nighttime noise threshold to be exceeded at the closest residential property boundary. The City shall approve the monitoring schedule, to ensure monitoring occurs during times when outdoor fields are in full usage. A copy of the noise consultant’s analysis shall be submitted to the City. If the analysis demonstrates that the Noise Ordinance nighttime threshold would be exceeded, the outdoor facilities shall remain closed by at 9 p.m., Sundays through Thursdays, and 10 p.m. on Fridays and Saturdays. If the noise analysis demonstrates that the Noise Ordinance nighttime noise threshold would not be exceeded, the outdoor facilities may extend the hours of operation to 10 p.m., Sundays through Thursdays. 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 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."~~

On FEIR page R-89, the following text has been added:

“MM:Traf-1: The City shall monitor the signal timing at study intersections #3 (Smith Ranch Road/US 101 Northbound Ramps) and #4 (Lucas Valley Road/US 101 Southbound Ramps) to ensure traffic flow is optimized and that there are no significant impacts to traveler safety as a result of queuing impacts, and that the City will continue to work with Caltrans in these efforts.”

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(Draft)

RESOLUTION NO. 12-___

RESOLUTION OF THE SAN RAFAEL PLANNING COMMISSION RECOMMENDING TO THE CITY COUNCIL ADOPTION OF FINDINGS OF FACT OF THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE SAN RAFAEL AIRPORT RECREATIONAL FACILITY PROJECT, AND APPROVAL OF THE PROJECT MITIGATION MONITORING AND REPORTING PROGRAM (MMRP) TO SUPPORT APPROVAL OF THE PROJECT, LOCATED SOUTH OF SMITH RANCH ROAD AT 397-400 SMITH RANCH ROAD
(APN 155-230-10, 11, 12, 13, 14, 15 & 16)
ZC05-01, UP05-08, ED05-15

WHEREAS, on March 1, 2005, San Rafael Airport, LLC filed planning permit applications with the City of San Rafael, Planning Division proposing development of a recreation facility at the San Rafael Airport. The project proposes the development of: a) an 85,700-square-foot multi-purpose recreational use building with indoor sports fields, courts and associated ancillary support services; b) a lighted outdoor soccer field for games and an un-lighted soccer warm-up area; and c) surface parking for visitor use. The recreation facility is proposed on a 16.6-acre portion of the 119.52-acre airport property and would be sited east of the airport support facilities and north of the runway, on that portion of the property identified as APN 155-230-12; and

WHEREAS, on January 7, 2006, consistent with the California Environmental Quality Act (CEQA) Guidelines, the Community Development Department the Planning Commission completed and published an Initial Study, which recommended the adoption of a Mitigated Negative Declaration. A 30-day public review period was observed. On February 28 and March 28, 2006, the Planning Commission held public hearings on the Initial Study/Mitigated Negative Declaration. Following public testimony and comment, on June 21, 2006 the Community Development Director determined and directed that an Environmental Impact Report (EIR) be prepared. Further, the public hearings served as a public scoping session to identify issues to be studied in the EIR. Pursuant to the CEQA Guidelines (Public Resources Code, § 21000 et seq.), the EIR was to address the following issues: Land Use and Planning, Aesthetics, Air Quality, Biological Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Transportation/Traffic, Cumulative Impacts, Growth-Inducing Impacts and Project Alternatives; and

WHEREAS, on October 16, 2006, the City Council authorized an agreement with Lamphier-Gregory, Environmental Consultants to prepare the project EIR based on the scope of work developed and reviewed by the Planning Commission on September 26, 2006. Work on the EIR commenced but was suspended from December 2006 through July 2007 to allow for completion of California Clapper Rail surveys in conformance with US Fish and Wildlife Draft Survey Protocol. On October 7, 2007, following completion of the protocol surveys, the City prepared and published a Notice of Preparation (NOP) to obtain updated comments from responsible and trustee agencies and interested parties. The scope of work was further expanded to include analysis of Climate Change; and

WHEREAS, in March 2009, the San Rafael Airport Recreation Facility Draft Environmental Impact Report (DEIR) was completed. The DEIR concluded that all significant impacts identified in the DEIR can be mitigated to a less-than-significant level with implementation of the mitigation measures recommended in the DEIR. The Community Development Department published a Notice of Completion (NOC) and the DEIR was circulated for a 60-day public review period beginning March 12, 2009 and closing on May 12, 2009 (SCH # 2006-012-125). As part of this review, the Planning Commission held a duly-noticed public hearing on May 12, 2009 to consider and accept comments on the DEIR; and

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WHEREAS, based on written and oral comments received from the public on the DEIR and its own review of the DEIR, and following public comment and discussion, the Planning Commission directed staff to review and respond to all comments on the DEIR and pursue preparation of a Final Environmental Impact Report (FEIR) consistent with the requirements of the CEQA Guidelines; and

WHEREAS, pursuant to Public Resources Code Section 21091(d)(2)(A) and CEQA Guidelines Sections 15088 and 15089, the City responded to all the environmental comments that were submitted on the DEIR during the public review period and a Final Environmental Impact Report (FEIR) was completed. The San Rafael Airport Recreational Facility Project Final Environmental Impact Report (FEIR) consists of the DEIR published March 2009 (i.e., DEIR, DEIR Volume II: Technical Appendices) and the FEIR published August 2011 (i.e., Chapter 1: Response to Comments, Chapter 2: Revisions, and FEIR Appendices). The FEIR concludes that none of the comments and responses result in significant new information or an increase in the severity of impacts from those assessed and determined in the DEIR. On September 8, 2011 a Notice of Availability for the Final Environmental Impact Report/Response to Comments (FEIR) was mailed to interested persons and property owners and occupants within 300 feet of the property and written responses to comments were provided to agencies, organizations and interested parties that commented on the DEIR; and

WHEREAS, on November 15, 2011, the Planning Commission held a duly-noticed public hearing on the San Rafael Airport Recreational Facility Project FEIR. The FEIR includes responses to 78 separate comment documents that include 6 comment letters received from public agencies, and oral comments from the public and Planning Commission recorded at the May 12, 2009 hearing on the Draft EIR. The FEIR has resulted in revisions to the Draft EIR (DEIR), identified on pages R-1 through R-90, which includes information on FEIR Appendix A (Site Plan), FEIR Appendix B (Boring Report Supplement), and FEIR Appendix C (Greenhouse Gas Emissions Calculation Tables), to augment information contained in the DEIR. The FEIR includes edits in order clarify discussion of project impacts and mitigation measures, including MM AQ-1a, MM Bio-1a, MM Bio-1b, MM Bio-2a, MM Bio-2b, MM Bio-2c, MM Bio-2d, MM Bio-3b, MM Bio-4c, MM Bio-5a, deletion of MM Bio 5b (due to redundancy and renumbering of subsequent MM Bio 5 mitigation measures), MM Bio-5b, MM Bio-5c, MM Bio-6b, MM Bio-6c, MM Hyd-1a, MM Hyd-1d, correction to Impact Hyd-2and MM Hyd-2a, MM Hyd-2b, MM N-1, MM N-2, deletion of Impact Traf-1 and MM Traf-1 regarding bridge queuing, and augmentation to discussion of Chapter 14 Cumulative Impacts, Chapter 15 Climate Change, and Chapter 16, Alternatives. The FEIR Revisions include a revised Table 2-1 (Summary of Impacts and Mitigation Measures). The Planning Commission accepted the written report of the Community Development Department staff, and accepted additional oral and written testimony on the information contained in staff's report and the FEIR. The Planning Commission continued its decision on the FEIR with direction given to City staff to provide additional further information addressing questions that had been raised by the Planning Commission and public at the meeting; and

WHEREAS, on January 24, 2012, the Planning Commission held a duly-noticed public hearing on the San Rafael Airport Recreational Facility Project FEIR, continued from November 15, 2011. The Planning Commission accepted the written report and supplemental information of the Community Development Department staff addressing the questions and comments raised at the November 15, 2011 meeting. Further, the Planning Commission accepted additional oral and written testimony from the public on the information contained in staff's report. This staff report and supplemental information addressed the following topics:

- 1) Land Use and Airport Property Deed Restriction, including the facts surrounding the original land use restriction, compatibility of ancillary uses including alcohol sales, impacts of future change in uses, the list of proposed recreational uses, compliance of the airport with its existing use permit, and compliance with wetland overlay standards;

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2) Aesthetics, including clarification that the Design Review Board shall review the entire site landscape plan and field lighting, that the visual impact of a 10' fence was considered, discussion of private view impacts and impacts on boaters use of the waterway;

3) Biological Resources, including quantification of the conservation area, minor modification to wording of mitigation measures, ball retrieval and impact on sensitive areas and buffer zones, habituation of Clapper rail to the project, assessment of Salt Marsh harvest mouse and potential bird strikes, consultation made with responsible and trustee agencies such as State Department of Fish and Game (CDFG) and Federal Fish and Wildlife Service (USFWS), and impacts on nocturnal birds;

4) Geology and Soils, including analysis of Hayward fault and, adequacy of the levee analysis including peer review conducted by Questa engineering, pile driving vibration analysis and applicability of US Army Corps of Engineers (USACOE) standards;

5) Hazardous Materials, including resolution of State Department of Toxic Substances Control concerns, artificial turf water quality impacts from runoff and cleaning, soils and water quality characteristics, and analysis of lead gas in aviation fuels;

6) Air Safety Hazards, including occupancy limits, safety reduction standards, potential crash risk and crash history, required obstruction lights, parking area conflicts, stadium lights, outdoor events, nighttime risks to flights, and size of planes based at the airport;

7) Hydrology and Water Quality, including levee system and flood protections, nearby County dredging projects and levee study, flood datum used, cost of levee improvement and runoff from grass fields;

8) Noise, including nighttime games, monitoring and enforcement of mitigation measures, interior noise impacts, cumulative noise of operations and pile driving, and clarification of existing ambient noise levels measurements;

9) Transportation and Traffic, including impacts of project traffic on existing unsignalized intersections including Yosemite Road, history regarding bridge deck, and status of response to Department of Transportation comments;

10) Climate Change, including proposed green building, greenhouse gas reduction modeling, consistency with City Climate Change Action Plan and Sustainability Element;

11) Alternatives, including that the alternatives provide sufficient information to allow meaningful review, and

12) Discussion of mitigation measure enforcement, security, and that information presented may be further considered as part of the project merits discussion; and

WHEREAS, on January 24, 2012, the Planning Commission voted 6-0 (member Paul Absent, due to a conflict of interest) adopted a Resolution No. 11-16 recommending that the City Council certify the San Rafael Airport Recreational Facility FEIR and the FEIR Errata sheet. The FEIR Errata sheet includes further revisions to augment FEIR mitigation measures and discussion regarding, i) page C&R-534 discussion of lead in aviation gas, and ii) revisions to MM Aesth-1b, MM AQ-2, MM Bio-2d, MM Bio-4b, MM Bio-4c, MM Bio-9, Impact N-1 and MM N-1, addition of new MM Traf-1 to acknowledge the City would continue to monitor US 101 intersections and work with Caltrans, MM Aesth-1b, add MM AQ-2 acknowledging that the applicant has agreed to implement the City Greenhouse Gas Reduction Strategies for the project, MM Bio-2d, MM Bio-4b, MM Bio-4c, MM Bio-5a, and MM Bio-9 Impacts; and

WHEREAS, the San Rafael Airport Recreational Facility Project FEIR shall be used as the environmental document required under CEQA for discretionary actions required for this project; and

WHEREAS, the California Environmental Quality Act (CEQA) Guidelines section 15091 requires that the City adopt findings of fact for each of the significant effects of a project that have been identified in the project FEIR; and

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WHEREAS, the City has prepared a Mitigation Monitoring and Reporting Program (MMRP) for the project as required by CEQA Guidelines Section 15097 to implement the Mitigation Measures indentified in the FEIR as required to mitigate or avoid significant effects of the project on the environment, and to assure compliance during project implementation, and the MMRP has been recommended as draft conditions of project approval; and

WHEREAS, on March 27, 2012, the Planning Commission held a duly-noticed public hearing on the proposed planning applications for the San Rafael Airport Recreation Facility project, accepting all oral and written public testimony and the written report of the Community Development Department staff; and

WHEREAS, the custodian of all documents which constitute the record of proceedings for this project and upon which this decision is based, is the Community Development Department.

NOW, THEREFORE BE IT RESOLVED that the Planning Commission recommends to the City Council approval of CEQA findings of fact for the project impacts identified by the project FEIR, and adoption of the MMRP to support the approval of San Rafael Airport Recreation Facility project proposed at the San Rafael Airport, based on the following findings:

I. Findings of Fact to Support action on the San Rafael Airport Recreational Facility Project

The San Rafael Airport Recreational Facility Project FEIR, prepared in compliance with CEQA Guidelines, evaluates the potentially significant and significant adverse environmental impacts that could result from approval of the project. The FEIR identifies and uses appropriate CEQA thresholds of significance criteria to evaluate all potential environmental effects of the project. The impact categories were established based on an Initial Study and public scoping meetings. The analysis of project impacts using the CEQA Guidelines thresholds of significance were presented for public review, with comments on the DEIR received during the 60 day public review period. Responses to all of the comments received during the public review period are provided in the SRARF FEIR. Written comments have been received from six responsible agencies, 71 individual letters, with public comments made at the Planning Commission hearing. Responses to these comments resulted in 24 master responses to respond to similar comments made on land use, aesthetics, biological resource, hydrology, noise, traffic, growth inducement, climate change, and alternatives impact categories. Revisions in the FEIR have been made to the discussion of traffic and transportation, cumulative impacts, climate change and alternatives impact categories. Modifications have also been made to biological, hydrology, noise and traffic mitigation measures. These revisions to the mitigation measures and impacts categories discussed in the DEIR, and the thresholds of significance used to evaluate these impacts, has not resulted in identification of any new significant impacts or required new mitigation measures.

Because the FEIR concludes that implementation of the project would result in potentially significant environmental effects, the City is required to make certain findings with respect to such impacts (CEQA Guidelines Section 15091). The findings listed below describe the potential impacts based upon the CEQA thresholds used to analyze each environmental topic area discussed in the EIR, and have been categorized as follows: a) no impact or environmental impacts found to be less-than-significant after individual analysis in the EIR; b) environmental impacts found to be significant but that can be avoided or reduced with mitigation; c) project alternatives that were developed and studied as provided in the CEQA Guidelines. There were no significant impacts identified in the FEIR that cannot be avoided, eliminated or reduced to a less-than-significant level. Thus, additional findings are not required to adopt a Statement of Overriding Considerations in order to approve the project.

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These findings are supported by substantial evidence in the record of proceedings before the City. Further explanation of these environmental findings and conclusions can be found in the DEIR and FEIR, and these findings hereby incorporate by reference the discussion and analysis in those documents supporting the FEIR determinations regarding the projects impacts and mitigation measures designed to address those impacts. In making these findings, the City ratifies, adopts and incorporates in these findings the determinations and conclusions of the DEIR and FEIR relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

A. INCORPORATED DOCUMENTS AND RECORD OF PROCEEDINGS

1. The following information is incorporated by reference and made part of the record supporting these findings:
 - All project plans and application materials including supportive technical reports;
 - The DEIR and Appendices (DEIR, March 2009) and FEIR (FEIR, August 2011), and all documents relied upon or incorporated by reference;
 - The mitigation monitoring and reporting program (MMRP) prepared for the project;
 - The City of San Rafael *General Plan 2020* and FEIR;
 - Zoning Ordinance of the City of San Rafael (SRMC Title 14);
 - Planned Development Zoning District for the San Rafael Airport (PD-1764 District);
 - All records of decision, resolutions, staff reports, memoranda, maps, exhibits, letters, synopses of meetings, summaries, and other documents approved, reviewed, relied upon, or prepared by any City commissions, boards, officials, consultants, or staff relating to the project;
 - Any documents expressly cited in these findings, in addition to those cited above; and
 - Any other materials required for the record of proceedings by Public Resources Code section 21167.6, subdivision (e).
2. Pursuant to CEQA Guidelines Section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City has based its decision are located in and may be obtained from Department of Community Development, Planning Division. The Community Development Department is the custodian of records for all matters before the Planning Commission.

B. NO IMPACT AND IMPACTS DETERMINED TO BE LESS-THAN-SIGNIFICANT

The following potential environmental effects analyzed in the DEIR were determined to result in no impact or less-than-significant impacts and no mitigation measures are necessary or required. Findings to support the no or less-than-significant impact determinations are provided. Environmental topic areas and/or threshold categories that result in one or more potentially significant effects have been listed and discussed in subsection C, below, accompanied by the findings required pursuant to CEQA Guidelines Section 15091(a) to take an action on the project.

(1) Land Use & Planning – DEIR Chapter 4

a. Physically divide an established community

Facts in Support of Finding: As discussed on DEIR pages 4-17 and 4-18, the project is located at the northeasterly edge of the City, adjacent to airport, residential, recreational, and open space lands uses, and would not divide an established community. As further explained in FEIR page C&R-12 Master Response PD-2 and pages 3 through 6 of the January 24, 2012 City of San Rafael Report to Planning Commission, the project has been

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determined to be consistent with the City General Plan 2020 Airport/Recreation Land Use Designation and the property deed restriction on land uses. No impact would result.

b. Conflict with Policy Adopted for Mitigating Environmental Effect

Facts in Support of Finding: As discussed on DEIR pages 4-18 to 4-20 and in FEIR Master Response PD-2, the land uses allowed on the project site are currently limited by a covenant of restriction, General Plan Airport/Recreation land use designation and PD-1764-WO (Planned Development-Wetland Overlay) zoning district. No other environmental plans or policies apply to the site that required further analysis. The project is requesting an amendment to the PD-1764-WO district to allow a private recreational use, which is consistent with the San Rafael General Plan 2020 land use designation and the property covenant of restriction. The zoning amendment would provide zoning standards for the recreational development and operation, and the project includes setbacks from wetlands in compliance with the -WO district standards. For these reasons, project impacts in this category would be less-than-significant.

(2) Aesthetics – DEIR Chapter 5

a. Scenic Vista and Public View

Facts in Support of Finding: As discussed on DEIR pages 5-5 through 5-11 and FEIR Master Response AES-1, the project would have a less-than-significant effect on scenic vistas given that development of the proposed 39'6" tall, 350 foot long new recreational building on the site would: a) not break nor silhouette above any significant ridgelines including Mt. Tamalpais to the west and San Pedro Ridge to the south; b) be partially screened from off-site view by the existing 9-foot tall levees and perimeter landscaping; and c) would not affect other protected public views except a small blockage of views to the Civic Center from a 600 foot section of the public trail system along the north side of Gallinas Creek. This view is already partially blocked by existing vegetation and the majority of views to this area remain available from other vantages along the 2.1 mile trail system. Further, when considered in view of other existing planned, approved and potential future projects, this project would not result in a cumulatively considerable impact on scenic vistas in the area. Impacts would be less-than-significant.

b. Scenic Resources

Facts in Support of Finding: As discussed on DEIR page 5-23, the project site is not identified as a scenic resource under San Rafael General Plan 2020, Policy CD-5, and neither includes nor is surrounded by any scenic resources such as rock outcroppings, heritage trees, or a state scenic highway. The building would block a small portion of public views of the distant hillsides to the south from pathways along Gallinas Creek. However, this would occur on a relatively small portion of the 2.1 mile trail and would not block more than the bottom 1/3rd of the distant views of these hillsides. Impacts would be less-than-significant.

c. Visual Character

Facts in Support of Finding: As discussed on DEIR pages 5-23 and 5-24 and Master Response AES-1, computer-generated visual simulations have been prepared to illustrate the impacts of development on the site and surroundings. The computer-generated visual simulations, building and site plans were reviewed by the Design Review Board, which favorably recommended that the project would be consistent with applicable design review criteria in SRMC Section 14.25.050; that encourage a harmonious relationship between the placement, architecture, colors and materials of structures and the site, and the preservation

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and enhancement of public views. The Design Review Board has recommended that the building design, materials, colors and landscape treatments would be appropriate for the site and setting. The design of the building has been evaluated and considered appropriate for the proposed use and setting, and would not substantially adversely impact scenic resources or vistas. Thus, the projects potential to degrade the visual quality or character of the area has been determined to be less-than-significant.

(3) Air Quality – DEIR Chapter 6

a. Conflict or Obstruct Air Quality Plan

Facts in Support of Finding: As discussed on DEIR pages 6-15 and 6-16, while the project is consistent with the General Plan 2020 Airport/Recreation land use designation on which the Bay Area Air Quality Management District (BAAQMD) Clean Air Plan 2000 (CAP) was developed, assumptions used for the CAP were based on the current airport site development without additional development. To address this void, operational emissions associated with the facility were estimated using the BAAQMD's modeling program (URBEMIS 2007 9.2.4). The BAAQMD CEQA Guidelines applicable to this project indicate that air quality impacts would be potentially significant if the project generated more than 2,000 daily vehicle trips. In this case, the project would generate 1,701 daily trips, which is below the BAAQMD significance threshold. Therefore, the proposed Project would not conflict with the applicable Clean Air Plan and would result in a less-than-significant impact.

b. Cumulative Construction Impacts

Facts in Support of Finding: As described on DEIR pages 6-20 to 6-21, and FEIR page R-37, although URBEMIS modeling was conducted and has shown that the project impacts would fall below the significance thresholds identified in the applicable BAAQMD guidelines. Development associated with the proposed project and related cumulative projects could result in significant *short-term* cumulative air quality impacts. However, compliance with Mitigation Measures AQ1a through AQ1c mitigate potential impacts because they require incorporation of BAAQMD's comprehensive control measures for construction impacts. BAAQMD's comprehensive control measures will ensure that particulate matter, dust, etc. is controlled and *short term* construction-related impacts of the project would be less-than-significant (as discussed in Section C below). Thus, while there are short-term construction impacts that would be mitigated there would be no cumulative construction impacts from the project.

c. Exposure of Sensitive Receptors to Pollutant Concentrations

Facts in Support of Finding: As described on DEIR pages 6-21 to 6-22, the site is located near sensitive receptors within 0.125 to 0.25 mile, including single-family residences and a skilled nursing facility. However, the project would not involve demolition of an existing structure, therefore, would not result in potentially hazardous dust emissions and construction would not use materials that would contain hazardous materials. Short-term impacts are addressed through compliance with Mitigation Measures AQ-1a through AQ-1c provide BAAQMD's comprehensive control measures for construction impacts which will render the construction-related impacts of the project less-than-significant. No significant impact on sensitive receptors would result from the project.

d. Creation of Odors

Facts in Support of Finding: As described on DEIR page 6-22, the project would not generate odors. However, project construction could result dust emissions and other

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temporary odors that may affect nearby residents and park users during grading and construction. Compliance with Mitigation Measures AQ1a through C, provide BAAQMD's comprehensive control measures for construction impacts which will render the construction-related impacts of the project less-than-significant. No significant odor impacts would result from the project.

(4) Geology and Soils – DEIR Chapter 9

a. Loss of Unique Geologic Feature

Facts in Support of Finding: As discussed in DEIR Chapter 3 Project Description, the site consists of flat lands that were formerly tidally influenced, reclaimed as farmlands through construction of levees/dikes, and currently developed as a private airport. The DEIR page 8-14 explains that there are no geologic features on this flat, previously graded site. There are no unique geologic features or landforms associated with the site that would be altered. No impacts would result.

b. Seismic Event Risks

Facts in Support of Finding: As discussed on DEIR pages 9-27 and 9-28, the site is flat, is not subject to significant threats due to liquefaction, landslide or ground fault rupture. The structure would be constructed on driven piles and in compliance with the California Building Code seismic safety standards. Thus, seismic groundshaking impacts would also be less-than-significant.

c. Soil Erosion

Facts in Support of Finding: As discussed on DEIR page 9-28, the project is flat and requires a limited amount of grading to import and place fill on the site. Short term construction impacts would be addressed through project implementation of best management practices that are required during construction. These practices would be enforced through issuance of a grading permit, routine site inspections, and submittal and implementation of a Stormwater Pollution Prevention Plan (SWPPP) to the Department of Public Works. SWPPP measures are imposed as standard requirements by City to address erosion control and water quality impacts during construction, and would ensure that impacts are less-than-significant.

d. Mineral Resources

Facts in Support of Finding: As discussed in DEIR page 14-2, according to the City of San Rafael General Plan 2020, mineral resources in the San Rafael Planning Area are limited to non-metallic construction materials (such as gravel and stone). There is only one rock quarry, the San Rafael Rock Quarry, located near Point San Pedro that remains active in San Rafael, although other quarries were formerly operated elsewhere in the City. The Project site is not currently identified as a mineral resource area. Therefore, no impacts to mineral resources would result from the project.

(5) Hazards – DEIR Chapter 10

a. Exposure to Hazardous Materials and Substances

Facts in Support of Finding: As discussed on DEIR pages 10-14 and 10-15, the airport property is not a listed or documented hazardous materials site and the recreational facility use would not generate nor involve handling, transport, storage or use of hazardous materials. Further, concerns with lead in aviation gas were discussed and assessed (see FEIR page C&R-534, pages 23 and 24 of the January 24, 2012 City of San Rafael Report to

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Planning Commission and meeting audio and video testimony available online at <http://www.cityofsanrafael.org/meetings/>. The potential for airborne lead to have an adverse affect on the site was found to be insignificant. The region is not a non-attainment area for airborne lead, and there are no undue risks identified based on proximity to a small private airport facility. Therefore, there would be no impacts in this topic area.

b. Emergency Response Plan

Facts in Support of Finding: As discussed on DEIR pages 10-15 and 10-16, access to the site is adequate for emergency responders, and would not conflict with designated evacuation routes, such as major arterials and highways. The existing single access bridge is adequate to accommodate emergency access to the site. Therefore, impacts in this topic area would be less-than-significant.

c. Wildland Hazards

Facts in Support of Finding: As discussed on DEIR page 10-16, the building would be required to install fire sprinklers and extend a fire hydrant. The majority of the site consists of grasslands that are mowed regularly for aviation safety, and is not located within or adjacent to a high fire hazard severity zone. Therefore, the project would not increase the potential for wildland fires. No impact would result.

(6) Hydrology and Water Quality – DEIR Chapter 11

a. Groundwater recharging

Facts in Support of Finding: As discussed on DEIR pages 11-25 and 11-26, the project is in a low lying area and does not rely on groundwater resources. The site would continue to drain into nearby channels that flow and pump directly into Gallinas Creek. There would remain ample opportunity for groundwater to recharge the aquifer with implementation of the project. Further, grading and pile driving activities would not require significant excavation or siltation that would impede or impact water supplies or water quality. Impacts would be less-than-significant.

c. Flood Hazards and Excessive Runoff

Facts in Support of Finding: As discussed on DEIR page 11-27 and 11-29 the project would add 4.6 acres of new impervious surfaces (building coverage and pavement), a 3.8% increase in impervious surfaces from current site conditions, which would generate runoff into the existing drainage systems on-site. This would increase the maximum depth of the water during a 100 year storm by approximately 1/8th of an inch, an increase from 0.12 feet to 0.13 feet, which is insignificant in relation to the 3.5 million square feet of water storage capacity that would remain on the site. Drainage would continue to be pumped from the site into Gallinas Creek, and based on the calculations of the project drainage analysis the existing pump house is capable of handling all additional drainage from this site for conveyance and disposal to the creek.

As discussed on DEIR page 11-29 the site which is located at 0 to 1 foot NGVD elevation is below the +6 foot NGVD FEMA flood elevation and protected from flooding by a 9-foot tall levee. The site is separated from Contempo Marin along the western boundary by the SMART railroad tracks which are raised at least 4 feet above the site. Under project conditions, maximum depth of 100-year stormwaters on site would be 1.13 feet. The project site would be raised 1 foot and the building is required to be flood proofed up to +7

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feet NGVD (9.67 NAVD^{*}) to meet FEMA requirements. Thus, the project structure would not be impacted by nor impede floodwaters, and floodwaters are not expected to reach the nearby Contempo Marin residential neighborhood. Impacts would be less-than-significant.

d. **Seiche, Tsunami or Mudflow Impacts**

Facts in Support of Finding: As discussed on DEIR page 11-35, potential impacts from water run-up from strong winds (seiche) are less-than-significant given that the site lies along a short east-west axis of the San Francisco inland bay estuary. Likewise, the low lying lands are not subject to mudflows. Lastly, given the location of the site within the bay estuary, there exists a low potential impact from a tsunami generated by a high magnitude earthquake on the nearby faults; which would more likely to occur in the low waters of the Pacific Ocean outside the Golden Gate.

(7) **Noise – DEIR Chapter 12**

a. **On-site Noise Compatibility of Uses**

Facts in Support of Finding: As discussed on DEIR page 12-15, the ambient noise levels at the airport range from 53bDA to 58dBA with occasional loud events from aircraft operations. Noise levels of 60dBA or less are compatible with outdoor recreation. Noise levels up to 80dBA would be conditionally compatible. Aircraft at the site generate noise between 70dBA and 100dBA at the Project site, for relatively short (5 to 18 seconds) and infrequent (2 to 11 events per day) periods. The US EPA found that hearing loss would occur from exposure to noise levels of 100dBA for 15 minutes per day over many years. The duration of loud noise event impacts on outdoor field users would be well below this threshold, and worst case scenario noise levels would be unlikely to occur, thus result in less-than-significant impacts.

(8) **Traffic – DEIR Chapter 13**

a. **Level of Service**

Facts in Support of Finding: As discussed on DEIR pages 13-21 and 13-22, and FEIR Revisions of the DEIR Pages R-26 through R-33, the threshold of significance established by the San Rafael General Plan 2020 Policy CD-5 is intersection level of service. Traffic analysis prepared by Fehr and Peers (DEIR Appendix K) indicates that the project would result in 1,701 new daily vehicle trips, with 135 new vehicle trips to the site and 133 departures occurring during the 4-6PM peak hour. The affected intersections include:

- *Smith Ranch Road & Silveira Parkway*
- *Smith Ranch & Redwood Highway*
- *Smith Ranch & US101 Ramps*
- *Lucas Valley & Las Gallinas*

None of the affected signalized intersections would drop to or below the citywide LOS D standard with the addition of project traffic. Thus, traffic generated by the project can sufficiently be accommodated along the Smith Ranch Road and Lucas Valley Road segments that would be affected by project traffic. Payment of traffic mitigation fees in the

* FEIR page C&R-26 Master Response 11 (HYD-1) clarifies the recent change in FEMA flood elevation datum from NGVD to NAVD. This datum corrects the method of measurement, but is not the result of any new hydrology, thus physical flood elevation levels would not be materially changed.

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amount of \$1.138M is required to fund traffic improvements for buildout under the San Rafael General Plan 2020, which addresses the increase in traffic generated by the project. There are no project related traffic impacts that would trigger the need for immediate roadway, stop control or signal upgrades.

The project would not exceed LOS standards and would provide its fair share of traffic mitigation fees for improvements required to accommodate future growth in the area. However, in response to concerns from Caltrans reflected in their November 18, 2011 letter to staff, Caltrans maintains concern with the potential that exists for traffic to queue at the freeway ramps in the area onto the mainline of US Highway 101. Specifically, Caltrans notes that under existing and future conditions the queues at Smith Ranch Road/US 101 Northbound Ramps study intersection #3 and Lucas Valley Road/US 101 Southbound Ramps study intersection #4 exceed available storage capacity for the turn lanes. The City Engineer has confirmed that these intersections are routinely monitored by the City, and the City will continue to work with Caltrans to assure signal timing adjustments are made to adequately reduce potential queuing impacts at these intersections, until such time as the City and Caltrans implement improvements for these roadway and intersections.

To address the comment from Caltrans on the FEIR, staff has included Mitigation Measure Traf-1 into the project and MMRP (attached), which confirms that the City shall continue to work with Caltrans and assure any potential operational impacts would be addressed through adjustment of signal timing, until CIP improvements are made by the City and Caltrans to the US101 onramps. LOS and queuing impacts remain less-than-significant.

b. Emergency Access / Design Hazards

Facts in Support of Finding: As discussed on DEIR pages 13-27 and 13-28, and FEIR Chapter 2: Revisions of the DEIR pages R-31 through R-33, the project would provide a new two-lane bridge deck that would accommodate vehicular traffic and eliminate potential queuing impacts on-site. Analysis of the site by the traffic consultant, City Traffic Engineer and Fire Division concludes that the existing single-lane bridge access is adequate for the project and would not result in inadequate emergency access issues. Thus, the proposed widening of the bridge deck to two lanes would not impair but would enhance emergency access. The roadway is proposed to be raised to 3-feet elevation which would assure emergency vehicles could access the site in the event of flooding following a potential levee breach. The project has no impact on air traffic patterns. Further, the condition of the levees and potential hazard as a result of breach of the levees have been analyzed by John Hom & Associates and Lee Oberkamper, which have concluded that the levee system has completed settlement, thus is not subject to failure as a result of ground shaking, and that any breach in the levee would not result in immediate flooding of the site, but would take over three hours to rise to +3 NGVD, at which time the velocity of the flow would significantly diminish.

Furthermore, additional traffic generated by the project has been evaluated to determine whether it would have an adverse impact on any of the existing side streets that intersect with Smith Ranch Road, including the intersection of Yosemite Road and Smith Ranch Road. The DEIR analysis Appendix K includes a traffic signal warrant study to determine whether traffic controls would be needed at any of the existing side street intersections with Smith Ranch Road. The City Public Works Department continuously monitors City roadways in the area, and agrees with the conclusions of the traffic signal warrant study that the existing side street intersections do not warrant traffic controls, and that the additional project traffic would not increase safety hazards at any of the existing

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unsignalized intersections with Smith Ranch Road. Thus, the project would not result in any significant impacts as a result of roadway design hazards or access issues; for either existing or proposed project improvements.

c. Parking Impacts

Facts in Support of Findings: As explained in the DEIR on page 13-29 through 13-34, a traffic analysis was prepared to analyze peak demand for the facility, which would occur during weekend noon hours when the multi-use courts and fields would be in operation. The uses used to evaluate parking demand consisted of youth gymnastics, dance and youth/adult soccer games which generate high recreational traffic, occupancy and parking demands. Parking was calculated for this highest and best mix of uses as follows:

- 1 space per 300sf for gymnastics use
- 1 space per 240sf for dance studio use
- 32.5 parking spaces required per indoor field
- 57 spaces required for the outdoor field use.

Thus, the project calls for construction of 270 parking spaces and a sizable pickup/drop off areas, which have been found by the City Traffic Engineer and EIR consultant to be adequate to serve peak anticipated, highest parking demand. Consequently, parking impacts would be less-than-significant.

d. Alternative Transportation

Facts in Support of Findings: As discussed in DEIR page 13-43, with revisions on FEIR page R-26 and R-27, there are no plans for improvements to bring bus service to the area. The project would provide a pedestrian and bicycle walkway to the site from Smith Ranch Road. Thus, the project would not conflict with existing bus, pedestrian or bicycle plans.

(9) Other Environmental Effects – Chapter 14

a. Agricultural Resources

Facts in Support of Finding: As discussed on DEIR pages 14-1 and 14-2, the property is not being used for agriculture so development of the project would not involve changes that could result in conversion of farmland currently in agricultural uses to a non-agricultural use. Also, the project does not conflict with the zoning for agricultural use or the provisions of a Williamson Act Contract. Therefore, no impacts to agricultural resources would result from the project.

b. Population & Housing

Facts in Support of Finding: As discussed on DEIR pages 14-2 and 14-3 and Master Response 21 (GI-1) on FEIR page C&R-42, the recreational facility development would occur within the City Urban Services boundary and does not result in extension of utilities to an area that previously lacked services, nor require an increase in any existing services. Rather, the project proposes a land use anticipated and encouraged by the General Plan to serve recreational needs of existing residents, and would not increase demand for housing or affect population growth. Further, the project would not require existing housing to be displaced and its location would not separate or divide an existing established community. No impacts would result.

c. Public Services & Recreation Facilities

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Facts in Support of Finding: As discussed on DEIR pages 14-4 through 14-7, the project would not require any new or altered public facilities in order to serve the site within established response and service levels. The site is presently served by San Rafael Fire Department Civic Center Station #7, 2.5 miles to the south. The site is accessible to emergency vehicles, and is not in an area that has significant unusual levels of calls for service from the Police Department, both routine patrols and traffic. The recreational use is not anticipated to significantly increase calls for service. The project would not increase demand for school, parks or other public facility use. Rather, it would provide supplemental fields for existing sports teams that currently use existing school and park recreational/sports fields.

e. Wastewater Impacts

Facts in Support of Finding: As discussed on DEIR page 14-7 and 14-8, the project will not exceed wastewater treatment requirements of the Regional Water Quality Control Board, and will be served by Las Gallinas Valley Sanitary Sewer District which provides wastewater treatment for the area; which is within the City's urban services boundary. LGVSD has an existing agreement with the property owner to provide wastewater service. LGVSD has adequate capacity to serve this site and the project is within the capacity allocated under the current agreement. No significant impacts would result.

f. Water Supply Impacts

Facts in Support of Finding: As discussed on DEIR page 14-8 and 14-9, Marin Municipal Water District (MMWD) has a sufficient capacity to serve the site, which would require existing pipelines serving the airport to be extended to the new building. Although MMWD is beginning to experience a deficit during dry years, it is seeking new supplies and would not consider the project to be a significant incremental impact to overall supply. The project would also comply with State plumbing requirements, use of recycled water in the area for landscape and facilities not requiring potable water, and undergo a landscape plan review by MMWD. Further, MMWD requires use of reclaimed water where available, and would review the final plans for compliance with their water efficient landscape requirements. No significant impacts would result.

g. Solid Waste Impacts

Facts in Support of Finding: As discussed on DEIR page 14-10, the Redwood Sanitary Landfill (and recycling center) that serves the project site has sufficient capacity to accommodate the solid waste generated by the project. No significant impacts would result.

(10) Cumulative Impacts – Chapter 14

a. Air Quality

Facts in Support of Finding: As discussed in the FEIR page R-37, the project would conform to the General Plan, the Bay Area Clean Air Plan and would not result in incremental considerable cumulative air quality impacts in the project area. The project would implement construction management methods intended to reduce dust and fumes from vehicle emissions. Additionally, the project would utilize solar and achieve a certified LEED green building rating to reduce energy consumption and comply with Title 24 for energy efficiency standards. Cumulative air quality impacts would be less-than-significant.

b. Land Use

Facts in Support of Finding: As discussed in the FEIR page R-37 and R-38, the project would be consistent with the San Rafael General Plan Airport/Recreation land use

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designation. The project when considered in conjunction with the projects listed in Table 14-1 titled "Cumulative Projects Considered" would not have incremental land use impacts that would be individually or cumulatively considerable. Further, the land use is encouraged under General Plan 2020 Policies PR-4, PR-13, and PR-14 which support establishment of private recreational uses in suitable areas that would serve recreational needs of all residents. No significant land use impacts would result.

c. Population and Housing

Facts in Support of Finding: As discussed in the FEIR on page R-38, the project is consistent with the General Plan and is not a housing project. No cumulative population, growth or housing issues would result.

d. Traffic

Facts in Support of Finding: FEIR page R-38 and R-39 explains that the traffic analysis in Chapter 13 of the DEIR determined that the project would not have any cumulative traffic impacts under the General Plan + Project conditions. Level of service standards at intersections along the Smith Ranch Road and Lucas Valley road segments would remain within the level of service standard LOS D threshold established by General Plan Policy CD-5. Further, the project must contribute \$1.138 million dollars toward traffic improvements required for buildout under the General Plan 2020, which addresses traffic impacts.

e. Climate Change

Facts in Support of Finding: Chapter 15 of the DEIR analyzes the projects climate change impacts. Page R-39 of the FEIR explains that a project's climate change impacts are inherently cumulative. The project contribution would be considered too small to have a measurable impact on global climate change, including its contribution to greenhouse gas emissions and sea level rise impacts. However, a qualitative assessment of the project's impacts on climate change was prepared to determine whether the project would conflict with the goals and strategies of AB32 Global Warming Solutions Act; which is the applicable threshold used for this project as determined by the City and confirmed by SF BAAQMD resolution which stated projects in process would not be subject to the new air district GHG emissions thresholds. As a result, the FEIR concludes that the project will not conflict with the goals and strategies of AB32, and thus its impacts on climate change are not cumulatively considerable. Nevertheless, in November 2010 the City adopted the 2009 Climate Change Action Plan, and in 2011 the City updated its 2009 Climate Change Action Plan (CCAP) and required strategies to meet the plan (i.e., CCAP Appendix E), which the applicant has agreed to meet, and adopted the Sustainability Element amendment to its General Plan 2020. Therefore, the project's required compliance with the City of San Rafael GHG reduction strategy shall also be included as a mitigation measure.

f. Aesthetics

Facts in Support of Findings: FEIR Page R-39 explains that the analysis of the project provided in the EIR, when considered in conjunction with other projects in the area, would not result in incremental impacts that would be cumulatively considerable. There are no other projects in the area that together with this project would affect the scenic views, vistas or contribute additional light and glare to the area.

g. Biological Resources

Facts in Support of Finding: FEIR page R-40 explains that "biological impacts in the area are localized to the site, and none of the past, present or foreseeable future projects

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identified in the area, as listed in Table 14-1, would have incremental impacts on the sensitive environmental resources identified onsite. Thus, the project would not make a cumulative considerable contribution to any significant biological impacts.” All impacts associated with the project will be mitigated. Further, a conservation area is proposed that would establish a significant buffer zone of at least 150-feet from the top of creek bank (top of the 9 foot tall levee berm located between the development and outboard face of the Gallinas Creek bank, where Clapper rail species and habitat would potentially occur). There are no other projects in the study area that would result in additional impacts on biological resources. Therefore, no cumulative biological resource impacts would result.

h. Cultural Resources

Facts in Support of Finding: FEIR page R-40 explains that no cultural resources have been identified on site or in the study area. Therefore, the project would result in cumulative impact on cultural resources.

i. Geotechnical (Soils/Geology)

Facts in Support of Finding: FEIR page R-40 explains that no significant geotechnical impacts have been identified in the DEIR or in the San Rafael General Plan 2020 Program EIR for the study area. There are no other projects identified that would have contributing geological or geotechnical impacts in the study area and/or affecting the site. Therefore, the projects impacts would not be cumulatively considerable.

j. Hazards

Facts in Support of Finding: The FEIR page R-40 concludes that neither the project nor those listed in Draft Table EIR 14-1 (Cumulative Projects Considered) would involve storage or use of hazardous materials, be located near a hazardous waste facility, site or generator, or create any objectionable odors. Airport hazards associated with the project have been identified and mitigated. No cumulative impact related to hazards and hazardous materials would result.

k. Hydrology and Water Quality

Facts in Support of Finding: FEIR page R-41 concludes that the discussion in DEIR Chapter 11 and in Appendix E identify the drainage enhancements and controls that would be implemented for project construction and operations in compliance with RWQCB mandates implemented by the City and County MCSTOPPP program. Neither the project nor the list of projects in the study area would result in incremental cumulative hydrologic or water quality impacts.

l. Noise

Facts in Support of Finding: FEIR page R-41 concludes that noise impacts discussed in DEIR Chapter 12 would not be significant, provided that specific mitigation is implemented. None of the projects listed in DEIR Table 14-1 either would contribute additional noise or sensitive receptors in the area. Noise associated with the SMART train are discussed in FEIR Page C&R 40 and C&R 41, concludes the occasional potential occurrence of train horn soundings or crossing signals would not interfere with activities on-site. The certified SMART FEIR addresses potential noise impacts of the train operations, and noise levels associated with the outdoor field use would not be cumulatively considerable in conjunction with infrequent and occasional SMART train operations.

m. Other Project Impacts

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Facts in Support of Finding: FEIR page R-41 concludes the environmental impact categories discussed in DEIR Chapter 14, most of which result in a no determination, would not be cumulatively considerable when considered in conjunction with the projects identified in Table 14-1 in the study area. These include *agricultural, mineral, public resources, utilities, schools, parks, infrastructure, and public facilities*. The project and cumulative development are consistent with the General Plan 2020 and within areas receiving urban services. None of the projects result in incrementally cumulative significant impacts in these categories.

(11) Climate Change – Chapter 15

a. Sea Level Rise

Facts in Support of Finding: The DEIR pages 11-34 through 11-35, pages 15-11 through 15-12 and FEIR Master Response 14, Sea Level Rise, concludes that impacts associated with sea level rise would be less-than-significant through 2050, based on potential and projected increase in sea level rise of six-inches projected by the US EPA (1995). Further, sea level has more recently been predicted to rise 12 to 18 inches before 2050, above the +6NGVD (+8.67 NAVD) flood elevations. In the event this level of increase occurs, the existing flood control features would be expected to remain in place and would be sufficient to protect the site from sea level rise. This includes the 9-foot tall levee (at 8 foot NGVD/10.67 NAVD), and the pump station that pumps flood waters into Gallinas Creek.

b. Greenhouse Gas Emissions

Facts in Support of Finding: The DEIR pages 15-1 through 15-16, and FEIR Master Response 22, Climate Change, explain that at the time the DEIR was published the BAAQMD had not yet adopted guidelines or thresholds to implement State AB 32 (The Global Warming Solutions Act). The project on its own would be considered too small to have a measurable impact on global climate change, including its contribution to greenhouse gas emissions and sea level rise.

Qualitative assessment of the projects impacts on climate change was prepared to determine whether the project would conflict with the goals and strategies of AB32 Global Warming Solutions Act; which is the applicable threshold used for this project as determined by the City and confirmed by SF BAAQMD resolution which stated projects in process would not be subject to the new air district GHG emissions thresholds. Staff also prepared a quantitative assessment of the project's climate change impacts, discussed in Master Response 22 of the FEIR. The BAAQMD adopted new modeling software to assess greenhouse gas emissions (GHG) and in June 2010 established new CEQA thresholds to be used for evaluating project impacts on global climate change. However, these changes occurred after publication of the DEIR in March 2009. Updated analysis using the new modeling software was prepared for informational-only purposes and would not trigger requirements for additional mitigation or adoption of a statement of overriding considerations in order to approve the project.

The DEIR threshold for analysis considered whether the project would impede implementation of AB 32. The DEIR table 6-6 identifies that the project would generate 2,240.95 metric tons (MT of CO₂e) of GHG emissions per year (using the BAAQMD's URBEMIS modeling software). DEIR page 15-14 identifies features that would be used to reduce emissions during construction and operation; including proposal to achieve LEED certification, including use of solar energy efficient lighting systems. The DEIR concludes that the project would have a less than cumulatively considerable impact on climate change

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by implementing strategies to reduce GHG emission, consistent with AB 32. FEIR Table 15-1, page R-45 provides a list of the measures available to reduce project related GHG emissions. Project conformance with the applicable Global Climate Change Strategies is discussed in FEIR Table 1. This qualitative analysis concludes that the project would not impede the compliance with GHG emissions reduction mandated by AB 32. While predominantly address vehicle emissions standards, there are criteria for improving building efficiencies and reducing waste. The project would incorporate operational strategies in its design approaches to achieve US Green Building LEED certification, and be required to comply with waste reduction standards for construction and post-consumer waste. Therefore, the project's GHG impacts have been identified as less-than-significant using the applicable standard of review.

The updated assessment shows that the proposed facility would produce greenhouse gas emissions (GHG) in the amount of 2,203 metric tons of CO₂e annually (MT/yr). This would exceed the 1,100 MT/yr threshold established by BAAQMD's newly established thresholds. Even with the project incorporated components (such as solar, energy efficient lighting, green building techniques, water conservation and use of artificial turf) that would *reduce* the GHG emissions of the project by an estimated 386 metric tons, the geographic location and relative isolation from transit, and inefficient multi-modal transportation network make it infeasible to reduce project related traffic and vehicle miles traveled (VMT) to meet the new BAAQMD thresholds. The constraints applicable to this site are characteristic of the region, thus would affect any similarly sized projects in Marin County. Furthermore, the new analysis does not consider any net change in VMT regionally that might occur as a result of the project. Thus, the analysis assumes that all project-generated traffic would result in new VMT in the region, which may or may not be true.

The FEIR concludes that the project will not conflict with the goals and strategies of AB32, and thus its impacts on climate change are not cumulatively considerable. Nevertheless, in November 2010 the City adopted a qualified Climate Change Action Plan, required creation of strategies to meet the plan and adopted a Sustainability Element amendment to its General Plan 2020. Therefore, the projects required compliance with the City of San Rafael GHG reduction strategy shall also be included as a mitigation measure. Given that the project was in process during the time the City's GHG Reduction Strategy was adopted, the applicant has agreed to incorporate Mitigation Measure AQ-2 into the MMRP (attached), to make this requirement a part of the project, ensure that the project would mitigate operational greenhouse gas emissions to a less-than-significant level through its required compliance with the City of San Rafael November 2012 qualified Climate Change Action Plan, Greenhouse Gas Reduction Checklist, as enacted to satisfy the new BAAQMD air quality thresholds and guidelines.

C. SIGNIFICANT IMPACTS THAT CAN BE AVOIDED OR MITIGATED

The City, as authorized by Public Resources Code Section 21081 and CEQA Guidelines sections 15091 and 15092, identifies the significant impacts that can be eliminated or reduced to a less-than-significant level with the implementation of mitigation measures recommended in the FEIR. These mitigation measures are hereby adopted and incorporated into the description of the project and their implementation will be monitored through the MMRP. Findings required pursuant to CEQA Guidelines Section 15091(a) and 15092 to support action to approve the project which results in one of more significant effects are provided for each of the potentially significant effects identified in the San Rafael Airport Recreational Facility Project EIR, as follows:

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(1) Aesthetics – DEIR Chapter 5

a. Impact Aesth-1 Light and Glare

Significant Impact: 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.

The City has determined that lighting levels need to be limited not to exceed a 1.0-foot-candle *average* light intensity established by City policy for this area; given that it is located at the edge of urban development and near open Bay lands and park space. Lighting should also be contained so that it would not spillover onto any adjacent properties, creek or adjacent airport runway improvements. As discussed on DEIR pages 5-24 through 5-34, the project would introduce new lighting into this area, particularly the inclusion of field lighting, which may exceed the light intensity standard identified as compatible for the surrounding community. Lighting would be focused onto the parking lot, adjacent to the building walkways and field areas, with the majority of light intensity focused on the outdoor field and providing some illumination of the overflow parking area south of the field.

DEIR Figure 5-6 demonstrates that lighting levels would range from 0- to 12.2-foot-candles with an average of 1.84-foot-candles for the parking lot and building area. DEIR Figure 5-7 shows that the outdoor soccer field illumination would range from 0- to 71-foot-candles, with an average of 2.0 foot-candles. Spillover of 0.1 foot-candles would encroach onto the creek near the site. The field lighting further has the potential to be an annoyance to nearby residential development; Santa Venetia to the south, and Captains Cove and Contempo Marin to the west. Thus, the level of lighting associated with the project is considered potentially significant as it exceeds the established City standard by 0.84-foot-candle, and potentially create a source of glare, hazard or annoyance to adjacent properties or residential areas. As further discussed in FEIR Master Response 4, there would also be a substantial increase the number of vehicles using the private roadway to the site. This would result in an increase in the frequency of vehicle headlights that would shine toward windows of the residential townhouse unit at 37 Sailmaker Court. This was not identified as a potentially significant impact that warranted analysis in the DEIR. However, the applicant has previously agreed to install a four-foot fence or hedge along the access roadway as a condition of the project, which would block the majority of vehicle headlights entering and exiting the site. Thus, implementation of a four foot tall fence or hedge would effectively block vehicle headlights entering and exiting the site from shining directly into windows at 37 Sailmaker Court.

Finding

As authorized by Public Resources. Code Section 21081(a)(1) and Title 14, California Code of Regulations Section 15091(a)(1), the City finds that changes or alterations have been required herein, incorporated into the project, or required as a condition of project approval, which mitigate or avoid the significant environmental impact listed above. The City further finds that the change or alteration in the project or the requirement to impose the mitigation as a condition of project approval is within the jurisdiction of the City to require, and that this mitigation is appropriate and feasible.

Facts in Support of Finding. The significant impact above would be reduced to a less-than-significant level with the implementation of Mitigation Measures Aesth-1a and Aesth-1b,

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as presented in the FEIR on pages R-52 and R-53 (as further modified by the FEIR Errata Exhibit A to PC Resolution 11-16, adopted January 24, 2012) and provided in the attached MMRP. These measures require a maximum 1-foot-candle-intensity to be achieved at the edge of the project boundary/property line and conservation area proposed between the building and Gallinas Creek; shielded lighting fixtures to limit casting light and glare off-site; exterior lighting on a master photoelectric cell to control operating during hours of darkness, with outdoor field lighting set to turnoff by 10:00 p.m. and all other exterior facility lighting to turn off by 12:30 a.m.; requiring final review of the lighting, colors and materials details by the Design Review Board prior to issuance of permits and a 90 day post-construction period to ensure finishes would be non-reflective, that landscape screening is implemented, and to allow adjustments to be required in direction and/or intensity of lighting if necessary.

These measures will reduce impacts to a less-than-significant level because the maximum 1-foot-candle intensity is below the limit established by the City for this area, and shielding would eliminate potential view of light sources and resulting glare from off-site, particularly by nearby residential areas and aircraft pilots.

(2) Air Quality – DEIR Chapter 6

a. Impact AQ-1 Construction Impacts

Significant Impact. 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.

As described on DEIR pages 6-18 to 6-19, the project would involve temporary grading activities for placement of 35,000 cubic yards of fill and 3,000 cubic yards of cut. This could generate short-term air quality impacts during grading operations, particularly emissions of small particulate matter less than ten microns (PM₁₀) for which the Bay Area is considered a non-attainment area.

Finding

As authorized by Public Resources. Code Section 21081(a)(1) and Title 14, California Code of Regulations Section 15091(a)(1), the City finds that changes or alterations have been required herein, incorporated into the project, or required as a condition of project approval, which mitigate or avoid the significant environmental impact listed above. The City further finds that the change or alteration in the project or the requirement to impose the mitigation as a condition of project approval is within the jurisdiction of the City to require, and that this mitigation is appropriate and feasible.

Facts in Support of Finding. The significant impact above would be reduced to a less-than-significant level with the implementation of Mitigation Measures AQ1a, AQ1b and AQ1c, as presented in the EIR on pages 6-19 and 6-20 and provided in the attached MMRP. These measures require the implementation of specific techniques and activities to control dust and emissions during grading and construction phases of the project. MM AQ-1a sets forth dust control measures to be included during construction to reduce PM₁₀ emissions per the Bay Area Air Quality Management District's (BAAQMD) recommendation. MM AQ-1b requires that final improvement plans and specifications submitted for permits shall stipulate that ozone precursors from construction equipment vehicles shall be controlled per BAAQMD's recommendations. MM AQ-1c requires that the construction contract

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specifications shall include a written list of instructions specifying measures to minimize heavy equipment emissions to be carried out by the construction manager.

(3) Biological Resources – Chapter 7

a. Impact Bio-1 Listed Anadromous Fish Species – Pile Driving

Significant Impact. 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.

DEIR page 7-34 and DEIR Appendix E (Monk & Associates) note that the professional qualified biologists found no special status plants mapped on or adjacent to the project site. Special status plant species known to occur in the region would not be expected to occur on the project site. However, as described on DEIR pages 7-34, 7-61 through 7-79, and FEIR pages C&R-20 through C&R-26, the construction and operation of the project could result in direct and indirect adverse impacts on sensitive fish and wildlife species including special status fish (Coho salmon and steelhead), Raptors, California Clapper Rail, pallid bat, raptors or the federally-listed Salt Marsh Harvest Mouse. The potential adverse impacts include disturbance, loss of habitat, habitat alteration or habitat degradation. DEIR page 7-61 explains that the likely occurrence of anadromous fish species in the area is low. However, a conservative approach has been taken in evaluating potential project biological impacts and therefore mitigation has been included protect against the low, unlikely occurrence of protected fish species. The potential impact on listed fish species would be potentially significant.

Finding

As authorized by Public Resources Code Section 21081(a)(1) and Title 14, California Code of Regulations Section 15091(a)(1), the City finds that changes or alterations have been required herein, incorporated into the project, or required as a condition of project approval, which mitigate or avoid the significant environmental impact listed above. The City further finds that the change or alteration in the project or the requirement to impose the mitigation as a condition of project approval is within the jurisdiction of the City to require, and that this mitigation is appropriate and feasible.

Facts in Support of Finding. The significant impact listed above would be reduced to a less-than-significant level through implementation of Mitigation Measures Bio-1a and MM Bio-1b described in FEIR pages R-56 to R-58, and set forth in the MMRP (attached). These measures include requirements limiting pile-driving activities to specific time-periods to avoid protected species breeding periods, prohibit work in the streambed or bank, developing and implementing stormwater management plans for the project work, and compliance with requirements of the State Department of Fish and Game Streambed Alteration Agreement issued for the bridge replacement work.

b. Impact Bio-2 California Clapper Rail and California Black Rail – Perimeter Fence

Significant Impact. 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. However, indirect impacts to California clapper rails, and possible 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.

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DEIR pages 7-63 through 7-66 explain that construction and operation of the project could result in indirect adverse impacts on the California clapper rail which has been identified on the site.

Finding

As authorized by Public Resources. Code Section 21081(a)(1) and Title 14, California Code of Regulations Section 15091(a)(1), the City finds that changes or alterations have been required herein, incorporated into the project, or required as a condition of project approval, which mitigate or avoid the significant environmental impact listed above. The City further finds that the change or alteration in the project or the requirement to impose the mitigation as a condition of project approval is within the jurisdiction of the City to require, and that this mitigation is appropriate and feasible.

Facts in Support of Finding. The significant impact listed above would be reduced to a less-than-significant level through implementation of Mitigation Measures Bio-2a, Bi-2b, Bio-2c, Bio-2d and Bio-2e as described in DEIR pages 7-66 to 7-69, FEIR pages R-58 to R-63, and set forth in the MMRP (attached). These measures would reduce impacts to less-than-significant by requiring conduct of pre-construction surveys before starting work, establishing pre and post construction barrier fencing to protect wildlife and habitat from construction, limiting pile-driving activities to specific time-periods to avoid breeding and nesting periods, requiring a permanent conservation buffer that would exceed minimum 100-foot creek buffer setbacks and include a permanent barrier fence separating development from habitat and buffer areas, and restricting the duration of outdoor events that would generate nighttime noise and light impacts by establishing a 10:00 p.m. event curfew. These measures would assure that sensitive Clapper rails would not be disturbed by either construction or operations of the facility in a manner that would cause them to flee the area.

The project biologist, Monk & Associates has confirmed that the Clapper rail would become acclimated to additional human activity in the area, and continue to thrive in the habitat along the creek bank, which is located on the outward face of the site perimeter levee. This is further discussed and confirmed on FEIR page C&R 20 through C&R 23 Master Responses Bio-1 and Bio-2, the City of San Rafael January 24, 2012 Report to the Planning Commission discussion commencing on page 11, and hearing testimony found on the audio and video minutes of the meeting available online at:

<http://www.cityofsanrafael.org/meetings/>.

c. Impact Bio-3 Nocturnal Lighting

Significant Impact. 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.

DEIR pages 7-69 through 7-71 explain nighttime lighting could intrude into wildlife habitats mimicking extended daylight conditions. Disruption of nocturnal wildlife species inhabiting or migrating through the North Fork of Gallinas Creek would be potentially significant.

Finding

As authorized by Public Resources. Code Section 21081(a)(1) and Title 14, California Code of Regulations Section 15091(a)(1), the City finds that changes or alterations have

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been required herein, incorporated into the project, or required as a condition of project approval, which mitigate or avoid the significant environmental impact listed above. The City further finds that the change or alteration in the project or the requirement to impose the mitigation as a condition of project approval is within the jurisdiction of the City to require, and that this mitigation is appropriate and feasible.

Facts in Support of Finding. The potential significant impact from nighttime lighting would be reduced to less-than-significant levels through implementation of Mitigation Measures MM Bio-3a and Bio-3b, as described on FEIR pages R-63 and R-64. DEIR page 7-69 and 7-70 explain that the project proposes to use state of the art Musco Lighting or equivalent which uses 50 percent less electricity and results in 50 percent less spill and glare than traditional fixtures, and allows for shorter poles to be used. The tallest poles proposed would be 31.5 feet, which is half the height used at neighboring facilities. The mitigation measures would assure impacts would be less-than-significant by requiring all fixtures to have hood cutoffs so that light would not trespass onto sensitive habitat. The City establishes a lighting level review to assure lighting has been installed properly. Further, the facility must turn off the field lights by 10 pm which the project biologist, Monk & Associates, has confirmed would assure sufficient hours of darkness are provided that will not disrupt nocturnal wildlife activity patterns and migration after that time (see FEIR page C&R 23 Master Response Bio-3 , City of San Rafael January 24, 2012 Report to the Planning Commission discussion commencing on page 11, and hearing testimony and audio and video minutes of the meeting which can be found at <http://www.cityofsanrafael.org/meetings/>).

d. Impact Bio-4 Nesting Raptors

Significant Impact. Construction and operation of the proposed Project could result in disturbance of nesting raptors, possibly resulting in death of adults and/or young raptors.

The site contains tall trees on-site and in the area, and open lands that provide for potential nesting and foraging. DEIR pages 7-71 through 7-73 explain that white-tailed kite, northern barrier and red-tailed hawk have been observed and may nest in the area. Other species could conceivably nest in the area. Construction noise establishment of operations during nesting periods could result in significant impacts. After the facility is in operation, any wildlife species that establishes a breeding territory or nest site near the facility would have been subject to elevated levels of disturbance and acclimated to this condition.

Finding

As authorized by Public Resources, Code Section 21081(a)(1) and Title 14, California Code of Regulations Section 15091(a)(1), the City finds that changes or alterations have been required herein, incorporated into the project, or required as a condition of project approval, which mitigate or avoid the significant environmental impact listed above. The City further finds that the change or alteration in the project or the requirement to impose the mitigation as a condition of project approval is within the jurisdiction of the City to require, and that this mitigation is appropriate and feasible.

Facts in Support of Finding. The potential impacts above would be mitigated to less than significant levels through implementation of Mitigation Measures MM Bio-4a, Bio-4b and Bio-4c (as further amended by the FEIR Errata Sheet, Exhibit A to the Planning Commission Resolution 11-16 adopted January 24, 2012). These measures limit bridge construction to occur between August and October 15, pile driving to occur between September and February 1, which are outside the breeding season of raptors and other

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sensitive species, and facility exterior construction work to occur between July through February 1, when most raptors are expected to have completed nesting cycles. (No limitation is required for interior work). Further, preconstruction surveys are required to be conducted to assure that work would not commence during any active or delayed nesting period. Thus, the project would not have the potential to disturb nesting raptors when limited to these avoidance windows. (see FEIR page C&R 23 and C&R page 25 Master Responses Bio-2 and Bio-4, City of San Rafael January 24, 2012 Report to the Planning Commission discussion commencing on page 11, and hearing testimony and audio and video minutes of the meeting which can be found at <http://www.cityofsanrafael.org/meetings/>).

e. Impact Bio-5 Western Burrowing Owl

Significant Impact. Construction and operation of the proposed Project could result in disturbance of the western burrowing owl, possibly resulting in death of adults and/or young owls

DEIR page 7-73 explains that the burrowing owl is a rare species of special concern, protected under state and federal regulations. Thus, this species is assumed to be present. However, the biological assessments prepared for the site (DEIR Appendix E) conclude a low potential for this owl to nest in the ruderal grasslands on the Project site or immediate vicinity due to frequent mowing of open fields to control vegetation. Further, Monk & Associates did not identify any suitable burrows in the area.

Finding

As authorized by Public Resources Code Section 21081(a)(1) and Title 14, California Code of Regulations Section 15091(a)(1), the City finds that changes or alterations have been required herein, incorporated into the project, or required as a condition of project approval, which mitigate or avoid the significant environmental impact listed above. The City further finds that the change or alteration in the project or the requirement to impose the mitigation as a condition of project approval is within the jurisdiction of the City to require, and that this mitigation is appropriate and feasible.

Facts in Support of Finding. Due to the fact that the owl must be assumed to be present, Mitigation Measures MM Bio-5a, Bio-5b and Bio-5c have been identified (FEIR page R-66 through R-70). These measures require that a “qualified biologist” shall conduct pre-construction nesting surveys to determine if owls are present on-site, prior to commencement of any work. If evidence of nesting is discovered, measures shall be implemented to protect active nests during breeding season, conduct passive relocation during non-breeding season in consultation with the State Department of Fish and Game (DFG), and provide habitat mitigation as recommended by DFG. The specified measures conform to wildlife biologist protocols and DFG requirements, to reduce potential impacts in this category to a less-than-significant level.

f. Impact Bio-6 Impacts to Common and Special-Status Nesting Birds

Significant Impact. Construction and operation of the proposed Project could adversely impact common and special-status nesting passerine birds, their eggs, and/or 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.

DEIR page 7-76 explains that passerine (perching) birds and special status birds that may be nesting on site, such as the San Pablo song sparrow and saltmarsh common

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yellowthroat, could be affected by the project. Impacts to unoccupied nesting habitats would not be significant as there are other local and regional nesting habitats.

Finding

As authorized by Public Resources. Code Section 21081(a)(1) and Title 14, California Code of Regulations Section 15091(a)(1), the City finds that changes or alterations have been required herein, incorporated into the project, or required as a condition of project approval, which mitigate or avoid the significant environmental impact listed above. The City further finds that the change or alteration in the project or the requirement to impose the mitigation as a condition of project approval is within the jurisdiction of the City to require, and that this mitigation is appropriate and feasible.

Facts in Support of Finding. FEIR pages R-70 and R-71 identify Mitigation Measures MM Bio-6a, Bio-6b and Bio 6c, which would reduce potential project impacts from construction to a less-than-significant level. This would be achieved through restrictions placed on bridge construction and requiring preconstruction nesting surveys conducted by a qualified biologist, to avoid work during nesting periods, if active nests are found to be on-site. With these measures implemented, the project would preclude work during nesting periods thus would not adversely impact these species during nesting periods.

- g. Impact Bio-7 Salt Marsh Harvest Mouse, Suisun Shrew and San Pablo Vole Significant Impact.** Indirect impacts to Suisun shrew, the Salt Marsh Harvest Mouse and the San Pablo vole could result from implementation of the proposed Project.\

DEIR pages 7-77 and 7-78 66 explain that these native rodents reside in and along marsh vegetation, located on the outward face of the 9-foot tall perimeter levee. Further, a 100 to 150 foot buffer zone would be established in the uplands areas, from the top of levee/creek bank to the proposed developed site area. Thus, the project would not have direct impacts on these species. However, indirect impacts from construction and operation of the project could result in indirect adverse impacts on these species.

Finding

As authorized by Public Resources. Code Section 21081(a)(1) and Title 14, California Code of Regulations Section 15091(a)(1), the City finds that changes or alterations have been required herein, incorporated into the project, or required as a condition of project approval, which mitigate or avoid the significant environmental impact listed above. The City further finds that the change or alteration in the project or the requirement to impose the mitigation as a condition of project approval is within the jurisdiction of the City to require, and that this mitigation is appropriate and feasible.

Facts in Support of Finding. FEIR pages R-71 and R-72 identify Mitigation Measure MM Bio-7, which would reduce potential project impacts to a less-than-significant level. This shall be achieved through placement of a perimeter fence to prohibit human intrusion or access into the uplands buffer area, located between the developed lands and Gallinas Creek bank. This will preserve and protect the marsh habitats and uplands and reduce potential impacts to special status rodents and other wildlife species to a less-than-significant level.

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h. Impact Bio-8 Pallid Bat (and other Bat species)

Significant Impact. 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.

DEIR page 7-79 explains that, while this species is unlikely to roost on the site, the trees on site could be used for roosting by bats in general (although extremely unlikely, according to the biological assessment contained in the DEIR Chapter 7, and DEIR Appendix B).

Finding

As authorized by Public Resources. Code Section 21081(a)(1) and Title 14, California Code of Regulations Section 15091(a)(1), the City finds that changes or alterations have been required herein, incorporated into the project, or required as a condition of project approval, which mitigate or avoid the significant environmental impact listed above. The City further finds that the change or alteration in the project or the requirement to impose the mitigation as a condition of project approval is within the jurisdiction of the City to require, and that this mitigation is appropriate and feasible.

Facts in Support of Finding. FEIR page R-72 identifies Mitigation Measure MM Bio-8, which would reduce potential project impacts to a less-than-significant level. This would be achieved by conducted pre-construction surveys performed by a qualified biologist prior to any tree removal and following specified appropriate procedures and protocols in the event roosting bats are found.

i. Impact Bio-9 Impacts to CDFG Jurisdiction – Banks of the North Fork of Gallinas Creek

Significant Impact. “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.”

As discussed on DEIR page 7-80, the project would potentially impact the banks of the North Fork of the Gallinas Creek waterway as a result of improvements proposed to the existing bridge crossing. Specifically, the bridge improvements would include removing the existing bridge decking and rail, driving new piers into paved areas at the top of bank in order to support the new clear span bridge deck and pouring an 8 inch concrete driving surface across the bridge deck. A crane would be used to lower the new deck in place. No work in the creek channel is proposed. Existing wood piers would remain in place, ad support existing utility lines crossing under the bridge. Without proper prior authorization, these activities at the top of bank would be regarded as a significant impact to CDFG jurisdictional areas, which would be considered a significant impact under CEQA.

Finding

As authorized by Public Resources. Code Section 21081(a)(1) and Title 14, California Code of Regulations Section 15091(a)(1), the City finds that changes or alterations have been required herein, incorporated into the project, or required as a condition of project approval, which mitigate or avoid the significant environmental impact listed above. The City further finds that the change or alteration in the project or the requirement to impose the mitigation as a condition of project approval is within the jurisdiction of the City to require, and that this mitigation is appropriate and feasible.

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Facts in Support of Finding. The significant impact listed above would be reduced to a less-than-significant level through implementation of Mitigation Measure Bio-9 as described in FEIR pages R-72 and R-73 (as further amended by the FEIR Errata Sheet, Exhibit A to the Planning Commission Resolution 11-16, adopted January 24, 2012), and set forth in the MMRP (attached). These measures include requirements to limit work on the bridge to occur during summer and early fall periods of low stream flow and dry weather, that no work be allowed below the creek high water mark, and compliance with the conditions of the California Department of Fish and Game Streambed Alteration Agreement (SBAA). The SBAA Notification Number 1600-2006-0266-3 is valid until December 31, 2013 with construction period limited to occur between July 15 and October 15. Implementation of the terms and conditions of the SBAA as required by MM Bio-9 will reduce the impacts to CDFG jurisdictional areas to a level considered less than significant under the SBAA, and therefore, CEQA.

(4) Cultural Resources – Chapter 8

a. Impact CR-1 Discovery of Resources

Significant Impact. The proposed Project has the potential to disturb unidentified Prehistoric, Archaeological or Historic resources on the Project site.

As described on DEIR pages 8-14, although the potential to find culturally or archaeologically significant resources on this site is low (considering its former tidally influenced baylands condition and fill) accidental discovery of cultural resources during development must be anticipated to occur pursuant to the CEQA Guidelines.

Finding

As authorized by Public Resources, Code Section 21081(a)(1) and Title 14, California Code of Regulations Section 15091(a)(1), the City finds that changes or alterations have been required herein, incorporated into the project, or required as a condition of project approval, which mitigate or avoid the significant environmental impact listed above. The City further finds that the change or alteration in the project or the requirement to impose the mitigation as a condition of project approval is within the jurisdiction of the City to require, and that this mitigation is appropriate and feasible

Facts in Support of Less-Than-Significant Finding. The significant impact listed above would be reduced to a less-than-significant level through implementation of Mitigation Measure CR-1 as described in FEIR page R-73, and set forth in the MMRP (attached). This measure includes requirements to have a qualified archaeologist monitor the site during pre-construction and construction activities, and evaluate any potential discovery of archaeological features. This is a standard mitigation measure found in the CEQA Guidelines.

(5) Geology and Soils – Chapter 9

a. Impact Geo 1 Unstable Geologic Unit or Soil

Significant Impact. 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.

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As described on DEIR pages 9-28 through 9-30, the soil underlying the project is composed of highly compressible Bay Mud, to a depth of 28-feet, which is not suitable for at-grade foundation support. Further, additional fill is not appropriate for the foundation support because of the potential for new fill to induce further settlement. Fill is proposed for parking lot, driveway and site improvements around the new building. This fill would be subject to six inches of long-term differential settlement for each foot of new fill. Construction of the project without proper engineered foundation design is a potentially significant impact. As described on DEIR pages 9-32 through 9-33, the on-site Clay soils are considered to be expansive soils. However, the depth of the soils would not pose a significant impact. Fills places on-site would not support proposed slab parking lot, field and walkways due to the potential for differential settlement to occur.

Finding

As authorized by Public Resources Code Section 21081(a)(1) and Title 14, California Code of Regulations Section 15091(a)(1), the City finds that changes or alterations have been required herein, incorporated into the project, or required as a condition of project approval, which mitigate or avoid the significant environmental impact listed above. The City further finds that the change or alteration in the project or the requirement to impose the mitigation as a condition of project approval is within the jurisdiction of the City to require, and that this mitigation is appropriate and feasible.

Facts in Support of Finding. The significant impact listed above would be reduced to a less-than-significant level through implementation of Mitigation Measure Geo-1, as described on FEIR pages R-73 through R-77, and set forth in the MMRP (attached). This measure requires support of the structure on driven piles. It also requires certain pavement quality criteria to be designed to accommodate the potential long-term differential settlement that is projected to occur. Mitigation Measure Geo-1 requires the submittal of a grading plan and design plans to incorporate hinge joints reinforced to structurally span the settlement and flexible utility lines with sufficient slack to accommodate settlement, which reduces this impact to less-than-significant.

Mitigation Measure Geo-1 specifies the design requirements necessary to address differential settlement for poured slab walkways and utility lines, as further discussion in Section I.C(5)a finding above, which would reduce this impact to less-than-significant.

(6) Hazards – Chapter 10

a. Impact Haz-1a Exceedance of Single-Acre Criterion

Significant Impact. The highest estimated concentration of people in a single-acre area of 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.

As described on DEIR page 10-17 through 10-20 the project site is located near an active private airport which poses potential risk to occupants using the facility. Analysis of airport hazard impacts prepared by Mead & Hunt DEIR Appendix H, identifies that 216 users would be on-site during peak usage of the recreational facility which would slightly exceed the single-acre criterion of 200 people for Airport Safety Zone 5-Sideline Zone (DEIR Table 10-1). Further, the facility would attract youth and elderly users and spectators that may find it difficult to move out of harms way if an aircraft accident should occur. This

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would be potentially significant if risk-reduction design features were not incorporated into the building design. These measures would satisfactorily reduce potential impacts to a less than significant level.

Finding

As authorized by Public Resources. Code Section 21081(a)(1) and Title 14, California Code of Regulations Section 15091(a)(1), the City finds that changes or alterations have been required herein, incorporated into the project, or required as a condition of project approval, which mitigate or avoid the significant environmental impact listed above. The City further finds that the change or alteration in the project or the requirement to impose the mitigation as a condition of project approval is within the jurisdiction of the City to require, and that this mitigation is appropriate and feasible.

Facts in Support of Finding. The significant impact listed above would be reduced to a less-than-significant level through implementation of Mitigation Measure Haz-1, described in FEIR page R-77, and set forth in the MMRP (attached). This measure requires that the project incorporate risk reduction design features for the building and warm-up field, such as requiring enhanced fire sprinkler systems and increased exits for the building, ensuring structures and landscape improvements would not violate the 7:1 Transitional Surface (ascending clear zone) for aircraft in flight, installing safety lighting on tall points of structures, and limiting occupancy within the warm up field to 50 persons. These measures would satisfactorily reduce potential impacts to a less-than-significant level.

b. Impact Haz-1b Expose People to Hazards

Significant Impact. 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.

Finding

As authorized by Public Resources. Code Section 21081(a)(1) and Title 14, California Code of Regulations Section 15091(a)(1), the City finds that changes or alterations have been required herein, incorporated into the project, or required as a condition of project approval, which mitigate or avoid the significant environmental impact listed above. The City further finds that the change or alteration in the project or the requirement to impose the mitigation as a condition of project approval is within the jurisdiction of the City to require, and that this mitigation is appropriate and feasible.

Facts in Support of Finding. The significant impact listed above would be reduced to a less-than-significant level through implementation of Mitigation Measure Haz-1, described in FEIR page R-77, and set forth in the MMRP (attached). This measure requires that the project incorporate risk reduction design features for the building and warm-up field, such as requiring enhanced fire sprinkler systems and increased exits for the building, ensuring structures and landscape improvements would not violate the 7:1 Transitional Surface (ascending clear zone) for aircraft in flight, installing safety lighting on tall points of structures, and limiting occupancy within the warm up field to 50 persons. These measures would satisfactorily reduce potential impacts to a less-than-significant level. This has been further documented in the January 24, 2012 Report to Planning Commission commencing at page 24.

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c. Impact Haz-2 Hazards to Flight

Significant Impact. 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.

As described on DEIR page 10-21 through 10-25 the project could encroach slightly within navigable air-space, creating an obstruction to flight which would be potentially significant.

Finding

As authorized by Public Resources. Code Section 21081(a)(1) and Title 14, California Code of Regulations Section 15091(a)(1), the City finds that changes or alterations have been required herein, incorporated into the project, or required as a condition of project approval, which mitigate or avoid the significant environmental impact listed above. The City further finds that the change or alteration in the project or the requirement to impose the mitigation as a condition of project approval is within the jurisdiction of the City to require, and that this mitigation is appropriate and feasible.

Facts in Support of Finding. Mitigation Measure Haz-2 as described on FEIR page R-77 and R-78, and incorporated into the MMRP (attached) would eliminate flight hazards by ensuring the height of structures and landscaping would remain clear of the 7:1 Transitional Surface (ascending clear zone) for aircraft in flight, add obstruction lights to specific points on the building and fencing and field lighting, shield light sources, restrict parking to compact spaces along the parking row nearest the airstrip, lower construction cranes at the end of each day, file a Notice of Proposed Construction or Alteration to the FAA and obtain a determination of No Hazard to Air Navigation. These measures would reduce impacts to a less-than-significant level.

(7) Hydrology and Water Quality – Chapter 11

a. Impact Hyd-1 Water Quality and Waste Discharge

Significant Impact. 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*.

As described on DEIR pages 11-21 through 11-22, and page 11-28, project grading, construction and operational activities may result in increased pollution entering North Fork of Gallinas Creek and San Rafael Bay. As described on DEIR page 11-26, the grading activities could increase potential for siltation and erosion. Site runoff is carried into drainage ditches on-site to a holding pond that pumps drainage to the Gallinas Creek. Any reduction in water quality would have potential adverse impacts on the waterway, and would be considered potentially significant if not properly treated in compliance with local and state regulations.

Finding

As authorized by Public Resources. Code Section 21081(a)(1) and Title 14, California Code of Regulations Section 15091(a)(1), the City finds that changes or alterations have been required herein, incorporated into the project, or required as a condition of project approval, which mitigate or avoid the significant environmental impact listed above. The

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City further finds that the change or alteration in the project or the requirement to impose the mitigation as a condition of project approval is within the jurisdiction of the City to require, and that this mitigation is appropriate and feasible.

Facts in Support of Finding. The significant impact listed above would be reduced to a less-than-significant level through implementation of Mitigation Measures Hyd-1a, Hyd-1b, Hyd-1c, Hyd-1d, Hyd-1e and Hyd-1f, as described on FEIR pages R-78 through R-83 and incorporated in the MMRP (attached). These measures require the following plans and documents to be prepared and submitted to the City for review and approval prior to issuance of a grading permit: an Erosion Control Plan, NPDES Permit, Stormwater Pollution Prevention Plan (SWPPP) and Stormwater Management Plan. In addition, plans shall include construction of grassed drainage swales to filter runoff, and maintenance of paved road shall be required for the duration the facility operations. Implementation of these measures would reduce construction-related water quality impacts to less than significant levels by preventing construction-related erosion and reducing pollutants in stormwater discharges to the maximum extent practicable. Further, operation-related water quality impacts on the Bay from non-point source pollutants would be reduced to less-than-significant because construction and structural and non structural devices that filter or treat pollutants in stormwater would be implemented, including implementation of best management practices pre and post construction, bioswales and drain inlet filters.

FEIR Master Response Hyd-5 further discusses the water quality impacts of the project. The January 24, 2012 Report to Planning Commission, page 21 through 23 explains that field turf and grass fields would not create additional, unanticipated impacts. The mitigation measures in the FEIR adequately address all potential water quality impacts, including runoff from paved surfaces, grass fields and artificial field turf.

b. Impact Hyd-2 Flooding as a result of Levee Failure

Significant Impact. The Project site is located within a 100-year flood zone. The Project site is protected by nine foot levees on the 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 flood-proofing standards are implemented to protect the buildings in the event of flooding, this impact is considered potentially significant.

As described on DEIR page 11-30 through 11-32, the project is located within a 100-year flood zone, below the +6 foot NGVD flood level, and is protected from flood waters by nine-foot high levees that surround the site. The project site area would be raised to +1 foot NGVD elevation. However, failure to implement FEMA-established flood proofing standards to protect the building in the event of flooding would be potentially significant.

Finding

As authorized by Public Resources Code Section 21081(a)(1) and Title 14, California Code of Regulations Section 15091(a)(1), the City finds that changes or alterations have been required herein, incorporated into the project, or required as a condition of project approval, which mitigate or avoid the significant environmental impact listed above. The City further finds that the change or alteration in the project or the requirement to impose the mitigation as a condition of project approval is within the jurisdiction of the City to require, and that this mitigation is appropriate and feasible.

Facts in Support of Finding. The potential significant impact listed above would be reduced to a less-than-significant level through implementation of Mitigation Measures

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Hyd-2a and Hyd-2b, as listed on FEIR pages R-83 through R-86 and incorporated in the MMRP (attached). These measures require implementation of the FEMA approved flood proofing for the building, and preparation of finalized hydrology report and grading and drainage plans. This would reduce projects impact associated with risk of loss, injury or death as a result of levee failure to a level of less than significant. Further, as discussed in FEIR Master Response Hyd-2 and Hyd-3 the condition of the levee has been assessed and confirmed the earthen levee compaction has completed, thus the levee would respond as anticipated during an earthquake and is not considered to be susceptible to ground failure.

(8) Noise – Chapter 12

a. Impact N-1 Long-term (Operational) Noise Impacts

Significant Impact. 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.

As described on DEIR pages 12-15 through 12-21, FEIR pages C&R-37 through C&R-39, and FEIR Errata page 4, operation of the facility would have the potential to increase noise levels on the project site, which could adversely affect nearby residential uses.

Finding

As authorized by Public Resources. Code Section 21081(a)(1) and Title 14, California Code of Regulations Section 15091(a)(1), the City finds that changes or alterations have been required herein, incorporated into the project, or required as a condition of project approval, which mitigate or avoid the significant environmental impact listed above. The City further finds that the change or alteration in the project or the requirement to impose the mitigation as a condition of project approval is within the jurisdiction of the City to require, and that this mitigation is appropriate and feasible.

Facts in Support of Less-Than-Significant Finding. The significant impact described above would be mitigated to a less-than-significant level by implementing Mitigation Measure N-1, described in FEIR page R-86 and R-87 (as revised by the FEIR Errata Sheet Exhibit A to the Planning Commission Resolution 11-16 adopted January 24, 2012), and incorporated in the MMRP (attached). This measure would mitigate evening noise by requiring outdoor fields to close at 9pm weekday nights and 10pm weekend nights (Friday and Saturday) if noise levels at the closest residential boundary are increased by 1 decibel above the 40dBA nighttime noise threshold as a result of field usage.

b. Impact N-2 Short-term (Construction) Noise Impacts

Significant Impact. Construction activities could disrupt softball practices or games on the closest field, a potentially significant impact.

As described on DEIR pages 12-22 through 12-26, noise and vibration associated with construction activities could disrupt recreational use, practices or games on the closest fields in McInnis Park, which is considered potentially significant. Annoyance from vibration may also occur, but would not be significant.

Finding

As authorized by Public Resources. Code Section 21081(a)(1) and Title 14, California Code of Regulations Section 15091(a)(1), the City finds that changes or alterations have been required herein, incorporated into the project, or required as a condition of project

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approval, which mitigate or avoid the significant environmental impact listed above. The City further finds that the change or alteration in the project or the requirement to impose the mitigation as a condition of project approval is within the jurisdiction of the City to require, and that this mitigation is appropriate and feasible.

Facts in Support of Less-Than-Significant Finding. Mitigation Measures N-2 and N-3 as discussed in FEIR pages R-87 through R-89 and incorporated in the MMRP (attached) mitigate construction related noise impacts to a less-than-significant level. These measures require that construction be limited to the hours specified in the City Noise Ordinance, equipment use best available noise controls, work scheduled to avoid set practice and game times on the closest field, predrilling of holes for piles to minimize the duration of pile driving, use of available technologies to minimize power equipment noise and identification of a site noise disturbance coordinator to respond to any local complaints about construction noise.

c. Impact N-3 Pile Driving

Significant Impact. 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.

Finding

As authorized by Public Resources Code Section 21081(a)(1) and Title 14, California Code of Regulations Section 15091(a)(1), the City finds that changes or alterations have been required herein, incorporated into the project, or required as a condition of project approval, which mitigate or avoid the significant environmental impact listed above. The City further finds that the change or alteration in the project or the requirement to impose the mitigation as a condition of project approval is within the jurisdiction of the City to require, and that this mitigation is appropriate and feasible.

Facts in Support of Finding. Mitigation Measure N-3 as discussed in FEIR page R-89 would require use of predrilled holes to reduce pounding required for pile driving. This would eliminate duration of noise (as well as vibration, which would not be significant). Restriction on pile driving to daytime hours would reduce potential impacts from noise and vibration. This is further mitigated by pre-drilling holes which will substantially lessen the amount of time required to drive piles.

D. SIGNIFICANT IMPACTS THAT CANNOT BE AVOIDED

As authorized by Public Resources Code section 21081(a)(1) and CEQA Guidelines Section's 15091 and 15092, the FEIR is required to identify the significant impacts that cannot be reduced to a less-than-significant level through mitigation measures. The FEIR has concluded that the project will not result in any significant impacts that are unavoidable and or cannot be mitigated. Thus, there are no significant and unavoidable impacts of the project that would require adoption of a Statement of Overriding Considerations pursuant to Section 15093(a) of the CEQA Guidelines in order to approve the project.

E. REVIEW AND REJECTION OF PROJECT ALTERNATIVES

CEQA Guidelines Section 15126.6 mandates that every EIR evaluate alternatives including a no-project alternative, plus a feasible and reasonable range of alternatives to the project or its location.

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The alternatives in the FEIR were formulated considering the objectives of the City of San Rafael and the Project Sponsor Objectives outlined on DEIR Chapter 16 pages 16-1 through 16-28 and FEIR pages R-46 through R-51. Alternatives provide a basis of comparison to the project in terms of beneficial and significant impacts. However, since the FEIR has concluded that the proposed project would not result in significant, unavoidable environmental impacts, the alternatives analysis focuses on project alternatives that would have the potential to further decrease or eliminate significant project impacts that can be mitigated. This comparative analysis is used to consider reasonable, feasible options for minimizing environmental consequences of a project.

These findings describe and reject, for reasons documented in the FEIR and summarized below, each of the project alternatives, and the City finds that approval and implementation of the initial project design as described and assessed in the FEIR is appropriate. The evidence supporting these findings is presented in Chapter 16 of the DEIR, FEIR Master Responses 23 and 24 (Alt-1 and Alt-2), and pages R-46 through R-51 of the FEIR.

(1) Alternative 1A: No Project/Recreation use that conforms to existing PD District and Master Use Permit

This alternative examined impacts resulting from development of an outdoor soccer field and warm-up area (no building) that would conform to the existing San Rafael Airport Master Plan (PD1764 District) and Master Use Permit and the existing airport access bridge would remain (single-lane width). Under this alternative, the proposed recreation building would be replaced by an additional, full-sized outdoor sport field, and the area proposed for the building's dance and gymnastics area would be replaced by a playground. Under this alternative, field lighting would still be allowed; however, only where it is currently proposed. The facility would close at 10:00pm, similar to the neighboring McInnis Park facilities.

Finding

Specific economic, social and environmental considerations make this alternative a less desirable alternative for the project sponsor and the City of San Rafael.

Facts in Support of Finding

1. This alternative would not meet the basic project objectives to provide a needed multi-sport athletic facility for the City of San Rafael and Marin County consistent with San Rafael General Plan 2020 Park and Recreation Element Policies PR-13 and PR-14.
2. This alternative and the proposed project would have comparable similar or less intense potentially significant impacts to land use, aesthetics, air quality, biological resources, cultural resources, geology and soils, exposure to hazards, hydrology and water quality, noise, traffic and circulation, agricultural resources, mineral resources, population and housing, public services, recreation, utilities and services, cumulative and growth inducing impacts.
3. The elimination of the building would reduce the number of site users and be a lower intensity use of the site. However, it would not avoid or significantly reduce a potentially significant unavoidable impact as the project would result in none. This alternative would lessen aesthetic impacts from partial view blockage of hills to the south, reduce biological impacts from construction noise, eliminate construction noise and geological issues from pile driving activities, reduce potential flooding impacts and energy consumption that would be associated with the building, reduce number of occupants that could potentially be exposed to aircraft hazards, than under the proposed project.

(2) Alternative 1B: No Project/No Build (Status Quo)

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This alternative would result in no physical or operational changes to the project site. Existing conditions at the project site would remain unchanged with the implementation of this alternative. Additionally, amendments San Rafael Airport Master Plan would not occur.

Finding

Specific economic, social and other considerations make Alternative 1, identified in the EIR and described above, an infeasible alternative.

Facts in Support of Finding

1. The No Project Alternative would not provide a needed multi-sport athletic facility for the City of San Rafael and Marin County consistent with San Rafael General Plan 2020 Park and Recreation Element Policies PR-13 and PR-14.
2. This alternative would not fulfill the objective to provide equal recreational opportunities for all family members, as called for in policy PR-4 of the San Rafael General Plan.
3. While all of the potential impacts associated with the project would be avoided under this alternative, the recreation needs would not be met.
4. The No Project Alternative would not meet the project sponsor's objectives in that no development would occur on the project site.

(3) Alternative 2: Reduced Intensity Recreation Facility

This alternative examined impacts resulting from development of a reduced-intensity recreation facility. Under this alternative, a smaller indoor sports facility would be developed (elimination of the 26,000-square-foot dance and gymnastics area). Under this alternative, no field lighting would be proposed and evening lighting would be limited to road, parking lot and security lights. The facility would close at 10:00pm similar to the neighboring McInnis Park facilities.

Finding

Specific economic, social and environmental considerations make this alternative a less desirable alternative for the project sponsor and the City of San Rafael.

Facts in Support of Finding

1. This alternative would partially fulfill the objective to provide a multi-sport athletic facility for the City of San Rafael and Marin County consistent with San Rafael General Plan 2020 Park and Recreation Element Policies PR-13 and PR-14. The reduced facility would not meet the further objective to serve a broad cross section of the community and minimize chances for failure of the facility use should any single operator cease business.
2. This alternative would not fulfill the objective to provide equal recreational opportunities for all family members, as called for in policy PR-4 of the San Rafael General Plan. Adult teams could not be accommodated on the outdoor field for nighttime use, which would limit availability for adult and/or youth play.
3. This alternative and the proposed project would have comparable similar or less intense potentially significant impacts to land use, aesthetics, air quality, biological resources, cultural resources, geology and soils, exposure to hazards, hydrology and water quality, noise, traffic and circulation, agricultural resources, mineral resources, population and housing, public services, recreation, utilities and services, cumulative and growth inducing impacts.
4. The elimination of indoor court uses in the building and nighttime field use would reduce the number of site users and provide a lower intensity use of the site. However, it would not avoid or significantly reduce a potentially significant unavoidable impact because the

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project would result in none. It would lessen aesthetic impacts from partial view blockage of hills to the south and nighttime light and glare, reduce biological impacts from nighttime noise and lighting, lessen construction noise and geological issues from pile driving activities, reduce potential flooding impacts and energy consumption that would be associated with the building, and reduce number of occupants that could potentially be exposed to aircraft hazards, than under the proposed project.

(4) Alternative 3: Alternative Location

CEQA Guidelines Section 15126.6(f)(2)(A) requires that alternative locations for the project be considered if potential impacts can be avoided or substantially lessened. The DEIR included a review of the San Rafael General Plan 2020 Land Use Map finding that there are few, if any, areas or sites within San Rafael that could accommodate the project. The DEIR also considered a list of 14 alternative sites in Marin County that were compiled by the project sponsor which were considered and rejected by the sponsor prior to filing planning applications for the proposed project. The alternative site list is provided in DEIR Appendix B. None of the alternative sites proved to be suitable in meeting the basic objectives of the project sponsor. Further, the project sponsor does not possess development rights on other sites within the City, which would make it feasible to consider another location.

Finding

Specific economic, social and environmental considerations make this alternative a less desirable alternative for the project sponsor and the City of San Rafael.

Facts in Support of Finding

1. This alternative would not meet basic project objective to provide a multi-sport athletic facility for the City of San Rafael and Marin County consistent with San Rafael General Plan 2020 Park and Recreation Element Policies PR-13 and PR-14. None of the other sites identified proved suitable to attain the projects basic objectives for providing a multi-use recreational facility. Additionally, the site is located near other complementary recreational facility uses located at McInnis Park.
2. Impacts associated with another site would likely result in a similar level of environmental review, and all impacts associated with this site can be reduced to a less-than-significant level.

Consistent with CEQA Guidelines 15126.6(e), an environmentally superior alternative must be identified among the alternatives that were studied. The FEIR concluded that Alternative 1A (No Project/Recreation use that conforms to the PD and Master Use Permit) and Alternative 1B (No Project/No Build (Status Quo) are the environmentally superior alternatives, followed by Alternative 2 (Reduced Intensity Recreation Facility). However, alternatives 1A and 1B would not meet the basic project objective of constructing a full-service recreation facility. Alternative 2 would meet some of the basic project objectives, but it would preclude evening use by adults, which is necessary in order to make the facility commercially viable, as the children-only soccer use would not generate sufficient revenue to economically support the facility.

BE IT FURTHER RESOLVED, that the Planning Commission recommends to the City Council approval of the MMRP presented in attached Exhibit A in order to facilitate monitoring of the project mitigation measures consistent with the provisions of CEQA, finding that the MMRP has been prepared in accordance with the CEQA Guidelines. Furthermore, following certification, the Planning Commission recommends that the City Council direct staff to file a Notice of Determination with the Marin County Clerk within five working days after deciding to approve the project, accompanied by all required filing

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fees which shall be paid by the Project applicant, and effect disposition of the FEIR in compliance with the CEQA Guidelines.

The foregoing resolution was adopted at the regular City of San Rafael Planning Commission meeting held on the ___ day of _____ 2012.

Moved by Commissioner _____ and seconded by Commissioner _____.

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Paul A. Jensen, Secretary

Viktoriya Wise, Chair

Exhibit A: Mitigation Monitoring and Reporting Program (MMRP)

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EXHIBIT A

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
San Rafael Airport Recreational Facility FEIR (SCH 2006-012-125)
 Reviewed: 3.15.2012

MITIGATION MEASURE	IMPLEMENTATION PROCEDURE	MONITORING RESPONSIBILITY	MONITORING / REPORTING ACTION & SCHEDULE	NON-COMPLIANCE SANCTION / ACTIVITY	MONITORING COMPLIANCE RECORD (NAME & DATE)
<p>AESTHETICS</p> <p>MM Aesth-1a: Design Review Board Lighting Approval. Prior to issuance of building permits, the Project Proponent shall prepare a final exterior lighting plan and photometric analysis for all areas of the Project site subject to review and approval by the Design Review Board. The plan shall meet the following performance standards, and include the following information:</p> <ul style="list-style-type: none"> • 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; • 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. 	<p>(1) Project sponsor obtains final approvals of details from Design Review Board prior to issuance of building permits.</p> <p>(2) Conduct site inspection to confirm installation pursuant to plans</p> <p>(3) Monitor site for duration of use for ongoing compliance</p>	<p>(1) Planning Division</p> <p>(2) Planning Division</p> <p>(3) Code Enforcement Division</p>	<p>(1) Incorporate as condition of project approval no. UP __; ED __</p> <p>(1) Planning Division confirms appropriate approvals have been obtained prior to issuance of building permit</p> <p>(2) Planning Division confirms details have been implemented per approved plans prior to building occupancy</p> <p>(3) Verify compliance in response to complaints or reports of noncompliance</p>	<p>(1) Deny issuance of building permit until approvals have been obtained.</p> <p>(2) Deny final inspection for occupancy</p> <p>(3) Issue citation(s) and pursue Code enforcement, as appropriate</p>	

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
San Rafael Airport Recreational Facility FEIR (SCH 2006-012-125)
Reviewed: 3.15.2012

MITIGATION MEASURE	IMPLEMENTATION PROCEDURE	MONITORING RESPONSIBILITY	MONITORING / REPORTING ACTION & SCHEDULE	NON-COMPLIANCE SANCTION / ACTIVITY	MONITORING COMPLIANCE RECORD (NAME & DATE)
<p>MM Aesth-1b: Design Review Board Materials and Colors and Landscape Plan 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, the DRB shall review and approve the Project final landscape plans for the entire site. The plan shall show the area where the DRB requested the gap in the Eucalyptus row to be filled in. Replacement species shall be consistent with City tree guidelines.</p>	<p>(1) Project sponsor obtains approvals from Design Review Board prior to issuance of building permits (2) Planning Division conducts final inspection</p>	<p>(1,2) Planning Division</p>	<p>(1) Incorporate as condition of project approval no. ED ___ (1,2) Planning and Building Division's verify appropriate approvals obtained prior to issuance of building permit and prior to occupancy</p>	<p>(1,2) Deny issuance of building permit and/or occupancy</p>	
<p>AIR QUALITY</p>	<p>MM AQ-1a: Construction Impacts. The Project Contractor shall implement the following control measures during construction activities to reduce PM₁₀ emissions per the BAAQMD's recommendation.</p> <ul style="list-style-type: none"> 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 1/4 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 	<p>Project sponsor incorporates requirements on grading plans prior to issuance of grading/building permits Project sponsor provides contact information prior to issuance of building permits and installs signage prior to construction</p>	<p>Incorporate as condition of project approval no.(s) ED ___ Building Division verifies appropriate approvals obtained prior to issuance of Grading/building permit</p>	<p>(1) Deny issuance of building permit (2) Issue stop work notice for violations during construction</p>	

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
San Rafael Airport Recreational Facility FEIR (SCH 2006-012-125)
 Reviewed: 3.15.2012

MITIGATION MEASURE	IMPLEMENTATION PROCEDURE	MONITORING RESPONSIBILITY	MONITORING / REPORTING ACTION & SCHEDULE	NON-COMPLIANCE SANCTION / ACTIVITY	MONITORING COMPLIANCE RECORD
<ul style="list-style-type: none"> soil stabilizers. 	<ul style="list-style-type: none"> Any exposed stockpiles (dirt, sand, etc.) shall be enclosed, covered and watered twice daily or non-toxic soil binders shall be applied to any exposed stockpiles 				
<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Excavation and grading activity shall be suspended when wind gusts exceed 25 miles per hour. 				
<ul style="list-style-type: none"> Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site. 	<ul style="list-style-type: none"> 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. 				
<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> The above requirements shall be noted on the grading plans or building permit plans prepared for the Project prior to issuance of any permit. 				
<p>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 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.</p>	<p>Project sponsor incorporates on plans prior to issuance of building permits</p>	<p>Planning Division Building Division</p>	<p>Incorporate as condition of project approval no. ED ____ Planning Division verifies prior to issuance of building permit</p>	<p>(1) Deny issuance of building permit (2) Issue stop work order</p>	

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
San Rafael Airport Recreational Facility FEIR (SCH 2006-012-125)
 Reviewed: 3.15.2012

MITIGATION MEASURE	IMPLEMENTATION PROCEDURE	MONITORING RESPONSIBILITY	MONITORING / REPORTING ACTION & SCHEDULE	NON-COMPLIANCE SANCTION / ACTIVITY	MONITORING COMPLIANCE RECORD (NAME & DATE)
<p>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.</p>	<p>Planning Division verifies prior to prior to issuance of building permits</p>	<p>Planning Division Building Division</p>	<p>Incorporate as condition of project approval no. ED ___ and verify prior to issuance of building permit</p>	<p>Deny issuance of building permit</p>	
<p>MM AQ-2 Greenhouse Gas Reduction Strategies Compliance. The applicant shall implement all of the City of San Rafael November 2010 BAAQMD Qualified Greenhouse Gas Reduction Strategy checklist's <i>Required Elements</i>; as indicated in the checklist prepared and submitted by the project applicant. Additionally, the applicant shall implement the GHG Reduction Strategy checklist's <i>Recommended Elements</i>, as proposed by the project applicant and required as a condition of approval to comply with City Municipal Code Requirements. Additional strategies shall be implemented, to the extent feasible, as determined by City of San Rafael Building, Planning and Public Works in order to further reduce the project generated GHG emission.</p>					
<p>BIOLOGICAL RESOURCES</p>					
<p>MM Bio-1a: Listed Anadromous Fish Species – Pile Driving. Bridge construction shall proceed according to the following:</p> <ul style="list-style-type: none"> • 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 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 	<p>Project sponsor obtains approvals from appropriate agencies prior to issuance of building permits Project sponsor specifies work limitations on project plans</p>	<p>Planning Division Building Division</p>	<p>Incorporate as condition of project approval no. ED ___ Building Division verifies appropriate approvals obtained prior to issuance of building permit</p>	<p>Deny issuance of building permit</p>	<p>Planning and Building require compliance as</p>

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
San Rafael Airport Recreational Facility FEIR (SCH 2006-012-125)
Reviewed: 3.15.2012

MITIGATION MEASURE	IMPLEMENTATION PROCEDURE	MONITORING RESPONSIBILITY	MONITORING / REPORTING ACTION & SCHEDULE	NON-COMPLIANCE SANCTION / ACTIVITY	MONITORING COMPLIANCE RECORD (NAME & DATE)
<p>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.</p> <ul style="list-style-type: none"> • Any conditions of the SBAA imposed by the CDFG shall also become conditions of the Project approval. • Compliance with Best Management Practices for sediment and erosion control as detailed in the SWPPP and ECP prepared for the project shall be taken to prevent silt-laden or contaminated runoff from entering the stream. Measures to control runoff from entering the stream could include the placement of fiber rolls and silt fences, containing wastes, dry sweeping instead of washing down impervious surfaces, and providing proper washout areas for the construction contractor. • 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. 			<p>condition and verify prior to issuance of building/grading permits</p> <p><u>Post Permit Issuance</u> Building Division monitors during site inspections</p>	<p><u>Post Permit</u> Issue stop work order for violations</p>	
<p>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:</p> <ul style="list-style-type: none"> • The SWPPP and SWMP will be designed 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 	<p>Project sponsor submits plans and obtains approvals from prior to issuance of building permits</p>	<p>Planning Division</p> <p>Building Division</p> <p>Public Works</p>	<p>Incorporate as condition of project approval no. ED —</p> <p>Building Division verifies appropriate approvals obtained prior to issuance of building permit</p> <p><u>Post Permit Issuance</u> Building Division monitors during site inspections</p>	<p>Deny issuance of building permit</p> <p><u>Post Permit</u> Issue stop work order for violations</p>	

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<p>the Project site, the SWMP shall also address storm water detention and shall ensure that the volumetric flow rate of water discharged into the North Fork of Gallinas Creek does not exceed the pre-project rate. Treated storm water will continue to be discharged at constant rates up to the existing pump station capacity of 500,000 gallons per hour/18.5 cubic feet per second.</p>	<p>Planning Division requires as condition of approval</p>	<p>Planning Division</p>	<p>Incorporate as condition of approval no.(s) ED _____</p>	<p>Deny issuance of building permits</p>	<p>(NAME & DATE)</p>
<p>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 a minimum of ten-foot tall (which may consist of a standard 6-foot tall cyclone fence with a 4-foot netting extension) 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 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.</p>	<p>Project sponsor indicates improvements on plans submitted for building permit</p>	<p>Project sponsor indicates improvements on plans submitted for building permit</p>	<p><i>Post Permit Issuance</i> Building Division monitors during site inspections</p>	<p>Deny issuance of occupancy</p>	<p>(NAME & DATE)</p>
<p>MM Bio-2b: Permanent Conservation Area. The Project Applicant shall designate 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</p>	<p>Project sponsor submits deed restriction for recordation prior to issuance of building</p>	<p>Planning Division Building Division</p>	<p>Incorporate as condition of project approval no. ED _____ Planning Division</p>	<p>Deny issuance of building permit</p>	<p>(NAME & DATE)</p>

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<p>restrictions on the property. A deed restriction shall be recorded that specifies the prohibited and allowed uses of the buffer areas. The allowed uses would include the continued maintenance of the fields and levees, while the prohibited uses would prohibit any future development or land disturbance (outside of that required for routine maintenance and levee repairs) within the 100+-foot creek protection buffer that is designated as a conservation area. The deed restriction will become a condition of Project approval.</p>	<p>permit.</p>	<p>Planning Division</p>	<p>confirms deed restriction has been recorded prior to issuance of building permit</p>	<p>Issue stop work notice for violations during work</p>	<p>(NAME & DATE)</p>
<p>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 (i.e., aviation safety and flood control). Any scheduled maintenance by the airport operator along the North Fork of Gallinas Creek, other than vegetation control, should occur in August through January 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 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.</p>	<p>Require as a condition of approval Project sponsor adheres to maintenance schedule</p>	<p>Planning Division</p>	<p>Incorporate as condition of project approval no. ED ____ <u>Post Construction</u> Verify compliance in response to complaints or reports of noncompliance</p>	<p><u>Post Construction</u> Issue citation(s) and pursue Code enforcement, as appropriate Deny issuance of building permit</p>	
<p>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:</p>	<p>Project sponsor specifies work limitations on project plans</p>	<p>Planning Division Building Division</p>	<p>Incorporate as condition of project approval no.(s) ED ____</p>	<p><u>Post Permit</u> Issue stop work order for violations</p>	
<p>Pile driving associated with the recreational facility building shall not commence until September 1st and shall be completed by February 1st. Outside of pile driving, exterior construction of the recreational facility shall be allowed between July 1st and February 1st. Interior work shall be allowed without timing limitations. Construction shall not commence on the recreational facility Project on July 1st until a qualified biologist determines that there are no nesting California Clapper Rails or California Black Rails</p>	<p>Project sponsor obtains nesting surveys prior to issuance of building permits</p>	<p>Building Division</p>	<p>Planning/Building Division verifies compliance prior to issuance of building permit & monitors during site construction.</p>	<p>Issue stop work order for violations</p>	

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within 200 feet of the Project construction envelope. In the event nesting rails are found within 200 feet of the Project site on or after July 1st, construction shall be delayed until the nesting attempt is completed and the nest is abandoned or a qualified biologist determines that the nesting would not be adversely affected by commencement of the project. If California Clapper Rails or California Black Rails are determined to be nesting between 200 feet and 500 feet from the Project construction envelope on July 1st, the Project may proceed if a qualified biologist determines that the nesting rails would not be affected by the proposed construction activities. Under all circumstances any nest identified within 500 feet of the Project construction envelope would be monitored by a qualified biologist while construction activities were in progress. The monitoring biologist would have the right to shut down any and all construction activities immediately in the event that such activities were determined to be disturbing the nesting attempt. Nests greater than 500 feet away would not require biologist monitoring.

To account for California clapper rails or black rails, and other special-status birds, that-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. This mitigation measure provides conservation measures that are consistent with the ISP Best Management Practices."

Noise abatement measures shall include restricting construction to the daylight

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<p>hours and limiting the use of high decibel 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.</p>					(NAME & DATE)
<p>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.</p>					
<p>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.</p>	<p>Require as a condition of approval</p>	<p>Planning Division Code Enforcement Police Department</p>	<p>Incorporate as condition of project approval no. UP ____ Respond to reports of noise violations</p>	<p>Deny issuance of building permit Issue citations for violation and obtain compliance</p>	
<p>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</p>	<p>Require as a condition of approval</p>	<p>Planning Division Code Enforcement Police Department</p>	<p>Incorporate as condition of project approval no. UP ____; ED ____</p>	<p>Deny issuance of building permit or site occupancy permit</p>	

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<p>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.</p>	<p>Respond to reports of noise violations</p>	<p>Post-Construction</p>	<p>Issue citations for violation and obtain compliance.</p>		
<p>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 outdoor 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 use of the recreational facility's outdoor fields will not disrupt nocturnal wildlife species' activity patterns, allowing nocturnal migration movements through the project area after that time.</p>	<p>Require as a condition of approval</p>	<p>Planning Division Code Enforcement Police Department</p>	<p>Incorporate as condition of project approval no. UP ___; ED ___</p> <p>Respond to reports of lighting violations</p>	<p>Issue citations for violation and obtain compliance</p>	
<p>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 raptors in the area.</p>	<p>Require as a condition of approval</p> <p>Project sponsor obtains approvals from appropriate agencies prior to issuance of building permits</p>	<p>Planning Division Building Division</p>	<p>Incorporate as condition of project approval no. ED ___</p> <p>Monitor during construction</p> <p>Respond to reports of violations</p>	<p>Issue stop work order</p> <p>Issue citations for violation and obtain compliance</p>	
<p>MM Bio-4b: Nesting Raptors – Recreation Facility Construction. Exterior construction of the recreational facility shall be allowed between July 1 and February 1st, when most raptors are not expected to be nesting. In cases where a nest fails during egg-laying or early incubation, adults may recycle, laying a second set of eggs. In such cases the completion of the nesting season may be</p>	<p>Require as a condition of approval</p> <p>Project sponsor obtains approvals</p>	<p>Planning Division Building Division</p>	<p>Incorporate as condition of project approval no. ED ___</p> <p>Monitor during construction</p>	<p>Issue stop work order</p> <p>Issue citations for violation and obtain compliance</p>	

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<p>delayed until August. While this is rare, it can occur and thus out of an abundance of caution, a mitigation measure is provided to account for late nesting raptors.</p>	<p>from appropriate agencies prior to issuance of building permits</p>	<p>Respond to reports of violations</p>	<p>obtain compliance</p>	<p>(NAME & DATE)</p>	
<p>MM Bio-4c: Nesting Raptors – Pre-construction Nesting Surveys. Pre-construction nesting surveys shall be conducted by a “qualified biologist” as follows:</p>	<p>Require as a condition of approval</p>	<p>Planning Division Building Division</p>	<p>Incorporate as condition of project approval no. ED ___</p>	<p>Deny issuance of building permits</p>	
<ul style="list-style-type: none"> • A pre-construction nesting survey shall be conducted during the breeding season (February through July) 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. 	<p>Project sponsor obtains approvals from appropriate agencies prior to issuance of building permits</p>	<p>Monitor during construction</p>	<p>Issue stop work order</p>		
<ul style="list-style-type: none"> • 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 raptors are acclimated to people and disturbance, and/or 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. 		<p>Respond to reports of violations</p>	<p>Issue citations for violation and obtain compliance</p>		

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<p>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.</p> <p>MM Bio-5a: Western Burrowing Owl – Nesting Surveys. Pre-construction nesting surveys for Western burrowing owl shall be conducted by a “qualified biologist” as follows:</p> <ul style="list-style-type: none"> • Pre-construction Survey. A preconstruction survey of the Project site shall be conducted by a qualified biologist within 30 days prior to any ground disturbing activities to confirm the absence or presence of burrowing owls. 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). If western burrowing owls are not present, no further mitigation is required. • 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 	<p>Require as a condition of approval</p> <p>Planning Division Building Division</p>	<p>Incorporate as condition of project approval no.(s) ED _____</p> <p>Monitor during construction</p> <p>Respond to reports of violations</p>	<p>Deny issuance of building permits</p> <p>Issue stop work order</p> <p>Issue citations for violation and obtain compliance</p>	<p>(NAME & DATE)</p>	

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<p>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 31st. This fence removal date may be earlier than August 31st, or later, and would have to be determined by a qualified raptor biologist. Once the qualified raptor biologist confirms that there are no owls inside any active burrows, these burrows may be collapsed.</p>					<i>(NAME & DATE)</i>
<p>MM Bio-5b: 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 recommended by a qualified biologist. 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. The biologist shall consult with CDFG prior to initiating passive relocation measures. 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 two months of the relocation.</p>					
<p>MM Bio-5c: 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 recommended 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</p>					

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<p>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 determined to be suitable in consultation with 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. A detailed mitigation and monitoring plan shall be developed for the burrowing owl mitigation area. This plan shall be prepared by the project biologist in consultation with CDFG. 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.</p>	<p>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 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.</p>	<p>Require as a condition of approval Project sponsor obtains approvals from appropriate agencies prior to issuance of building permits</p> <p>Planning Division Building Division</p>	<p>Incorporate as condition of project approval no.(s) ED _____ Building Division verifies appropriate approvals obtained prior to issuance of building permit</p>	<p>Deny issuance of building permit Issue stop work order</p>	
<p>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 50-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</p>					

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<p>around the nest site(s) must be fenced with bright orange construction fencing. If nests are found off the Project site but within the appropriate buffer, the portion of the buffer on the Project site shall be fenced with bright orange construction fencing. No construction or earth-moving activity shall occur within a 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.</p>					(NAME & DATE)
<p>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 50-foot buffer demarcated by 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. Swallows species are the exception typically fledging and attaining sufficient flight skills in mid-July.</p>					
<p>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</p>	<p>Require as a condition of approval</p> <p>Project sponsor obtains approvals from appropriate agencies prior to issuance of building permits</p>	<p>Planning Division</p> <p>Building Division</p>	<p>Incorporate as condition of project approval no.(s) ED ____</p> <p>Building Division verifies appropriate approvals obtained prior to issuance of building permit & monitors during</p>	<p>Deny issuance of building permit</p> <p>Issue stop work order for non-compliance</p>	

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ensure the continued use of the protected area by sensitive wildlife species.	<p>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 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>i.e.</i>, 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.</p>	<p>Planning Division Building Division</p>	<p>construction Incorporate as condition of project approval no. ED ___ Building Division verifies appropriate approvals obtained prior to issuance of building permit & monitors during construction</p>	<p>Deny issuance of building permit Issue stop work order for non-compliance</p>	
<p>Revised 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:</p> <ul style="list-style-type: none"> • 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 through October 15 to account for California clapper rails or black rails, and other special-status birds, that could nest in the marsh habitats along the creek in the immediate area of the bridge. 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. The work on the bridge deck may be extended beyond the October 15th date allowed in the SBAA to February 1st under the condition that CDFG and the City 	<p>Require as a condition of approval Project sponsor obtains approvals from appropriate agencies prior to issuance of building permits</p>	<p>Planning Division Building Division</p>	<p>Incorporate as condition of project approval no. ED ___ Building Division verifies appropriate approvals obtained prior to issuance of building permit & monitors during construction</p>	<p>Deny issuance of building permit Issue stop work order for non-compliance</p>	

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(NAME & DATE)

- provide approval for this extension and appropriated weather related BMPs are implemented. Work up until February 1st is likewise outside of the Clapper rail, California black rail, and other special-status bird breeding seasons.
- The bridge pile-driving dates shall occur from September 1 through October 15th when potentially occurring anadromous fish are not expected to occur in the channel. While as permitted by CDFG, bridge decking work may continue after October 15th until February 1st, no work shall be allowed including pile driving, constructing abutments, or any other construction related activities that could otherwise negatively affect fish habitats between October 15th and September 1st.
 - No work shall occur below the top-of-bank or the normal high-water mark (i.e., the mean higher high tide) of the stream.
 - All conditions in the authorized SBAA shall also be made a condition of the project

CULTURAL RESOURCES

- MM CR-1a:** Monitoring. A qualified archaeological monitor shall be present during pre-construction and construction activities 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.

Require as a condition of approval

Planning Division
Building Division

Incorporate as condition of project approval no.(s)
ED _____
Building Division monitors during construction

Issue stop work order for non-compliance

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GEOLOGY and SOILS

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 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 slopes 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

Require as a condition of approval

Planning Division

Building Division

Incorporate as condition of project approval no. ED —

Building Division verifies prior to issuance of building permit & during inspections

Deny issuance of building permit

Withhold further inspections and permits until engineering review is satisfied during construction.

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<p>driven near the corners of the building and interior of the building to determine pile depths and production piles should be ordered based on the indicator 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.</p>	<p>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.</p>	<p>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 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.</p>	<p>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</p>		

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- k) and reinforced to structurally span the settlement.
 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.

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 that the Project was constructed in accordance with the recommendations identified in the geotechnical reports.

HAZARDS

- 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.

Require as a condition of approval
 Project sponsor obtains approvals from appropriate agencies prior to issuance of building permits

Planning Division
 Building Division

Incorporate as condition of project approval no. UP ___
 Building Division verifies prior to issuance of building permit

Deny issuance of building permit
 Confirm during site inspections and prior to occupancy

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<p>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:</p> <ul style="list-style-type: none"> • 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 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: <ul style="list-style-type: none"> ○ Southwesterly and southeasterly corners of building ○ Southwesterly and southeasterly ends of the fence fronting the airfield ○ 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 <p>Prior to issuance of building permits or authorization to construct, the applicant</p>	<p>Require as a condition of approval</p> <p>Project sponsor obtains approvals from appropriate agencies prior to issuance of building permits</p>	<p>Planning Division</p> <p>Building Division</p>	<p>Incorporate as condition of project approval no. UP —</p> <p>Building Division verifies prior to issuance of building permit</p>	<p>Deny issuance of building permit</p> <p>Confirm during site inspections and prior to occupancy</p>	(NAME & DATE)

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<p>should submit a <i>Notice of Proposed Construction or Alteration</i> (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 other tall construction equipment should be noted on the form.</p>	<p>Require as a condition of approval</p>	<p>Planning Division Building Division</p>	<p>Incorporate as condition of project approval no.(s) ED _____</p>	<p>Deny issuance of building permit</p>	
<p>HYDROLOGY and WATER QUALITY</p>	<p>Project sponsor obtains approvals from appropriate agencies prior to issuance of building permits</p>	<p>Public Works Code Enforcement</p>	<p>Building Division verifies appropriate approvals obtained prior to issuance of building permit & verifies compliance during construction</p>	<p>Issue stop work for non-compliance</p>	
<p>MM Hyd-1a: Erosion Control Plan. Prior to issuance of a grading permit, a California Registered Civil Engineer retained by 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 control and manage erosion and sediment, control and treat runoff, and promote infiltration of runoff from new impervious surfaces resulting from construction activities in order to minimize erosion and runoff to the maximum extent feasible. At a minimum, the ECP and written narrative shall include the following:</p> <ul style="list-style-type: none"> • 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 and description of erosion control measures on slopes, lots, and streets, based on recommendations contained in the <i>Erosion and Sediment Control Field Manual</i> published by the San Francisco Regional Water Quality Control Board (RWQCB), the Association of Bay Area Governments' <i>Manual of Standards for Erosion and Sediment Control</i>, or equivalent document, as required by the City of San Rafael <i>General Plan 2020 Policy S-22 (Erosion)</i>. Measures could include, but are not limited to stabilizing the entrances, using straw wattles, installing silt fences, using erosion control blankets, and covering all exposed soil with straw mulch or a trackifier; • The location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, including measures to control dust; 	<p>agencies prior to issuance of building permits</p>	<p>Code Enforcement</p>	<p>Public Works verifies during construction</p> <p>Establish pertinent requirements as ongoing condition of approval</p>	<p>Deny permit final inspections / withhold further permits until compliance is achieved</p> <p>Verify pertinent requirements in recorded in CC&R's prior to occupancy</p>	

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<ul style="list-style-type: none"> • Identification and description of soil stabilization techniques (such as short-term biodegradable erosion control blankets and hydroseeding) to be utilized; • A description of the location and methods of storage and disposal of construction materials; • 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; and • A copy of the City's Best Management Practices sheet included within project plans. 	<p>The ECP shall limit the areas of disturbance, designate restricted-entry zones, and provide for revegetation or mulching. The Project Applicant shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials. The construction contractor employed by the Project Applicant shall retain a copy of the ECP on-site and shall implement the ECP during all earth-moving activities.</p>	<p>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 <i>Guidelines for</i></p>			

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<p><i>Construction Projects</i>, 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 <i>General Plan 2020 Policy S-21</i> (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.</p>					
<p>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.)</p>					
<p>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, to the maximum extent feasible. 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</p>					

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<p>to promote mosquito breeding.</p>	<p>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 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:</p> <ul style="list-style-type: none"> • 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. <p>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.</p>				
<p>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.</p>					
<p>MM Hyd-2a: Flood-proofing. In order to provide for one foot of freeboard elevation above the base 100-year flood elevation of +6.0 NGVD (+8.67 NAVD), the portions of the building below +7.0 NGVD (+9.67 NAVD) shall be flood proofed according to the following specifications per FEMA <i>Technical Bulletin 3-93</i> (see Appendix I):</p> <ul style="list-style-type: none"> • The building must be watertight to the floodproof design elevation of +7 NGVD (9.67 NAVD). Floodproofing to any elevation less than 1 foot above the BFE will have a serious negative impact on the flood insurance 	<p>Require as a condition of approval</p> <p>Project sponsor obtains approvals from appropriate agencies prior to</p>	<p>Planning Division</p> <p>Building Division</p> <p>Public Works</p>	<p>Incorporate as condition of project approval no.(s) UP _____; ED _____</p> <p>Building Division and Public Works verify compliance</p>	<p>Deny issuance of building permit(s)</p>	

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<p>rating for the building. Generally a minimum of 1 foot of freeboard is recommended. Additional freeboard is warranted for sites where predicted flood depths may be inaccurate, such as sites within large drainage areas and rapidly urbanizing areas.</p> <ul style="list-style-type: none"> The building's walls must be "substantially impermeable to the passage of water." FEMA has adopted the U.S. Army Corps of Engineers (ACOE) definition of substantially impermeable from the ACOE publication "Flood Proofing Regulations." This document states that a substantially impermeable wall "shall not permit the accumulation of more than 4 inches of water depth during a 24-hour period if there were no devices provided for its removal. However, sump pumps shall be required to control this seepage." Flood resistant materials, described in Technical Bulletin 2, "Flood-Resistant Materials Requirements," must be used in all areas where such seepage is likely to occur. The building's utilities and sanitary facilities, including heating, air conditioning, electrical, water supply, and sanitary sewage services, must be located above the BFE, completely enclosed within the building's watertight walls, or made watertight and capable of resisting damage during flood conditions. All of the building's structural components must be capable of resisting specific flood-related forces. These are the forces that would be exerted upon the building as a result of floodwaters reaching the BFE (at a minimum) or floodproofing design level. 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. 	<p>issuance of building permits</p>		<p>prior to issuance of building permit & prior to occupancy</p>		

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 and submitted for review and approval by the Building Division and Department of Public Works prior to issuance of permits authorizing grading, construction and installation of on-site

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<p>improvements. The final construction plans shall be prepared based on the preliminary hydrologic report, grading plan and drainage plans that have been submitted for the project zoning entitlements and which have been reviewed by Building and Public Works for the purpose of identifying their respective requirements that would apply to this project, and confirm that their respective requirements could be satisfied based on the preliminary plans and reports submitted for zoning review. The final plans shall incorporate responses required to address requirements of the Building and Public Works Department; as necessary to assure construction plans and details shall comply with all codes, standards, and requirements currently imposed and enforced by the Building Division and Department of Public Works. This shall include submittal of the following:</p> <ul style="list-style-type: none"> • Preliminary drainage calculations shall be verified and confirmed by the project Civil Engineer with plans submitted for final construction documents. The final hydrology report shall contain updated pre- and post-construction runoff calculations to support the final improvement plan details shown on the final construction documents. • Final grading and drainage plans shall be prepared by a registered engineer and the final building pad/finished floor grade shall be verified and certified by a licensed surveyor to assure the required finish grade and building flood proofing elevations are achieved. 					(NAME & DATE)

NOISE

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 noise levels, the following measures shall be implemented:

- During the first full year of operations, the project sponsor shall monitor noise levels during a minimum of five games to determine whether the use of outdoor fields and warm-up areas would result in exceedance of the 40 dBA exterior residential nighttime noise threshold at the closest residential

Require as a condition of approval
 Project sponsor obtains approvals from appropriate agencies prior to issuance of building

Planing Division
 Building Division
 Police Department
 Code enforcement

Incorporate as condition of project approval no. UP ___

Deny extended hours of operation.
 Enforce hours of operation

Planing Division reviews noise study

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MITIGATION MEASURE	IMPLEMENTATION PROCEDURE	MONITORING RESPONSIBILITY	MONITORING / REPORTING ACTION & SCHEDULE	NON-COMPLIANCE SANCTION / ACTIVITY	MONITORING COMPLIANCE RECORD
<p>property boundary. The City shall approve the monitoring schedule, to ensure monitoring occurs during times when outdoor fields are in full usage. A copy of the noise consultant's analysis shall be submitted to the City. If the analysis demonstrates that the Noise Ordinance nighttime threshold would be exceeded, the outdoor facilities shall remain closed by 9 p.m., Sundays through Thursdays, and 10 p.m. on Fridays and Saturdays. If the noise analysis demonstrates that the Noise Ordinance nighttime noise threshold would not be exceeded, the outdoor facilities may extend the hours of operation to 10 p.m., Sundays through Thursdays.</p>	<p>permits</p>	<p>Planning Division</p>	<p>Incorporate as condition of project approval no. ED _____</p>	<p>Deny issuance of building permit</p>	<p>(NAME & DATE)</p>
<p>MMN-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:</p> <ul style="list-style-type: none"> 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. If such equipment noise levels cannot be achieved, the Project sponsor shall coordinate operation of heavy equipment to avoid hours when the closest (southernmost) softball field is being used for practices or games to the maximum extent feasible. 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 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 	<p>Require as a condition of approval</p> <p>Applicant incorporates on plans and submits contact information</p>	<p>Building Division</p>	<p>Building Division verifies during construction.</p>	<p>Issue stop work order</p>	

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
San Rafael Airport Recreational Facility FEIR (SCH 2006-012-125)
 Reviewed: 3.15.2012

MITIGATION MEASURE	IMPLEMENTATION PROCEDURE	MONITORING RESPONSIBILITY	MONITORING / REPORTING ACTION & SCHEDULE	NON-COMPLIANCE SANCTION / ACTIVITY	MONITORING COMPLIANCE RECORD
<p>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.</p>	<p>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.</p>	<p>Planning Division Building Division</p>	<p>Incorporate as condition of project approval no. ED — Building Division verifies during construction</p>	<p>Deny issuance of building permits Issue stop work order</p>	<p>(NAME & DATE)</p>
<p>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 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.</p>	<p>Require as a condition of approval</p>	<p>Planning Division Building Division</p>	<p>Incorporate as condition of project approval no. ED — Building Division verifies during construction</p>	<p>Deny issuance of building permits Issue stop work order</p>	<p>(NAME & DATE)</p>

TRAFFIC

MM:Traf-1: The City shall monitor the signal timing at study intersections #3 (Smith Ranch Road/US 101 Northbound Ramps) and #4 (Lucas Valley Road/US 101 Southbound Ramps) to ensure traffic flow is optimized and that

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
San Rafael Airport Recreational Facility FEIR (SCH 2006-012-125)
 Reviewed: 3.15.2012

MITIGATION MEASURE	IMPLEMENTATION PROCEDURE	MONITORING RESPONSIBILITY	MONITORING / REPORTING ACTION & SCHEDULE	NON-COMPLIANCE SANCTION / ACTIVITY	MONITORING COMPLIANCE RECORD
<p>there are no significant impacts to traveler safety as a result of queuing impacts, and that the City will continue to work with Caltrans in these efforts."</p>					<i>(NAME & DATE)</i>

**Exhibit 3b
(Draft)**

RESOLUTION NO. 12-

RESOLUTION OF THE CITY OF SAN RAFAEL PLANNING COMMISSION RECOMMENDING TO THE CITY COUNCIL ADOPTION OF AN ORDINANCE REZONING CERTAIN REAL PROPERTY FROM PLANNED DEVELOPMENT (PD) - WETLAND OVERLAY (-WO) DISTRICT (PD1764-WO) TO A REVISED PD - WO DISTRICT (ZC05-01) TO ALLOW THE ADDITION OF A NEW 85,700-SQUARE-FOOT RECREATIONAL BUILDING, TWO OUTDOOR FIELDS, AND ASSOCIATED SITE IMPROVEMENTS, LANDSCAPING AND PARKING TO THE EXISTING PRIVATE AIRPORT AND ANCILLARY LIGHT-INDUSTRIAL USES CURRENTLY ALLOWED BY PD 1764-WO, ON A VACANT PORTION OF THE 119.5-ACRE SAN RAFAEL AIRPORT PROPERTY LOCATED AT 397-400 SMITH RANCH ROAD (SAN RAFAEL AIRPORT) (APN'S: 155-230-10, 11, 12, 13,14, 15 AND 16)

WHEREAS, on March 1, 2005, San Rafael Airport, LLC submitted planning application ZC05-01 to the City of San Rafael requesting an amendment to the properties existing Planned Development Zoning District (PD1764-WO) to allow approval of a new indoor and outdoor recreational facility on a portion of the 119.5-acre San Rafael Airport property, aka 155-230-12; and

WHEREAS, the current Planned Development (PD1764-WO) District, Wetland Overlay zoning ordinance adopted for this site (March 19, 2001) established land use regulations for a private airport use limited to 100-based aircraft and limited non-aviation uses consistent with those permitted in the Use Permit (UP99-9) at the San Rafael Airport. The current PD zoning ordinance does not contain appropriate land use limitations and development standards, as required by Section 14.07.060 of the Zoning Ordinance. Rezoning has been initiated to establish the required development standards for the proposed addition of a indoor and outdoor recreational facility as well as to incorporate the existing and previously approved standards for San Rafael Airport, as outlined in Attachment "B" - (*San Rafael Airport - Planned Development District*); and

WHEREAS, accompanying applications for an Environmental and Design Review Permit (ED05-16) and an amendment to the Master Use Permit (UP05-08) have been submitted and are being processed concurrent with the Rezoning application, as required by the Zoning Ordinance; and

WHEREAS, on January 24, 2012, the Planning Commission by separate resolution has recommended to the City Council the certification of a Final Environmental Impact Report/Response to Comments (FEIR) (SCH#2006012125) for the San Rafael Airport Recreational Facility Project; and

WHEREAS, on March 27, 2012, the Planning Commission by separate resolution has recommended to the City Council adoption of CEQA Findings of Fact for the San Rafael Airport Recreational Facility Project; and

WHEREAS, a Mitigation Monitoring and Reporting Program has been prepared for the project in compliance with California Environmental Quality Act (CEQA) Guidelines; and

WHEREAS, the custodian of documents which constitute the record of proceedings upon which this decision is based is the Community Development Department of the City of San Rafael; and

Exhibit 3b
(Draft)

WHEREAS, on March 27, 2012, the San Rafael Planning Commission held a duly-noticed public hearing on the proposed Rezoning, as required by State law, accepting all oral and written public testimony and the written report of the Community Development Department staff reports relevant to the proposal.

NOW THEREFORE BE IT RESOLVED, that the Planning Commission recommends to the City Council adoption of the Planned Development (PD) District Rezoning to rescind the existing PD District (PD 1764-WO) for these properties and establish a new PD District – WO as outlined in Attachment “C” (*San Rafael Airport – Planned Development District*) based on the following findings, as required under Zoning Ordinance Sections 14.27.060 and 14.07.090:

1. The Development Plan is consistent in principle with the San Rafael General Plan 2020 and other applicable City plans or policies in that the *San Rafael Airport - Planned Development District* document includes appropriate development standards, and is subject to an Environmental and Design Review Permit and a Master Use Permit, implementing the intent of Chapters 22 (Use Permit) and 25 (Environmental and Design Review Permit) of the San Rafael Zoning Ordinance, the applicable General Plan land use policies, including:
 - a) The proposed project as designed and conditioned would be consistent with Land Use Element Policies LU-2 (*Development Timing*), LU-9 (*Intensity of Nonresidential Development*), LU-10 (*Planned Development Zoning*), LU-12 (*Building Heights*), LU-14 (*Land Use Compatibility*), LU-22 (*Odor Impacts*) and LU-23 (*Land Use Map and Categories*) given that the project: 1) would be approved at a time when there is adequate infrastructure to serve the proposed development; 2) would not exceed the maximum floor area ratio intensity of 0.30 allowed in the North San Rafael area; 3) is part of a Planned District and includes a request for Rezoning to allow the addition of a recreational facility; 4) would not exceed the maximum building height of 36 feet allowed for this part of San Rafael (which is measured using the 1997 Uniform Building Code method); 5) has been designed to minimize potential nuisance effects on adjacent residential and recreational properties; 6) would not be susceptible to odor impacts from the wastewater treatment plant; and 7) would be consistent with the Airport/Recreation land use designation in that the use is a private recreational use open to the general public and is therefore consistent with the covenant for this property.
 - b) The proposed project as designed and conditioned would be consistent with Housing Element Policies H-18 (*Adequate Sites*) and H-24 (*Contributions Towards Employee Housing*) in that: 1) the site is not identified as a housing opportunity site since residential development is not allowed as a result of the covenant and the General Plan land use designation; and 2) the project would be required to contribute towards affordable housing through payment of an in-lieu housing fee due to the housing needs created by the additional employment generated by this facility.
 - c) The project is consistent with the applicable Neighborhoods Element Policy NH-149 (*San Rafael Airport*) in that the proposed private recreational use recognizes the sites valuable recreational. Further, the project recognizes the sites valuable environmental characteristics by providing adequate setbacks in excess of 50-feet from wetlands and 100-feet from the North Fork of Gallinas Creek bank.
 - d) The project as proposed and as conditioned would be consistent with Community Design Element Policies CD-5 (*Views*), CD-6 (*Hillsides and Bay*), CD-7 (*Downtown and Marin Civic*

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(Draft)

Center), CD-10 (*Non-Residential Design Guidelines*), CD-18 (*Landscaping*), CD-19 (*Lighting*) CD-21 (*Parking Lot Landscaping*) in that the project design: 1) preserves, to the greatest extent possible, views of the Bay, Mt. Tamalpais, Civic Center and the hills and ridgelines from surrounding public areas; 2) would neither break nor silhouette any hillsides or ridgelines nor block more than the bottom 1/3 of any hillsides of views from surrounding public places; 3) would not result in a significant loss of views of Marin Civic Center since it would only block views of the Civic Center from a public trail next to McInnis Park for approximately 600 feet of the 2.1 mile long trail between the McInnis Park parking lot and the Bay; 4) is generally in keeping with the mass and scale of other commercial, office and recreational developments that surround the Civic Center and Smith Ranch Road and would introduce a higher quality architectural design than currently present on the site; 5) provides landscaping to screen and enhance the project and site; 6) creates adequate lighting without spillover onto adjacent properties or natural areas; and 7) has been reviewed by the Design Review Board and found to be consistent the applicable design policies of the General Plan and the City's Non-Residential Design Guidelines.

- e) The project as proposed and as conditioned would be consistent with Circulation Policies C-1 (*Regional Transportation Planning*), C-5 (*Traffic Level of Service Standards - LOS D for Arterials and Intersections*), C-7 (*Circulation Improvements Funding*), C-8 (*Eliminating and Shifting Peak Hour Trips*), C-9 (*Access for Emergency Services*), C-26 (*Bicycle Plan Implementation*) and C-27 (*Pedestrian Plan Implementation*) in that the project: 1) would be consistent with the land use assumptions of the Congestion Management Plan; 2) would not exceed the acceptable level of service standards (LOS), LOS D, established for intersections along the Smith Ranch Road/Lucas Valley Road arterial segment impacted by project generated traffic; 3) would be required to pay its fair share towards traffic impacts to fund circulation impacts in order to maintain acceptable LOS standards for the General Plan; 4) would not generate new trips during the A.M. peak hour; 5) would maintain adequate access for emergency services as determined by the City's Public Safety Departments; and 6) would create a new bicycle and pedestrian pathway for access to the new use.
- f) The project as proposed and as conditioned would be consistent with Infrastructure Element Policies I-2 (*Adequacy of City Infrastructure and Services*), I-7 (*Landscape Maintenance*), I-10 (*Sewer Facilities*) and I-13 (*Wastewater Treatment and Reuse*) in that the appropriate utility agencies have reviewed the project and determined that there is adequate water, sewer drainage and utility capacity to serve the new use and the project has been conditioned to require that in the future if reclaimed water is made available in this area, it be used for site landscaping.
- g) The project as proposed and as conditioned would be consistent with Parks and Recreation Element Policies PR-4 (*City Recreational Needs*), PR-4a (*All-Weather Fields*), PR-13 (*Commercial Recreation*) PR-13a (*Commercial Recreation*) and PR-14 (*Amateur Multi-sport Athletic Fields*) given that: 1) the project would be a privately developed recreational facility in the North San Rafael area; 2) the recreational facility would provide additional outdoor sports opportunities, including outdoor sports fields; 3) the facility would provide all-weather outdoor fields for year-round use; and 4) the City's Parks and Recreation Commission reviewed the project on July 21, 2005 and found it to be consistent with these policies.
- h) The project as proposed and as conditioned would be consistent with Safety Element Policies: S-3 (*Use of Hazard Maps in Development Review*), S-4 (*Geotechnical Review*), S-5 (*Minimize Potential Effects of Geological Hazards*), S-6 (*Seismic Safety of New Buildings*), S-13 (*Potential Hazardous Soils Conditions*), S-14 (*Hazardous Materials Storage, Use and Disposal*), S-17

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(*Flood Protection of New Development*), S-18 (*Storm Drainage Improvements*), S-20 (*Levee Upgrading*), S-22 (*Erosion*) S-25 (*Regional Water Quality Control Board (RWQCB) Requirements*), S-26 (*Fire and Police Services*) and S-32 (*Safety Review of Development Projects*) in that: 1) the project has been reviewed using the hazard maps and Geotechnical Review Matrix; 2) the geotechnical review and peer review concluded that the development on this site, with conditions, is feasible and appropriate from a geotechnical engineering standpoint; 3) the project would not include any hazardous materials or uses in it operations; 4) the development would be built to conform to current building and seismic safety codes; 5) the structure would be built in accordance with the Federal Emergency Management Agency (FEMA) regulations for this type of structure and use in a 100-year flood zone; 6) storm drain systems on the site are adequate to accommodate a 100-year storm; 7) conditions have been included requiring that the property owner maintain the integrity of the levees that surround the site and maintain the required height for the levees; 8) an erosion control plan would be required during construction of the project; 9) the drainage plan would direct all new run-off from the site into vegetated swale before being released into the storm drain system and creek; and 10) the project has been reviewed by the Police and Fire Department and found to be in conformance with their fire and crime prevention standards and would not pose a risk to public safety safety or impact their levels of service.

- i) The project as proposed and as conditioned would be consistent with Noise Element Policies N-1 (*Noise Impacts on New Development*), N-3 (*Planning and Design of New Development*), N-4 (*Noise from New Nonresidential Development*), N-5 (*Traffic Noise from New Development*) and N-7 (*Airport/Heliport*) in that the project: 1) has undergone acoustical studies to evaluate compatibility of the siting of the new recreational use and the evaluate and analyze the impacts on adjacent properties; 2) acoustical analysis has found that the operation of this new use would not increase noise levels or traffic noise more than that prescribed by the City policy; 3) conditions and mitigations have been incorporated to reduce any temporary impacts due to construction; and 4) would not result in any changes to the previously approved private airport and its operation and the conditions that have previously been applied to that use.
- j) The project as proposed and as conditioned would be consistent with Conservation Element Policies CON-1 (*Protection of Environmental Resources*), CON-2 (*Wetlands Preservation*), CON-3 (*Unavoidable Filling of Wetlands*), CON-4 (*Wetland Setbacks*), CON-6 (*Creek and Drainageway Setbacks*), CON-7 (*Public Access to Creeks*), CON-8 (*Enhancement of Creeks and Drainageways*), CON-9 (*Native and/or Sensitive Habitats*), CON-10 (*Impacts to Sensitive Habitats*), CON-11 (*Wildlife Corridors*), CON-12 (*Preservation of Hillsides*), CON-13 (*Threatened and Endangered Species*), CON-14 (*Special Status Species*), CON-15 (*Invasive Non-Native Plant Species*), CON-16 (*Landscape with Native Plant Species*) and CON-22 (*Resource Efficiency in Site Development*) in that the proposed project: 1) would not fill or impact any of the potential wetlands that are present on the site to the north of the proposed building and these potential wetlands have been determined to be of low quality; 2) would maintain setbacks from the creek and potential wetland areas in excess of those required by the applicable policies and standards; 3) is not located on a site where it is feasible to create public access to the creek since the site is privately owned, operated as an airport and not connected with surrounding public trails; 4) would not impact a wildlife corridor since the site is currently developed with an airport and biological assessments have found no such corridors; 5) with the distance of the site from surrounding properties, only views of the lower third of the hills to the south and west would be impacted and views of surrounding hills and ridgelines would neither be broken nor silhouetted; 6) would not impact any sensitive or threatened/endangered species or

Exhibit 3b
(Draft)

habitats; 7) would avoid sensitive portions of the site or the surrounding areas; 8) has been conditioned to ensure that disturbance to any potential nesting birds be avoided during construction; 9) has been conditioned to use native tree species for all new perimeter screening trees; and 10) would provide shade trees in a majority of the parking lot and there are not large expanses of windows proposed on the structure.

- k) The project as proposed and as conditioned would be consistent with Air and Water Quality Element Policies: AW-1 (*State and Federal Standards*) AW-2 (*Land Use Compatibility*) AW-3 (*Air Quality Planning with Other Processes*) AW-4 (*Particulate Matter Pollution Reduction*), AW-7 (*Local, State and Federal Standards*), AW-8 (*Reduce Pollution from Urban Runoff*) and AW-9 (*Erosion and Sediment Control*) since the project: 1) would comply with local, state and federal air quality standards; 2) mitigation measures have been incorporated to address temporary air quality impacts during construction; 3) drainage systems have been designed to utilize vegetated swales before discharging drainage into storm drain systems or the creek; 4) methods consistent with the Storm Water Pollution Prevention Standards of the Regional Water Quality Board have been incorporated into the design and conditions have been included to require compliance with these standards.
- l) The project as proposed and as conditioned would be substantially in compliance with the applicable policies in the Sustainability Element of the General Plan: SU-5a. (*Green Building Regulations*) *Require new construction to comply with adopted green building regulations*; SU-5c. (*Water Efficiency Programs*) *Develop and implement water efficient conservation programs..., including water efficient landscape regulations*; SU-5d. (*Reflective Surfaces*) *Encourage use of high albedo (reflectivity) materials for future outdoor surfaces such as parking lots, roadways*; and SU-6. (*New and Existing Trees*) *Plant new and retain existing trees to maximize energy conservation and carbon sequestration benefits*. The development would achieve minimum LEED certification, comply with current building code (CBC) Title-24 energy efficiency requirements and Water Efficient Landscape mandates of MMWD, and will plant in excess of 100 new trees on-site. Achieving LEED green building certification would be consistent with the Sustainability policies and the City's Climate Change Action Plan, In order to assure substantial compliance, the project could be required to implement clean air vehicle parking per San Rafael Municipal Code Section 14.18.045, install bicycle parking per SRMC 14.18.090 and implement construction demolition debris recycling as part of LEED certification, and building permit issuance. The project would also meet CCAP objectives through its required payment of affordable housing fee's, use of reclaimed water if available, proposed installation of solar and green roofing materials, and proposed provision of a bicycle and pedestrian path from Smith Ranch Road. The bicycle parking requirement and policy SU-5d would be included as conditions of approval Based on this discussion, staff concludes that the project would be in substantial compliance with the new Sustainability Element and CCAP.
2. The project presents a recreational development of sustained desirability and stability in harmony with the character of the surrounding residential, recreational and commercial/industrial developments and has provided adequate open space in that: a) the Development Plan as proposed would cluster the new development and maintain over 84% of the site without structures, impervious materials or paving; b) the remaining open areas of the site have been set aside for the purpose of preserving and enhancing site resources, including the wetlands and creek surrounding the site; c) the site does not have frontage on a public street and is landlocked, but includes appropriate access rights to provide adequate and safe access to the site; and d) the project design considers the surrounding hillside setting, bordering open space, and the surrounding residential, recreational, and

**Exhibit 3b
(Draft)**

commercial/industrial developments and minimizes to the greatest extent possible impacts to views of hillsides and ridgelines, Mt Tamalpais and the Marin Civic Center from public places.

3. The applicant has demonstrated that the proposed recreational facility could be served by public facilities such as sewer, water, refuse services and other infrastructure resources that currently serve the existing development and are available to serve the proposed addition. Furthermore, the new recreational use would not induce population growth necessitating additional public facilities.
4. The new indoor and outdoor recreational facility project would be improved by deviations from typical Zoning Ordinance property development and parking standards in that such deviations are necessary in order to construct a recreational facility in this location near the private airport use and to protect site resources, provide sufficient parking for the highest anticipated demand of the multi-purpose recreational facility, and establish highly desired additional recreational facilities to meet needs and increase recreational use opportunities for residents of San Rafael and Marin County.
5. The auto, bicycle and pedestrian traffic systems presented on the Development Plan is adequately designed for circulation needs and public safety in that: a) with Development Plan proposed pedestrian and bicycle pathways through the development from the public street to the location of the recreational facility; b) the emergency vehicle ingress and egress from the development would be provided through the existing roadway and an extension to this roadway and this has been found to be adequate by the City of San Rafael Fire and Police Departments; c) the access and site layout has been reviewed by the appropriate City Departments and has been determined to meet City standards; and d) ample parking facilities would be provided on the site through the main paved parking lot and an overflow parking lot.
6. The public health, safety and welfare are served by the adoption of the proposed PD District, in that the project as proposed and conditioned: a) would implement recreational and environmental goals and policies adopted for this site in the San Rafael General Plan 2020; b) would conform to City standards for safety; c) as proposed, and conditioned, it would be consistent with the recommended mitigation measures presented in the Final Environmental Impact Report prepared for this project.; and d) would address project impacts to noise, public safety, security, hours of operation through the inclusion of condition of approval on the Master Use Permit and Environmental and Design Review Permit.

The foregoing Resolution was adopted at the regular meeting of the City of San Rafael Planning Commission held on the ___ day of _____ 2012.

Moved by _____ and seconded by _____.

AYES: COMMISSIONERS
NOES: COMMISSIONERS
ABSENT: COMMISSIONERS

**Exhibit 3b
(Draft)**

ABSTAIN: COMMISSIONERS

SAN RAFAEL PLANNING COMMISSION

ATTEST: _____
Paul A. Jensen, Secretary

BY: _____
Viktoriya Wise, Chair

Attachment A: Rezoning Map
Attachment B: Planned Development District Standards
Attachment C: Legal Property Description

Attachment A

REZONING MAP (Draft)



Attachment B

SAN RAFAEL AIRPORT – PLANNED DEVELOPMENT DISTRICT

I. PURPOSE OF PLANNED DEVELOPMENT DISTRICT

The purpose of the Planned Development (PD) –Wetland Overlay (-WO) District is to establish standards for development of the 119.5-acre San Rafael Airport property located off Smith Ranch Road, to accomplish the following:

- A. Accommodate development in compliance with the General Plan 2020 Airport/Recreation land use designation.
- B. Establish flexible development and design standards that will result in an integral development approach on this large and unique property in accord with an approved *Development Plan*.
- C. Locate development in areas to maintain open space buffers, preserve public views to the greatest extent feasible, and avoid sensitive areas on this property and in the surrounding area.
- D. Establish procedures for amendment to the PD District and approved *Development Plan*.
- E. Promote continued property maintenance for airport property use and safety.
- F. Maintain and implement the Wetland Overlay (-WO) classification for the entire site.

The PD-WO zoning classification will ensure the development of the site in accordance with the provisions of these property development regulations. The property development regulations may be modified through the PD amendment process.

II. LAND USES

Permitted uses consist of the following primary and ancillary land uses within areas designated on the PD-WO rezoning map exhibit, and subject to approved *Development Plans*.

A. Permitted Land Uses

None

B. Conditionally Permitted Primary Uses:

1. Private airport. Use limited to 100-based aircraft; non-aviation uses consistent with those described in Attachment D and permitted by use permit; 100 airplane hangars; two residential units for a caretaker and security guard; 2,450 square foot non-aviation building; and landscaping and parking area improvements.
2. Private recreational facility. Indoor multi-purpose gymnasium and outdoor field recreational areas for exercise, training, recreation, and instruction for individuals or groups. Examples include but are not limited to gymnasiums, sports/court facilities, dance, gymnastics, swimming, etc. This facility may include accessory uses such as community

Attachment B

SAN RAFAEL AIRPORT – PLANNED DEVELOPMENT DISTRICT

meeting rooms, administrative offices, café, sports shop and similar support services that are subordinate and related to the primary recreational use.

C. Ancillary Land Uses

Animal grazing in confined, fenced space for vegetation management purposes.

D. Undeveloped Areas

Areas of the property which are not designated for development with approved land uses, as indicated on the zoning map exhibit and approved *Development Plans*, including perimeter levees, wetland and creek buffers, and designated conservations areas, shall be maintained as required for preservation, protection and airport safety.

E. Zoning Entitlements Required

1. All land uses shall be implemented through approval of a *Master Use Permit*.
2. All development shall implemented in accordance with an approved *Development Plan*.
3. All building and site improvements shall require approval of an Environmental and Design Review permit.

II. DEVELOPMENT STANDARDS

The Planned Development–WO overlay district shall only be developed with the conditionally permitted private airport and private recreational facility uses in conformance with the PD-WO zoning map exhibit and approved *Development Plans*, which consists of the associated drawings and reports submitted with the Planned Development as listed in the Exhibit section below (i.e., *Exhibit “A”*; approved Site Plan and Master Plan – San Rafael Airport, approved March 19, 2001 *and Exhibit “B”*; site plan titled *Recreation Facility at the San Rafael Airport, Sheet A-1*), and in the development standards set forth below.

A. Minimum Lot Area

The airport property shall be maintained as a single parcel of land, as described in the attached Legal Description (Attachment C). Minimum areas dedicated for approved land uses as shown on the approved Zoning Map Exhibit (Attachment A) shall remain subject to the standards and restrictions contained in this PD zoning district and indicated on approved *Development Plans*.

B. Allowable Lot Coverage

1. Private airport and private recreation facility improvements shall be limited within the areas approved for development consistent with the approved *Development Plan*.

Attachment B

SAN RAFAEL AIRPORT – PLANNED DEVELOPMENT DISTRICT

2. Minor additions and modifications, including small, ancillary accessory structures located within areas approved for development may be permitted subject to approval of a minor Environmental and Design Review permit. Major modifications or expansion to structures or improvements shall be subject to a major Environmental and Design Review permit.
3. Undesignated property area shall not contain any permanent structures.

Areas that are not designated for development with land uses, i.e., undesignated property areas, include APN: 155-230-13 located south of the runway and in the City corporate boundary, APN: 155-230-10 located at the southwest terminus of the site and in the City corporate boundary, and APN's: 155-230-14, 15 and 11 that run along the South Fork of Gallinas Creek outside of the City corporate boundary.

C. Gross Building Areas

The conditionally permitted land uses shall be limited to the following building areas:

1. 210,000 square feet for the aircraft hangers/ancillary airport administrative office on the land area designated Private Airport use (e.g., approx. 38 acres of land identified as APN: 155-230-11)
2. 22,500 square feet for commercial/light-industrial buildings in a segregated area on the land area designated Private Airport use
3. 85,700 square feet for an indoor recreational building on the area designated for Private Recreational Facility use (e.g., approx. 16 acres of land identified as APN: 155-230-12)

Minor increases in gross building areas may be permitted for minor additions and ancillary accessory structures for land uses within the developable areas on the approved *Development Plans*, subject to approval of a minor amendment through grant of Environmental and Design Review permit. Major modifications or expansion to structures or improvements shall be subject to a major Environmental and Design Review permit.

D. Setbacks

1. Setbacks for the airport facility and associated light-industrial/commercial uses and the two residential uses are as established by the approved Site Plan and Master Plan – San Rafael Airport, approved March 19, 2001 (*Exhibit "A"*).
2. Setbacks for the indoor and outdoor recreational facility and associated improvements are as established by the approved site plan titled *Recreation Facility at the San Rafael Airport, Sheet A-1 (Exhibit "B")*. This includes the following minimum setbacks established for the development footprint:

Attachment B

SAN RAFAEL AIRPORT – PLANNED DEVELOPMENT DISTRICT

- a. 100-foot setback measured from top of North Fork of Gallinas Creek to the recreational facility structures and improvements.
- b. 135-foot setback from the edge of the runway to the south perimeter of the recreational facility site improvements.
- c. 50-foot setback from designated wetlands to the nearest wall of the recreational facility building.

E. Building Height

1. Height limits for the airport and light industrial buildings shall not exceed 36 feet, as illustrated on the Site Plan and Master Plan – San Rafael Airport, dated March 19, 2001 (*Exhibit "A"*).
2. Height limits for the recreational facility shall be as follows:
 - a. Building heights shall not exceed 36-feet, as measured in accordance with the San Rafael Zoning Ordinance method for measurement (UBC 1997). The recreational building shall not exceed 39-foot-6-inch overall height as measured from finished grade to peak of roof.
 - b. Vegetation, structures, or improvements shall not intersect the 7:1 'ascending clear zone' established from the airport runway for aircraft safety.

Exclusions to the maximum height limits shall be as prescribed by Section 14.16.120 of the Zoning Ordinance, as amended.

F. Parking Standards

1. Private airport and non-aviation uses shall maintain the following parking spaces, as shown on the Site Plan and Master Plan – San Rafael Airport, dated March 19, 2001 (*Exhibit "A"*)
 - a. 24 visitor and employee parking spaces in front of the main entry gate to the airport facility.
 - b. 2 parking spaces for each residential unit.
2. Private recreational uses shall provide sufficient parking spaces for all permitted multi-purpose gymnasium and sports field recreational uses in compliance with the City of San Rafael Parking Regulations (Chapter 14.18). Parking for the recreational facility shall include the following parking rates based on the mix of uses evaluated by the parking study prepared for the facility:
 - a. Gymnastics Studio: 1 space per 300 sq. ft. of gross floor area

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SAN RAFAEL AIRPORT – PLANNED DEVELOPMENT DISTRICT

- b. Dance Studio: 1 space per 240 sq. ft. of gross floor area
- c. Indoor Sports Field: 32.5 spaces per field
- d. Outdoor Sports Field: 65 spaces

Ancillary support services shall provide parking as determined by facility parking study, or default to San Rafael Municipal Code Chapter 14.18 parking ordinance requirement.

Parking shall be provided for change in occupancy or expansion based on the standards above. Any proposed new occupancies that do not have a specific parking rate assigned shall be parked at the rate established for the use in the City Parking Regulations Chapter 14.18, and/or subject to review by the City Traffic Engineer to determine the appropriate parking rate. An updated parking study may be required.

G. Conservation Area

A conservation area shall be established between the recreational facility and north fork of Gallinas Creek. The purpose of the conservation area shall be to permanently preclude development with structures and improvements between the recreational facility improvements and the North Fork of Gallinas Creek.

The conservation area shall include the jurisdictional wetland areas and 50-foot minimum wetland setbacks and the 100-foot buffer zone setback established from the North Fork of Gallinas Creek top of bank.

Maintenance practices and activities including disking, mowing, sheep grazing and levee maintenance may continue to occur within the conservation area.

H. Levee Protection

The perimeter levee system located on the property that protects the developed portions of the site shall be maintained by the property owner (currently at minimum elevation of 9-feet MSL) to provide adequate protection from flooding. The site shall be subject to any future zoning ordinance standards or adaptive strategies adopted by the City to assure that ongoing levee maintenance and flood protection is provided for the site and community.

Modifications to the height or design of the levee system shall be subject to additional City review and permits, including Environmental and Design Review permits.

I. Undesignated Land Area

The undesignated and undeveloped lands within the City of San Rafael jurisdiction are primarily located south of the airport runway and South Fork of Gallinas Creek, inboard of the

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SAN RAFAEL AIRPORT – PLANNED DEVELOPMENT DISTRICT

levee system. Additional lands are located within the County of Marin jurisdiction and may include some lands outboard of the levee. Undeveloped land areas are not approved for development with structures or additional land uses, and shall remain as low-lying undeveloped lands that may be maintained for airport safety purposes (including grazing and maintenance of grasses and aviation aids).

J. Definition of Terms

Land uses shall be established in compliance with the provisions of the PD district through issuance of a use permit. The Community Development Director shall be responsible for implementing this PD district and all conditions of approval, and making any determinations necessary regarding land uses. An administrative decision of the Planning Director may be appealed to the Planning Commission.

III. EXHIBITS

This PD shall be implemented in accordance with the following approved *Development Plan* exhibits:

- A. The “San Rafael Airport Master Plan” approved plans for the private airport use area include exhibits prepared by L.A. Paul & Associates, March 19, 2001, Sheets A-0, A-1, A-2, A-3, A-4 and A-5.
- B. The “San Rafael Airport Recreational Facility” plans for the private recreational use area include:
 - Architectural Plans prepared by L.A. Paul & Associates - Sheets A.0, A.1, A.2, A.3, A.4, A.5, A.6 and A.7.
 - Civil Engineering Plans prepared by Oberkamper & Associates consisting of Sheet C-1, C-2, C-3, C-4 and C-5.
 - Landscape Plan prepared by Baronian & Whisler Landscape Architecture and Land Planning, consisting of Sheet L-1.
 - Photometric Study prepared by Associated Lighting Representatives consisting of Sheet 1.

IV. AMENDMENTS

- A. Modifications that exceed the standards prescribed by this PD, or propose uses that are not consistent with the land use regulations of the approved *Development Plan*, shall require an amendment to the PD District and associated *Development Plan*.

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SAN RAFAEL AIRPORT – PLANNED DEVELOPMENT DISTRICT

- B. Changes to the land uses permitted in this Planned Development (PD) District shall be administered through an amendment to the Use Permit as prescribed by the Master Use Permit.
- C. Revisions to the design of structures or construction of new accessory building(s) associated with permitted or conditionally permitted uses shall be administered through an Environmental and Design Review Permit.

Attachment C

Legal Property Description

ALL THAT CERTAIN real property situate Partly in the City of San Rafael, County of Marin, State of California, described below as follows:

PARCEL ONE:

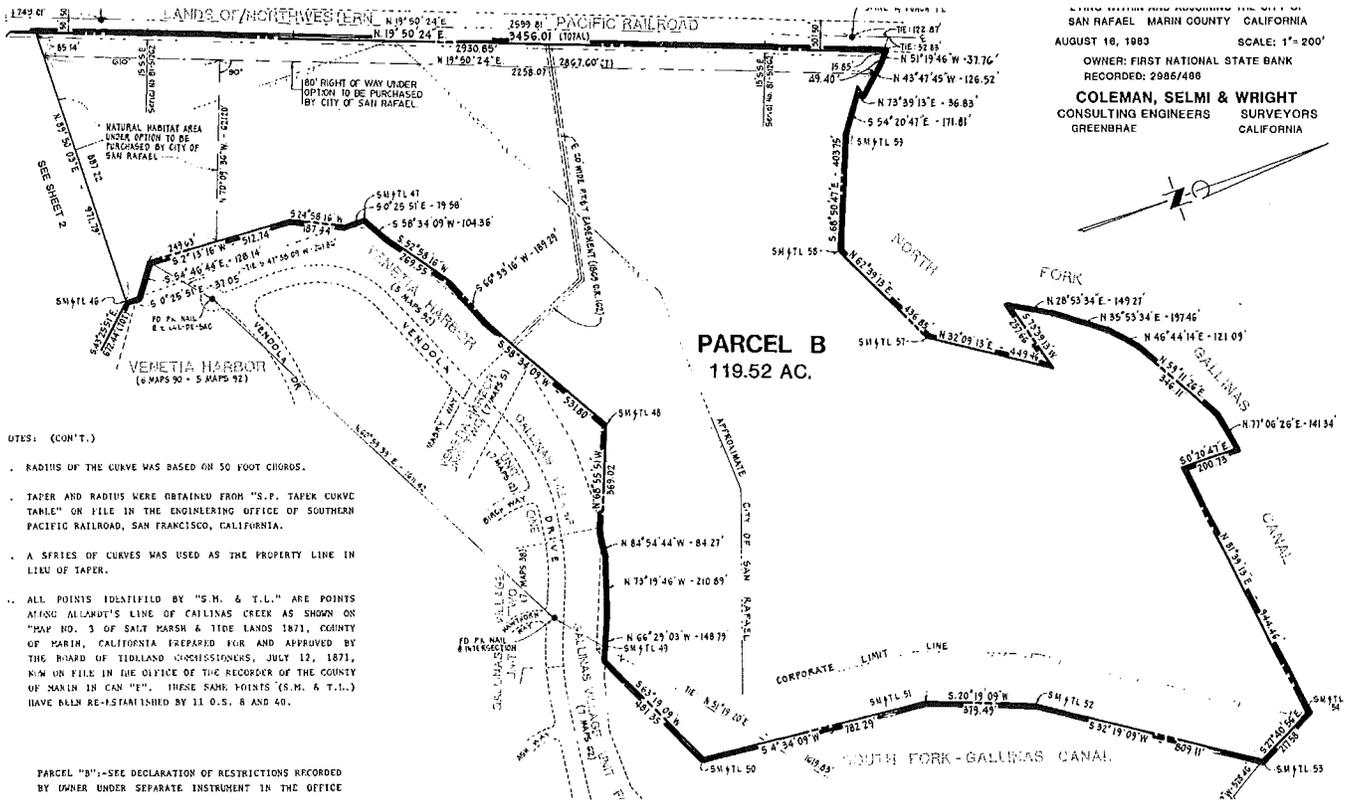
Parcel B, as shown upon that certain Parcel Map entitled "Parcel Map Civic Center North, lying within and adjoining the City of San Rafael, Marin County, California", filed for record December 15, 1983 in Book 21 of Parcel Maps, at Page 70, Marin County Records.

EXCEPTING THEREFROM any portion of the above described property lying within the bed of the Gallinas Canal (North or South Forks) below the line of natural ordinary high tide and also excepting any artificial accretions to said land waterward of said line of Natural ordinary high tide, as said canal is shown upon that certain map entitled, "Map No. 3 of Salt Marsh and Tide Lands, situate in the County of Marin, State of California", filed for record July 25, 1960 in Can "F", Marin County Records.

Attachment C

Legal Property Description

Plat - Parcel Map



THIS MAP WAS PREPARED FOR THE CITY OF SAN RAFAEL, MARIN COUNTY, CALIFORNIA, ON AUGUST 16, 1983. SCALE: 1"=200'. OWNER: FIRST NATIONAL STATE BANK. RECORDED: 2906/400. COLEMAN, SELMI & WRIGHT CONSULTING ENGINEERS SURVEYORS GREENBRAE CALIFORNIA

NOTES: (CONT.)

- RADIUS OF THE CURVE WAS BASED ON 50 FOOT CHORDS.
- TAPER AND RADIUS WERE OBTAINED FROM "S.P. TAPEK CURVE TABLE" ON FILE IN THE ENGINEERING OFFICE OF SOUTHERN PACIFIC RAILROAD, SAN FRANCISCO, CALIFORNIA.
- A SERIES OF CURVES WAS USED AS THE PROPERTY LINE IN LIEU OF TAPER.
- ALL POINTS IDENTIFIED BY "S.M. & T.L." ARE POINTS ALONG ALLARD'S LINE OF GALLINAS CREEK AS SHOWN ON "MAP NO. 3 OF SALT MARSH & TIDE LANDS 1871, COUNTY OF MARIN, CALIFORNIA PREPARED FOR AND APPROVED BY THE BOARD OF TIDELAND COMMISSIONERS, JULY 12, 1871, NOW ON FILE IN THE OFFICE OF THE RECORDER OF THE COUNTY OF MARIN IN CAN "E". THESE SAME POINTS (S.M. & T.L.) HAVE BEEN RE-ESTABLISHED BY 11 O.S. 8 AND 40.

PARCEL "B"-SEE DECLARATION OF RESTRICTIONS RECORDED BY OWNER UNDER SEPARATE INSTRUMENT IN THE OFFICE

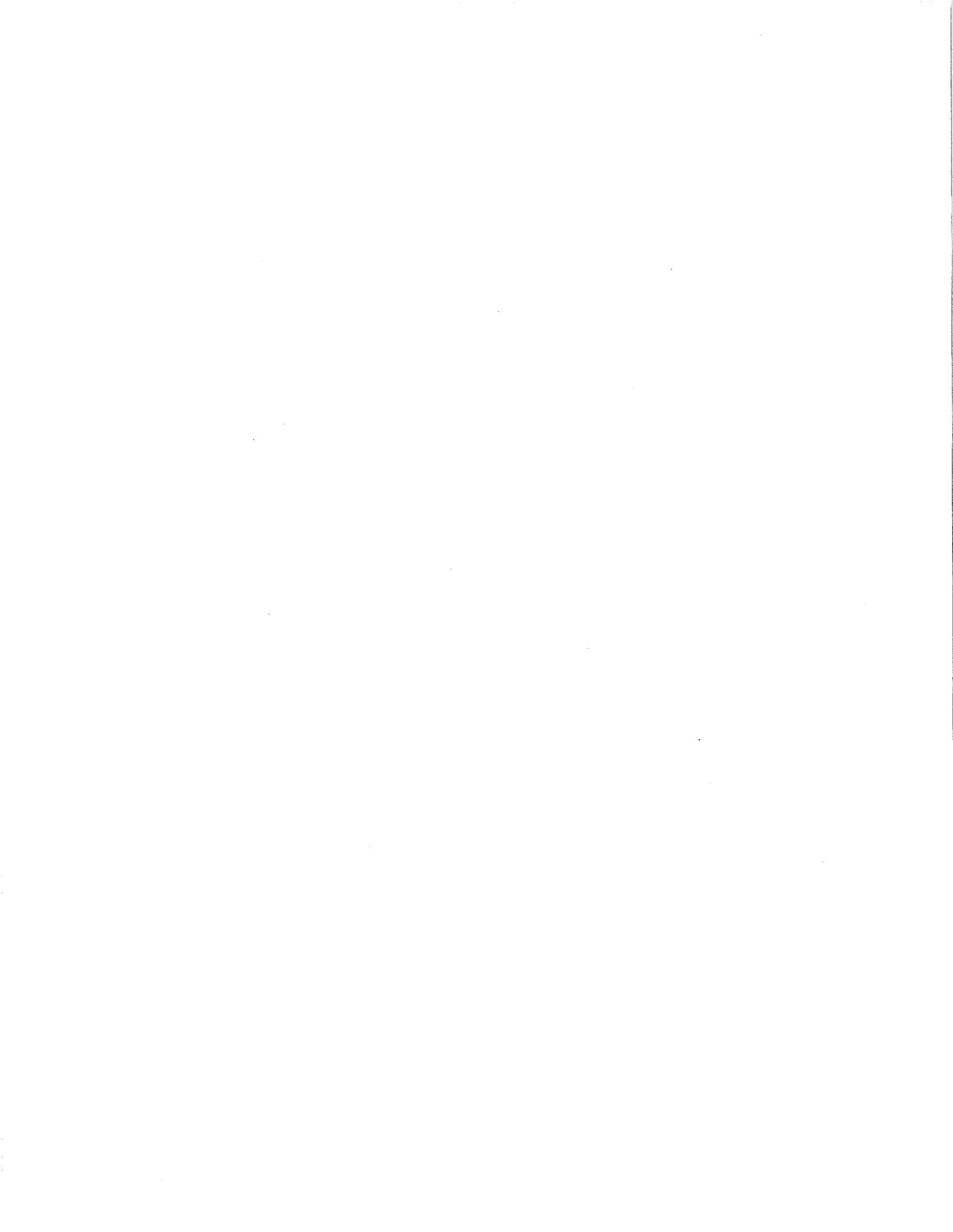


Exhibit 3c
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RESOLUTION NO. 12-___

RESOLUTION OF THE CITY OF SAN RAFAEL PLANNING COMMISSION RECOMMENDING TO THE CITY COUNCIL APPROVAL OF AN ENVIRONMENTAL AND DESIGN REVIEW PERMIT (ED05-15) FOR THE CONSTRUCTION OF A NEW 85,700-SQUARE-FOOT RECREATIONAL BUILDING, TWO OUTDOOR FIELDS, AND ASSOCIATED SITE IMPROVEMENTS, LANDSCAPING AND PARKING AND AN AMENDMENT TO THE MASTER USE PERMIT (UP05-08) TO ALLOW THE ADDITION OF RECREATIONAL USES ON A VACANT PORTION OF THE 119.5-ACRE SAN RAFAEL AIRPORT PROPERTY LOCATED AT 397-400 SMITH RANCH ROAD (SAN RAFAEL AIRPORT RECREATIONAL FACILITY PROJECT)
(APN'S: 155-230-10, 11, 12, 13, 14, 15 AND 16)
ZC05-01, UP05-08, ED05-15

WHEREAS, on March 1, 2005, San Rafael Airport, LLC submitted planning applications to the City of San Rafael requesting approval of a new indoor and outdoor recreational facility on a 4.4-acre portion of the 119.5-acre San Rafael Airport property consisting of an 85,700-square-foot recreational building for indoor recreational uses, two outdoor fields, and associated site improvements including lighting, landscaping and parking; and

WHEREAS, the applications include concurrent requests for a Rezoning to a revised Planned Development (PD) (ZC05-01), an amendment to the Master Use Permit (UP05-08) and an Environmental and Design Review Permit (ED05-15) and these applications were deemed to be complete for processing on November 3, 2005; and

WHEREAS, on July 19 and November 8, 2005, the City of San Rafael Design Review Board reviewed and recommended approval of the project site and building design; and

WHEREAS, on January 24, 2012, the Planning Commission by adoption of a separate resolution recommended to the City Council the certification of a Final Environmental Impact Report/Response to Comments (FEIR) (SCH#2006012125) for the San Rafael Airport Recreational Facility Project, consisting of construction of a new recreational facility with a two-story building, two outdoor fields and associated parking, landscaping and related site improvements on an undeveloped portion of the 119.5-acre San Rafael Airport property located at 397-400 Smith Ranch Road; and

WHEREAS, on March 27, 2012, the Planning Commission by adoption of a separate resolution recommended to the City Council adoption of CEQA Findings of Fact for approval of the project; and

WHEREAS, Certification of the FEIR was considered prior to review of the application requests for a Rezoning (ZC05-01) amendment from Planned Development (PD1764)-WO to Planned Development (PD)-WO to establish zoning standards for the recreational facility development, amendment to the Master Use Permit (UP05-08) to establish uses and conditions for the recreational facility use, and Environmental and Design Review Permit (ED05-15) for construction of the building and related site improvements; and

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WHEREAS, consistent with the requirements of CEQA, a Mitigation monitoring and reporting program has been prepared, which outlines the procedures, steps and requirements for implementing all mitigation measures identified in the FEIR. The mitigation measures contained in the MMRP have been incorporated into the draft conditions of approval; and

WHEREAS, the custodian of documents which constitute the record of proceedings upon which this decision is based is the Community Development Department of the City of San Rafael; and

WHEREAS, by adoption of a separate resolution, the Planning Commission has recommended adoption of the Planned Development (PD) Rezoning request (ZC05-01) to the City Council, which would establish the appropriate development regulations and land use limitations for the new indoor and outdoor recreational facility; and

WHEREAS, on March 27, 2012, the City of San Rafael Planning Commission held a duly-noticed public hearing on the proposed Rezoning, Environmental and Design Review Permit and Master Use Permit requests, accepting all oral and written public testimony and the written report of the Community Development Department staff.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission recommends that the City Council approve the Environmental and Design Review Permit and Master Use Permit for the Recreational Facility at the San Rafael Airport based on the following findings and conditions of approval:

Findings for Approval - Master Use Permit
(UP05-08)

- A. The proposed indoor and outdoor recreational facility use, as conditioned, is in accord and consistent with the San Rafael General Plan 2020, the objectives of the Zoning Ordinance and the purposes of the Planned Development District in that: a) the addition of an indoor and outdoor recreational facility to this site is consistent with the types of uses allowed by the Airport/Recreation General Plan land use designation assigned to this site; b) the project and the use would be consistent with the General Plan 2020, as identified in the General Plan consistency table Exhibit ___ of the staff report prepared for the project and also detailed in Environmental and Design Review Permit Finding A below; c) the new indoor recreational facility use, in conjunction with the existing airport and limited light-industrial structures on site, would total a 0.06 floor area ratio (FAR), which would be within the permitted FAR limits of the San Rafael General Plan 2020 for the North San Rafael area; d) the Planned Development District regulations, as amended, would permit the proposed recreational use at the designated intensity in a manner consistent with the goals and policies of the San Rafael General Plan 2020; and e) would introduce a new use that is compatible and comparable with the regional recreational facility located immediately to the north of the site.
- B. The proposed indoor and outdoor recreational use, together with the conditions applicable thereto, will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvement in the vicinity, or to the general welfare of the City in that: a) a Final Environmental

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Impact Report has been prepared and recommended for adoption by separate resolution pursuant with the provisions of the California Environmental Quality Act (CEQA); b) the project has been reviewed by appropriate City Department's and other permitting agencies; c) conditions of approval have been included to avoid such detriment; d) the type and intensity of the use would complement and be similar to the adjacent recreational facility; and e) the structure has been reviewed by the appropriate State agency for airport regulations and found to be acceptable in its siting and location near the existing private airport.

- C. The proposed indoor and outdoor recreational use would comply with each of the applicable provisions of the PD District, as amended, and other applicable provisions in the Zoning Ordinance in that the project:
- 1) Would be consistent with the Planned Development District, as revised. Findings to grant an amendment to the Planning Development District have been made through the adoption of a separate resolution.
 - 2) Has been designed to preserve and protect the potential wetlands found on the site and the project does not propose to fill any of these potential wetlands. Furthermore, the proposed structures and site improvements would provide a setback exceeding the minimum 50-foot setback required by Chapter 13 (*Wetland Overlay*) of the Zoning Ordinance.
 - 3) Would provide a building setback and development free buffer from the creek to the north exceeding the maximum 100-foot setback required by the Creeks and Other Watercourse section of Chapter 16 (*Site and Use Regulations*) of the Zoning Ordinance.
 - 4) Has been evaluated for noise impacts and would not exceed the standards prescribed in the Noise Standards section of Chapter 16 (*Site and Use Regulations*) of the Zoning Ordinance.
 - 5) Has been reviewed for conformance with the City's Review Matrix as prescribed by the Geotechnical Review section of Chapter 16 (*Site and Use Regulations*) to assess hazards, determine optimum location for structures, and present any special structural requirements and been found to be feasible from a from a geotechnical engineering standpoint with the inclusion of recommendations, and these design recommendations have been incorporated into the project through project conditions of approval.
 - 6) Would provide off-street parking in excess of that found to be minimally required for the recreational use, pursuant to Chapter 18 (*Parking*) of the Zoning Ordinance, through a parking analysis prepared for the proposed facility which has been reviewed and accepted as adequate by the City traffic engineer. Further, the parking facilities have been designed to closely meet all parking standards of this chapter, including landscaping, size and bicycle parking requirements.

Findings for Approval - Environmental and Design Review Permit
(ED05-15)

- A. The project design, as proposed and as conditioned, is in accord with the San Rafael General Plan 2020 in that:
- 1) The proposed project as designed and conditioned would be would be consistent with Land Use Element Policies LU-2 (*Development Timing*), LU-3 (*Project Selection Process*), LU-9 (*Intensity of Nonresidential Development*), LU-10 (*Planned Development Zoning*), LU-12 (*Building Heights*), LU-14 (*Land Use Compatibility*), LU-22 (*Odor Impacts*) and LU-23 (*Land Use Map and Categories*) given that the project: 1) would be approved at a time when there is adequate

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- infrastructure to serve the proposed development; 2) would not exceed the maximum floor area ratio intensity of 0.30 allowed in the North San Rafael area; 3) is part of a Planned District and includes a request for Rezoning to allow the addition of a recreational facility; 4) would not exceed the maximum building height of 36 feet allowed for this part of San Rafael (measured pursuant to the 1997 UBC method); 5) has been designed and conditioned to minimize potential nuisance effects from construction and operational noise, lighting and traffic on adjacent residential and recreational properties; 6) would not be susceptible to odor impacts from the wastewater treatment plant; and 7) would be consistent with the Airport/Recreation land use designation in that the use is a private recreational use open to the general public and is therefore consistent with the land use designation and restrictive covenant for this property.
- 2) The proposed project as designed and conditioned would be consistent with Housing Element Policies H-18 (*Adequate Sites*) and H-24 (*Contributions Towards Employee Housing*) in that: 1) the site is not identified as a housing opportunity site since residential development is not allowed as a result of the covenant and the General Plan land use designation; and 2) the project would be required to contribute towards affordable housing through payment of an in-lieu housing fee due to the housing needs created by the additional employment generated by this facility.
 - 3) The project is consistent with the applicable sections of the Neighborhoods Element Policy NH-149 (*San Rafael Airport*). The proposed recreational use is consistent with the policy directive to recognize the valuable recreational characteristics of the site and further identifying private and public recreational use as an allowed use. The project does not propose open space uses, such as public viewing areas and enhanced riparian areas, which would be allowed and potentially further implement that portion of the policy to recognize the sites environmental characteristics. However, the project would not preclude such uses of the property in the future and adequately respects wetland areas on-site and the nearby Gallinas Creek with appropriate setbacks and buffers provided. Further enhancement has not been found to be feasible nor warranted given that the site lacks any direct connection with the surrounding public trail system.
 - 4) The project as proposed and as conditioned would be consistent with Community Design Element Policies CD-5 (*Views*), CD-6 (*Hillsides and Bay*), CD-7 (*Downtown and Marin Civic Center*), CD-10 (*Non-Residential Design Guidelines*), CD-18 (*Landscaping*), CD-19 (*Lighting*) CD-21 (*Parking Lot Landscaping*) in that the project design: 1) preserves, to the greatest extent possible, views of the Bay, Mt. Tamalpais, Civic Center and the hills and ridgelines from surrounding public areas; 2) would neither break nor silhouette any hillsides or ridgelines nor block more than the bottom 1/3 of any hillsides of views from surrounding public places; 3) would not result in a significant loss of views of Marin Civic Center since it would only block views of the Civic Center from a public trail next to McInnis Park for approximately 600 feet of the 2.1 mile long trail between the McInnis Park parking lot and the Bay; 4) is generally in keeping with the mass and scale of other commercial, office and recreational developments that surround the Civic Center and Smith Ranch Road and would introduce a higher quality architectural design than currently present on the site; 5) provides landscaping to screen and enhance the project and site; 6) creates adequate lighting without spillover onto adjacent properties or natural areas; and 7) has been reviewed by the Design Review Board and found to be consistent the applicable design policies of the General Plan and the City's Non-Residential Design Guidelines.

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- 5) The project as proposed and as conditioned would be consistent with Circulation Policies C-1 (*Regional Transportation Planning*), C-5 (*Traffic Level of Service Standards - LOS D for Arterials and Intersections*), C-7 (*Circulation Improvements Funding*), C-8 (*Eliminating and Shifting Peak Hour Trips*), C-9 (*Access for Emergency Services*), C-26 (*Bicycle Plan Implementation*) and C-27 (*Pedestrian Plan Implementation*) in that the project: 1) would be consistent with the land use assumptions of the Congestion Management Plan; 2) would not exceed the acceptable level of service standards (LOS), LOS D, required for impacted intersections along the Smith Ranch Road/Lucas Valley Road arterial segment in the project area; 3) would be required to pay its fair share towards traffic impacts to fund circulation impacts in order to maintain acceptable LOS standards for the General Plan; 4) would not generate trips in the A.M. peak hour; 5) would maintain adequate access for emergency services as determined by the City's Public Safety Departments; and 6) would create a new bicycle and pedestrian pathway for access to the new use.
- 6) The project as proposed and as conditioned would be consistent with Infrastructure Element Policies I-2 (*Adequacy of City Infrastructure and Services*), I-7 (*Landscape Maintenance*), I-10 (*Sewer Facilities*) and I-13 (*Wastewater Treatment and Reuse*) in that the appropriate utility agencies have reviewed the project and determined that there is adequate water, sewer drainage and utility capacity to serve the new use and the project has been conditioned to require that in the future if reclaimed water is made available in this area, it be used for site landscaping.
- 7) The project as proposed and as conditioned would be consistent with Parks and Recreation Element Policies PR-4 (*City Recreational Needs*), PR-4a (*All-Weather Fields*), PR-13 (*Commercial Recreation*) PR-13a (*Commercial Recreation*) and PR-14 (*Amateur Multi-sport Athletic Fields*) given that: 1) the project would be a privately developed recreational facility in the North San Rafael area; 2) the recreational facility would provide additional outdoor sports opportunities, including outdoor sports fields; 3) the facility would provide all-weather outdoor fields for year-round use; and 4) the City's Parks and Recreation Commission reviewed the project on July 21, 2005 and found it to be consistent with these policies.
- 8) The project as proposed and as conditioned would be consistent with Safety Element Policies: S-3 (*Use of Hazard Maps in Development Review*), S-4 (*Geotechnical Review*), S-5 (*Minimize Potential Effects of Geological Hazards*), S-6 (*Seismic Safety of New Buildings*), S-13 (*Potential Hazardous Soils Conditions*), S-14 (*Hazardous Materials Storage, Use and Disposal*), S-17 (*Flood Protection of New Development*), S-18 (*Storm Drainage Improvements*), S-20 (*Levee Upgrading*), S-22 (*Erosion*) S-25 (*Regional Water Quality Control Board (RWQCB) Requirements*), S-26 (*Fire and Police Services*) and S-32 (*Safety Review of Development Projects*) in that: 1) the project has been reviewed using the hazard maps and Geotechnical Review Matrix; 2) the geotechnical review and peer review concluded that the development on this site, with conditions, is feasible and appropriate from a geotechnical engineering standpoint; 3) the project would not include any hazardous materials or uses in its operations; 4) the development would be built to conform to current building and seismic safety codes; 5) the structure would be built in accordance with the Federal Emergency Management Agency (FEMA) regulations for this type of structure and use in a 100-year flood zone; 6) storm drain systems on the site are adequate to accommodate a 100-year storm; 7) conditions have been included requiring that the property owner maintain the integrity of the levees that surround the site and maintain the required height for the levees; 8) an erosion control plan would be required during construction of the project; 9) the drainage plan would direct all new run-off from the site

Exhibit 3c
(Draft)

into vegetated swale before being released into the storm drain system and creek; and 10) the project has been reviewed by the Police and Fire Department and found to be in conformance with their fire and crime prevention standards and would not pose a risk to public safety or impact their levels of service.

- 9) The project as proposed and as conditioned would be consistent with Noise Element Policies N-1 (*Noise Impacts on New Development*), N-3 (*Planning and Design of New Development*), N-4 (*Noise from New Nonresidential Development*), N-5 (*Traffic Noise from New Development*) and N-7 (*Airport/Heliport*) in that the project: 1) has undergone acoustical studies to evaluate compatibility of the siting of the new recreational use and the evaluate and analyze the impacts on adjacent properties; 2) acoustical analysis has found that the operation of this new use would not increase noise levels or traffic noise more than that prescribed by the City policy; 3) conditions and mitigations have been incorporated to reduce any temporary impacts due to construction; and 4) would not result in any changes to the previously approved private airport and its operation and the conditions that have previously been applied to that use.
- 10) The project as proposed and as conditioned would be consistent with Conservation Element Policies CON-1 (*Protection of Environmental Resources*), CON-2 (*Wetlands Preservation*), CON-3 (*Unavoidable Filling of Wetlands*), CON-4 (*Wetland Setbacks*), CON-6 (*Creek and Drainageway Setbacks*), CON-7 (*Public Access to Creeks*), CON-8 (*Enhancement of Creeks and Drainageways*), CON-9 (*Native and/or Sensitive Habitats*), CON-10 (*Impacts to Sensitive Habitats*), CON-11 (*Wildlife Corridors*), CON-12 (*Preservation of Hillsides*), CON-13 (*Threatened and Endangered Species*), CON-14 (*Special Status Species*), CON-15 (*Invasive Non-Native Plant Species*), CON-16 (*Landscape with Native Plant Species*) and CON-22 (*Resource Efficiency in Site Development*) in that the proposed project: 1) would not fill or impact any of the potential wetlands that are present on the site to the north of the proposed building and these potential wetlands have been determined to be of low quality; 2) would maintain setbacks from the creek and potential wetland areas in excess of those required by the applicable policies and standards; 3) is not located on a site where it is feasible to create public access to the creek since the site is privately owned, operated as an airport and not connected with surrounding public trails; 4) would not impact a wildlife corridor since the site is currently developed with an airport and biological assessments have found no such corridors; 5) with the distance of the site from surrounding properties, only views of the lower third of the hills to the south and west would be impacted and views of surrounding hills and ridgelines would neither be broken nor silhouetted; 6) would not impact any sensitive or threatened/endangered species or habitats; 7) would avoid sensitive portions of the site or the surrounding areas; 8) has been conditioned to ensure that disturbance to any potential nesting birds be avoided during construction; 9) has been conditioned to use native tree species for all new perimeter screening trees; and 10) would provide shade trees in a majority of the parking lot and there are not large expanses of windows proposed on the structure.
- 11) The project as proposed and as conditioned would be consistent with Air and Water Quality Element Policies: AW-1 (*State and Federal Standards*) AW-2 (*Land Use Compatibility*) AW-3 (*Air Quality Planning with Other Processes*) AW-4 (*Particulate Matter Pollution Reduction*), AW-7 (*Local, State and Federal Standards*), AW-8 (*Reduce Pollution from Urban Runoff*) and AW-9 (*Erosion and Sediment Control*) since the project: 1) would comply with local, state and federal air quality standards; 2) mitigation measures have been incorporated to address temporary air quality impacts during construction; 3) drainage systems have been designed to utilize

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vegetated swales before discharging drainage into storm drain systems or the creek; 4) methods consistent with the Storm Water Pollution Prevention Standards of the Regional Water Quality Board have been incorporated into the design and conditions have been included to require compliance with these standards.

12) The project as proposed and as conditioned would be substantially in compliance with the applicable polices in the Sustainability Element of the General Plan: SU-5a. (*Green Building Regulations*) *Require new construction to comply with adopted green building regulations*; SU-5c. (*Water Efficiency Programs*) *Develop and implement water efficient conservation programs..., including water efficient landscape regulations*; SU-5d. (*Reflective Surfaces*) *Encourage use of high albedo (reflectivity) materials for future outdoor surfaces such as parking lots, roadways*; and SU-6. (*New and Existing Trees*) *Plant new and retain existing trees to maximize energy conservation and carbon sequestration benefits*. The development would achieve minimum LEED certification, comply with current building code (CBC) Title-24 energy efficiency requirements and Water Efficient Landscape mandates of MMWD, and will plant in excess of 100 new trees on-site. Achieving LEED green building certification would be consistent with the Sustainability policies and the City's Climate Change Action Plan, In order to assure substantial compliance, the project could be required to implement clean air vehicle parking per San Rafael Municipal Code Section 14.18.045, install bicycle parking per SRMC 14.18.090 and implement construction demolition debris recycling as part of LEED certification, and building permit issuance. The project would also meet CCAP objectives through its required payment of affordable housing fee's, use of reclaimed water if available, proposed installation of solar and green roofing materials, and proposed provision of a bicycle and pedestrian path from Smith Ranch Road. The bicycle parking requirement and policy SU-5d would be included as conditions of approval Based on this discussion, staff concludes that the project would be in substantial compliance with the new Sustainability Element and CCAP.

B. The project design, as proposed and as conditioned, is consistent with the objectives and criteria of the Zoning Ordinance, and the purposes of Chapter 25 (*Environmental and Design Review Permit*) in that:

- 1) The development presents a competent design that has been thoughtfully studied and presented.
- 2) The site plan respects site features and constraints by maintaining adequate buffers from sensitive areas on the site and its surrounding, preserving the existing trees to the north of the building for screening, siting the building so as to minimize and preserve to the greatest extent possible views of Mt. Tamalpais, Civic Center and hills and ridgelines.
- 3) The site plan provides good vehicular, bicycle and pedestrian circulation on site and in relation to the surrounding area in that a new pedestrian and bicycle path would be provided to provide access from Smith Ranch Road, the airport property does not have direct frontage to a public street and therefore would utilize the existing access road to serve the new recreational facility. Furthermore, the site plan proposes adequate on-site parking for the existing airport and light-industrial uses as well as provides more than adequate on-site parking for the proposed new recreational facility.
- 4) The proposed site plan would utilize the existing drainage facilities and would not alter the drainage patterns of the site. Furthermore, the plan would direct all new run-off to vegetated swales to filter any pollutants from the run-off consistent with storm water pollution prevention standards.

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- 5) The subject site is in a 100-year flood zone and the new recreational building as designed and used is exempted from being built above +6 feet as long as the building below that portion is wet-flood proofed consistent with Federal Emergency Management Agency (FEMA) guidelines and a condition of approval has been included requiring this compliance.
 - 6) The project architecture has been designed to be harmonious to the surrounding building and improvements, in terms of building design and scale. The height and mass of the proposed building is in character with other buildings in the area, including some of the hangers at the airport, commercial buildings along Smith Ranch Road and the golf course driving range and its fencing.
 - 7) The materials and colors that have been included in the proposed architecture are consistent with the context of the surrounding area. Specifically, building materials are flush, textured and vertical metal panels and roofing and building colors would be a combination of green, tan and brown colors. The proposed colors and materials would effectively blend the proposed building with the predominant colors of the surrounding natural setting.
 - 8) The project design has been reviewed by the Design Review Board on July 18, 2005 and November 8, 2005 and ultimately recommended for approval. Recommendations made by the Design Review Board relating to additional landscaping and final review of colors, landscaping, architectural details, colors and lighting have been incorporated as conditions of approval.
- C. The project design is consistent with all applicable site, architecture and landscaping design criteria and guidelines for the District in which the site is located in that: a) the siting of the building and site improvements would be respective to the greatest extent possible of the surrounding properties and property improvements; b) landscaping is thoughtfully sited to complement the architecture of the building and screen the building from off-site view; c) the project proposes the use of high quality materials; d) the design has been reviewed by the Design Review Board (DRB) on two occasions for conformance with the design policies contained in Chapter 25 (*Environmental and Design Review Permit*) and has been recommended for approval finding that the project design is consistent with the applicable policies; e) building colors, materials and finishes would be non-reflective, high quality and consistent with the predominant colors of the natural setting in the surrounding area; and e) the DRB's review and approval of the project design included recommendations for more native trees along the perimeter of the site and a requirement that the final landscaping, lighting and architectural details return for their review.
- D. The project design with conditions minimizes adverse environmental impacts in that:
- 1) The building and site improvement are sited to provide adequate setbacks from the creek to the north.
 - 2) No filling or work is proposed to the wetlands or within 50 feet of the three potential wetlands on site.
 - 3) Existing non-native trees on the site or close to property lines would be preserved and new native trees would be added to fill in gaps.
 - 4) The project would not cause the level of service at nearby intersections to exceed the standards of the General Plan. Furthermore, the project would be required to pay its fair share of traffic mitigation fees to contribute to a planned, area-wide traffic improvements in the North San Rafael area.

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- 5) Environmental impacts have been addressed through the preparation of an Environmental Impact Report prepared for the project consistent with the requirements of the California Environmental Quality Act (CEQA). Any potential environmental impacts to air quality, biological resources, cultural resources, geology/soils, hazards and hazardous materials, hydrology/water quality, noise, and transportation/traffic have been assessed pursuant to the provisions of the CEQA and mitigated through the project redesign and mitigation measures that have been incorporated as conditions of approval.
- E. The project design, as proposed and as conditioned, will not be detrimental to the public health, safety or welfare, nor materially injurious to properties or improvements in the vicinity in that:
- 1) The environmental impacts associated with the development of the project have been assessed and the project impacts can be mitigated to less-than-significant levels with the implementation of specific mitigation measures as discussed in Environmental and Design Review Permit Finding D above.
 - 2) The project design would blend with the surrounding natural environment and would preserve to the greatest extent possible views of Mt. Tamalpais, Civic Center, and surrounding hills and ridgelines. Furthermore, the project's siting, scale and mass would not impact natural light on adjacent properties and the project lighting would not spillover or create glare onto adjacent properties.
 - 3) Project-related impacts to hours of operation, noise, traffic and security have been addressed as part of the Use Permit findings below and conditions of approval have been incorporated to address these issues.
 - 4) The indoor and outdoor recreational facility would be a use similar to the regional recreational facility that is located just north of the subject site and this proposed facility would include uses, activities and intensities that are generally similar to or less intense than the regional park.

Conditions of Approval - Master Use Permit (UP05-08)

General Conditions of Approval

1. This Master Use Permit (UP05-08) amends and supersedes prior Master Use Permit (UP 99-009), and establishes all conditions for the establishment and ongoing operations of all uses allowed on the 119.5-acre property, aka, 'the San Rafael Airport site' in accordance with the Planned Development approval (ZC05-001), the PD Zoning District Standards of the San Rafael Municipal Code and the recorded Declaration of Restrictions, which limits the land uses allowed on the property.
2. Conditional uses permitted under this Master Use Permit amendment shall be limited to the Private Airport and Non-Aviation Uses and Private Recreational Facility Uses as described and conditioned herein.
3. Any future land use permit requests on the property shall be referred to Marin County Counsel in order to allow review the proposal for consistency with the land use deed restriction agreement, of which the County is a party.

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4. The entire 119.52-acre airport property on which the recreational facility use is contained shall continue to be maintained by one owner. No portion of the property may be separately transferred to separate owners unless applications are filed and approved by the City for a subdivision of the site, in conformance with the California Subdivision Map Act. Further, any subsequent subdivision of the property shall include amendments to all applicable land use entitlements, as necessary, to separate the property into multiple parcels and/or establish any additional land uses on newly created parcels.
5. This Master Use Permit establishes distinctly separate land uses on the property, i.e. Private Airport Use and Private Recreational Facility Use, which shall be subject to the specific conditions contained herein. In the event there is a violation of a condition of approval granted for a specific land use, then only the land use that is in purported violation of its respective condition(s) of the Master Use Permit shall be subject to review, enforcement and revocation proceedings.
6. This Master Use Permit shall be subject to compliance with the approved PD (ZC05-01) and conditions of Environmental and Design Review Permit (ED05-15). Any changes shall be subject to prior review and approval and may require amendments to related zoning entitlements.
7. The project sponsor shall be responsible for implementing all Mitigation Measures presented in the San Rafael Airport Recreational Facility Project Final Environmental Impact Report, on file with the Community Development Department, which are incorporated within the project conditions of approval. A minimum deposit of \$5,000 dollars shall be submitted prior to issuance of permits to start work. All costs for monitoring compliance with mitigation measures shall be borne by the applicant.
8. The property owner shall be responsible for ongoing annual repair and maintenance of the existing levee system on the property, and shall work with Marin County Department of Public Works and Flood Control District to ensure joint monitoring and maintenance of the entire levee system occurs. An annual maintenance schedule and a report of maintenance work completed shall be provided to the City of San Rafael Community Development Department, Department of Public Works and Marin County Flood Control.
9. Currently, the levee system is required to maintain a minimum consistent elevation of 9 feet MSL. Any significant modifications and upgrades to the property levees that require a grading permit shall be subject to prior review and approval by the City of San Rafael.
10. All required local, state and/or federal permits shall be obtained for levee maintenance, repair or upgrades.
11. This Master Use Permit (UP05-08) amendment to the March 19, 2001 Master Plan for San Rafael Airport shall be valid for an initial period of four (4) years from date of City Council approval, during which time the property owner shall have to obtain financing, apply for permits and establish the additional recreational facility uses approved by this use permit amendment. The approvals granted for the indoor/outdoor recreational facility use shall be null and void if a building permit is not obtained and the recreational facility pursued diligently to completion, occupancy and operation,

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or an extension is not granted before the initial period of time provided to establish the use and exercise the use permit approval.

12. Upon establishment of the indoor/outdoor recreational use within the initial four-year period provided to inaugurate the use, the Use Permit as amended herein shall become valid and run with the land and shall not expire unless the use is abandoned. On-going compliance with all conditions of approval shall be required.
13. If the indoor/outdoor recreational use is not established in compliance with the Master Use Permit amendment, then the applicable Master Use Permit Conditions (i.e., Conditions 53 through 62) and related Environmental and Design Review permit conditions shall become null and void. All other conditions of approval relating to the site and existing airport use shall remain in full force and effect for ongoing operations of the private airport use and site.
14. The proposed recreational facility may be constructed in phases. However, occupancy of the building with a primary sports facility tenant shall occur to inaugurate the use during the initial four year period from date of approval, or an extension of time filed prior to the initial project approval expiration period of [Enter Date].

Permitted Land Use Conditions – Private Airport and Non-Aviation Uses

(Note: Specific changes made to update conditions of MUP 99-1 are noted with ~~strikeout~~ and underline)

15. Except as modified herein, the Master Use Permit authorizes continued airport use and operations on the 119.52 acre site in accordance with the Planned Development approval and associated Development Plan.
16. The private airport use is limited to 100-based aircraft.
17. The non-aviation uses are limited to those uses described in Attachment “A” (the airport use inventory titled, “Existing Permitted Non Aviation Uses at San Rafael Airport,” dated February, 2001). There shall be no increase in the amount of square footage dedicated to non-aviation uses as described in Attachment “A.” An Administrative Use Permit shall be required for the following reasons: when there is a change in non-aviation tenants; or when a tenant changes the nature of their business (including but not limited to the addition of employees or equipment, modified hours of operation, or an increase in noise or traffic). As part of the Administrative Use Permit review process, the City shall analyze the potential for any intensification to the uses, including the addition of employees, new equipment, modification of hours of operation, and noise associated with the new business. If deemed necessary by Planning staff, project conditions shall address noise mitigation measures. In addition, the Administrative Use Permit review process shall also include analysis and review of traffic impacts associated with any new non-aviation tenant to assure consistency with applicable City traffic regulations subject to the review and approval of the City Traffic Engineer. At the discretion of the Community Development Director, a Master Use Permit amendment may be required.
18. The following airport uses or activities are specifically prohibited:

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- a. Flight training and the use of the landing strip for practice purposes by flight instructors
 - b. Helicopters
 - c. Charter Flights
 - d. Uses or activities of a public or semi-public nature, including but not limited to “fly-ins” even though such use or activity is usually considered accessory to any other use or activity allowed by this permit and any commercial use, including but not limited to sales or servicing of airplanes not based at the airport
 - e. Commercial flight activity or student pilot training
 - f. Non-based aircraft performing landings or departures
19. The contractors’ storage yard uses on the site are limited to the areas ~~currently occupied by Linseott Engineering, Roots Construction, Superior Roofing, Walt Jewell Trucking and Bartlett Tree Experts~~ shown on the approved *Development Plan* “Master Plan San Rafael Airport” and described in Attachment “A”.
20. Maintenance or servicing of aircraft shall be limited to aircraft based at San Rafael Airport.
21. 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. Operation of these businesses, other than routine office work or other non-noise generating interior work, is not permitted outside the prescribed hours.
22. The airport shall be operated in full conformance with all requirements of the State of California Department of Transportation, Aeronautics Program, including the state-approved flight path. Any changes to the flight path shall require an amendment to the Master Use Permit. No airplanes shall fly over the Santa Venetia and Contempo Marin neighborhoods during takeoff or landing.
23. The applicant (e.g. airport property owner, or operator) shall ~~provide~~ maintain a list of all based aircraft serial numbers and shall ~~install~~ maintain a video camera on the taxiway to monitor landings and takeoffs on a 24-hour basis. Flights shall be monitored from the airport business office or other approved location subject to review and approval of the Community Development Director. The applicant shall ~~develop a~~ maintain a method to record all flights on video (daytime, nighttime and during inclement weather) in order to provide the identity of each plane during take-off and landing. Subject to review and approval of the Planning Division, the applicant shall ~~develop a~~ maintain a method of quickly and easily retrieving the recorded information when the City or the property owner received complaints about pilots flying over residential neighborhoods. Videotape archives shall be preserved for a minimum of 60 days. The identity of pilots violating approved flight path shall be provided to the Planning Division within two workdays following complaint. The airport property owner shall notify all pilots with based aircraft that pilots violating the flight path restrictions on more than two occasions shall have their leases terminated within 30 days and shall not be permitted to have their plane based at the airport. ~~The effectiveness of the monitoring process shall be analyzed during the recommended one and two year reviews of the Use Permit.~~ If video monitoring is not effective, other controls can be required by an amendment of the Master Use Permit.

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The property owner shall maintain a record of all flights that do not comply with the conditions of this master use permit. For example, the record shall include a log of aircraft owner's names and airplane identification for planes that do not comply with the approved flight path. In addition, the owner shall also maintain a log of airplane serial numbers for non-based aircraft that illegally lands at the airport. The log shall be maintained on an on-going basis, and shall be provided to the Community Development Department on an annual basis as determined by the Community Development Director.

24. The two new modular residences shall be used exclusively as on-site residences for the airport security guard and caretaker. If the units are no longer utilized for the caretaker and security guard, the residences shall be removed from the site within 120 days of notification by the Community Development Department, and this requirement shall be documented by the recordation of a deed restriction prior to issuance of a building permit for the construction of the first residence. Documentation of employment and residency at the airport for both the caretaker and security guard shall be provided to the Community Development Director upon demand.
25. All airplane 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 designated run-up area is subject to the review and approval of the Community Development Director. Run-ups associated with operations of a fixed base operator at ACE Aviation's mechanical hangars shall only occur inside or in the vicinity of the ~~ACE Aviation~~ mechanical hangars during the hours of 8 A.M. and 6 P.M.
26. The airport runway shall be identified with a symbol to indicate to non-based airborne pilots that the airport is private. The identification shall be consistent with the requirements of the State of California Division of Aeronautics and shall be maintained on a permanent basis.

Permitted Land Use Conditions – Access, Maintenance and Passive Uses

27. The bridge crossing providing access to the site at the North Fork of Gallinas Creek shall be replaced with a new 25-foot wide two-lane bridge deck span prior to issuance of building permits for construction of the recreational building, as allowed under the approved *Development Plan* and Master Use Permit.
28. Areas designated as protected "conservation" areas shall be maintained as passive open space areas; with the exception that vegetation management and levee maintenance practices are allowed to continue within these areas.
29. Grazing of the site with animals may be continued for vegetation management within undeveloped areas (e.g., along interior slopes of levees, within conservation areas and areas not designated for use by the Development Plan) in order to reduce the need for discing and mowing conducted for wildlife management as part of the airport safety management practices. This activity shall be subject to the following restrictions:
 - a. Fencing for grazing purposes shall be installed and maintained to provide necessary protection adjacent to habitat on the levees and in tidal marshes.

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- b. The type of fencing should be suitable for the type of livestock used for grazing. The location and design of fencing shall be determined by a qualified biologist and based on the wetland boundaries with ample setback for wetland protection.
 - c. The location and design of fencing installed for grazing areas shall be subject to final review and approval by the Community Development Director.
 - d. Fencing shall be installed prior to animals being transferred to the site, and shall be maintained in good repair and condition.
30. Commercial storage in containers and uncovered storage of vehicles, boats and miscellaneous materials are specifically prohibited (excluding construction-related equipment and supplies stored within a permitted contractor's storage yard, as determined by the Community Development Director).
31. Maintenance of existing levees on the property shall continue to be the responsibility of the property owner; i.e., to maintain levees at minimum +9 feet elevation above mean sea level to provide sufficient freeboard and protection from flood waters. The owner shall be responsible for advising the City Building and Public Works division when maintenance activities are scheduled and for ensuring that grading permits for levee work are obtained when required pursuant to applicable codes enforced by the building and/or public works divisions.
32. On or before July 1 of each year, the property owner shall provide the Community Development Department and Public Works Department a schedule of completed and planned maintenance activities, and indicate whether work identified based on preliminary inspections of the levee is anticipated to trigger a grading permit. Typically, cumulative grading in excess of 50 cubic yards of material would require a grading permit.

Permitted Land Use Conditions – Indoor & Outdoor Recreational Facility

33. The recreational facility use shall permit indoor and outdoor recreational uses on that portion of the site located between the runway and North Fork of Gallinas Creek, east of the airport use support facilities. The recreational use project area shall include approximately 16-acres of the entire airport property (which includes designated "conservation area" containing wetlands, creek and wetland setback buffers, and a portion of the levee system that surrounds the site) as indicted on the approved project plans; described further under Environmental and Design Review Permit (ED05-15) Condition No. 1.
34. Indoor uses consist of an 85,700 *gross* square foot indoor multi-use recreational facility building for recreational uses. The mix of recreational facility uses shall be subject to review and approval by the Community Development Department and City Traffic Engineer prior to issuance of building permits or occupancy permits in order to ensure that the maximum traffic and parking capacities specified in these conditions of approval shall not be exceeded. The building may include the following components:
- a. Multi-purpose indoor sports area for recreational activities; e.g., two (2) indoor sports fields and similar activities.

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- b. Gymnasium area(s) for multi-use recreational activities; e.g., baseball, basketball, lacrosse, dance, gymnastics and similar recreational activities.
- c. Ancillary support uses operated concurrently with the indoor recreational uses, which includes a 14,400 square foot mezzanine level with administrative offices, meeting room, pro-shop/retail sales, arcade and a café/dining area with ancillary sale of alcoholic beverages for on-site consumption with food service.

35. Permitted outdoor recreational uses are limited to one (1) lighted, all-weather surface outdoor sports field (e.g., 250' by 350' soccer field) and one (1) un-lighted warm-up area adjacent for use by teams prior to games on the outdoor sports field. Occupancy of the warm-up area shall be limited to 50 persons, as stated herein. Outdoor fields shall be fenced to provide restricted access which shall be controlled through the main building, to assure occupancy limits are not exceeded.

36. The standard hours of operation for indoor recreational uses and ancillary uses shall be as follows:
- a. 9:00 A.M. to 11:00 P.M., Sunday to Thursday and Federally designated holidays (weekdays).
 - b. 9:00 A.M. to 12:00 am, Friday and Saturday (weekends).

Hours on Saturday and Sunday may begin at 8:00 AM for indoor uses, which would not create traffic impacts during City peak hours nor create exterior noise that could violate the City noise ordinance.

37. The standard hours of operation for the outdoor sports and warm-up fields shall be as follows:
- a. 9:00 A.M. to 9:00 P.M., Sunday to Thursday and Federally designated holidays (weekdays).
 - b. 9:00 A.M. to 10:00 A.M., Friday and Saturday (weekends).

Standard weekday hours of operation for the outdoor sports field use may be extended by up to one-hour during weekday evenings, until to 10:00 P.M. at the latest, subject to compliance with mitigation measure **MM N-1 (Evening Noise)**, which is required 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 noise levels. During the first full year of operations, the project sponsor shall monitor noise levels during a minimum of five games to determine whether the use of outdoor fields and warm-up areas would result in exceedance of the 40 dBA exterior residential nighttime noise threshold at the closest residential property boundary. The City shall approve the monitoring schedule, to ensure monitoring occurs during times when outdoor fields are in full usage. A copy of the noise consultant's analysis shall be submitted to the City. If the analysis demonstrates that the Noise Ordinance nighttime threshold would be exceeded, the outdoor facilities shall remain closed by 9 P.M., Sundays through Thursdays, and 10 P.M. on Fridays and Saturdays. If the noise analysis demonstrates that the Noise Ordinance nighttime noise threshold would not be exceeded, the outdoor facilities may extend the hours of operation to 10 P.M., Sundays through Thursdays.

38. All recreational activities and ancillary uses shall end by the designated hours of operation and all patrons shall be directed to leave the facility by the designated allowable hours of operation (e.g. event curfew) and/or premises parking areas promptly after close of facility. Congregating in parking areas shall be discouraged during non-business hours. Maintenance and cleaning crews, employees and security personnel may be allowed to conduct their routine tasks and shall enter the site no

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earlier than one hour before the beginning and leave no later than one hour past the allowable hours of operation.

39. Use of the indoor and outdoor sports fields may include sports leagues and games (such as soccer, lacrosse, flag football or similar multi-use sports uses and activities), individual and group training, and drop-in games, as determined appropriate by the Community Development Department and City Traffic Engineer.
40. No noise amplification devices including indoor or outdoor speaker systems, loudspeakers or bullhorns shall be allowed as this would create potential nuisance noise impacts on nearby residents.
41. No bleachers for spectator seating shall be permitted in conjunction with use of the outdoor recreational fields.
42. The indoor meeting facility/room may be used for team and birthday parties, staff meetings, meetings of soccer or sports organizations and referees or other similar uses.
43. No sale or consumption of alcoholic beverages or food vendors are permitted to operate outside of the recreational facility building.
44. A total of 0 A.M. and 268 P.M. peak hour trips are allocated for all indoor and recreational uses conducted on the site. Any proposed change in the hours of operation (to operate during the AM peak) and/or intensity of usage (to more intense sports field or other unanticipated recreational activities) that would result in an increase in maximum A.M. or P.M. peak hour trips shall require an amendment to the Master Use Permit.
45. Parking shall be provided in compliance with adopted PD zoning standards to meet the demand of the use and requirements of the City parking ordinance, Chapter 14.18. The project proposes 184 paved parking spaces and 86 overflow spaces for the multi-use recreational building. Final parking calculations shall be provided with plans submitted for building permit and/or final design review.
46. Any changes to the components of the use involving a substantial remodel that would intensify uses shall be subject to prior review and approval by the Planning Division and Department of Public works to determine whether the changes would result in an intensification of parking requirements or traffic impacts.
47. Any competitive tournament events held on the site shall be planned so that the on-site parking demand is not exceeded. Any special events that would generate off-site or remote parking demands shall require the prior review and approval of the Planning Division and Public Works Departments.
48. Alcoholic beer and wine beverage service and consumption shall only be allowed as an ancillary incidental use to the café/dining area food service use, as further regulated by the California Department of Alcoholic Beverage Control. The applicant shall maintain suitable kitchen facilities, and alcoholic beverages may only be served when food service is provided. It is intended that food

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and beverage service be contained within building areas designated for “café and “viewing area,” “field viewing area” and “meeting room”.

49. The facility and site shall be maintained in good repair and condition and free of trash, litter and debris. Trash canisters shall be provided on and around the recreational building and outdoor fields and be regularly maintained. Regular trash and garbage cleanup should be conducted on and around the building and outdoor areas. The property owner shall institute a regular trash pick-up program to clean up trash on the site and dispose of it in appropriate trash receptacles.
50. The private roadway extension from the airport access and leading to the recreational facility shall be gated to prevent access after the allowable hours of operation. The gate shall remain closed outside of the allowable hours of operation.
51. Prior to occupancy of the building, the applicant and all operator(s) of the recreational facility shall establish a “code of conduct” plan for review and approval of the Police Department and Community Development Director.
52. The applicant shall regularly patrol the site between 9P.M. and closing, 7 days per week. Personnel shall be made aware of the code of conduct and the conditions of approval and shall enforce them.
 - a. Prior to the occupancy of the building, the applicant shall submit a plan for security patrol for review and approval of the Police Department and Planning Division.
 - b. This requirement for security patrol may be suspended after two years of full operation with the recommendation of the Police Department, that there have been no significant amount of criminal or security issues.
 - c. If this requirement for a security patrol is suspended, it may be reinstated anytime at the recommendation of the Police Department.
53. The “code of conduct” shall be distributed and required to be signed by registered users/customers of the facility. The owner/operator(s) shall submit evidence of compliance with this requirement to Community Development Department, upon request by City Officials to verify compliance with this condition.
 - a. This code of conduct shall be distributed and required to be signed by all users of the facility. The owner/operators shall submit evidence of compliance with this requirement to the Community Development Department and City Officials upon request
 - b. Repeated violation of the “code of conduct” shall require that the operators(s) remove and revoke the patron’s use of the facility.
 - c. The code of conduct shall address the following:
 - i. Prohibit rowdy and/or noisy behavior
 - ii. Prohibit screeching of tires, “blasting” music from vehicles or honking of horns (except for emergency purposes) in the parking lot or along the entire length of the private driveway leading to the recreational facility
 - iii. Prohibit Maintain posted speed limits along airport roadway
 - iv. Prohibit loitering in or around the building, parking areas, outdoor fields, and entire length of the airport roadway. No loitering shall occur in the parking lot or outside the building

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- v. Prohibit consumption of alcohol outside of the designated areas within the building
 - vi. Prohibit public intoxication
54. Prior to occupancy of the recreational facility, two signs shall be installed, one before the northern approach to the bridge and one at the western end of the parking lot to inform patrons of the applicable portions of the “code of conduct” relating to good neighbor practices.
- a. The design, placement and content of signs shall be subject to review and approval of the Planning Division. Once installed, the signs shall be maintained in a good and legible condition at all times.
 - b. Required signs shall address the following items:
 - i. Obey posted speed limits
 - ii. Respect the neighbors - No loud noise, music, honking while driving into or out of the site
 - iii. No loitering
 - iv. No public intoxication
 - v. Abide by code of conduct
 - vi. Abide by on-site parking restrictions
 - vii. Driveway must be kept clear of vehicles at all times for emergency ingress and egress – No standing and stopping allowed.
55. Prior to occupancy of the facility, the property owner shall offer to construct a four-foot minimum solid wall, fence or hedge or combination thereof along the edge of the private access road that runs along the street edge (adjacent to the grassy area) to minimize headlight glare from vehicle headlights shining into windows of residences at Captains Cove. The screen shall extend from the furthest point of the border with Captains Cove property and across the bridge crossing. If installation of the fence screen is accepted by Captains Cove along the access road boundary, it shall be installed prior to grant of occupancy allowing operation of the recreational facility. Design and final placement of fence shall be subject to review and approval by the Community Development Director. If the screen wall, fence or hedge is not accepted by Captains Cove, it shall not be required.
56. Mitigation measure **MM Hyd-1f (Maintenance of Paved Areas)** shall be implemented for the duration of the use. The recreational facility parking lots and other common paved areas shall be properly maintained 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, and included in CC&R’s recorded for the property.
57. Exterior lighting at the recreational facility use shall be designed and maintained to implement mitigation measures **MM Bio-2e (Event Curfew)**, **MM Bio-3a (Nocturnal Lighting)**, **MM Bio-3b (Lighting Curfew)**, and **MM Aesth-1a** as outlined in the MMRP incorporated by reference herein, and included under Environmental and Design Review Permit No. ED05-15 conditions of approval. This includes the following lighting limitations related to use of the facility:
- a. Exterior lighting provided on a master photoelectric cell;

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- b. Provisions of sufficient security level lighting;
 - c. Outdoor field lighting shall be set to turn off 15 minutes after the last scheduled game (e.g., no later than 10 P.M.);
 - d. 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.
 - e. Lighting of the outdoor soccer field designed to have focused illumination that will ensure no direct lighting of off-site areas, such as the North Fork of Gallinas Creek.
 - f. 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.
 - g. The recreational facility shall set a 10:00 P.M. outdoor event lighting restriction (e.g. event curfew) by which time all outdoor field lighting shall be turned off. This curfew shall be earlier on weekdays, by 9:00 P.M. unless a noise study is prepared that determines outdoor field use would not violate the City noise ordinance, pursuant to Use Permit Condition _____. While safety lighting allowing visitors to safely leave the site may be illuminated as late as 12:30 P.M., all outdoor field lighting shall be terminated no later than 10:00 P.M. When there are evening outdoor soccer events, the maximum 10:00 P.M. end time will ensure that light generated from the use of the recreational facility’s outdoor fields will not disrupt nocturnal wildlife species’ activity patterns, allowing nocturnal migration movements through the project area after that time.
58. Incidental site lighting in the parking areas and around the buildings is allowed in order to foster a safe environment, but not to allow activity on the outdoor fields past permitted hours of operation.
59. The building and site design shall implement the requirements of **MM Haz-1 (Risk Reduction Design Features)**, **MM Haz-2 (Elimination of Flight Hazards)**, **MM Hyd-2 Flood proofing** as outlined in the Mitigation Monitoring and Reporting Plan (MMRP), and included in the ED05-15 conditions of approval. This shall included enhanced fire sprinkler and exiting building safety features, design of structures to avoid intersection of the 7:1 ‘ascending clear zone’, installation of safety lighting at specific locations on the site building, fencing and light standard, and building floodproofing to +7 NGVD elevation in conformance with FEMA-standards, signage identifying 50 person maximum occupancy limit of the warmup field area, and prohibiting access outside of fenced areas expect by facility personnel.
60. The parking row along the south boundary fence line that borders the airport runway shall be modified or restricted to standard and compact size vehicles only so as not to conflict with the airport ascending clear zone. Signage shall be posted along the fenceline advising patrons of the parking restrictions for this area including prohibition of backing into these spaces, vehicle height limitations, and violators may be subject to towing. Facility management shall routinely monitor the parking lot to ensure this restriction is enforced.
61. Changes to indoor/outdoor uses shall be subject to prior review and approval of the Planning Division and Public Works Department to whether there would be an increase in parking or traffic impacts, beyond that assumed for the multi-use adult and youth recreational facility. Traffic studies may be required by the City Traffic Engineer to determine total trip generation. If deemed necessary

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by Community Development Director, a minor use permit amendment and additional project conditions may be required to address impacts from change in tenancy or recreational use.

Conditions of Approval - Environmental and Design Review Permit (ED05-15)

General Conditions – San Rafael Airport Property AND Recreational Facility Project (Ongoing)

Community Development Department - Planning Division

1. The revised Development Plan prepared for the San Rafael Airport and San Rafael Airport Recreational Facility Project approves the layout and development of the recreational facility, in addition to the existing private airport use improvements, as presented on the following plans:
 - a. Architectural Plans prepared by L.A. Paul & Associates - Sheets A.0, A.1, A.2, A.3, A.4, A.5, A.6 and A.7.
 - b. Civil Engineering Plans prepared by Oberkamper & Associates consisting of Sheet C-1, C-2, C-3, C-4 and C-5.
 - c. Landscape Plan prepared by Baronian & Whisler Landscape Architecture and Land Planning, consisting of Sheet L-1.
 - d. Photometric Study prepared by Associated Lighting Representatives consisting of Sheet 1.
2. This Environmental and Design Review Permit amending the March, 19, 2001 Master Plan for the San Rafael Airport shall be valid for four (4) years from the date of City Council approval, in order to provide sufficient time for implementation of the additional San Rafael Recreational Facility project development. All conditions related to the recreational facility development shall become null and void if a building permit has not been issued or a time extension granted within the initial approval period established for the additional development project. In the event that the additional recreational facility development is not implemented, all remaining conditions applicable to the site and existing San Rafael Airport use shall remain in full force and effect.
3. The applicant shall remit payment of the State Fish and Game fees in order for staff to file a Notice of Determination with the County Clerk within 5 days of project approval. The current fee amounts are \$2,839.25 payable to the State Fish and Game and \$50.00 payable to the Marin County Clerk, and are subject to increase.
4. The project sponsor shall be responsible for implementing all mitigation measures presented in the San Rafael Airport Recreational Facility Final Environmental Impact Report, on file with the Community Development Department, including any mitigation measures that may not have been incorporated into the project conditions of approval. A deposit for Mitigation Monitoring shall be paid as required by Use Permit Condition _____.
5. The applicant agrees to defend, indemnify, release and hold harmless the City, its agents, officers, attorneys, employees, boards and commissions from any claim, action or proceeding brought against

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any of the foregoing individuals or entities ("indemnities"), the purpose of which is to attack, set aside, void or annul the approval of this application or the adoption of any environmental document which accompanies it. This indemnification shall include, but not be limited to, damages, costs, expenses, attorney fees or expert witness fees that may be asserted or incurred by any person or entity, including the applicant, third parties and the indemnities, arising out of or in connection with the approval of this application, whether or not there is concurrent, passive or active negligence on the part of the indemnities.

6. In the event that any claim, action or proceeding as described above is brought, the City shall promptly notify the applicant of any such claim, action or proceeding, and the City will cooperate fully in the defense of such claim, action, or proceeding. In the event the applicant is required to defend the City in connection with any said claim, action or proceeding, the City shall retain the right to: 1) approve the counsel to so defend the City; 2) approve all significant decisions concerning the manner in which the defense is conducted; and 3) approve any and all settlements, which approval shall not be unreasonably withheld. Nothing herein shall prohibit the City from participating in the defense of any claim, action or proceeding, provided that if the City chooses to have counsel of its own to defend any claim, action or proceeding where applicant already has retained counsel to defend the City in such matters, the fees and the expenses of the counsel selected by the City shall be paid by the City.
7. As a condition of this application, applicant agrees to be responsible for the payment of all City Attorney expenses and costs, both for City staff attorneys and outside attorney consultants retained by the City, associated with the reviewing, process and implementing of the land use approval and related conditions of such approval. City Attorney expenses shall be based on the rates established from time to time by the City Finance Director to cover staff attorney salaries, benefits, and overhead, plus the actual fees and expenses of any attorney consultants retained by the City. Applicant shall reimburse City for City Attorney expenses and costs within 30 days following billing or same by the City.
8. This Environmental and Design Review Permit (ED05-15), amending the March 19, 2001 Master Plan for San Rafael Airport, and approving additional site development of an 85,700-square-foot indoor recreational facility, two outdoor sports fields, and associated parking, landscaping and site improvements shall run concurrently with the approved Use Permit (UP05-08). If either entitlement expires, this Environmental and Design Review Permit approving the additional San Rafael Airport Recreational Facility development for the property, as depicted on project plans shall also expire and become invalid.
9. Any future modification to colors shall be subject to review and approval of the Planning Division and major modifications shall be referred to the Design Review Board.
10. All landscaping shall be maintained in a healthy and thriving condition, free of weeds and debris. Any dying or dead landscaping shall be replaced in a timely fashion.

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11. All site improvements, including but not limited to, site lighting, fencing, landscape islands and paving striping shall be maintained in good, undamaged condition at all times. Any damaged improvements shall be replaced in a timely manner.
12. Fencing including the mesh covering along the southern edge of the recreational facility site and parking lot shall be installed and maintained in a good, undamaged condition. Any damaged portions shall be replaced in a timely manner.
13. The project site shall be kept free of litter and garbage. Any trash, junk or damaged materials that are accumulated on the site shall be removed and disposed of in a timely manner. The applicant shall institute a program to provide regular cleanup of the parking lot, outdoor fields, roadway leading to the facility, as well as all other areas immediately around the new structure.
14. Approved colors are as shown on the approved color and material board that is on file with the Community Development Department, Planning Division, except as modified by the follow-up review by the Design Review Board. Generally, the approved color palette consists of a dark green, light green, beige and brown.
15. Pursuant to General Plan Policy SU-5d, high albedo (reflectivity) materials shall be used for future outdoor surfaces such as parking lots.
16. A minimum of 228 parking spaces are required for the facility, as proposed, pursuant to the parking study prepared for the project. The facility, as proposed, shall provide 184 paved parking spaces, 86 overflow spaces. Any change in uses, square footage, and/or intensity shall be subject to further review by City Public Works and Planning to assure adequate parking is provided and maintained in compliance with the PD zoning standards and San Rafael Municipal Code Chapter 1418.
17. Bicycle parking shall be provided in compliance with San Rafael Municipal Code Section 14.18.090. This would require a minimum of 9 to 14 bicycle parking spaces using the commercial standards that requires bicycle parking to be provided at the rate of 5% of vehicle parking, and a minimum of one two bike capacity rack. Alternative number may be provided subject to review and approval of a bicycle parking study submitted to the City Traffic Engineer. Final plans shall include a design detail for proposed bicycle parking spaces, proposed number and location subject to final review and approval by the Community Development Department and Traffic Engineer.
18. Parking spaces for clean air vehicles shall be provided in compliance with SRMC Section 14.18.045.
19. In the future, if the recreational facility gravel overflow parking lot is found to be necessary to accommodate routine parking needs of the recreational facility, the applicant shall pave, stripe and landscape the overflow parking lot consistent with current standards. The applicant shall apply for and receive approval of an Administrative Environmental and Design Review Permit for this action.
20. If reclaimed water for landscaping purposes is made available, the applicant shall upgrade their water system and install any and all required facilities to use reclaimed water for all site landscaping purposes.

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21. All work associated with San Rafael Airport renovation project approved in March 19, 2001 and the required mitigation associated with the development of the project has been confirmed and completed. The design, improvement and maintenance of all existing approved buildings and site improvements associated with that work shall comply with approved plans and details as reviewed by the Design Review Board. Any future additions or modifications to the structures and improvements made for the San Rafael Airport facility shall be subject to prior review and approval by the Planning Division, to determine consistency with all project approvals and level of review required. This shall include ongoing compliance with the following requirements:
- a. Buildings shall have/maintain non-glare finishes.
 - b. Landscape screening shall be maintained along the easterly portion of the subject airport facility site area.
 - c. Landscape screening shall be maintained along the westerly portion of the airport development from the existing Contempo Marin residential neighborhood. This screening is required to soften the appearance of the buildings visible along the western edge of the site.
 - d. All trees and landscape screening required for development of the Master Plan for the Airport shall be maintained in good repair and condition.
 - e. All mechanical equipment and appurtenances not entirely enclosed within the structure shall be screened from public view, as indicated on approved plans and subject to approval by the Community Development Director.
 - f. Trash enclosures shall be screened with landscaping and integrated into site design, as indicated on approved plans.
 - g. Parking lot light sources shall be shielded to ensure that there is no light spillover onto adjacent residential properties.
 - h. Foundation designs shall comply with detailed geotechnical investigation recommendations.
 - i. Noise mitigation shall be installed and maintained for fixed base operator mechanical commercial hangar(s) located along the western portion of the site adjacent to Contempo Marin to assure noise increases (above established baseline conditions) generated from the additional buildings and site activities complies with the City Noise Ordinance limits.
 - j. Construction activities (including noises associated with arrivals or startup of equipment, employees or deliveries) shall be subject to compliance with the City Noise Ordinance Chapter 8.13, and project mitigation measures referenced herein. No work is allowed on Sundays or City observed Holidays.

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22. Pursuant to **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 (i.e., aviation safety and flood control). Any scheduled maintenance by the airport operator along the North Fork of Gallinas Creek, other than vegetation control, should occur in August through January 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 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.
23. Pursuant to **MM Bio-3b: Lighting Curfew**, the recreational facility lighting controls shall be set to comply with the 9:00 P.M./10:00 P.M. outdoor event lighting restriction. While safety lighting allowing visitors to safely leave the site may be set to remain illuminated as late as 12:30 P.M., all outdoor field lighting shall be programmed to terminate 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 use of the recreational facility's outdoor fields will not disrupt nocturnal wildlife species' activity patterns, allowing nocturnal migration movements through the project area after that time.

Public Works Department

24. The owners shall be responsible for the integrity of the property levee and to maintain the top of the levee at minimum +9.0' datum.

Fire Department

25. When a tenant who utilizes hazardous materials vacates the site, they shall file a closure plan with the San Rafael Fire Department. All tenants using, handling or storing hazardous materials, shall apply for and receive a Hazardous Materials Consolidated Unified Permit from the San Rafael Fire Department.
26. All security gates, electronic gates, chains, etc., across driveways shall have installed an approved Knox Box keyway conforming to Fire Prevention Standard 202.
27. Knox Box entry systems shall be provided to or within a structure or an area unduly difficult to access because of secured openings or where immediate access is necessary for life saving or firefighting purposes, as determined by the Fire Department.
28. All facilities that are required to submit a Hazardous Materials Business Plan shall have a Knox box key entry system subject to review and approval by the Fire Department.
29. A directory illustrating business locations shall be provided and maintained at the entrance to the airport facility. All buildings shall have approved identification located on the structures.
30. In accordance with Fire Code requirements, automatic fire sprinkler systems shall be installed on all new and existing buildings constructed after January 7, 1993, in conformance with NFPA standards.

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31. Alarms or fire detection systems and commercial fire sprinkler systems shall be monitored by a UL Central Station Company and shall be issued a UL serially numbered certificate for Central Station Fire Alarms.
32. Permits shall be obtained from the Fire Department prior to installation of automatic and fixed fire extinguishing and detection systems.
33. Fire hydrants capable of supplying the required fire flow and spaced at a minimum of 300 foot intervals and an adequate water supply provided at the Airport for fire fighting purposes shall be maintained.
34. New roofs shall be a minimum Class A covering that complies with building code standards.
35. All leases for the airport hangars shall include a requirement that the tenant shall furnish a list and total quantity of all hazardous materials stored in the subject business/hangar. The list shall include a contact name, phone number and building location identification.
36. The Fire Department may inspect, and access shall be provided upon reasonable notice, any on-site building (including hangars) for the presence of hazardous materials. All new leases for on-site tenants shall include a notice that the Fire Department shall be provided access to buildings for hazardous materials inspections, if applicable. When there is a change in tenants that store hazardous materials that require reporting to the Fire Department, a new, updated list of stored hazardous materials shall be submitted to the Fire Department within 30 days of occupancy.

Police Department

37. The recreational facility parking lot shall be steam cleaned annually.
38. Landscaping shall not block or obstruct the view of any door, window or lighting fixture.
39. Trash canisters shall be provided on the recreational facility site, both around the building and outdoor areas, to accommodate all trash generated by the use. The trash canisters shall be routinely maintained and serviced to ensure that they do not overflow.
40. All exterior lighting shall be vandal resistant and sufficient to establish a sense of well being to the pedestrian and facilitate recognition of persons at a reasonable distance in parking lots.
41. Minimum security level exterior lighting in the airport facility parking and walkway areas shall be maintained on a master photocell set to operate during hours of darkness.
42. All new outswinging exterior doors shall have non-removable pines. All new inswinging exterior doors shall have rabbeted jambs.

Conditions Required Prior to Issuance of Building Permits – San Rafael Airport Recreational Facility

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Community Development Department - Planning Division

43. The applicant shall seek and receive all necessary permits to install a new, 25-foot wide clear span bridge over existing bridge crossing the North Fork of Gallinas Creek as illustrated in the project plans, including the State Department of Fish and Game Streambed Alteration Permit SBAA ____.
44. The new clear span bridge may be installed prior to construction of the building, but shall be completed prior to commencing construction of the main building structure.
45. The applicant shall be responsible for all costs associated with mitigation monitoring and shall remit an initial deposit in the amount of \$5,000.00 for mitigation monitoring and condition compliance. Staff shall bill time against this deposit amount during project review and implementation of the project and monitoring of project conditions, to assure compliance with conditions and mitigation measures has been achieved.
46. Any outstanding Planning Division application processing fees shall be paid prior to issuance of construction permits.
47. Prior to issuance of a building permit for the recreational facility building, the finished grade of the building pad and setbacks from wetlands and creeks shall be certified by a Licensed Surveyor to confirm height and setback limitations shown on construction plans will be met.
48. Pursuant to **MM AQ-2 Greenhouse Gas Reduction Strategies Compliance**, the project as proposed by the applicant shall comply with the City of San Rafael Green Building Ordinance and ordinances and regulations adopted to implement the City Sustainability Element and City qualified 2009 Climate Change Action Plan, Appendix E (i.e., required strategies). Additionally, the applicant shall implement the GHG Reduction Strategy checklist's *Recommended Elements*, as proposed by the project applicant and required as a condition of approval to comply with City Municipal Code Requirements. Additional strategies shall be implemented, to the extent feasible, as determined by City of San Rafael Building, Planning and Public Works in order to further reduce the project generated GHG emission.
49. The project shall be implemented as proposed to qualify for US Green Building Council's LEED program (Leadership in Energy and Environmental Design). The project shall include the following:
 - a. Use state-of-the-art high efficiency field lighting combined with ample natural lighting to reduce electrical usage.
 - b. Install photovoltaic solar panels produce clean electricity.
 - c. Use ET Water or equivalent smart irrigation controllers to minimize water use and eliminate irrigation runoff into Gallinas Creek.
 - d. Use MUSCO Green Generation Lighting or equivalent, which uses 50-percent less lighting than traditional systems, for illumination of the outdoor sports field. The light poles shall use

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adjustable lamps and shield cutoffs to conceal light sources from view off-site and direct all lighting downward and away from adjacent wetlands.

- e. The outdoor synthetic all-weather field turf shall utilize state-of-the-art technologies and materials to minimize runoff and ensure the most environmentally friendly and stable in-fill products are used (e.g., cryogenic crumb rubber) that meet CPSC, EPA, CDC, HUD and other state and national requirements.
50. Porous or pervious pavement, porous asphalt or pavers, shall be used to the maximum extent feasible. Ensure material is ADA compliance and durable for weight of emergency vehicles and appropriate for site soils conditions and intended use areas.
51. The parking lot design shall include landscaping with shade tree cover, tree wells and tree spacing in compliance with the landscape requirements of SRMC Chapter 14.18.130.
52. Except as conditioned herein, building techniques, materials, elevations, landscaping, infrastructure and appearance of this project, as presented for approval, shall be the same as required for the issuance of a building permit. Any future additions, expansions, remodeling, etc. shall be subject to the review and approval of the Planning Division. Modifications that are deemed minor shall be reviewed and approved by the Community Development Director as part of the building permit application. All other modifications may be referred to the Design Review Board and/ or Planning Commission for review and action.
53. The applicant shall implement mitigation measure **MM Bio-2b: Permanent Conservation Area**. The Project Applicant shall designate 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. A draft deed restriction shall be submitted for review and approval, and recorded prior to occupancy, that specifies the prohibited and allowed uses of the buffer areas. The allowed uses would include the continued maintenance of the fields and levees, while the prohibited uses would prohibit any future development or land disturbance (outside of that required for routine maintenance and levee repairs) within the 100+-foot creek protection buffer that is designated as a conservation area. Access to the area shall be restricted to facility personnel, and the area shall be protected with permanent barrier fencing and signage.
54. The Design Review Board shall review and approve the proposed final building materials, color scheme, lighting and landscape plans for the entire project to ensure that the Design Review Permit criteria established in the San Rafael Municipal Code Title 14 (zoning), Chapter 25 (Design Review) are satisfied, including provision of appropriate materials and non-reflective and/or tinted glass to minimize potential daytime glare impacts; pursuant to Mitigation Measure **MM Aesth-1b**.
- a. Construction plans shall be submitted for review and approval showing building architectural details and final construction details to confirm the quality of the building finishes, heights, and appearance of the project as indicated in the approved plans.

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- b. Final landscaping, irrigation and site plan details shall be submitted as approved by the City Council with the following modifications/additional details:
 - i. Actual location of all perimeter-screening trees shall be shown on the landscape plan.
 - ii. Replacement trees to fill in any gaps in perimeter screening with a native or compatible species suitable for site conditions and exhibiting fast growing screening characteristics. This requirement only applies for new trees proposed to fill in the gaps of the existing Eucalyptus trees along the inside of the northern and southern levees on the perimeter of the Airport site.
 - iii. Show the area where gaps in the Eucalyptus row shall be filled in to screen views of the building with native or compatible species. Replacement species shall be consistent with City tree guidelines.
 - iv. Provide details on all new fencing.
- c. The landscape plan submitted for issuance of building permit shall include the MCSTOPPP measures required for treating storm water quality. Plans shall incorporate details and specifications for storm water collection design and filtration features, and shall be subject to final approval by the City of San Rafael Public Works Department. Storm water filtration features shall include:
 - i. Stormwater inlets shall be placed in landscape areas rather than at the edge or low point in paved parking lot areas.
 - ii. Landscape areas surrounding inlets shall be graded in a swale and landscaped to promote filtration.
 - iii. Direct parking lot runoff into landscape swales and inlets. Raised concrete curbs shall be designed with frequent cuts to allow free-flow from paved areas to swales.
- d. Final design, details, colors and materials of the clear-span bridge shall be provided. Mesh, or another appropriate material, shall be included on the bridge railing along the western side of the bridge to minimize headlights from shining on adjacent properties to the west.
- e. Design Review Board Lighting Approval shall be required Pursuant to Mitigation Measure **MM Aesth-1a**. Prior to issuance of building permits, the Project Proponent shall prepare an exterior lighting plan for all areas of the Project site subject to compliance with the photometric analysis prepared for the site, for the review and approval of the Design Review Board. The plan shall meet the following performance standards and include the following information:

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- i. 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;
 - ii. 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;
 - iii. A maximum of one (1) foot-candle intensity at the property line and edge of designated "conservation area";
 - iv. Vandal-resistant garden and exterior lighting;
 - v. A lighting standard that is shielded to direct illumination downward and to limit casting light and glare on adjacent properties;
 - vi. Exterior lighting on a master photoelectric cell, which is set to operate during hours of darkness;
 - vii. 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;
 - viii. Outdoor field lighting shall be set to turn off 15 minutes after the last scheduled game, and by 10 P.M. at the latest;
 - ix. 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.
- f. Final exterior lighting for the facility shall meet the following or equivalent specifications, as determined by the Design Review Board and Community Development Department:
- i. Access road and parking lot perimeter:
Guardco BR-8 Round Bollards @ 40' O.C., 42" high with 70 watt metal halide lamps. Qty: 31
 - ii. Main building:
Guardco BE-14 wall-mounted luminaires @ 50' O.C., 14' above finished floor with 150 watt metal halide lamps. Qty: 23

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iii. Building entrances:

Guardco Designer Canopy Luminaires @ 20' O.C., with 42 watt compact fluorescent lamps. Qty: 8

iv. Paved parking lot and unpaved overflow lot:

Guardco Square Form 10, A14, 2-way side pole mounted @ 40' O.C., 14' average finished floor with 150 watt metal halide lamps. Qty: 19

v. Outdoor Soccer Field:

Musco Green Generation 1500 WMZ Luminaires, 3/Pole, 40' high, @ 30' O.C., with 1500 watt metal halide lamps. Qty. 4 AND

Musco Green Generation 1500 WMZ Luminaires, 2/Pole, 23' high, @ 30' O.C., with 1500 watt metal halide lamps. Qty. 4

55. A current traffic mitigation fee (\$4,246.00 dollars) shall be paid for each A.M. and P.M. peak hour trip generated by the proposed recreational facility development project. Fees shall be paid at time of issuance of building permits for the development project. The total fee determined for this project is \$1,137,928, (which shall be subject to adjustment according to the Lee Saylor Construction Index to take into account changes in construction costs); based on a fee of \$4,246.00 times 268 total P.M. peak hour trips identified for construction of the 85,700 square foot multi-use recreational facility building and outdoor soccer field. The fee may be paid prior to issuance of permit(s) for the tenant improvements required to occupy the building, subject to separate written agreement by the Director of Public Works.
56. Until sufficient fees have been collected to implement the traffic improvements identified for build-out under General Plan 2020, the City Public Works Department will continue to monitor signal timing in the area, specifically at study intersections #3 (Smith Ranch Road/US 101 Northbound Ramps) and #4 (Lucas Valley Road/US 101 Southbound Ramps), to ensure traffic flow is optimized and that there are no significant impacts to traveler safety as a result of queuing impacts, and that the City will continue to work with Caltrans in these efforts (Mitigation Measure **MM:Traf-1**).
57. Affordable housing in-lieu fee shall be paid prior to the issuance of a building permit consistent with the requirements established by Section 14.020.I of the Zoning Ordinance. The in-lieu fee shall be \$17,822 and is based on 0.07 (average number of affordable units required for an 85,700 square foot recreational facility) times \$254,600 (in-lieu fee per full affordable unit). This fee amount is subject to adjustment and shall be calculated based on the current fee amount at time of building permit submittal.
58. A construction logistics plan shall be submitted demonstrating how construction conditions shall be met. The plan must be approved by the Community Development Director and shall include the conditions of approval and mitigation measures that are applicable to the construction of the project.

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59. Protective barrier fencing shall be installed during construction to protect wetland areas. Plans showing the fencing, signage and barrier details shall be included on project plans. The fencing shall be a minimum four-foot orange mesh protected by hay bales and signage designed to avoid intrusion by construction workers and equipment.
60. Pursuant to **Mitigation Measure MM AQ-1a, 1b, and 1c**, the following requirements shall be noted on the final building permit plans prepared for the project and implemented during all phases of construction activities to reduce PM₁₀ emissions per the BAAQMD's recommendation.
- a. 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.
 - b. All trucks hauling soil, sand, and other loose materials shall be covered and maintain at least one foot of freeboard.
 - c. 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
 - d. 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 hydro-seed or non-toxic soil stabilizers
 - e. Any exposed stockpiles (dirt, sand, etc.) shall be enclosed, covered and watered twice daily or non-toxic soil binders shall be applied to any exposed stockpiles
 - f. 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
 - g. Excavation and grading activity shall be suspended when wind gusts exceed 25 miles per hour
 - h. Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.
 - i. 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
 - j. 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.
 - k. The above requirements shall be noted on the grading plans or building permit plans prepared for the Project prior to issuance of any permit
61. Mitigation Measure **MM AQ-1b: Plan Notations** shall be implemented. Prior to approval of the final improvement plans and specifications, the City of San Rafael shall confirm that the plans and specifications 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

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62. Mitigation measure **MM AQ-1c: Construction Contract Specifications** shall be implemented. 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.
63. Provide plan details to implement mitigation measure **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 practices currently established. The exact location and size of the fence shall be determined by a qualified biologist. The fence will be a minimum of ten-feet tall (which may consist of a standard 6-foot tall cyclone fence with a 4-foot netting extension) 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 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.
64. Provide plan details and information to satisfy mitigation measure **MM Bio-2d**, requiring installation of protective fencing during construction.
65. Provide plan details and information to implement mitigation measure **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**.
66. Provide plan details and information to implement mitigation measure **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

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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.

67. Implement mitigation measure **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:

- a. Limit height of proposed structures to assure clearance of the 7:1 Transitional Surface (aka, 'ascending clear zone')
- b. Design the row of parking stalls nearest to airfield for compact vehicles and/or add signs along the fence-line notifying drivers not to back-in their vehicles
- c. Add obstruction lights to the following features to make them more conspicuous to pilots:
 - i. Southwesterly and southeasterly corners of building
 - ii. Southwesterly and southeasterly ends of the fence fronting the airfield
 - iii. Most easterly field light along the southeastern edge of the outdoor soccer field
- d. Tall trees should be trimmed to ensure that they do not constitute an airspace obstruction (or, alternatively, shorter species can be planted.
- e. 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.
- f. Construction cranes and other tall construction equipment should be lowered at the end of each day.

68. Pursuant to Mitigation Measure **MMHaz-2**, 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 other tall construction equipment should be noted on the form.

69. All mechanical equipment (i.e., air conditioning units, meters and transformers) and appurtenances not entirely enclosed within the structure (on side of building or roof) shall be screened from public view. The method used to accomplish the screening shall be indicated on the building plans and approved by the Planning Division.

Community Development Department – Building Division

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70. The design and construction of all site alterations shall comply with all applicable codes and regulations in effect at the time of plan submittal and building permit issuance. Currently the applicable codes are the 2010 California Building Code, 2010 Plumbing Code, 2010 Electrical Code and 2010 California Mechanical Code.
71. A building permit is required for the proposed work. Applications shall be accompanied by four (4) complete sets of construction drawings to include: architectural plans, structural plans, electrical plans, plumbing plans, mechanical plans, fire sprinkler plans, landscape/irrigation plans, site/civil plans, structural calculations, truss calculations, soils reports and Title-24 energy documentation.
72. A Plumbing Permit is required for landscape irrigation valves and anti siphon devices.
73. An Electrical Permit is required for the site lighting.
74. The occupancy classification, construction type and square footage of each building shall be specified on the plans in addition to justification calculations for the allowable area of each building.
75. Each building shall have address numbers posted in a conspicuous place, clearly visible from the street. Numbers should be minimum 4" in height, contrasting in color to their background, and either internally or externally illuminated.
76. Fire sprinklers will be required throughout the building. Separate application by a C-16 contractor is required.
77. Knox box keyed entry system is required at designated access doors.
78. If any proposed fencing exceeds 6' in height, a building permit is required.
79. School fees shall be required for the project. Commercial space is computed at \$0.33 per square foot of new building area. Calculations are done by the San Rafael City Schools, and those fees are paid directly to them prior to issuance of the building permit.
80. If on-site streets/roads are privately owned, certain on-site improvements such as retaining walls, street light standards and private sewer system will require plan review and permits from the Building Division.
81. A portion of the subject property appears to be located in an AO flood zone, which is identified as an area of special flood hazard. Municipal Code Title 18 requires that all new construction and in some cases, existing improvements, are to be designed to ensure that the potential for flooding is minimized. This may involve grading to elevate the building pad or raising of existing building components to a level above the highest flood level.
82. No new construction, or substantial improvements of a structure which would require a building permit, pursuant to the applicable provisions of the Uniform Building Code as adopted, shall take

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place in an area of special flood hazard without full compliance with the terms of this code and other applicable flood control requirements.

83. Prior to submittal of plans to the Building Division for plan review, the applicant shall determine where the actual flood fringe boundary lines occur on the property. The lines shall be incorporated onto a site/ topographical plan which shall be included as part of the required plan information noted above.
84. With regard to any grading or site remediation, soils export, import and placement; provide a detailed soils report prepared by a qualified engineer to address these procedures. In particular the report should address the import and placement and compaction of soils at future building pad locations and should be based on an assumed foundation design. This information should be provided to Building and Engineering Division for review and comments prior to any such activities taking place.
85. A grading permit shall be obtained for the above-mentioned site grading work.
86. Prior to building permit issuance for the construction of each building, geotechnical and civil pad certifications are to be submitted.
87. Because of the elevation of nearby public sewer lines, a sewage ejector may be necessary to serve these buildings. Design for the ejectors must be reviewed and approved by the Engineering Division and Water Quality Control. A double pump alarmed system is required on all commercial buildings.
88. All site signage as well as wall signs require a separate permit and application (excluding address numbering).
89. Prior to application for building permits, applicant shall submit a request for addressing for the new building along with 5 copies of the site plan to the Building Division. The building will be assigned an individual address by the City. Subsequently, applicant, and other appropriate departments will receive copies of the addressing plan. If applicant has a preferred addressing scheme, that should be included with the original request.
90. Any monument sign(s) located at the driveway entrance(s) shall have address numbers posted prominently on the monument sign.
91. In accordance with Uniform Building Code, the men's and women's restrooms must contain a minimum number of fixtures based on occupant load. Fixture count must meet minimums shown in CBC appendix chapter 29.
92. The site development of such items as common sidewalks, parking areas, stairs, ramps, common facilities, etc. are subject to compliance with the accessibility standards contained in Title-24, California Code of Regulations. The civil, grading and landscape plans shall address these requirements to the extent possible.

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93. All areas within the site must be accessible for persons with disabilities. All newly constructed buildings on a site shall have, but are not limited to, the following accessible features:
- a. Path of travel from public transportation point of arrival
 - b. Routes of travel between buildings
 - c. Accessible parking
 - d. Ramps
 - e. Primary entrances
 - f. Sanitary facilities (restrooms)
 - g. Drinking fountains & Public telephones (when provided)
 - h. Accessible features per specific occupancy requirements
 - i. Accessible special features, ie., ATM's point of sale machines, vending machines, etc.
94. Pedestrian access provisions should provide a minimum 48" wide unobstructed paved surface to and along all accessible routes. Items such as signs, meter pedestals, light standards, trash receptacles, etc., shall not encroach on this 4' minimum width. Also, note that sidewalk slopes and side slopes shall not exceed published minimums per California Title 24, Part 2.
95. Note that minimum elevator car size (interior dimension) is 68" wide and 51" deep, with a clear door width of 36".
96. Review and approval by the Marin County Health Department may be required prior to issuance of the building permit.
97. Maximum travel distance from any point within the building to an exit shall be 250' unless rated corridors are used.
98. Based on the number of parking spaces, disabled parking spaces shall be provided and distributed throughout the site to serve all facilities in compliance with Title 24.
99. At least one disabled parking space must be van accessible; 9 feet wide parking space and 8 feet wide off- load area. Additionally, one in every eight required handicap spaces must be van accessible.
100. On site fire hydrants will be required.
101. Fire lanes must be designated; painted and signed.

Public Works Department - Land Development Division

102. A grading and encroachment permit is required from the City of San Rafael, Department of Public Works, 111 Morphew Street, San Rafael.
103. Standard sized plans, or electronic version of plans are required for future review.
104. Include and make part of project plans, the sheet: "Pollution Prevention – It's part of the plan".

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105. Plans for installation of the 25-foot replacement bridge deck across Gallinas Creek shall provide a cross section of the bridge showing the travel lanes for vehicles and pedestrian walkway.
106. If there are any existing bridge piles within the creek that are no longer needed for the bridge crossing, these should be removed to promote better flow characteristics of Gallinas Creek.
107. Provide a 20-scale engineered site plan and template of vehicles utilized to design the turning movements within the facility, as shown on sheet A-2. Modification to the geometry of the parking lot, turn around and access road may be necessary to accommodate adequate vehicle movements for large vehicles such as garbage trucks, delivery trucks and fire equipment.
108. Mitigation measure **MM Geo-1 (Geotechnical Engineering Recommendations)** shall be implemented. 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 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 production piles should be ordered based on the indictor piles. The

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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 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.

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109. 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 that the Project was constructed in accordance with the recommendations identified in the geotechnical reports.
110. Mitigation measure **MM Hyd-1a (Erosion Control Plan)** shall be implemented. Prior to issuance of a grading permit, a California Registered Civil Engineer retained by 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 control and manage erosion and sediment, control and treat runoff, and promote infiltration of runoff from new impervious surfaces resulting from construction activities in order to minimize erosion and runoff to the maximum extent feasible. At a minimum, the ECP and written narrative shall include the following:
- a. A proposed schedule of grading activities, monitoring, and infrastructure milestones in chronological format
 - b. Identification of critical areas of high erodibility potential and/or unstable slopes; contour and spot elevations indicating runoff patterns before and after grading
 - c. Identification and description 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-1922 (Erosion)*. Measures could include, but are not limited to stabilizing the entrances, using straw wattles, installing silt fences, using erosion control blankets, and covering all exposed soil with straw mulch or a trackifier
 - d. The location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, including measures to control dust
 - e. Identification and description of soil stabilization techniques (such as short-term biodegradable erosion control blankets and hydroseeding) to be utilized;
 - f. A description of the location and methods of storage and disposal of construction materials
 - g. The post-construction inspection of all drainage facilities for accumulated sediment, and the cleaning of these drainage structures of debris and sediment
 - h. The first 3/4 -inch of runoff from the first 1-inch of rainfall must be treated; and
 - i. A copy of the City's Best Management Practices sheet included within project plans

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The ECP shall limit the areas of disturbance, designate restricted-entry zones, and provide for revegetation or mulching. The Project Applicant shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials. The construction contractor employed by the Project Applicant shall retain a copy of the ECP on-site and shall implement the ECP during all earth-moving activities

111. Mitigation measure **MM Hyd-1b (NPDES Permit)** shall be implemented. 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.
112. Mitigation measure **MM Hyd-1c: Storm Water Pollution Prevention Plan (SWPPP)** shall be implemented. 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.)
113. Mitigation measure **MM Hyd-1d: Storm Water Management Plan (SWMP)** shall be implemented. 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, to the maximum extent feasible. 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.
114. Mitigation measure **MM Hyd-1e: Drainage Swales** shall be implemented. Where grassed swales are to be used to filter pollutants from runoff, they shall consist of a dense, uniform growth of fine-stemmed herbaceous plants best suited for filtering pollutants and tolerant to the water,

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climatological, and soil conditions of the development area. In addition, the swale design shall include, but not be limited, to the following:

- a. Design methods for increasing detention, infiltration, and uptake by wetland-typed plants
- b. 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.

115. Mitigation measure **MM Hyd-2a: Flood-proofing** shall be implemented. In order to provide for one foot of freeboard elevation above the base 100-year flood elevation of +6.0 NGVD (+8.67 NAVD), the portions of the building below +7.0 NGVD (+9.67 NAVD) shall be flood proofed according to the following specifications per FEMA *Technical Bulletin 3-93* (see Appendix I):

- a. The building must be watertight to the floodproof design elevation of +7 NGVD (9.67 NAVD). Floodproofing to any elevation less than 1 foot above the BFE will have a serious negative impact on the flood insurance rating for the building. Generally a minimum of 1 foot of freeboard is recommended. Additional freeboard is warranted for sites where predicted flood depths may be inaccurate, such as sites within large drainage areas and rapidly urbanizing areas.
- b. The building's walls must be "substantially impermeable to the passage of water." FEMA has adopted the U.S. Army Corps of Engineers (ACOE) definition of substantially impermeable from the ACOE publication "Flood Proofing Regulations." This document states that a substantially impermeable wall "shall not permit the accumulation of more than 4 inches of water depth during a 24-hour period if there were no devices provided for its removal. However, sump pumps shall be required to control this seepage." Flood resistant materials, described in Technical Bulletin 2, "Flood-Resistant Materials Requirements," must be used in all areas where such seepage is likely to occur.
- c. The building's utilities and sanitary facilities, including heating, air conditioning, electrical, water supply, and sanitary sewage services, must be located above the BFE, completely enclosed within the building's watertight walls, or made watertight and capable of resisting damage during flood conditions.
- d. All of the building's structural components must be capable of resisting specific flood-related forces. These are the forces that would be exerted upon the building as a result of floodwaters reaching the BFE (at a minimum) or floodproofing design level.
- e. 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.

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116. **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 and submitted for review and approval by the Building Division and Department of Public Works prior to issuance of permits authorizing grading, construction and installation of on-site improvements. The final construction plans shall be prepared based on the preliminary hydrologic report, grading plan and drainage plans that have been submitted for the project zoning entitlements and which have been reviewed by Building and Public Works for the purpose of identifying their respective requirements that would apply to this project, and confirm that their respective requirements could be satisfied based on the preliminary plans and reports submitted for zoning review. The final plans shall incorporate responses required to address requirements of the Building and Public Works Department; as necessary to assure construction plans and details shall comply with all codes, standards, and requirements currently imposed and enforced by the Building Division and Department of Public Works. This shall include submittal of the following:
- a. Preliminary drainage calculations shall be verified and confirmed by the project Civil Engineer with plans submitted for final construction documents. The final hydrology report shall contain updated pre- and post-construction runoff calculations to support the final improvement plan details shown on the final construction documents.
 - b. Final grading and drainage plans shall be prepared by a registered engineer and the final building pad/finished floor grade shall be verified and certified by a licensed surveyor to assure the required finish grade and building flood proofing elevations are achieved.
117. All portions of the building that are below the +7' NGVD 1929 as indicated on the proposed plan shall be flood-proofed in accordance with the flood-proofing requirements established by FEMA to prevent water intrusion into the building. Where flood-proofing is required, the building materials must be of the type resistant to floodwater.
118. The construction plans must be signed and stamped by either a registered engineer or architect certifying that the building(s) and materials are designed to comply with the requirements and guidelines of the flood-proofing methods established by FEMA.
119. An engineered site plan showing all existing and proposed site conditions shall be submitted with the application for a building permit.
120. An engineered grading plan shall be submitted with grading permit application.
121. Any work in the public right-of-way shall require an encroachment permit.
122. If Path of Travel (POT) is required from the Smith Ranch Road to the new recreation facilities, the POT must comply with the Americans with Disabilities Act (ADA) requirements, including grades, elevations, landscape, lighting, signing and striping.

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- 123. An erosion control plan in compliance with “Best Management Practices” is required.
- 124. All utilities shall be underground, water-tight and designed to allow for any future settlement.

Public Works Department – Storm Water Pollution Prevention Division

- 125. Notice of Intent is required from the State.
- 126. Attach “Best Management Practices” sheet to building permit plans.
- 127. The first ¾” of the first 1” of rainfall must be treated prior to discharge into public drainage system. Show the method for compliance.
- 128. Roof leaders must be directed to landscaping for treatment. The first ¾” inch of rainfall must be treated prior to going to the storm drain system
- 129. The refuse area shall be provided for trash, recycling and landscape recycling containers to serve the needs of the site. Refuse enclosure areas and details shall be prepared in consultation with the waste service provider, indicated on project plans and shall be covered, bermed and plumbed to the sanitary sewer.

Fire Department

- 130. The plans submitted for building permit issuance for the recreational facility shall be revised to address the following:
 - a) Include the following notes on the building plans:
 - i. Fire Sprinkler/Standpipe system places (Deferred Submittal to the Fire Prevention Bureau)
 - ii. Fire Alarm system plans (Deferred Submittal to the Fire Prevention Bureau)
 - iii. Fire Underground plans (Deferred Submittal to the Fire Prevention Bureau)
 - b) As the building is over 30 feet in height, an aerial fire apparatus clear access roadway with minimum unobstructed width of 26-feet is required parallel to one entire side of the building. The Aerial apparatus access roadway shall be located within a minimum 15 feet and a maximum of 30 feet from the building. Minimum width of fire apparatus access road is 20-feet and minimum inside turning radius of fire apparatus road is 28-feet. A fire apparatus access plan shall be prepared for review, showing the location of the following:
 - i. Designated aerial fire apparatus road
 - ii. Red curbs and no parking fire lane signs

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- iii. New fire hydrants
 - iv. Fire Department Connection (FDC)
 - v. Double detector check valves
 - vi. Street address sign
 - vii. Recessed Knox Box
 - viii. Fire Alarm annunciator panel
- c) Required fire apparatus turn-around shall be approved by the Fire Department.
- d) No overhead utility or power lines are allowed on-site, particularly within the fire apparatus access roadway or between the roadway and building.
- e) Alternate means and methods to address these current Fire Department standards shall be subject to review and approval of the Fire Prevention Bureau.
- f) On-site hydrants are required for this project; wet barrel Clow model 960. Location of hydrants shall be determined by the plan reviewer, Fire Inspector David Heida. Please contact David Heida to arrange a plan review meeting, at (415) 458-5004.
131. Based on Uniform Building Code (UBC) and Fire Code requirements, an automatic fire sprinkler system shall be installed throughout conforming to NFPA Standard 13. A permit application shall be submitted to the Fire Prevention Bureau with two sets of plans for review prior to installation of all automatic and fixed fire extinguishing and detection systems. Specification sheets for each type of device shall also be submitted for review.
- a. All portions of a fully sprinklered building must be located within 250-feet of approved fire apparatus access road.
 - b. A fire alarm system will be required for this building. Separate application by the fire alarm contractor is required.
 - c. A combined fire sprinkler/standpipe system will be required throughout the building. Separate application by a C-16 contractor is required.
 - d. A recessed Knox Box model 3200 series keyed entry system is required at the main entrance door.
132. A Fire Department approved Knox Keyway System is required to be installed conforming to Fire Prevention Standard 202.

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133. An approved hammerhead or cul-de-sac turnaround shall be installed and capable of accommodating Fire Department apparatus.

134. No Parking - Fire Lane signs and curb marking shall be installed for all access roadways, parking lots and driveways as specified by the Fire Marshall conforming to Fire Prevention Standard 204.

Police Department

135. The plans submitted for building permit issuance shall incorporate the following door and opening security requirements and specifications:

- a. Exterior jambs for doors shall be so constructed or protected so as to prevent violation of the function of the strike plate from the outside. The strike plate shall be secured to the jamb by a minimum of two screws which must penetrate at least two inches into the solid backing beyond the jamb.
- b. Exterior doors that swing outward shall have non-removable hinge pins.
- c. Glass on exterior doors or within 40 inches of an exterior door shall be break resistant glass or glasslike material to the satisfaction of the Police Department.
- d. Metal-framed glass doors shall be set in metal doorjamb.
- e. Exterior man doors and doors leading from the garage areas into the private residences or multiple dwelling residences, shall have a dead locking latch device with a minimum throw of 1/2 inch. A secondary lock is required and shall be a dead bolt lock with a cylinder guard and a hardened steel throw that is a minimum of 1 inch long. Both locking mechanisms shall be keyed the same.
- f. Metal-framed glass doors shall have a dead bolt lock with a cylinder guard and a hardened steel throw that is a minimum of one inch long.
- g. Delivery doors shall have a door viewer that provides a minimum of 180 degrees peripheral vision.
- h. All windows within 12 feet of the ground level shall have a secondary lock mounted to the frame of the window. The secondary lock shall be a bolt lock and shall be no less than 1/8 inch in thickness. The lock shall have a hardened steel throw of 1/2-inch minimum length.
- i. Exposed roof vents and ducts shall be grated or constructed of an impact resistant material to the satisfaction of the police department. Skylights shall be secured and hatch openings shall be burglary resistant. Glazing shall be of a burglary resistant glass or glass-like material.
- j. Perimeter walls, fences, trash storage areas etc., shall be built to prevent access to the roof or balconies.

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- k. Building shall be wired so that emergency radio system will work in large concrete areas. It is strongly recommended that new construction be pre-wired for an intrusion alarm system.

Marin Municipal Water District

136. The applicant must enter into a pipeline extension agreement with the Marin Municipal Water District for the installation of the necessary facilities and said agreement must be approved by the District's Board of Directors. All costs associated with a pipeline extension are borne by the applicant.
137. The applicant shall comply with all requirement of the Marin Municipal Water District to establish water service for new buildings.
138. All landscaping shall meet the requirements of the Marin Municipal Water District Water Conservation and Landscape Requirements (Ordinance 421). Prior to providing water service for the new landscape areas, or improved/ modified landscape areas, the District must review and approve the project's working drawings for planting and irrigation systems.
139. Use of recycled water is required, where available. Contact Dewey Sorensen at (415) 945-1558 to identify availability.
140. Contact staff at (415) 945-1497 for questions regarding the landscape/water conservation ordinance, and (415) 945-1559 regarding backflow prevention requirements.

Las Gallinas Valley Sanitary District

141. The Airport Sanitary Facilities include a pumping station and a discharge force main which can only serve one owner per the District ordinances. If the property is subdivided, an engineered public pump system and sewer system shall be required constructed to District standards.
142. The property is outside of the LGVSD boundaries and is served by an outside sewer agreement dated 24 Sep 1998. This Agreement is based on 100 fixture units, of which the airport reports that it is using 53 of these fixture units and holding the remainder in reserve for the recreational facility project. An engineering study shall be submitted to the district to determine the existing and proposed usage and determine capacity for the project. Fees shall be recomputed if usage changes, and the Agreement shall be recorded as required by the district.
143. Plans shall identify location of existing and replacement (if proposed) of private sanitary sewage force mains suspended from the existing bridge deck.
144. Any sewage ejector must be approved by LGVSD.
145. The developer may be required to install an odor treatment system at the Districts smith Ranch Pump Station to treat odors resulting from their facilities.
146. Rainfall shall not be discharged into sanitary sewer systems of LGVSD.

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Conditions Required During Construction and Grading

Community Development Department – Planning Division

147. The Project Contractor shall implement the following control measures pursuant to mitigation measure **MM AQ-1a** (Construction Impacts) during construction activities to reduce PM₁₀ 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 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

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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.

148. Construction of the facility is limited to occur between July 1 and February 1, subject to conduct of nesting surveys prior to construction and limitations on specific elements of the project, as outlined in the project Mitigation Measures. The general construction timeframe limitations established for the project are summarized as follows:

- | | | |
|--|---|---------------------------|
| ○ Bridge Deck Demolition and Replacement | - | August 1 to October 15 |
| ○ Pile Driving for Bridge | - | September 1 to October 15 |
| ○ Grading and Exterior Building Work | - | July 1 to February 1 |
| ○ Pile Driving for Building | - | September 1 to February 1 |
| ○ Interior work | | No restrictions |

149. Bridge construction shall proceed according to the following measures to implement **MM Bio-1a (Listed Anadromous Fish Species – Pile Driving)**:

- a. Except for pile driving, 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;
- b. 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 avoid the breeding season of several other special-status species as well, as detailed below.
- c. 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.
- d. Any conditions of the SBAA imposed by the CDFG shall also become conditions of the Project approval.
- e. Compliance with Best Management Practices for sediment and erosion control as detailed in the SWPPP and ECP prepared for the project shall be taken to prevent silt-laden or contaminated runoff from entering the stream. Measures to control runoff from entering the stream could include the placement of fiber rolls and silt fences, containing wastes, dry

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sweeping instead of washing down impervious surfaces, and providing proper washout areas for the construction contractor.

- f. Sandbags shall be installed at the top of bank to prevent fluids, sediment, or construction related debris from entering Gallinas Creek.
- g. 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.
- h. All construction debris shall be removed from the work area following completion of the bridge improvements.

150. Implement mitigation measure **MM Bio-1b: Listed Anadromous Fish Species – SWPPP & SWMP**. The SWPPP and SWMP required under Mitigation Measure MM Hyd-1 shall ensure the following specifications are met:

- The SWPPP and SWMP will be designed 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 volumetric flow rate of water discharged into the North Fork of Gallinas Creek does not exceed the pre-project rate. Treated storm water will continue to be discharged at constant rates up to the existing pump station capacity of 500,000 gallons per hour/18.5 cubic feet per second.

151. Implement mitigation measure **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:

- a. Pile driving associated with the recreational facility building shall not commence until September 1st and shall be completed by February 1st. Outside of pile driving, exterior construction of the recreational facility shall be allowed between July 1st and February 1st. Interior work shall be allowed without timing limitations. Construction shall not commence on the recreational facility Project on July 1st until a qualified biologist determines that there are no nesting California Clapper Rails or California Black Rails within 200 feet of the

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Project construction envelope. In the event nesting rails are found within 200 feet of the Project site on or after July 1st, construction shall be delayed until the nesting attempt is completed and the nest is abandoned or a qualified biologist determines that the nesting would not be adversely affected by commencement of the project. If California Clapper Rails or California Black Rails are determined to be nesting between 200 feet and 500 feet from the Project construction envelope on July 1st, the Project may proceed if a qualified biologist determines that the nesting rails would not be affected by the proposed construction activities. Under all circumstances any nest identified within 500 feet of the Project construction envelope would be monitored by a qualified biologist while construction activities were in progress. The monitoring biologist would have the right to shut down any and all construction activities immediately in the event that such activities were determined to be disturbing the nesting attempt. Nests greater than 500 feet away would not require biologist monitoring.

- b. To account for California clapper rails or black rails, and other special-status birds, that 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. This mitigation measure provides conservation measures that are consistent with the ISP Best Management Practices.
- c. Noise abatement measures shall include restricting construction to the daylight hours and limiting the use of high decibel construction equipment (70-90 dBA) to areas at least 200 feet from the North Fork of Gallinas Creek. This restriction does not apply to 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.
- d. 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.

152. Implement mitigation measure **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,

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thereby eliminating the potential that bridge reconstruction activities would disrupt nesting raptors in the area.

153. Implement mitigation measure **MM Bio-4b: Nesting Raptors – Recreation Facility Construction**. Exterior construction of the recreational facility shall be allowed between July 1 and February 1st, when most raptors are expected to have completed their nesting cycles. In cases where a nest fails during egg-laying or early incubation, adults may recycle, laying a second set of eggs. In such cases the completion of the nesting season may be delayed until August. While this is rare, it can occur and thus out of an abundance of caution, a mitigation measure is provided to account for late nesting raptors.
154. Implement mitigation measure **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 by a qualified biologist during the breeding season (February through July) 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 raptors are acclimated to people and disturbance, and/or 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.
155. 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.

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156. Implement mitigation measure **MM Bio-5a: Western Burrowing Owl – Nesting Surveys**. Pre-construction nesting surveys for Western burrowing owl shall be conducted as follows:
- a. Pre-construction Survey. A preconstruction survey of the Project site shall be conducted by a qualified biologist within 30 days prior to any ground disturbing activities to confirm the absence or presence of burrowing owls. 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 shall be repeated until the Project site habitat is converted to non-habitat (e.g., developed for recreational uses). If western burrowing owls are not present, no further mitigation is required.
 - b. 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.
 - c. 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 31st. This fence removal date may be earlier than August 31st, or later, and would have to be determined by a qualified raptor biologist. Once the qualified raptor biologist confirms that there are no owls inside any active burrows, these burrows may be collapsed.
157. Implement mitigation measure **MM Bio-5b: 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 recommended by a qualified biologist. 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. The biologist shall consult with CDFG prior to initiating passive relocation measures. 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 two months of the relocation
158. Implement mitigation measure **MM Bio-5c: 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 recommended 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

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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 determined to be suitable in consultation with CDFG. Land identified to off-set impacts to burrowing owls must be protected in perpetuity either by a conservation area restriction or via fee title acquisition. A detailed mitigation and monitoring plan shall be developed for the burrowing owl mitigation area. This plan shall be prepared by the project biologist in consultation with CDFG. The applicant will provide an endowment fund to the Grantee of the Conservation Area Restriction for the long-term management of the burrowing owl mitigation lands.

159. Implement mitigation measure **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 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.
160. Implement mitigation measure **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 50-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 the appropriate buffer, the portion of the buffer on the Project site shall be fenced with bright orange construction fencing. No construction or earth-moving activity shall occur within a 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
161. Implement mitigation measure **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 50-foot buffer demarcated by 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. Swallows species are the exception typically fledging and attaining sufficient flight skills in mid-July.
162. Implement mitigation measure **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

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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 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.

163. Implement mitigation measure **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:
- a. 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 through October 15 to account for California clapper rails or black rails, and other special-status birds, that could nest in the marsh habitats along the creek in the immediate area of the bridge. 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. The work on the bridge deck may be extended beyond the October 15th date allowed in the SBAA to February 1st under the condition that CDFG and the City provide approval for this extension and appropriated weather related BMPs are implemented. Work up until February 1st is likewise outside of the Clapper rail, California black rail, and other special-status bird breeding seasons.
 - b. The bridge pile-driving dates shall occur from September 1 through October 15th when potentially occurring anadromous fish are not expected to occur in the channel. While as permitted by CDFG, bridge decking work may continue after October 15th until February 1st, no work shall be allowed including pile driving, constructing abutments, or any other construction related activities that could otherwise negatively affect fish habitats between October 15th and September 1st.
 - c. No work shall occur below the top-of-bank or the normal high-water mark (*i.e.*, the mean higher high tideline) of the stream.
 - d. All conditions in the authorized SBAA shall also be made a condition of the project.
164. Implement mitigation measure **MM CR-1a: Monitoring**. A qualified archaeological monitor shall be present during pre-construction and construction activities 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.

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165. Implement mitigation measure **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.
166. Implement mitigation measure **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:
- a. Limit height of proposed structures to assure clearance of the 7:1 Transitional Surface
 - b. Design the row of parking stalls nearest to airfield for compact vehicles and/or add signs along the fence-line notifying drivers not to back-in their vehicles
 - c. Add obstruction lights to the following features to make them more conspicuous to pilots:
 - i. Southwesterly and southeasterly corners of building
 - ii. Southwesterly and southeasterly ends of the fence fronting the airfield
 - iii. Most easterly field light along the southeastern edge of the outdoor soccer field
 - d. Tall trees should be trimmed to ensure that they do not constitute an airspace obstruction (or, alternatively, shorter species can be planted.
 - e. 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.
 - f. Construction cranes and other tall construction equipment should be lowered at the end of each day.
167. Implement mitigation measure **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:
- a. Construction activities on the site shall be limited to the hours specified in the San Rafael Noise Ordinance.
 - b. Construction equipment shall utilize the best available noise control techniques (including mufflers, intake silencers, ducts, engine enclosures and acoustically-attenuating shields or

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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. If such equipment noise levels cannot be achieved, the Project sponsor shall coordinate operation of heavy equipment to avoid hours when the closest (southernmost) softball field is being used for practices or games to the maximum extent feasible

- c. 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 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
- d. 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.
- e. 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.

168. Implement mitigation measure **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 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.

Conditions Required Prior to Occupancy

Community Development Department – Planning Division

169. All plan details shall be implemented as indicated plans approved for building permit, in compliance with all conditions of approval and applicable City zoning code requirements, to the

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satisfaction of the Community Development Director. Any outstanding fees including planning review fees, inspection fees, etc. shall be paid.

170. All new and required landscaping and irrigation shall be installed prior to the occupancy of the building or the property owner shall post a bond in the amount of the estimated landscaping/irrigation cost with the City of San Rafael. In the event that a bond is posted, all areas proposed for landscaping must be covered with bark or a substitute material approved by the Planning Division prior to occupancy and the approved landscaping must be installed within three months of the Marin Municipal Water District lifting their drought restrictions limiting water use for landscaping. Deferred landscaping through a bond shall not exceed 3 months past occupancy.
171. The landscape architect shall certify in writing and submit to the Planning Division, and call for inspection, that the landscaping has been installed in accordance with all aspects of the approved landscape plans, that the irrigation has been installed and been tested for timing and function, and all plants including street trees are healthy. Any dying or dead landscaping shall be replaced.
172. Prior to final occupancy, the applicants shall submit evidence of a two-year maintenance contract for landscaping or alternately post a two-year maintenance bond.
173. All exterior lighting shall be shielded down. Following the issuance of a certificate of occupancy, all exterior lighting shall be subject to a 30 day lighting level review by the Police Department and Planning Division to ensure compatibility with the surrounding area and conformance with the identified in Condition # 26 above.
174. Prior to occupancy a directory illustrating business locations shall be provided and updated with new tenant information from this recreational facility at the entrance to the airport. All buildings shall have identification located on structures subject to the review and approval of the Fire Department prior to occupancy of the new structures.
175. Confirm that all fencing, lighting and signage requirements of **MM Bio-2**, **MMBio-3** and **MMBio-7** have been satisfactorily implemented.
176. Verify construction design and safety requirements of **MM Haz-2** have been satisfactorily implemented.

Fire Department

177. The alarms from fire detection systems and commercial fire sprinklers shall be monitored by a UL Central Station Company approved by the San Rafael Fire Department and be issued a UL serially numbered certificate for Central Station fire Alarms.

Police Department

178. Permanently fixed ladders leading to roofs shall be fully enclosed with sheet metal to a height of 10 feet. This covering shall be locked against the ladder with a case hardened hasp secured with non-

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removable screws or bolts. If a padlock is used, it shall have a hardened steel shackle, locking at both heel and toe, and have a minimum of 5-pin tumbler operation.

179. The street numbers shall be displayed in a prominent location on the building in such a position that the number is easily visible to approaching emergency vehicles as per San Rafael Municipal Code 12.24.040. The numbers shall be no less than 6 inches in height and shall be of contrasting color to the background to which they are attached. The address numbers shall be illuminated during darkness. Any additional unit/units shall have the letter A, B and C to follow the address number.

180. The parking lot in front of the recreational facility shall be posted to prohibit overnight or unauthorized parking.

The foregoing Resolution was adopted at the regular meeting of the City of San Rafael Planning Commission held on the ___ day of ___ 2012

Moved by _____ and seconded by _____

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

SAN RAFAEL PLANNING COMMISSION

ATTEST: _____
Paul A. Jensen, Secretary

BY: _____
Viktoriya Wise, Chair

**Exhibit 3c
(Draft)**

**Attachment A
Existing Permitted Non Aviation Uses at San Rafael Airport.**

KEY	TENANT	TYPE OF USE	DESCRIPTION	EMPLOYEES	UPDATE
1	Linscott Engineering	Contractor	Office, storage of equipment, materials and supplies, repair of equipment and vehicles.	20	No change from previous use permit; no change under new plan proposed.
2	Steve Cosey	Auto Repair	Warehouse w/small office Outside storage	3	Building formerly occupied by Underground Construction fenced yard approx. 900 sf
3	Pat Phillips	Boat repair and storage	Shop	3	No change. Use is same under new plan .
4	Bartlett Tree Experts Remote Yard	Contractor	Outside storage	0	Relocated, next to Linscott's yard approx. 3500 S.F., formerly Roots yard
5	H&H Management	Grazing	Livestock, hay and grain storage structures, fences, staging areas	0	H&H will reintroduce in future.
6	Lulu Metal	Metal Sculpture Artist	Workshop. Storage of materials	1	Formerly Community Playgrounds.

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7	Superior Roofing	Contractor	Small office, shop and fenced storage of roofing supplies and equipment.	4	Building formerly occupied by Caron plumbing, Storage yard Formerly used by Lyle Reed Striping and Newton trucking. The yard shape is adjusted under the new plan; otherwise there are no changes.
8	demolished	Warehouse	Shop and storage within building.	2	Demolished as part of current Master Plan improvements.
9	Tom Muirhead	Warehouse	Cabinet shop and storage within building	1	Replaced Bartlett Tree Experts
10	Vacant	Office	Contractor's office.	2 (assumed)	Formerly Rich Nave Building Contractor office.
11	Walt Jewell Trucking	Truck storage		1	No change. Under new plan remains in approximately same place.
12	3 Containers (southwest of Linscott)	Misc. Storage	8' X 20' sea containers	0	Current use is as permitted under condition #8 of previous use permit Under new plan these are eliminated.
13	Bartlett Tree Experts	Contractor	Office shop and fenced storage yard.	14	Building and fenced yard Previously occupied by Bauman then Four Seasons.

EXHIBIT 4a

TABLE ANALYZING PROJECT CONSISTENCY - SAN RAFAEL GENERAL PLAN 2020

LAND USE ELEMENT	
<p>LU-2. Development Timing. For health, safety and general welfare reasons, new development should only occur when adequate infrastructure is available consistent with the following findings:</p> <ul style="list-style-type: none"> A) Project-related traffic will not cause the level of service established in the Circulation Element to be exceeded; B) Any circulation improvements needed to maintain the level of service standard established in the Circulation Element have been programmed and funding has been committed; C) Environmental review of needed circulation improvement projects has been completed; D) The time frame for completion of the needed circulation improvements will not cause the level of service in the Circulation Element to be exceeded, or the findings set forth in Policy C-5 have been made; and E) Sewer, water, and other infrastructure improvements will be available to serve new development by the time the development is constructed 	<p><i>Consistent.</i></p> <p>The proposed project would generate 268 new P.M. peak hour trips. The impact of these new trips has been evaluated on both the nearby intersections and arterials by the City's Traffic Engineer and found that it would not cause standards for intersection or arterials to be exceeded. Furthermore, no circulation improvements are needed to maintain this LOS. Lastly, the quasi-governmental agencies that would provide water and sewer service to the site have reviewed the proposed project and determined that there is adequate capacity to service the new facility.</p>
<p>LU-3. Project Selection Process. Because there is limited traffic capacity, and in order to achieve desired projects with significant public benefit, prioritize and allocate that traffic capacity among development proposals citywide. Establish criteria to guide the City's selection of high priority projects.</p>	<p><i>Consistent</i></p> <p>As part of the General Plan 2020 update, the City Council adopted Resolution 11166, which established procedures for the Project Selection Process (PSP). Any new development that that would generate more than 10 A.M. or P.M. peak hour trips would be subject to PSP and must compete to be allocated traffic capacity. Given that this project would generate more than 10 new P.M. peak hour trips, it would have to compete for PSP and be granted traffic allocation. In order for the project to proceed, it would have to secure PSP determination prior to building permit issuance. In order to vest the PSP determination the project must be able to build within two years. An application for PSP was submitted, considered and granted for this project in August 2006. However, due to the need to prepare an EIR for this project, the PSP determination expired in August 2008. The project will need to re-apply and receive a new PSP determination, consistent with the City PSP procedures. The next round of PSP determination is tentatively scheduled to commence late summer 2009.</p>
<p>LU-9. Intensity of Nonresidential Development. Commercial and industrial areas have been assigned floor area ratios (FAR's) to identify appropriate intensities (see Exhibits 4, 5 and 6). Maximum allowable FAR's are not guaranteed, particularly in environmentally sensitive areas. Intensity of commercial and industrial development on any site shall respond to the following factors: site resources and constraints, traffic and access, potentially hazardous</p>	<p><i>Consistent</i></p> <p>According to Exhibit 5 of the General Plan, the maximum FAR for this site in the North San Rafael area is 0.30. The existing site is developed with 232,500 square feet of floor area (0.04 FAR) and this project proposes to add 85,700 square feet of new floor area. With the proposed project, the total floor area on the site would be 318,200 square feet which is of 0.06 FAR and within the maximum allowable.</p>

EXHIBIT 4a

TABLE ANALYZING PROJECT CONSISTENCY - SAN RAFAEL GENERAL PLAN 2020

<p>conditions, adequacy of infrastructure, and City design policies.</p>	
<p>LU-10. Planned Development Zoning. Require Planned Development zoning for development on a lot larger than five acres in size, except for the construction of a single-family residence.</p>	<p><i>Consistent</i> Given that the site is over 5 acres, this site is already a designated as Planned Development (PD). The current PD Zoning does not allow for recreational uses, therefore as part of the project applications, an amendment to the PD is requested to allow the addition of recreational uses on site.</p>
<p>LU-12. Building Heights. Citywide height limits in San Rafael are described in Exhibits 7 and 8. For Downtown height limits see Exhibit 9:</p>	<p><i>Consistent</i> According to Exhibit 8 (Building Heights Limits in North San Rafael,) of the General Plan, the maximum height limit for this property is 36 feet. 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).</p> <p>The General Plan defines height of a building for non-hillside homes as determined by the methods in the latest edition of the Uniform Building Code. This definition measures height of a building as the vertical distance above a reference datum measured to the average height of a gable roof. Using this definition, 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 as measured by the Uniform Building Code. Furthermore, 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.</p> <p>Based on this method established by the General Plan, the highest component of the structure would be 33.5 feet, which is within the 36-foot height limit.</p>
<p>LU-14. Land Use Compatibility. Design new development in mixed residential and commercial areas to minimize potential nuisance effects and to enhance their surroundings.</p>	<p><i>Consistent with mitigations and conditions</i> The project site is located amongst a variety of land uses, including a regional recreational center at McInnis Park, the residential neighborhoods of Contempo Marin and Captains Cove to the west and Santa Venetia to the south and various commercial/office developments along Smith Ranch Road. The proposed recreational use is not uncharacteristic of other uses found in the vicinity (McInnis Park) and the design of the structure is within the size and massing of commercial building along Smith Ranch Road. Lastly, the golf course/driving range to the north of the site includes structures that are comparable in height to this proposed structure.</p> <p>Project impacts such as noise, security, lighting and hours of operation are being evaluated as part of the review of the Use Permit and the impacts will be evaluated and conditions will be</p>

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	implemented to address any impacts.
LU-22. Odor Impacts. Consider odor impacts when evaluating land uses and development projects near wastewater treatment plants, or treatment plant expansion projects.	<i>Consistent</i> The Las Gallinas Valley Sanitary District has their sanitation facility to the north of the site, over the existing hillside/ridgeline behind McInnis Park. Given the one half mile that separates the proposed structure from this facility, no impacts are anticipated to occur.
LU-23. Land Use Map and Categories. Land use categories are generalized groupings of land uses and titles that define a predominant land use type (See Exhibit 11). All proposed projects must meet density and FAR standards (See Exhibits 4, 5 and 6) for that type of use, and other applicable development standards. Some listed uses are conditional uses in the zoning ordinance and may be allowed only in limited areas or under limited circumstances. Maintain a Land Use Map that illustrates the distribution and location of land uses as envisioned by General Plan policies. (See Exhibit 11).	<i>Consistent</i> This site designated with the Airport/ Recreation” land use category. This category defines allowable land uses 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 following uses are allowed on the property: 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 proposed indoor and outdoor recreational facility is considered to be a private recreational use under the covenant and therefore an allowed by this land use designation.
HOUSING ELEMENT	
H-18. Adequate Sites. Maintain an adequate supply of land designated for all types of residential development to meet the quantified housing need for San Rafael. Within this total, the City shall also maintain a sufficient supply of land for multifamily housing to meet the quantified housing need of very low, low and moderate income housing units.	<i>Consistent</i> Given the covenant on this property, this site was not identified as one for opportunity sites for residential development in the General Plan 2020 and this project would not reduce the City’s inventory or housing opportunity sites.
H-24 Contributions Towards Employee Housing. All new non-residential development is required to contribute towards affordable housing through the provision of housing on-or-off site. Through the City’s jobs/housing linkage ordinance, this project would be required to either build required units on site or pay an in-lieu fee.	<i>Consistent\ with conditions</i> The project is subject to the City’s commercial linkage fee for the provision of affordable housing. Since the site is not appropriate for residential development (given the covenant), the project would be required to pay the applicable fee for a recreational development of this size. Therefore, a condition of approval will be included requiring that the project proponent contribute the required in-lieu fee established in the zoning ordinance to the affordable housing fund (e.g. approximately \$14,000).
NEIGHBORHOODS ELEMENT	
NH-6. Bicycle and Pedestrian Friendly Streets. Create bicycle-and pedestrian-friendly streets with large street trees, sidewalks and other appropriate amenities.	<i>Partially Consistent</i> The project includes extension of a new private roadway to the facility. Staff believes the intent of this policy should be met for providing safe pedestrian access to the new private recreational facility. The project includes a 5-foot pedestrian pathway, which addresses the intent of this policy.

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<p>NH-149. San Rafael Airport. Designate the site as Airport/Recreation consistent with the 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 following uses are allowed on the property: 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; c) public utility uses as approved by the appropriate government agencies, including flood control, sanitary sewer, gas, and electric, and public safety facilities; and d) open space including wetlands.</p> <p>This policy also includes a vision for the Smith Ranch Neighborhood, which states: “Properties in this neighborhood are essentially built-out, including the San Rafael Airport, which is limited to additional plane hangar space construction and landscape improvements in the future. Plans for a skate park at John F. McInnis Park have been approved by the County of Marin. The habitat value of the wetlands adjacent to McInnis Park, Marin Ranch Airport, and the riparian corridors along branches of Gallinas Creek will be enhanced and protected, with public viewing areas located where feasible and appropriate.”</p>	<p><i>Partially Consistent</i></p> <p>The site has been designated “Airport/Recreation” consistent with the land use covenant that is currently in effect for this property. The addition of recreational uses to the existing airport would be consistent with this policy.</p> <p>In terms of the addition of public viewing areas on this site, the proposed project is designed to be setback from the creek and riparian habitat to minimize any potential impacts. There has been a great deal of concern with potential impacts of this development on the creek and the habitat along the creek. Although the biological evaluation found that there would be no significant impact to the creek or wildlife along the creek with the project as proposed. Creation of public viewing areas on this site is possible, but may not be appropriate since this site is a private site with limited public access due to the security concerns at the airport and there is no connection to a public trail system. Based on this discussion, public viewing areas on the airport property may not be appropriate. The County park to the along the north back of the Gallinas Creek already provides numerous miles of public trails, including some dedicated viewing areas.</p>
<p>COMMUNITY DESIGN ELEMENT</p>	
<p>CD-3. Neighborhoods. Recognize, preserve and enhance the positive qualities that give neighborhoods their unique identities, while also allowing flexibility for innovative design. Develop programs to encourage and respect the context and scale of existing neighborhoods.</p>	<p><i>Consistent</i></p> <p>The project site is not located within a neighborhood, but rather on the perimeter of Captain’s Cove and Contempo Marin neighborhoods to the west and Santa Venetia to the south. The proposed new structure would not be visible from the Contempo Marin or Captains Cove neighborhoods due to its location and landscape screening. From Santa Venetia, the project is separated by one-quarter to one-half mile and would be partially screened by levees and perimeter landscaping. Furthermore, this proposed structure would be in context with the scale of all development that is visible from Santa Venetia, including the commercial, office and recreational developments to the north and would also blend in the hillside backdrop that would be behind (to the north) of the project.</p>
<p>CD-5. Views. Respect and enhance to the greatest extent possible, views of the Bay and its islands, Bay wetlands, St. Raphael’s church bell tower, Canalfront, marinas, Mt. Tamalpais, Marin Civic Center and hills and ridgelines</p>	<p><i>Consistent</i></p> <p>See detailed discussion in the Aesthetics section of the San Rafael Airport Recreation Facility, Environmental Impact Report (EIR). This proposed project would not have a significant impact on</p>

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<p>from public streets, parks and publicly accessible pathways.</p>	<p>views of the hills and ridgelines, Marin Civic Center or Mt. Tamalpais from public vantage points to the north. The proposed project would: a) not break or silhouette any hillsides or ridgelines or block more than the bottom 1/3 of the hillsides from any public vantage point; b) not block any views of Mt. Tamalpais from any public vantage points; or c) not result in a significant loss in views of Marin Civic Center from the numerous miles of public trails to the north. Furthermore, the Design Review Board reviewed the proposed project for consistent with this policy and recommended that the project is consistent.</p>
<p>CD-6. Hillsides and Bay. Protect the visual identity of the hillsides and Bay by controlling development within hillside areas, providing setbacks from the Bay, and providing public access along the Bay edge.</p>	<p><i>Consistent</i> See discussion in CD-5 above and Aesthetics Section of the EIR. The proposed project would neither break nor silhouette any hillsides or ridgelines nor block more than the bottom 1/3 of any hillsides.</p>
<p>CD-7. Downtown and Marin Civic Center. Build upon the character of these areas by controlling land uses to clearly distinguish their boundaries; by recognizing Mission San Rafael Arcangel and St. Raphael Church, Marin Civic Center, and other buildings that help define the City's character, and requiring that these and other architectural characteristics and land uses that give these areas their identity are strengthened.</p>	<p><i>Consistent</i> Given the context of the site and its surroundings, this project would build upon the existing recreational uses in the vicinity of the site and would not encroach onto the boundary of the Marin Civic Center. Furthermore, the architecture of the proposed new recreational facility is generally in keeping with the mass and scale of other commercial, office and recreational developments that surround the Civic Center. The design and architecture of the proposed new recreational building would introduce a higher quality of architecture to the site.</p>
<p>CD-8. Gateways. Provide and maintain distinctive gateways to identify City entryways.</p>	<p><i>Not applicable</i> There are no gateways located on or in the vicinity of this site.</p>
<p>CD-9. Transportation Corridors. To improve the function and appearance of corridors, recognize those shown on Exhibits 17 and 18 and define each corridor's contribution to the City based upon its land use and transportation function and how it is experienced by the public.</p>	<p><i>Not applicable</i> There are no transportation corridors identified on the site in the vicinity of the site.</p>
<p>CD-10 (Non-Residential Design Guidelines). Recognize, preserve and enhance the design elements that contribute to the economic vitality of commercial areas. Develop design guidelines to ensure that new nonresidential and mixed-use development fits within and improves the immediate neighborhood and the community as a whole.</p>	<p><i>Consistent with conditions</i> As part of the General Plan 2020, the City adopted residential design guidelines for non-residential projects. The Design Review Board reviewed the proposed project for consistency with the City's non-residential guidelines and recommended approval of the project with a few recommendations that have been incorporated in conditions of approval.</p>
<p>CD-15. Participation in Project Review. Provide for public involvement in the review of new development, renovations, and public projects with the following: a) design guidelines and other information relevant to the project as described in the Community Design Element that would be used by residents, designers, project developers, City staff, and City decision makers; b) distribution of the procedures of the development process that include the following: submittal information, timelines for public review, and public notice requirements; c)</p>	<p><i>Consistent</i> When the application for this project was received, copies of plans were referred to all surrounding neighborhood groups. Notices of public hearings were mailed to all property owners, neighborhood groups and interested parties within at least 450 of the project site informing them of the proposed project and all public meetings prior to all four public meetings conducted for this project. The four public meetings that have been conducted so far (prior to this Planning Commission meeting) include two neighborhood meetings conducted in June of 2005 and two Design</p>

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<p>standardized thresholds that state when design review of projects is required (e.g. residential conversions, second-story additions); and d) effective public participation in the review process.</p>	<p>Review Board meetings that were conducted in July and November of 2005. In addition, both the site and the entrance to the public trail at McInnis Park were posted with a project notice board and included photomontages of the proposed project.</p>
<p>CD-16. Property Maintenance. Provide incentives and enforcement to achieve desirable property maintenance.</p>	<p><i>Consistent with conditions</i> As part of this Use Permit and Environmental and Design Review Permit, conditions of approval have been included requiring a landscape and property maintenance agreements.</p>
<p>CD-18. Landscaping. Recognize the unique contribution provided by landscaping, and make it a significant component of all site design.</p>	<p><i>Consistent with conditions</i> A landscape plan was presented as part of this project for new landscaping in and around the parking lot and around the proposed new structure and outdoor fields. In addition, the landscape plan calls for additional screening trees to be planted along the perimeter of the site on the levees to further screen the project from off site view and fill in gaps of existing trees. The landscape plan was reviewed by the Design Review Board and found generally to be acceptable. The DRB recommended the use of more native trees for any all perimeter screening. A condition of approval has been included requiring that the final landscape plan be reviewed by the DRB prior to the issuance of the building permit.</p>
<p>CD-19. Lighting. Allow adequate site lighting for safety purposes while controlling excessive light spillover and glare.</p>	<p><i>Consistent with conditions</i> The Police Department has reviewed the proposed lighting plan to ensure that it meets their requirements safety. The lighting plan was found to be adequate to meet the safety concerns of the Police Department. Furthermore, the lighting plan was reviewed by the DRB to evaluate whether the amount and intensity of light is appropriate for the site and its surroundings and evaluate any off-site impacts. Proposed outdoor field lighting was also evaluated in the EIR for compliance with the thresholds established by the City which requires lighting achieve the minimum level required for safety while avoiding excessive glare or spillover off-site. Lighting was found to be acceptable, and the final lighting plan will return to the DRB and Police Department for their review prior to issuance of a building permit. Once lighting is installed, a 90-day lighting review period is required to confirm the light levels and require adjustments if necessary.</p>
<p>CD-21. Parking Lot Landscaping. Provide parking lot landscaping to control heat build-up from pavement, reduce air pollution, provide shade cover for vehicles and soften the appearance of the parking lot. Emphasize the use of trees, and limit the height of shrub plantings so as to avoid creating security problems.</p>	<p><i>Partially consistent.</i> Landscaping has been proposed in the parking lot to not only soften the visual impact of the building and improve the aesthetics of the site, but also provide shade for parked vehicles. Given the location of the project near the airport runway, there are some clear zone areas in which the height of structures and landscaping is limited. The applicant has complied with these regulations along the southern side of the parking lot and increases the parking lot trees in the northern half of the parking lot. The DRB reviewed the landscape plan, including the parking lot landscaping, and recommended approval. The final landscape plan would return to</p>

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	the DRB for their review prior to issuance of a building permit.
CIRCULATION ELEMENT	
<p>C-1. Regional Transportation Planning. Actively coordinate with other jurisdictions, regional transportation planning agencies, and transit providers to expand and improve local and regional transportation choice. Work cooperatively to improve transit and paratransit services, achieve needed highway corridor improvements and improve the regional bicycling network. As part of this effort, support implementation of Marin County's <i>25-Year Transportation Vision</i>.</p>	<p><i>Consistent with condition</i></p> <p>The proposed project was referred to the California Department of Transportation and the Transportation Authority of Marin (TAM), Marin County's Congestion Management Agency (CMA) for their use in evaluating traffic impacts on the highway. As part of the recently updated City of San Rafael General Plan 2020, the land use assumptions for projected build-out of the General Plan by the year 2020 are no longer parcel or site specific, but are rather assumptions in traffic area zones (TAZ). The TAZ for this area east of Highway 101, including the subject site, contains a certain amount of additional commercial, office, recreational, and residential development that was assumed for build out of the General Plan 2020. This proposed project, including the 268 new P.M. peak hour trips, is within the amount of additional development modeled and analyzed for this TAZ, therefore, this new development has been accounted for County's model and assumptions for General Plan 2020 build out.</p> <p>This project would have to pay its fair share of mitigation fees for interchange improvements at the Lucas Valley Road/Smith Ranch Road/Highway 101 improvements interchange. Circulation improvements necessary to maintain LOS standards, improve safety and relieve congestion in San Rafael were identified to mitigate the traffic impacts that would occur as result the build out of General Plan 2020 (See C-7 below). To help fund these improvements, all development projects that generate new A.M. or P.M peak hour trips are subject to traffic mitigation fees. Therefore, as required by mitigation measure and condition of approval, the project would have to pay its fair share of mitigation fees and those fees would be used to fund improvement in the areas, including the Lucas Valley Road/Smith Ranch Road/Highway 101 interchange improvements. The proposed project would be consistent with the current General Plan land use designation for the site and therefore the cumulative impacts of all new traffic generation have been evaluated as part of the General Plan 2020 and Environmental Impact report prepared for this plan. TAM reviews projects that generate more than 100 new trips in order to update their traffic model. Given that this project is within the allowable land use designation and intensity modeled as part of the General Plan 2020, it would be consistent with this policy and within the traffic level of service standards established and already evaluated by the CMA.</p>
<p>C-5. Traffic Level of Service Standards.</p> <p>A. Intersection LOS. In order to ensure an effective roadway network, maintain adequate traffic levels of service (LOS) consistent with standards for</p>	<p><i>Consistent</i></p> <p>See Transportation/Traffic Section of EIR and memo from City's Traffic Engineer for further discussion. The proposed project would generate 0 new A.M. peak hour trips and 268 new P.M. peak hour trips. As identified in this policy, the City of San Rafael</p>

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<p>signalized intersections in the A.M. and P.M. peak hours as shown below, except as provided for under (B) Arterial LOS.</p> <p>B. Arterial LOS. The City Traffic Engineer may apply arterial level of service analysis as the primary method of analysis for any proposed development project. The City Traffic Engineer will make this determination based on intersection spacing and other characteristics of the roadway system where conditions are better predicted by arterial analysis. Where arterial LOS analysis is warranted, a proposed development must be consistent with the following arterial LOS standards. If an intersection LOS is above or below the standard, the project shall be considered consistent with this policy if the arterial LOS is within the standard. The project will not be deemed consistent with this policy if the arterial LOS fails to meet the standard.</p> <p>When arterial level of service is applied as the primary method of analysis for a proposed project, the project shall be deemed to be consistent with this policy if it is demonstrated that the arterial LOS standards described below are met regardless of the intersection LOS, or the project shall be deemed to be inconsistent with this policy if the arterial LOS standards are not met regardless of the intersection LOS.</p>	<p>uses LOS standards for intersections as the threshold to evaluate a project's impacts on the circulation system. The LOS standard for this area is LOS D.</p> <p>In evaluating the project on the five affected intersections, there would be no change to LOS or seconds of delay in the A.M. peak hour for any intersection since the project would not generate any additional trips. In terms of the P.M. peak hour, all five affected intersections would continue to operate at the same LOS as they do currently and this operation is well within the acceptable LOS standards of LOS D. The proposed project would add delay to four out of the five intersections, ranging from 2.0 seconds to 8.8 seconds (see Table 13-4 of the EIR). This delay has been determined by the City's Traffic Engineer to be insignificant and would not change the level of service at nearby affected intersections.</p> <p>Even though not required by this policy, the City's Traffic Engineer has also applied the arterial LOS analysis for this proposed development. This analysis found that there would be no change to arterial LOS in the A.M. period since the project would not generate any new trips in this period. In terms of the P.M. peak hour, the development of the proposed project would add travel time on westbound Smith Ranch Road and would decrease speed on this segment from approximately 12 to 11 miles an hour (see Table 13-5 of the EIR). There would be no change to LOS on either arterial segment, with the Lucas Valley Road arterial continuing to operate at LOS C and Smith Ranch Road arterial continuing to operate at LOS D. Both these LOS's are within the established threshold of the City of San Rafael.</p> <p>In conclusion, the proposed project would be consistent with this policy given that it would not reduce the LOS for the five affected intersections or two arterial segments below the acceptable LOS (LOS D).</p>
<p>C-7. Circulation Improvements Funding. Take a strong advocacy role in securing funding for planned circulation improvements. Continue to seek comprehensive funding that includes Federal, State, County and Redevelopment funding, Local Traffic Mitigation Fees and Assessment Districts. The local development projects' share of responsibility to fund improvements is based on: (1) the generation of additional traffic that creates the need for the improvement; (2) the improvement's role in the overall traffic network; (3) the probability of securing funding from alternative sources; and (4) the timing of the improvement.</p>	<p><i>Consistent with condition and mitigation</i></p> <p>As part of the General Plan 2020, circulation improvements necessary to maintain LOS standards, improve safety and relieve congestion in San Rafael were identified. To help fund these improvements, all development projects that generate new A.M. or P.M. peak hour trips are subject to traffic mitigation fees. This is a standard condition of approval for any development projects and has been included for this project.</p>
<p>C-8. Eliminating and Shifting Peak Hour Trips. Support efforts to limit traffic congestion through eliminating low occupancy auto trips or shifting peak hour trips to off-peak hours. Possible means include telecommuting, walking and</p>	<p><i>Consistent with condition</i></p> <p>Based on the nature of the proposed recreational uses as well as the restrictions of the hours of operation, the proposed project would generate trips all new trips outside of the A.M. peak hour</p>

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<p>bicycling, flexible work schedules, car and vanpooling and other Transportation Demand Management approaches.</p>	<p>and a majority of trips outside the P.M. peak hours as encouraged by this policy. The hours of operation have been identified as part of the Use Permit and its conditions of approval and any change that would result in additional trips in the peak hour would have be evaluated.</p>
<p>C-9. Access for Emergency Services. Provide safe routes for emergency vehicle access so that that emergency services can be delivered when Highway 101 or 580 are closed or congested with traffic.</p>	<p><i>Consistent</i> Both the City of San Rafael Police and Fire Departments have reviewed the proposed project and determined that they can provide emergency services to this site. If Highway 101 is closed, both Departments have indicated that they can access this site through frontage roads and Smith Ranch Road and once on the site, there is adequate roadway and turning areas to access the site.</p> <p>There has been some concern from surrounding residents that the existing one-lane bridge near the entry to the project site is insufficient to provide safe and adequate emergency access to the new development. This issue was reviewed by both departments and found that based on the existing land uses on the site and the addition of the proposed development, the existing bridge is adequate to allow emergency access to the site and no widening or upgrades are necessary. Even though it has not been required by the City, the applicant has proposed to install a new 25-foot wide clear-span bridge over the existing bridge that would provide two 10-foot vehicle travel lanes and a 5-foot pedestrian/bike lane. This new bridge is not required.</p>
<p>C-21. Residential Traffic Calming. Protect residential areas from the effects of traffic from outside the neighborhood by continuing to evaluate and construct neighborhood traffic calming solutions as appropriate such as speed humps, bulb outs, speed limits, stop signs and roundabouts. Ensure that traffic calming approaches do not conflict with emergency response.</p>	<p><i>Consistent with condition</i> The intent of this policy is more geared to providing traffic calming within existing residential neighborhoods. This project is not located within a residential area. However, the existing access to the site from Smith Ranch Road generally parallels the eastern edge of the Captains Cove and Contempo Marin neighborhoods. Conditions of approval have been included requiring that the project proponent establish rules and regulations informing users of the facility of the speed limits and proximity of residential uses and that the roadway be posted with speed limit signs.</p>
<p>C-26. Bicycle Plan Implementation. Make bicycling and walking an integral part of daily life in San Rafael by implementing the San Rafael's <i>Bicycle and Pedestrian Master Plan</i>.</p>	<p><i>Consistent</i> There are no portions of the <i>San Rafael Bicycle and Pedestrian Master Plan</i> that are applicable to this site. The proposed project does proposed to improve bicycle and pedestrian access to the new recreational facility by creating a dedicated bike/pedestrian pathway leading from Smith Ranch Road all the way to the new facility.</p>
<p>C-27. Pedestrian Plan Implementation. Promote walking as the transportation mode of choice for short trips by implementing the pedestrian element of the City's <i>Bicycle and Pedestrian Master Plan</i>. In addition to policies and programs outlined in the <i>Bicycle and Pedestrian Plan</i>, provide support for the following programs:</p>	<p><i>Consistent</i> See C-26 above</p>
<p>INFRASTRUCTURE ELEMENT</p>	

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<p>I-2. Adequacy of City Infrastructure and Services. Assure that development can be adequately served by the City's infrastructure and that new facilities are well planned and well designed.</p>	<p><i>Consistent</i> The public utility agencies that would provide water, sewer and other services to the site have reviewed the proposed project and determined that there is adequate capacity to service the new project.</p>
<p>I-4. Utility Undergrounding. Continue to pursue the undergrounding of overhead utility lines.</p>	<p><i>Consistent</i> The site is already served by utilities. The proposed project would require an extension of the utility lines from their terminus near the non-aviation buildings at the end of the existing roadway to the new recreational facility. The extended utilities would be undergrounded. The project site does not have any frontage on Smith Ranch Road, therefore, frontage improvements to existing utility lines is not necessary.</p>
<p>I-7. Landscape Maintenance. Provide for low maintenance entryway landscaping. Give priority to maintenance of landscaping along the City's most heavily traveled roadways and gateways as shown on Exhibits 17 (San Rafael Community Design) and Exhibit 18 (Central San Rafael Community Design).</p>	<p><i>Consistent</i> The site is accessed off of Smith Ranch Road, a high traffic arterial leading to the County Park to the east and residential and healthcare developments to the north. The area around the driveway entrance leading to this site is lacking in landscaping and maintenance and no landscaping or improvements are proposed. The airport property gains access to their site from Smith Ranch Road through easements over the Captain's Cove property. The land where the entrance at Smith Ranch Road is owned by Captain's Cove and a small portion around the pump house is owned by the Las Gallinas Valley Sanitary District. In their review of the project, the DRB did not identify this area as an issue. A condition of approval could be added recommending that the entry area be landscaped subject to approval of the landowner, if necessary. Requiring this may be impractical, because the land is not owned and controlled by the applicant. Should the commission feel that this is necessary, a condition could be added recommending this additional landscaping.</p>
<p>I-10. Sewer Facilities. Existing and future development needs should be coordinated with responsible districts and agencies to assure that facility expansion and/or improvement meets Federal and State standards and occurs in a timely fashion.</p>	<p><i>Consistent</i> The site is already served by the Las Gallinas Valley Sanitary District and they have reviewed the project and determined that there is adequate capacity to serve the addition of this facility. Furthermore, District has an existing agreement with the Airport would cover the sewer capacity necessary for this proposed project.</p>
<p>I-13. Wastewater Treatment and Reuse. Encourage additional water recycling at Las Gallinas Valley Sanitary District and encourage the Central Marin Sanitation Agency to investigate recycling and reuse of its treated wastewater.</p>	<p><i>Consistent with condition</i> The Las Gallinas Valley Sanitary District is working with Marin Municipal Water District to implement recycled water for landscaping purposes. A condition of approval has been added that if there is the ability to include recycled water for landscaping purposes, this be implemented.</p>
<p>PARKS AND RECREATION ELEMENT</p>	

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<p>PR-4. City Recreational Needs. Provide opportunities for recreational activities for boys and girls, teens, and adults through the creation of additional facilities such as fields for active sports, a public pool south of Puerto Suello Hill, and a community Senior Center.</p>	<p><i>Consistent</i> Given the nature of this proposed project, including the two proposed all-weather outdoor fields, this recreational development would provide additional recreational opportunities for both residents of San Rafael as well as the County of Marin. The City of San Rafael's Parks and Recreation Commission reviewed the proposed project at their July 21, 2005 meeting and found that this project would create a privately funded recreational facility that is open to the general public and would provide recreational facilities and activities for both youth and adults and therefore be consistent with the recreational policies (PR-4, PR-13 and PR-14) of the General Plan 2020.</p>
<p>PR-4a. All-Weather Fields. Provide cost-effective all-weather fields to optimize year-round use of community sports facilities. As fields are rebuilt, consider the feasibility of using year-round surfaces.</p>	<p><i>Consistent</i> See PR-4 above</p>
<p>PR-13. Commercial Recreation. Encourage private sector development of commercial recreational facilities to serve community needs by:</p> <ul style="list-style-type: none"> A) Permitting compatible commercial concessions at community and regional parks to provide sources of funding for public parks; B) Encouraging major employers to provide for the recreational needs of their employees on site or in conjunction with City recreation facilities or programs; and C) Encouraging commercial recreational facilities open to the general public. 	<p><i>Consistent</i> This project would in itself be a commercial recreational facility that is developed privately and is designed to be open to the general public for use. The facility would not only serve residents of San Rafael, but would also serve residents throughout the Marin County.</p>
<p>PR-13a. Commercial Recreation. Consider amending the zoning ordinance to allow a floor area ratio exemption for on-site recreational facilities open to the public.</p>	<p><i>Consistent</i> As proposed, this project would be at 0.06 FAR, which is well within the 0.30 maximum FAR allowed for this site. Therefore, no exemption is necessary.</p>
<p>PR-14. Amateur Multi-sport Athletic Fields. Strive for the development of publicly or privately funded, large multi-sport athletic field clusters to address the needs of the community.</p>	<p><i>Consistent</i> See PR-4 above</p>
<p>SAFETY ELEMENT</p>	
<p>S-1. Location of Future Development. Permit development only in those areas where potential danger to the health, safety and welfare of the residents of the community can be adequately mitigated.</p>	<p><i>Consistent</i> Geoseismic dangers have been evaluated through the City's Geotechnical Review process and found that the project would not pose potential danger to the health, safety and welfare of the community. In addition, an airport hazard safety study was prepared for the project, and mitigation measures have been identified to assure that the occupants of the facility would not be subject to undue hazards as a result of the airport operations, or conflict with the airport use. Lastly, access to the site has been designed to meet public safety standards, and flood protection</p>

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	measures are required to ensure the occupants would be safe in the event of a flood due to levee failure.
S-3. Use of Hazard Maps in Development Review. Review Slope Stability, Seismic Hazard, and Flood Hazard Maps at the time a development is proposed. Undertake appropriate studies to assure identification and implementation of mitigation measures for identified hazards.	<i>Consistent</i> The Geology and Stability Map and Flood Hazard Area Maps of the General Plan, Exhibits 27 and 29, were reviewed and it was determined that based on these maps, the site is located in a 100-year flood hazard area and located in an areas that hosts artificial fill over marine or marsh deposits. These conditions equate to a geoseismic hazard zone rating of 4. Given this rating, the Geotechnical Review Matrix requires Geotechnical Investigation Report and Geotechnical Review and the results are discussed in S-4 below.
S-4. Geotechnical Review. Continue to require geotechnical investigations for development proposals as set forth in the City's Geotechnical Review Matrix (Appendix F). Such studies should determine the actual extent of geotechnical hazards, optimum design for structures, the advisability of special structural requirements, and the feasibility and desirability of a proposed facility in a specified location.	<i>Consistent with conditions and mitigations</i> A Geotechnical Investigation Report was prepared by John Hom and reviewed by one of the City's Geotechnical Review Committee Consultants, Kleinfelder, Inc. The Geotechnical Review Committee Consultant recommended that the report meets the requirements set forth in the Geotechnical Review Matrix and made recommendations. These recommendations were identified as mitigation measures and were incorporated as conditions of approval. Additionally, further study is being prepared on the existing levees to study their susceptibility to liquefaction and failure, and anticipated rates of water influx should they be breached. This analysis will be forwarded to the Commission once it is made available.
S-5. Minimize Potential Effects of Geological Hazards. Development proposed within areas of potential geological hazards shall not be endangered by, nor contribute to, the hazardous conditions on the site or on adjoining properties. Development in areas subject to soils and geologic hazards shall incorporate adequate mitigation measures. The City will only approve new development in areas of identified hazard if such hazard can be appropriately mitigated.	<i>Consistent with conditions and mitigations</i> The above-mentioned Geotechnical Investigation Reports and peer reviews found that the proposed development was feasible from a geotechnical standpoint and recommended mitigation measures to ensure the potential hazards would not endanger the proposed development. These measures have been incorporated as conditions of approval.
S-6. Seismic Safety of New Buildings. Design and construct all new buildings to resist stresses produced by earthquakes. The minimum level of seismic design shall be in accordance with the most recently adopted building code as required by State law.	<i>Consistent</i> The proposed project would entail all new construction and would be built in accordance with the most current building and seismic codes as required by the City's Municipal Code.
S-12. Use of Environmental Databases in Development Review. Review the San Rafael Fire Department's database of contaminated sites at the time a development is proposed. Undertake appropriate studies to assure identification and implementation of mitigation measures for sites on or near identified hazards.	<i>Consistent</i> The Fire Department has researched their list of contaminated site and this site is not included on the list. No further studies or action is required.
S-13. Potential Hazardous Soils Conditions. Where development is proposed on sites with known previous	<i>Consistent</i> Given that this site was filled prior to 1974, the Geotechnical

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<p>contamination, sites filled prior to 1974 or sites that were historically auto service, industrial or other land uses that may have involved hazardous materials, evaluate such sites for the presence of toxic or hazardous materials. The requirements for site-specific investigation are contained in the Geotechnical Review Matrix.</p>	<p>Review process evaluated the site for presence of hazardous materials and none were found.</p>
<p>S-14. Hazardous Materials Storage, Use and Disposal. Enforce regulations regarding proper storage, use and disposal of hazardous materials to prevent leakage, potential explosions, fires, or the escape of harmful gases, and to prevent individually innocuous materials from combining to form hazardous substances, especially at the time of disposal.</p>	<p><i>Consistent</i> No hazardous materials are proposed to be used, stored or disposed of at this site as part of the recreational facility. The adjacent airport use is currently under CUPA permit through the San Rafael Fire Department for the remediation of the hazardous materials on that site and on-going use of hazardous materials. This proposed project would not impact that permit and no further permitting or evaluation is necessary.</p>
<p>S-17. Flood Protection of New Development. Design new development within the bay mud areas to minimum floor elevation that provides protection from potential impacts of flooding during the “100-year” flood. The final floor elevation (elevation of the first floor at completion of construction) shall account for the ultimate settlement of the site due to consolidation of the bay mud from existing and new loads, taking into account soils conditions and the type of structure proposed. Design for settlement over a 50-year period is typically considered sufficient.</p>	<p><i>Consistent with conditions and mitigations</i> The subject site is located in the 100-year flood zone (identified as A-1 on FEMA maps). Chapter 18 of the City’s Municipal Code contains the regulations for protection of flood hazard areas and this requires that all new structures be constructed, located, extended, converted, or altered in full compliance with the terms of this title and other applicable regulations.” The City’s regulations, which are derived from the Federal Emergency Management Agency (FEMA), require that all new structures be constructed at a base floor elevation (BFE) of +6’ NGVD 1929. The City of San Rafael further recommends an additional 1-foot of BFE elevation to allow for freeboard space, resulting in the minimum BFE of at least +7’ NGVD 1929. For non-residential projects such as this proposal, the regulations allow structures to be built below the +7’ elevation if the structure is dry flood-proofed or in certain instances, wet flood-proofed.</p> <p>This proposed project would be built with a BFE elevation of +1.5’ above mean sea level, below the 7’ requirements. The new structure is proposed to contain indoor recreational fields on the ground floor of the building. All offices, public viewing areas, restrooms, locker rooms and other conditioned space would be located above the ground floor. The flood zone regulations allow certain types of uses (i.e. parking, storage and other types of improvements not subject to significant damage) to be built below the established standard as long as that portion of the building is flood-proofed. The Public Works Department, with consultation with FEMA, has determined that this proposed recreational use would be similar to the types of uses that are allowed to built under the +7’ standard as long as the portion of the building below +7’ is flood-proofed. In order to ensure compliance with the wet flood-proofing standards established by FEMA, mitigation measures have been identified in the EIR.</p> <p>Since the proposed development is allowed to be built below the flood level, there has been concern a potential breach in the levee may pose a safety impact due to water rushing into the site.</p>

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	<p>Additional analysis was prepared regarding this issue, and the Public Works Department and FEMA re-evaluated the flood zone requirements and mitigation measures identified in the Initial Study. Based on this further re-evaluation, the project would be required to be dry flood-proofed, rather than wet flood-proofed, and has proposed this as part of the project. Dry flood proofing means that the structure would be built in accordance with standards to ensure that it is impenetrable to flood waters.</p>
<p>S-18 Storm Drainage Improvements. Require new development to improve local storm drainage facilities to accommodate site runoff anticipated from a “100-year” storm.</p>	<p><i>Consistent</i> Hydrologic analysis was performed for the project and found that the exiting storm drain facilities on the site were adequate to handle the proposed development and accommodated runoff anticipated from a 100-year storm and the existing pump station at the east end of the property can accommodate this run-off. The integrity of the levees and ability of the levees to withstand seismic shaking is being further analyzed and will be presented to the Commission before the meeting.</p>
<p>S-20. Levee Upgrading. When waterfront properties are developed or redeveloped, require levee upgrading, as appropriate, based on anticipated high tide and flood conditions, to maintain an appropriate levee height.</p>	<p><i>Consistent with condition</i> The existing levees are continually maintained to be at +9 foot. A condition of approval has been included requiring that the property owner to continue to maintain the integrity of the levees and maintain the required levee height at +9 feet.</p>
<p>S-22. Erosion. Require appropriate control measures in areas susceptible to erosion, in conjunction with proposed development. Erosion control measures and management practices should conform to the most recent editions of the Regional Water Quality Control Board’s <i>Erosion and Sediment Control Field Manual</i> and the Association of Bay Area Governments’ <i>Manual of Standards for Erosion and Sediment Control</i> or equivalent.</p>	<p><i>Consistent</i> This site is flat and is not susceptible to erosion. Regardless, as a standard condition of approval, the project would be required to implement the Best Management Practices for erosion control during construction.</p>
<p>S-24. Creeks and Drainageways. Seek to retain creek channels in their natural state in order to prevent undue erosion of creek banks. Protect creekside habitat and provide maintenance access along creeks where appropriate.</p>	<p><i>Consistent</i> This project would be located on a site that is surrounded by creeks to the north, east and south sides. The project as proposed would maintain a minimum of at least 150 feet from the top of creek bank to the north and nearly 1,000 feet from the top of creek bank to the south. Therefore, the project would maintain creek setbacks in excess of those required by City policy and would neither impact the creek banks or creek side habitat nor impede access along the creek.</p>
<p>S-25. Regional Water Quality Control Board (RWQCB) Requirements. Continue to work through the Marin County Stormwater Pollution Prevention Program to implement appropriate Watershed Management plans as dictated in the RWQCB general National Pollutant Discharge Elimination System permit for Marin County and the local stormwater plan.</p>	<p><i>Consistent with condition</i> This project has been reviewed by the City’s Public Works Department which implements the Stormwater Pollution Prevention standards and regulations. As designed, the proposed project includes adequate measures to reduce stormwater run-off consistent with the standards established by the RWQCB. The project includes vegetated swales to filter contaminants from run-off and the swales then convey the water to the pump station and into the creek. Furthermore, all roof-drains would be directed to landscape areas. Lastly, a standard condition of approval would</p>

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	require the applicant to submit a Storm Water Pollution Prevention Plan (SWPPP) for review and approval by the City of San Rafael Public Works Department prior to the issuance of building permits.
S-26. Fire and Police Services. Maintain adequate cost-effective fire protection, paramedic and police services. Minimize increases in service needs from new development through continued fire prevention and community policing programs.	<i>Consistent with conditions</i> The City of San Rafael Police and Fire Departments have both reviewed the proposed project and certain conditions of approval to ensure that the new development would comply with their regulations and standards. The Fire Department has found that the project would comply with all Fire Codes and their recommended conditions of approval have been incorporated. The Crime Prevention officer of the Police Department has also reviewed the proposed project. They have also consulted with other cities and counties to evaluate the impacts of similar uses in other communities. Based on their review, the Police Department has found the use would not pose a significant impact on police services and that adequate site lighting has been provide for safety of patrons. The Police Department has and recommended conditions of approval that have been included as part of the project
S-30. Maintenance and Landscaping for Fire Safety. Encourage, where appropriate, special planting, removal and maintenance programs to reduce potential fire hazards in the hills, wildland areas and urban interface areas.	<i>Consistent</i> Based on a review of the Fire Department, this site is not located in a potential fire hazard zone and does not include vegetation that would require special planting, removal or maintenance programs.
S-31. New Development in Fire Hazard Areas. Design new development located on or adjacent to natural hillsides to minimize fire hazards to life and property.	<i>Consistent</i> See S-30 above
S-32. Safety Review of Development Projects. Require crime prevention and fire prevention techniques in new development, including adequate access for emergency vehicles.	<i>Consistent</i> See S-26 above. Furthermore, both the Crime Prevention and Fire Prevention officers have reviewed the proposed project and found the existing access to the site through existing roadway, including the bridge, is adequate to serve the site.
NOISE ELEMENT	
N-1. Noise Impacts on New Development. Protect people in new development from excessive noise by applying noise standards in land use decisions. Apply the Land Use Compatibility Standards (see Exhibit 31) to the siting of new uses in existing noise environments. These standards identify the acceptability of a project based on noise exposure. If a project exceeds the standards in Exhibit 31, an acoustical analysis shall be required to identify noise impacts and potential noise mitigations. Mitigation should include the research and use of state-of-the-art abating materials and technology.	<i>Consistent</i> Exhibit 31 of the General Plan 2020 illustrates the land use compatibility standards for locating new development in existing environments. The most appropriate land use category for the proposed use would be sports area, outdoor spectator sports. New uses in this category are conditionally permitted up to 75 L _{dn} and require that a noise study be prepared to evaluate its impacts. A significant impact could be created if exterior noise levels that the proposed outdoor fields would exceed 75 dBA L _{dn} . According to the noise study prepared for this project (<i>San Rafael Airport Recreation Facility Environmental Noise Assessment, dated May 31, 2005 and revised December 15, 2005</i>), the L _{dn} , including airport operations and the existing ambient noise levels, does not reach the 75 L _{dn} standard for outdoor spectator sports events.

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<p>N-3. Planning and Design of New Development. Encourage new development to be planned and designed to minimize noise impacts from outside noise sources.</p>	<p><i>Consistent</i> This proposed recreational facility would be built approximately 350 feet north of the San Rafael Airport runway. The Noise Study prepared for this project concluded that aircraft operations would generate a noise between 70 dBA to 100 dBA. The duration of these events would be short (5 to 18 seconds) and infrequent (between 2 to 11 times a day). The analysis shows that even under the worse case scenarios, the impact from the airport operations on the recreational facility would be well below the threshold established by the United States Environmental Protection Agency for hearing damage. Furthermore, the analysis assumed the worst-case scenario relating to the amount of aircraft activity at the San Rafael Airport and this is unlikely.</p>
<p>N-4. Noise from New Nonresidential Development. Design nonresidential development to minimize noise impacts on neighboring uses.</p> <p>A) Performance Standards for Uses Affecting Residential Districts. New nonresidential development shall not increase noise levels in a residential district by more than L_{dn} 3 dB, or create noise impacts that would increase noise levels to more than L_{dn} 60 dB at the property line of the noise receiving use, whichever is the more restrictive standard;</p>	<p><i>Consistent with conditions and mitigations</i> Since this site abuts a residential neighborhood, the most restrictive performance standards identified by this policy, those relating to uses affecting residential district, were evaluated. As identified in the noise study prepared for the project by the acoustical engineer, the proposed indoor and outdoor recreational would result in an increase in noise levels surrounding the site, but activities would not raise ambient noise levels by more than 3 dBA L_{dn} or generate noise impacts that would increase noise level to more than 60 dBA L_{dn}.</p> <p>Temporary noise impacts from the construction of the project could occur and therefore mitigation measures were identified in the EIR and will be incorporated into conditions of approval</p>
<p>N-5. Traffic Noise from New Development. Minimize noise impacts of increased off-site traffic caused by new development. Where the exterior L_{dn} is 65 dB or greater at a residential building or outdoor use area and a plan, program, or project increases traffic noise levels by more than L_{dn} 3 dB, reasonable noise mitigation measures shall be included in the plan, program or project.</p>	<p><i>Consistent</i> The noise study analyzed the noise impacts of the increase traffic volumes along the private roadway that abuts portions of Contempo Marin and Captain's Cove residential neighborhoods. The projects 1,701 daily trips would generate noise levels of up to 58 dBA L_{dn} at 25 feet from the roadway centerline, and would increase future noise levels to 60 dBA L_{dn} at 25 feet. There are homes that exist along the airport driveway and Smith Ranch Road, with the nearest home at Captain's Cove being approximately 80 feet from the airport roadway and 70 feet from Smith Ranch. Traffic volumes and speeds along Smith Ranch Road are substantially higher and generate more noise than those on the airport roadway. Traffic along the driveway is anticipated to be audible, but primary noise would continue to be traffic along Smith Ranch Road and this noise would only increase by 2 dBA L_{dn}.</p> <p>The nearest home at Captain Cove is approximately 15 feet from the airport roadway (and separated by a 7-foot tall sound wall) and approximately 375 feet from Smith Ranch Road. The analysis concluded that the existing L_{dn} in the Contempo Marin Mobile Home park ranged between 54 to 56 dBA L_{dn}, including aircraft noise. These existing noise levels are below the 65 dBA L_{dn} referenced in this policy. The addition of the proposed recreational</p>

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	<p>facility would introduce traffic noise along the airport driveway that would be audible during arrivals and departures to recreational facility, but the L_{dn} at the nearest residences would continue to be less than the 65 dB L_{dn} threshold.</p>
<p>N-7. Airport/Heliport. To the extent allowed by federal and state law, consider and mitigate noise impacts of any changes in facilities or operations that require use permit mitigations or other land use permits at the San Rafael Airport in north San Rafael and the heliport in East San Rafael (see Noise Contours for San Rafael Airport and Heliport in Exhibits 32 and 33).</p>	<p><i>Consistent</i> This proposed recreational facility would require an amendment to the Master Use Permit that currently governs the San Rafael Airport. However, the proposed amendment to the Use Permit would not change the manner or operation of the airport, but rather allow the addition of a recreational facility on a portion of the site. The conditions of approval of the Master Use Permit relating to the airport and its operations would continue to remain. As discussed during the annual reviews of the San Rafael Airport Master Use Permit, the city may also be pre-empted from enforcing some of the condition of approval that were previously required for the airport due to federal pre-emption and the City Attorney has advised staff that these conditions should not be enforced.</p>
<p>CONSERVATION ELEMENT</p>	
<p>CON-1. Protection of Environmental Resources. Protect or enhance environmental resources, such as ridgelines, wetlands, diked baylands, creeks and drainageways, shorelines and habitat for threatened and endangered species.</p>	<p><i>Consistent</i> The proposed project would provide greater setbacks than that required by the General Plan from the adjacent creeks (in excess of 100 feet), would avoid the filling of the potential wetlands to the rear of the proposed building, would maintain a 50 foot-buffer from these potential wetlands. The biological assessment prepared for this project identified mitigation measures to ensure that the development would not impact any threatened or endangered species around this site or their habitat. In particular, mitigation measures have been identified to protect nesting areas and habitat for clapper rail and birds of prey, as well as to avoid potential impacts to species that have not been found but could occur in the area, and establish conservation areas to provide a permanent buffer around identified habitat areas within the marsh adjacent to the North Fork of Gallinas Creek.</p>
<p>CON-2. Wetlands Preservation. Require appropriate public and private wetlands preservation, restoration and/or rehabilitation through compensatory mitigation in the development process for unavoidable impacts. Support and promote acquisition of fee title and/or easements from willing property owners.</p>	<p><i>Consistent</i> The biological assessment prepared for this project found three potential wetland areas to the north of the proposed new building. These potential wetlands were identified as low quality. Regardless, the project does not propose the filling of these potential wetland areas and would maintain at least a 50-foot buffer from these areas.</p>
<p>CON-3. Unavoidable Filling of Wetlands. Loss of wetlands due to filling should be avoided. Any request for fill must demonstrate that the proposed fill cannot be avoided. If fill is unavoidable, there shall be a compensatory minimum of 2:1 ratio of wetlands created or restored, on-site or off-site. The City may waive this policy for fill of a small (0.1 acre or less), hydrologically isolated</p>	<p><i>Consistent</i> See CON-2 above. No filling of wetland is proposed.</p>

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<p>wetland (surface water) or drainageway provided that the wetland or drainageway is not within or connected to historic drainages and provided that the applicant is in compliance with requirements of other agencies that regulate wetlands.</p>	
<p>CON-4. Wetland Setbacks. Maintain a minimum 50-foot development-free setback from wetlands, including, but not limited to, paving or structures. Setbacks of greater than 50 feet may be required on lots of two or more acres as determined through development review. The City may waive this requirement for minor encroachments if it can be demonstrated that the proposed setback adequately protects the functions of the wetland to the maximum extent feasible and resulting values to the satisfaction of the City after review by the appropriate regulatory agencies.</p>	<p><i>Consistent</i> See CON-2 above. The proposed 50-foot setback was reviewed by the project biologist and by an independent third party and found to be adequate given the low quality nature of the three potential wetlands to the rear of the proposed new building.</p>
<p>CON-5. Diked Baylands, Protect seasonal wetlands and associated upland habitat contained within undeveloped diked baylands, or restore to tidal action. Support and promote acquisition from willing property owners. See LU-2a (Development Review).</p>	<p><i>Consistent</i> See Con-2 and Con-4 above. The project site has been evaluated by wildlife biologists, and jurisdictional wetlands have been delineated in accordance with US Army Corp of Engineers requirements with adequate 50-foot setbacks provided. Measures and buffer zone setbacks have been identified for protection of sensitive wildlife and habitat near the project site, primarily located on the exterior levee wall adjacent to the creek. At this time, the applicant has not expressed interest in providing any portion of the property for wetland or bayland reclamation. However, the project would not preclude potential future efforts to acquire remaining undeveloped lands by public/private interests for this purpose, if desired.</p>
<p>CON-6. Creek and Drainageway Setbacks. Require development-free setbacks, except for specific access points as approved per policy CON-7 (Public Access to Creeks), from existing creeks and drainageways that will maintain the functions and resulting values of these habitats. Appropriate erosion control and roadway crossings may encroach into the development setback. In the absence of vegetation, promote new growth of natural habitat.</p> <p>a. Creek Setback. Maintain a minimum 25-foot development-free setback from the top of creek banks for all new development (including, but not limited to, paving and structures), except for Miller Creek and its tributaries, where a minimum 50-foot setback shall be maintained. Setbacks up to 100 feet may be required on lots or development projects two or more acres in size where development review determines a wider setback is needed to maintain functions and resulting habitat values and in areas where high quality riparian habitat exists.</p>	<p><i>Consistent</i> See CON-2 above. The proposed project would maintain a minimum setback of 150 feet from the nearest portion of the creek. This setback exceeds the 100-foot setback that may be required on site over 2 acres.</p>

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<p>CON-7. Public Access to Creeks. Provide pedestrian access to points along creeks throughout the City where such access will not adversely affect habitat values.</p>	<p><i>Partially Consistent</i> Public access to the creek from this site is not practical given the distance and lack of connection between any potential access along the creek and other public trails or roadways. Additionally, placing trails or active areas closer than the currently proposed 150-foot setback could result in environmental impacts and would need to be evaluated. Lastly, there is a well-developed public trail system along the northern bank of the creek that is owned and operated by the County of Marin that provide many miles of publicly accessible trails.</p>
<p>CON-8. Enhancement of Creeks and Drainageways. Explore enhancement of, and support continuous upgrades to, drainageways to serve as wildlife habitat corridors for wildlife movement and to serve as flood control facilities to accommodate storm drainage. Require creek enhancement and associated riparian habitat restoration/creation for projects adjacent to creeks to maintain storm flows, reduce erosion and maintenance and improve habitat values, where feasible.</p>	<p><i>Partially Consistent</i> This policy primarily relates to public agency maintenance of public creeks and drainageways. This property owner does not own the creek to the north of the site. Furthermore, the creeks that border the site currently provide capacity for accommodate storm flows.</p>
<p>CON-9. Native and/or Sensitive Habitats. Protect habitats that are sensitive, rare, declining and unique or represent a valuable biological resource.</p>	<p><i>Consistent</i> The site is in an area that is bordered by levees and an airport runway and has been historically graded and disturbed. The biological assessment found no sensitive rare, declining or unique habitat in the location of the proposed new development and found that the proposed project would be adequately setback from any area that could possibly represent a valuable resource; e.g. the marsh area along Gallinas Creek. These findings of the biological assessment were reviewed by an independent third party reviewer, and a reconnaissance site survey was prepared to evaluate the sites potential to support federally listed species, particularly protocol surveys were conducted for the California clapper rail (a federally listed species that occurs along the North Fork of Gallinas Creek). As a result of the additional analysis, additional mitigation measures have been identified to protect sensitive animal species found to occur on-site, as well as to mitigate against the potential impacts to sensitive species that may be found, as discussed in CON-1 above. As a result of the biological analysis, protocol surveys will be required 30 days before construction, major construction activities shall be limited to occur between July 1 and October 15, and sound attenuation, restrictive fencing and buffer areas shall be required during and after construction.</p>
<p>CON-10. Impacts to Sensitive Habitats. Minimize impacts to sensitive natural habitats through careful planning. Require compliance with applicable laws and regulations.</p>	<p><i>Consistent</i> See CON-9 above. No filling of wetlands is proposed and all potential impacts to sensitive habitat and species will be mitigated.</p>
<p>CON-11. Wildlife Corridors. Preserve and protect areas that function as wildlife corridors, particularly those areas that provide natural connections permitting wildlife</p>	<p><i>Consistent with condition and mitigation</i> Given that this site currently hosts an airport, the value of this site as a wildlife corridor is limited. The biological assessment did</p>

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<p>movement between designated sensitive habitats.</p>	<p>review this issue and found that the proposed project would not have an impact on wildlife movement. A mitigation measures was incorporated requiring that prior to any tree removal or ground disturbing activities during the nesting season (March to August), pre-construction surveys be conducted to avoid impacting any nesting birds protected under the Migratory Bird Treaty Act.</p>
<p>CON-12. Preservation of Hillsides. Encourage preservation of hillsides, ridgelines and other open areas that serve as habitat and erosion protection as well as visual backdrops to urban areas.</p>	<p><i>Consistent with condition and mitigation</i> This site is located in a valley and is surrounded by hills on the north, west and south sides. The impacts of this proposed structure on the visual backdrop of these surrounding hills and ridgelines was evaluated in the Aesthetics Section of the EIR. The conclusion is that given the distance of the site from surrounding properties, especially public areas, the proposed new structure would only impact views of the lower third of the hills to the south and west and would neither break nor silhouette any ridgelines.</p>
<p>CON-13. Threatened and Endangered Species. Preserve and protect threatened and endangered species of plants and animals formally listed consistent with the state and federal endangered species acts including protection of their habitat.</p>	<p><i>Consistent</i> See CON-1 above. The biological assessment prepared for this project found that there would less than significant impact to any threatened or endangered species. The majority of the 39 special status wildlife species recorded within the vicinity are not likely to occur on this site. In terms of the two most likely species that are known to exist in the area, California clapper rail and salt marsh harvest mouse, the assessment concluded that: a) salt marsh harvest mouse does not have an established presence in this location due to lack of appropriate habitat and distance from prime habitat; b) the proposed project is sited so that it provides a minimum of 150 to 200 feet of setback from the edge of the new building and outdoor field to the nearest portion of Gallinas Creek; c) all development is in the upland portions of the site and is separated from Gallinas Creek by a 9-foot tall levee and row of Eucalyptus trees; d) protocol surveys were conducted to assess project impacts to the California clapper rail and appropriate mitigation measures have been identified to protect this species during and after construction; e) mitigation measures have been identified to protect species that may occur in the area, with pre-construction surveys required before commencing construction and major construction limited to occur between July 1 and October 15; and e) lighted outdoor fields would not cast light or glare into the creek.</p>
<p>CON-14. Special Status Species. Preserve and protect special status plants and animals, including candidate species for listing under the state and federal endangered species acts, California species of special concern, California Native Plant Society List 1B plants, and other species protected under provisions of California Fish and Game Code.</p>	<p><i>Consistent</i> See CON-13 above. In addition to evaluating special status animal species, the biological assessment also analyzed any impacts to special status plant species. The conclusion was that that there are no special status plant species on this site. This conclusion was also peer reviewed by an independent third party biologist selected by the City and found to be accurate.</p>
<p>CON-15. Invasive Non-Native Plant Species. Remove and control selected undesirable invasive non-native plant species from City-owned open space and road right of</p>	<p><i>Consistent with conditions</i> The site currently contains numerous Eucalyptus trees that have been planted over the recent years along the perimeter levees.</p>

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<p>ways, and encourage the removal and control of these invasive plant species from non-City owned ecologically sensitive areas.</p>	<p>Eucalyptus trees are not a native species. The planting of these trees was done to provide screening of the airport site from the residential area to the south (Santa Venetia) and north (Contempo Marin) and the County Park to the north (McInnis Park). These planting were reviewed and approved by the City previous applications. As part of this project, the applicant has proposed to plant additional Eucalyptus trees to fill in the gaps along the northern and southern perimeters. During the Design Review Board's review of this project, they recommended that rather than additional Eucalyptus trees being planted, native species be used. As a condition of approval, the final landscaping plan will return to the Design Review Board for their review prior to the issuance of a building permit.</p>
<p>CON-16. Landscape with Native Plant Species. Encourage landscaping with native and compatible non-native plant species, especially drought-resistant species.</p>	<p><i>Consistent with condition</i> See CON-15 above. Based on the Design Review Board's recommendation, all new perimeter trees would be native species. In addition to the perimeter landscaping, the project also include new landscaping within and around the new parking lot, around the building and two outdoor fields. The species proposed for these areas were found to be acceptable. As a condition of approval, the Design Review Board will review the final landscaping plan prior to the issuance of a building permit.</p>
<p>CON-22. Resource Efficiency in Site Development. Encourage site planning and development practices that reduce energy demand, support transportation alternatives and incorporate resource- and energy-efficient infrastructure.</p>	<p><i>Partially Consistent</i> This policy encourages the use resource efficiency in site development. The proposed development would provide shade trees in a majority of the parking lot and there are not large expanses of windows proposed on the structure.</p>
<p>AIR AND WATER QUALITY ELEMENT</p>	
<p>AW-1. State and Federal Standards. Continue to comply and strive to exceed state and federal standards for air quality for the benefit of the Bay Area.</p>	<p><i>Consistent with condition and mitigation</i> Due to the nature of the proposed recreational use and its operations, the project would not generate any air quality impacts and would be consistent with the Bay Area Air Quality District requirements Traffic associated with the facility was evaluated and found to be within the thresholds established for air quality impacts. Furthermore, the proposed development is within the additional development assumed under the General Plan 2020 and therefore cumulative impacts have been analyzed and found to be acceptable. Temporary construction-related air quality impacts could occur during construction of this project, therefore mitigation measure were identified in their and these will be incorporated as conditions of the project's approval</p>
<p>AW-2. Land Use Compatibility. To ensure excellent air quality, promote land use compatibility for new development by using buffering techniques such as landscaping, setbacks and screening in areas where different land uses abut one another.</p>	<p><i>Consistent</i> Many of the users of this facility would be children and therefore are considered sensitive receptors. This project is located almost one mile away from Highway 101 and is not located near any sources of toxic contaminants or odors. Although the facility</p>

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	would be near the San Rafael Airport, the amount of toxic contaminants generated by airplanes would not be significant. Furthermore, the proposed recreational facility does not include operations that would generate any toxic air contaminants or odors.
AW-3. Air Quality Planning with Other Processes. Integrate air quality considerations with the land use and transportation processes by mitigating air quality impacts through land use design measures, such as encouraging project design that will foster walking and biking.	<i>Consistent with condition and mitigation</i> Air quality impacts have been evaluated in the EIR prepared for this project. Based on the analysis, certain mitigation measures have been recommended and would be incorporated into the project. Plans have been referred to the Air Quality District and the EIR will be provided to them for their review and comment.
AW-4. Particulate Matter Pollution Reduction. Promote the reduction of particulate matter pollution from roads, parking lots, construction sites, agricultural lands and other activities.	<i>Consistent</i> Based on the size and scope of the project, the project was found to be within the thresholds of significance established by the Bay Area Air Quality District. Furthermore, the primary parking lot and the new roadway extension to this site would be paved, thereby reducing the amount of particulate matter pollution. The overflow parking area is proposed to remain as unpaved, however this is a minor amount of area and would be composed of gravel.
AW-7. Local, State and Federal Standards. Continue to comply with local, state and federal standards for water quality.	<i>Consistent with condition</i> The project would be required to comply with the City's Stormwater Pollution Prevention standards which are derived from the Regional Water Quality Board. The proposed drainage plan is designed to be consistent with the stormwater pollution standards by treating stormwater runoff on-site in vegetated swales before it enters into the storm drain system of the creek.
AW-8. Reduce Pollution from Urban Runoff. Address non-point source pollution and protect receiving waters from pollutants discharged to the storm drain system by requiring Best Management Practices quality. <ul style="list-style-type: none"> • Support alternatives to impervious surfaces in new development, redevelopment or public improvement projects to reduce urban runoff into storm drain system, creeks and the Bay. • Require that site designs work with the natural topography and drainages to the extent practicable to reduce the amount of grading necessary and limit disturbance to natural water bodies and natural drainage systems. • Where feasible, use vegetation to absorb and filter fertilizers, pesticides and other pollutants. 	<i>Consistent</i> As proposed, this project would preserve the majority (84%) of the 119.5-acre site as pervious area. Furthermore, the project site is flat and does not entail significant grading or disturbance to natural drainage system. Lastly, the proposed drainage plan utilizes vegetated swales to treat and filter potential containments from stormwater run-off before it is conveyed to the stormdrain system or creek.
AW-9. Erosion and Sediment Control. Establish development guidelines to protect areas that are particularly susceptible to erosion and sediment loss.	<i>Consistent</i> The subject site is flat and therefore not susceptible to erosion or sediment loss. Regardless, the City's standard condition of approval would require that an erosion control plan and best management practices be implemented during construction.

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SUSTAINABILITY ELEMENT	
<p>SU-3. Alternative Fuel and Fuel Efficient Vehicles. Promote the use of alternative fuel and fuel efficient vehicles.</p> <p>SU-5. Reduce Use of Non-Renewable Resources. Reduce dependency on non-renewable resources.</p> <p>SU-5a. Green Building Regulations. Require new construction to comply with adopted green building regulations</p> <p>SU-5c. Water Efficiency Programs. Develop and implement water efficient conservation programs..., including water efficient landscape regulations</p> <p>SU-5d. Reflective Surfaces. Encourage use of high albedo (reflectivity) materials for future outdoor surfaces such as parking lots, roadways</p> <p>SU-6. New and Existing Trees. Plant new and retain existing trees to maximize energy conservation and carbon sequestration benefits.</p> <p>SU-9. Zero Waste. Reduce material consumption and waste generation, increase resource re-use and composting of organic waste, and recycle to significantly reduce and ultimately eliminate landfill disposal. SU-9f. Construction Debris. Adopt construction debris and re-use ordinance.</p> <p>SU-14. Adapting to Climate Change. Increase understanding and preparation to adapt to the effects of climate change, including sea level rise.</p>	<p><i>Substantially Consistent</i></p> <p>The project would substantially comply with the applicable Sustainability Element policies that can be implemented at the project level. The development would achieve minimum LEED certification, comply with current building code (CBC) Title-24 energy efficiency requirements and Water Efficient Landscape mandates of MMWD, and will plant in excess of 100 new trees on-site. Achieving LEED green building certification would be consistent with the Sustainability policies and the City’s Climate Change Action Plan, In order to assure substantial compliance, the project could be required to implement clean air vehicle parking per San Rafael Municipal Code Section 14.18.045, install bicycle parking per SRMC 14.18.090 and implement construction demolition debris recycling as part of LEED certification, and building permit issuance. The project would also meet CCAP objectives through its required payment of affordable housing fee’s, use of reclaimed water if available, proposed installation of solar and green roofing materials, and proposed provision of a bicycle and pedestrian path from Smith Ranch Road. The bicycle parking requirement and policy SU-5d would be included as conditions of approval Based on this discussion, staff concludes that the project would be in substantial compliance with the new Sustainability Element and CCAP.</p>

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CHAPTER 7 – PLANNED DEVELOPMENT DISTRICT (PD)	
<p>14.07.010 - Specific Purposes The specific purposes of the planned development (PD) district are to:</p> <ul style="list-style-type: none"> • Promote and encourage cluster development on large sites to avoid sensitive areas • Encourage innovative design on large sites by allowing flexibility in property development standards; • Encourage the establishment of open areas in land development; • Encourage the assembly of properties that might otherwise be developed in unrelated increments to the detriment of surrounding neighborhoods; • 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; • Accommodate various types of large-scale, complex, mixed-use, phased developments; • Enable affected governmental bodies to receive information and provide an integrated response to both the immediate and long-range impacts of such proposed developments. 	<p><i>Complies with conditions and mitigations</i> The PD District rezoning would cover the entire 119.5 acre airport property, of which the proposed recreational facility is proposed on 4.4 acres</p> <ul style="list-style-type: none"> • Project design is sited to minimize impacts to adjacent creeks and wetlands and would maintain approximately 84% of the site as open and undeveloped. • Project design proposes flexibility in the conventional land development standards in order to protect environmental resources. • The Planned Development approach is appropriate in order to accommodate the proposed unique mixture of uses on this large flat site.
<p>14.07.020 - Land Use Regulations Any permitted or conditional use authorized by this title may be included in an approved development plan, consistent with the general plan land use designation(s) and intensities for land within the PD district. The PD zoning approval shall establish the range of allowable land uses for the development. A master use permit or individual use permits may be required to establish specific uses on the property consistent with general plan land uses, trip allocations and parking standards. A master use permit shall be required for nonresidential, phased and/or multi-tenant development.</p>	<p><i>Complies</i> A Development Plan and Master Use Permit applications have been filed, which outline the proposed uses, intensity of development, and spatial standards required for the development of this project</p>
<p>14.07.030 - Property Development Regulations</p> <ul style="list-style-type: none"> • The minimum net area of a PD district shall be 2.5 acres, provided that a PD district may be subdivided in accord with a valid PD plan; exceptions to this provision are lots over 0.5 acres in size where developed to provide affordable housing and hillside residential lots over one acre in size where unusual site characteristics exist. 	<p><i>Complies</i> A Development Plan has been prepared which includes the proposes land uses, development standards and intensity limits of the use components and other standards that are require to comply with the purposes of the PD District. The proposed project would be located on a 119.5 acres site and would be within the maximum allowable intensity (FAR) and height prescribed by the General Plan</p>

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<ul style="list-style-type: none"> • The total number of dwelling units in a PD plan shall not exceed the maximum number permitted by the general plan density for the total site area. Density bonuses for senior housing development and affordable housing development may be considered consistent with general plan policies and state law. • Nonresidential development shall not exceed floor area ratios as specified in the general plan, except in the downtown where a one time ten percent (10%) bonus may apply for business expansion, consistent with general plan policy. • Building heights shall be consistent with height standards contained in the general plan. 	
<p>14.07.060 - Required Plans and Materials Application for a PD District amendment must meet the minimum submittal requirement which include a map showing the boundaries of the PD, a site plan, parking plan, architectural concepts, landscaping concepts, traffic study geotechnical data and any other information as may be prescribed by the planning director.</p>	<p><i>Complies</i> The appropriate plans and application materials have been submitted for consideration of the PD District amendment</p>
<p>14.07.090 - Findings Adoption of a PD District Rezoning is based on the following required findings;</p> <ul style="list-style-type: none"> • The development plan is consistent with the general plan, adopted neighborhood plans and other applicable city plans or policies; • Any residential development shall constitute a residential environment of sustained desirability and stability in harmony with the character of the surrounding neighborhood, and where applicable, adequate open space shall be provided; • Any nonresidential uses shall be appropriate in area, location and overall planning for the purpose intended, and the design and development standards shall create a nonresidential environment of sustained desirability and stability, and where applicable, adequate open space shall be provided; • The applicant demonstrates that public facilities are provided to serve the anticipated population; • The development is improved by deviations from typical zoning ordinance property development and parking standards; and • The auto, bicycle and pedestrian traffic system is adequately designed for circulation needs and public safety. Emergency vehicle access is provided to serve the proposed development. 	<p><i>Complies</i> The project would be consistent with the pertinent policies of the San Rafael General Plan 2020:</p> <ul style="list-style-type: none"> • The development is designed to be sustainable, would be harmonious with the character of the surrounding area and would provide adequate setback and buffers in that: 1) the non-residential intensity and scale of structures is within the levels prescribed by the General Plan and in scale with a site that is 119 acres in size; 2) the indoor and outdoor recreational facility is similar in use and intensity to the regional recreational facility that is located just north of the project site; 3) the siting of the new building would minimize impacts on the existing creek and potential wetland areas by maintaining adequate setbacks. • The development, as designed and conditioned, would be improved by deviations from typical zoning ordinance provision. Although there is no exact zoning district for the Airport/Recreation General Plan land use designation, the proposed project proposes setbacks, height and coverage standards of similar zoning designations. Furthermore, such deviations are necessary in order to achieve a recreational facility near the private airport, create additional recreational facilities for residents of San Rafael and Marin County and to protect site resources. • There are adequate public facilities to serve the proposed recreational facility • The existing airport property does not have street frontage on a public street and the existing access to the site is through a private roadway that is located on an easement and the proposed project would continue to utilize the existing roadway and access into the site. The auto, bicycle and pedestrian traffic system has been reviewed by appropriate

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	<p>City Departments, including emergency services, and found to be adequately designed for circulation needs and public safety.</p>
<p>14.07.100 - Contents of PD Zoning Approvals</p> <ul style="list-style-type: none"> • PD zoning approvals shall include a text summary of the approved development plan, including the range of allowable land uses, residential density, number and type(s) of residential units, commercial/industrial intensity, building square footage devoted to each type of nonresidential land use, site development standards including setbacks, building envelopes, lot coverage and height limits, parking, open space areas, outdoor amenities and any other critical components of development approval. • A master use permit or individual use permit(s) may be required as per Section 14.07.020 to establish specific use approvals and to evaluate compliance with trip allocations and parking standards 	<p><i>Complies with conditions</i></p> <p>Project proposes an amendment to existing PD District to allow for the addition of a recreational use. The existing PD District does not include all the applicable items outlined in Section A. Therefore in addition to allowing the recreational use, staff has also revised the PD text to clearly specify the standards outlined in this section and this revised text would be incorporated into the PD District zoning ordinance adopted for the site. Furthermore, since there is a Master Use Permit on file for the existing uses on the property, an amendment to the Master Use Permit has also been filed to allow the addition of the proposed project.</p>
<p>CHAPTER 13 – WETLAND OVERLAY (-WO) DISTRICT</p>	
<p>14.13.010 Specific Purposes</p> <p>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:</p> <ul style="list-style-type: none"> • 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; • To prohibit in wetlands and discourage at adjacent upland sites those development activities that may adversely affect wetlands; • To design development to avoid or minimize adverse impacts on wetland habitat; • To encourage restoration of wetland sites; • 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; • To protect property values by preventing damage from erosion from storms and high tides; • To contribute to improved water quality by preventing or reducing increases in pollution caused by any means; 	<p><i>Complies</i></p> <p>The project has been designed to preserve and protect the potential wetlands found on the site and no filling of these potential wetlands is proposed and an adequate (one that is equal to the City policy) buffer is provided.</p>

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<ul style="list-style-type: none"> • To protect and enhance wildlife habitat, including that of rare, threatened and endangered plant and animal species; • To provide sites for education and scientific research; • To provide opportunities for recreational activities compatible with wetland habitat. 	
<p>14.13.020 - Criteria For Establishment of Wetland Overlay District for Identified and Unidentified Wetlands</p> <p>These regulations shall apply to all lots which have wetlands located within the city of San Rafael. The wetland overlay district on the zoning map is placed on those lots which have wetlands which have been identified. A list of lots with wetlands is available in the planning department.</p>	<p><i>Complies</i></p> <p>The project site borders the North Fork of Gallinas Creek and therefore has been designated with the Wetland Overlay District. In addition, site visits have found that there are three depressions north of the proposed building that have the potential to be wetlands. Biological assessments were prepared on these areas and determined that these three areas have a low potential to be wetlands. Furthermore, the project does not propose to fill or impact and of these potential wetland areas and would maintain a 50 foot or greater setback from these areas. This issue and the findings were also analyzed in the Initial Study prepared for this project and has been referred to the U.S. Army Corps of Engineers for their review and comment.</p>
<p>14.13.040 - Property Development Regulations (-WO)</p> <ul style="list-style-type: none"> • Development standards shall be those of the underlying zoning district with which a wetland overlay district is combined, provided that the following requirements shall be in addition and shall govern where conflicts arise. • Any structures allowed in wetland areas (see Section 14.13.030(A)) must minimize adverse impacts on wetlands through construction on pilings to allow unobstructed flow of water, preserving the natural contour of the wetland and minimizing impairment, alteration or loss of wetlands. • The wetland setback shall be measured from the edge of a wetland, as determined consistent with the established procedures to any structure. The setback from a creek or drainageway wetland shall be established consistent with the provisions of Section 14.16.080, Creeks and other watercourses. For wetlands which are neither creeks nor drainageways, the wetland setback shall be a minimum of fifty feet (50'). A wetland setback up to one hundred feet (100') may be required on lots larger than two (2) acres in size, as determined through development review. • Within wetland setback areas, appropriate measures, such as fencing, landscaping, setbacks for roads and parking lots, and natural habitat areas are required in the wetland setback to minimize adverse impacts on wetlands and wetland habitat. • Landscaping which is non-invasive to wetland habitat shall be used in required wetland setbacks. Additionally, vegetation which enhances wetland habitat values and the use of native plants indigenous 	<p><i>Complies</i></p> <p>Although three potential wetlands are unlikely to be accepted by the US Army Corps as wetlands, the project has been designed to avoid the filling or disturbance of these areas and no structures or improvement are proposed to be located less than 50 feet from these areas consistent with the setback requirements of this section. In addition, the project would maintain at least 180 feet from the top of creek bank of the North Fork of Gallinas Creek. The proposed setbacks from the creek have been designed to exceed those required by City policy.</p> <p>Furthermore, the biological assessment prepared for the project found that the project, as designed, would neither significantly impact the creek nor wetland areas. Additionally, the assessments found that fencing was not required to protect these areas. These findings were reviewed and confirmed by an independent biologist hired by the City of San Rafael. Furthermore, no landscaping or improvements are proposed in the wetland buffer area</p> <p>Lastly, the proposed project would comply with the stormwater pollution prevention standards by directing all new run-off through vegetated swales. Conditions of approval have been incorporated to ensure that the construction of the project would implement appropriate procedure to reduce erosion and run-off.</p>

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<p>to the area is encouraged.</p> <ul style="list-style-type: none"> • During construction, every precaution shall be taken to prevent the disruption of adjacent wetlands. The planning department shall require best-management practices to minimize siltation, sedimentation and erosion, subject to approval by the department of public works. • Stormwater runoff systems shall be designed to minimize the increase in volume of stormwater runoff to a wetland from a development over the existing volume of runoff, as well as ensure that stormwater runoff is substantially free of debris, pollutants and silt. Stormwater runoff management proposals shall be submitted and are subject to approval by the planning department and the department of public works. 	
<p>14.13.050 - Application for a Use Permit Use Permit is required for development resulting in filling or altering wetlands.</p> <ul style="list-style-type: none"> • The US Army Corps of Engineers determines wetland boundaries or in cases where no filling or altering is proposed, a wetland expert may establish wetland boundary in accordance with the procedures specified in the Federal Manual for Identifying and Delineating Jurisdictional Wetlands, as most recently adopted • Applications require specific submittal information, including a wetland map, grading plan, site plan, and project description and construction schedule. 	<p><i>Not applicable</i> As discussed above, no filling or altering of wetlands are proposed.</p>
<p>14.13.060 - Conditions of Approval In approving a use permit, the planning commission may impose reasonable conditions. If a use adversely affects existing wetlands, such as altering hydrological conditions, the use permit application may be denied, or mitigation measures may be required. Where fill is proposed, wetland restoration or creation shall be required, accordant with Section 14.13.080(C), Required wetland restoration or creation. Where applicable, and as a condition of approval prior to issuance of a building permit, the following may be required by the planning department:</p>	<p><i>Not applicable</i> As discussed above, no filling or altering of wetlands are proposed.</p>
<p>14.13.070 - Findings A. Uses Within a Wetland. The planning commission may approve an application for a use permit for a proposed use within a wetland as allowed in Section 14.13.030, Land use regulations, if it is found that the proposed use is consistent with the purposes of Section 14.13.010, Specific purposes, and that the proposed use:</p> <ul style="list-style-type: none"> • 1) Is a water-related structure as identified in Section 14.13.030, Land use regulations; 2) Minimizes 	<p><i>Complies</i> Based on General Plan wetland policies, preservation and protection is first priority. As proposed, the project would avoid filling or altering any wetland or potential wetland on site and would maintain setback is excess of those required. Furthermore, with the proposed separation from these low quality potential wetlands, the proposed use is reasonable use that would not impair the limited functional characteristics or wildlife habitat of the potential wetlands.</p>

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<p>impairment to the wetland's functional characteristics, existing contour and wildlife habitat; 3) complies with all wetland regulations contained herein; 4) cannot be accomplished by a reduction in the size, scope, configuration or density of the development as proposed, or by changing the design of the development in a way that would avoid or result in fewer adverse effects on the wetland.</p> <ul style="list-style-type: none"> The planning commission may approve an application for a use permit for a proposed use outside a wetland as allowed in Section 14.13.030, Land use regulations, if it is found that the proposed use is consistent with the purposes of the base district, and 1) minimizes impairment to the adjacent wetland's functional characteristics and wildlife habitat; and 2) complies with all wetland regulations contained herein 	
<p>14.13.090 - Wetland Management Plan A Use Permit application for altering or filling wetland must include a wetland management plan.</p>	<p><i>Not Applicable.</i> No filling or altering of wetland is proposed.</p>
<p>CHAPTER 16 – SITE DEVELOPMENT STANDARDS</p>	
<p>14.16.030 - Affordable Housing Requirement All non-residential developments not part of a mixed-use project are required to provide affordable housing.</p> <ul style="list-style-type: none"> Proposed nonresidential development shall provide 20% of the total number of residential units needed to provide housing for project employees as identified in the table 14.16.030-a. For uses not listed in this table, the determination of the number of affordable units needed shall be made by the Community Development Director. The required affordable housing units shall be provide on the project site, off site within the City of San Rafael, or through the payment of an in-lieu fee. If the number of affordable units is less than one unit or one or more fractional units, the developer may choose to pay an in-lieu fee. 	<p><i>Complies with condition</i> The recreational facility use is not one that is listed in the Table – 1, therefore the Community Development Director has made the determination of the number of affordable units required. The recreational use was compared to hotel and warehouse facilities of similar size. Hotels and warehouses of this size were found to have total employees of 75-76 and based on that, 7 affordable housing units would be required. The proposed recreational facility use was found to be 10% of the number of employees of the hotel/warehouse uses, therefore, it would be required to provide 10% of that required for those uses, or 0.07 affordable units. Based on the 0.07 units, the developer would be required to be in in-lieu fee of \$14,000 (.07 x \$200,000 in-lieu fee per unit). This requirement has been included as a condition of approval of this project.</p>
<p>14.16.080 - Creek and other Watercourses Separate from of the wetland provision of Chapter 13, all creeks and drainage channels must meet the following provisions.</p> <ul style="list-style-type: none"> Creek setback shall be a minimum of 25 feet as measured from the top of creek bank. On lots more than 2 acres, a 25 to 100-foot setback shall be provided. Drainageway setbacks shall be determined at during development review, based on the following criteria: 	<p><i>Complies</i> As designed, the project proposes a minimum of 180-foot setback from the top of creek bank of the North Fork of the Gallinas Creek. The proposed setback exceed that required for properties over 2 acres in size.</p>

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<p>1) setback provides adequate maintenance, emergency vehicle access, adequate debris flow avalanche corridors, flood control and protection from damage due to stream bank undercutting; 2) the setback adequately protects and preserves native riparian and wildlife habitat; 3) the setback protects major view corridors and provides for recreation opportunities where appropriate; and 4) the setback permits provision of adequate and attractive natural land</p>	
<p>14.16.120 - Exclusions to the Maximum Height Requirement. Flagpoles, aboveground utility distribution facilities including communications towers and public water tanks, windmills, monuments, mechanical appurtenances, satellite dishes in multifamily and nonresidential districts and architectural features such as screening for mechanical equipment, chimneys, steeples and cupolas are not included in height calculations. Structures and architectural features which are over the height limit may require an environmental and design review permit</p>	<p><i>Complies</i> 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). However, 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. Furthermore, the roof vent over the center of the building and the plumbing and mechanical flues are not included in height calculations based on this section of the Zoning Ordinance.</p>
<p>14.16.150 - Floor Area Ratios and Densities Applicable to Nonresidential and Mixed-Use Development</p> <ul style="list-style-type: none"> • The intensity and density of development in nonresidential and mixed-use districts is identified by floor area ratio (FAR) and by the number of units allowed per one thousand (1,000) square feet of lot area. The FAR is the total building square footage (gross floor area) divided by the lot area excluding public streets. Total building square footage excludes parking areas (covered and uncovered), hotels, and non-leasable covered atriums. Floor area for permanent child care facilities in nonresidential structures may be excluded in the FAR, subject to the provisions of Chapter 14.22, Use Permits • Subsection G illustrates the floor area ratio limit maps for FAR limits in nonresidential zoning districts. The maximum allowable FAR is not guaranteed, and shall be determined by the following factors: site constraints, infrastructure capacity, hazardous conditions and design policies. 	<p><i>Complies</i> The floor area ratio maps contained in Section G identify this site to have a maximum allowable 0.30 FAR. As proposed, the project would construct additional floor area to the existing airport and light-industrial development on the site. With the new 85,700 square foot recreational facility, the total FAR for the site would be 0.06 FAR, and therefore within the .30 FAR allowed.</p>
<p>14.16.170 - Geotechnical Review Development applications require geotechnical reports consistent with the geotechnical matrix in the general plan</p>	<p><i>Complies with conditions and mitigations</i> The project was reviewed consistent with the City's Geotechnical review matrix contained as an appendix to the General Plan 2020.</p>

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TABLE ANALYZING PROJECT COMPLIANCE - SAN RAFAEL ZONING ORDINANCE (TITLE 14)

<p>appendices to assess such hazards as potential seismic hazards, liquefaction, landsliding, mudsliding, erosion, sedimentation and settlement and hazardous soils conditions to determine the optimum location for structures, to advise of special structural requirements and to evaluate the feasibility and desirability of a proposed facility in a specific location</p>	<p>A Geotechnical Investigation Report submitted by the applicant's engineer and this was peer reviewed by a third party firm hired by the City. In conclusion, the peer reviewer found that the project would be consistent with the geotechnical policies of the General Plan and concurred that the project would be feasible from a geotechnical engineering standpoint. The peer reviewer included recommendations that should be incorporated during preparation of the construction documents and construction. These geotechnical comments and recommendation are discussed in detail in the Initial Study and conditions of approval have been included.</p>
<p>14.16.260 - Noise Standards Any new development located in a "conditionally acceptable" or "normally unacceptable" noise exposure area, based on the land use compatibility chart standards in the general plan, shall require an acoustical analysis. Noise mitigation features shall be incorporated where needed to assure consistency with general plan standards. New construction is prohibited in noise exposure areas where the land use compatibility chart indicates the noise exposure is "clearly unacceptable."</p> <ul style="list-style-type: none"> • New nonresidential construction adjacent to residential areas shall not increase noise levels in a residential area by more than three (3) dBA (Ldn), or create noise impacts which would increase noise levels to more than sixty (60) dBA (Ldn) at the boundary of a residential area, whichever is the more restrictive standard. This standard may be waived by the planning director if, as determined by a noise analysis, there are mitigating circumstances (such as higher existing noise levels), and no uses would be adversely affected. • Traffic Noise Mitigation. A sixty-five (65) dBA (Ldn) level is considered an acceptable upper limit for existing residences constructed before July, 1988. Where exterior levels are sixty-five (65) dBA (Ldn) or greater at the face of a residential building, and traffic noise level increases of more than three (3) dBA (Ldn) affecting residential areas will be created by a program or development, reasonable noise mitigation measures shall be included in the program or development which is creating the increase. 	<p><i>Conforms with conditions and mitigations</i> This site is located in a "conditionally acceptable" area, therefore an acoustical analysis was prepared. The development of this project and operation of the proposed recreational facility would neither increase noise levels in a residential area by more than 3 dBA L_{dn}, nor create noise impacts which would increase noise levels to more than 60 dBA L_{dn} at the boundary of a residential area. Furthermore, the traffic noise generated by this project would not increase noise levels by more than 3 dBA L_{dn}. Temporary construction noise impacts could occur as a result of the pile driving that would be required for the foundation of the building. As identified by the initial study, mitigation measures were identified and included as condition of approval that would reduce the significant of the temporary impacts. A detailed analysis of the noise impacts is provided in the initial study.</p>
<p>14.16.370 – Water efficient landscape <u>Requires review of plans for compliance with MMWD landscape efficiency standards.</u></p>	<p><i>Conforms with conditions</i> <u>The project will be required to conform with MMWD standards in order to receive water allocation and connect to service prior to occupancy.</u></p>
<p>CHAPTER 18 – OFF STREET PARKING</p>	
<p>14.18.040 - Parking Requirements Off-street parking shall be provided in accord with the</p>	<p><i>Complies with conditions</i> The indoor and outdoor recreational use is not a type of use that is</p>

EXHIBIT 4b

TABLE ANALYZING PROJECT COMPLIANCE - SAN RAFAEL ZONING ORDINANCE (TITLE 14)

<p>following chart. Where the specific use in question is not listed, the planning director shall determine if another similar use exists which may be used to select an appropriate parking standard. In order to make this determination, the planning director may require the submission of survey data from the applicant or collected by the planning department at the applicant's expense.</p>	<p>listed in the chart. The applicant has prepared a traffic study that evaluated the parking data from other similar facilities to determine the parking requirements for this facility. Based on this, the parking study found that 180-space would be required for this type and mixture of uses. As designed, the project would provide 184 spaces in the primary parking area as well as an unpaved (gravel) overflow lot that is located to the south of the outdoor fields that could accommodate approximately 100 to 125 additional vehicles. This parking has been reviewed by the City Traffic Engineer and Community development Director and found to be a reasonable amount of spaces. Furthermore, a condition of approval has been included requiring that in the future, if the overflow parking area is found to be necessary to accommodate routine parking needs of the recreational facility, the applicant shall pave, stripe and landscape the overflow parking lot consistent with current standards.</p>
<p>14.18.045 – Clean air vehicles <u>Requires 16 clean air vehicle parking spaces be provided.</u></p>	<p><u>Complies with Conditions.</u> <u>Parking would be required to be designed consistent with all current design standards and requirements identified in the code.</u></p>
<p>14.18.090 - Bicycle Parking Bicycle parking shall be required in commercial and office parking lots with 30 or more parking spaces</p> <ul style="list-style-type: none"> • <u>Five</u> percent of the requirement for automobile parking spaces commercial, office and industrial uses. • Bicycle parking shall be designed consistent with the certain standards prescribed in this section. 	<p><i>Complies with Conditions</i> Based on this requirement, 5.52 parking spaces are required. As designed, the project would provide 20 spaces in front of the building. This amount exceeds the requirement. In addition, as a condition of approval, the bicycle parking would be required to be designed consistent with all current design standards and requirements identified in the code.</p>
<p>14.18.130 - Parking Facility Dimensions and Design The table included in this section provided the minimum dimensions for aisle width and parking spaces.</p> <ul style="list-style-type: none"> • 90°, two-way parking spaces are required to be 9 feet wide by 19 feet deep with 26 feet of backup space. • 90°, two-way compact parking spaces are required to be 8 feet wide by 26 feet deep with 26 feet of backup space. 	<p><i>Complies</i> The parking lot layout has been reviewed by the City Traffic Engineer and found to be consistent with the City standards.</p>
<p>14.18.140-Access to Public Right-of-Way Driveway widths shall be 26 feet for two way traffic where serving 25 or more spaces.</p>	<p><i>Partially complies</i> Most of the existing roadway serving the existing site is slightly less than 26 feet in width. The new roadways extension serving the proposed project would be 30 feet. The proposed access to the site has been reviewed by the City Traffic Engineer and City's Public Safety Departments and been found to be adequate to serve the existing airport and proposed new development.</p>
<p>14.18.160 - Parking Lot Screening and Landscaping</p> <ul style="list-style-type: none"> • A minimum of 1 canopy tree for every found space shall be provided and distributed throughout the parking lot to provide shade for cars, enhance visual appearance of parking lots and screen views of cars from building which overlook parking lots. Clustering of trees may be approved by the haring 	<p><i>Partially complies</i> The 184-space parking lot would require 46 trees per this requirement. As designed, the parking lot would include 48 trees that would be clustered along the northern end of the parking lot (closest to building). This has been designed to comply with the 1:7 clear ascending zone required for areas next to airport runways. The overflow lot is not currently proposed to include</p>

EXHIBIT 4b

TABLE ANALYZING PROJECT COMPLIANCE - SAN RAFAEL ZONING ORDINANCE (TITLE 14)

<p>body</p> <ul style="list-style-type: none"> Planting areas must have a minimum of 36 square feet and minimum width of six feet. All planters and sidewalks located adjacent to parking lots shall be protected along the parking lot side with concrete curbs or wheel stops. Permanent automatic irrigation system shall be provided for all planted areas. 	<p>landscaping. As discussed above a condition of approval has been included stating that in the future, if this parking is needed for the use, the gravel lot is to be paved and landscaped according to current regulations.</p> <p>As designed, all planting areas would include an automatic irrigation system and would have the minimum required area of 36 feet and all but one planter area (southern edge of the parking lot) would have a minimum width of 6 feet. The proposed landscape plan and configuration was reviewed by the DRB and recommended for approval.</p>
<p>CHAPTER 22 – USE PERMITS</p>	
<p>14.22.080 - Findings The following findings must be made to approve a Use Permit:</p> <ul style="list-style-type: none"> That the proposed use is in accord with the General Plan, the objectives of the Zoning Ordinance, and the purposes of the district in which the site is located; That the proposed use, together with the conditions applicable thereto, will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity, or to the general welfare of the city That the proposed use complies with each of the applicable provisions of the zoning ordinance 	<p><i>Complies with conditions and mitigations</i> As noted in the table providing General Plan 2020 analysis, and the discussion through this table, the project, with mitigation and or conditions would be consistent with the General Plan policies and would be in conformance with the Zoning Ordinance.</p> <p>The project, with mitigations and /or conditions, would not be detrimental to the health, safety or general public welfare or injurious to property or improvements in the area. The Initial Study/Mitigated Negative Declaration has analyzed potential project impacts on the surrounding neighborhood. As a result, mitigation measures to have been incorporated to address geotechnical issues, temporary air quality and noise impacts during construction. Additionally, mitigation measures have been included to ensure that the building would be wet-flood proofed to comply with FEMA regulations and to prevent any permanent or temporary construction-related impacts to the airport imaginary surfaces. Furthermore, conditions of approval have been included to minimize potential impacts on adjacent properties and the surrounding area.</p> <p>Lastly, as outlined throughout this table, the project would be consistent with the applicable sections of the Zoning Ordinance.</p>
<p>CHAPTER 25 – ENVIRONMENTAL AND DESIGN REVIEW PERMIT</p>	
<p>14.25.050 - Review Criteria Projects must meet the following design review criteria:</p> <ul style="list-style-type: none"> Consistency with General Plan design polices. Consistency with Specific Plans Design criteria must meet the objectives of Chapter 25 (Design Review), which include ensuring that the design blends with the natural setting, maintains and improves the quality of and relationship between the development and the surrounding area, preserve the balance and 	<p><i>Complies with conditions</i> Refer to the table which outlines project conformance with the San Rafael General Plan design policies that are pertinent to the site and the project.</p> <ul style="list-style-type: none"> Overall, the project, with implementation of mitigation measures and/or conditions, would be consistent with these pertinent polices. The project, with conditions, would be consistent with the design criteria of Chapter 25. Specifically, the project has been design to maintain over 84% of the site as open and

EXHIBIT 4b

TABLE ANALYZING PROJECT COMPLIANCE - SAN RAFAEL ZONING ORDINANCE (TITLE 14)

<p>harmony within a neighborhood, promotes excellence in design, and preserves and enhances views.</p> <ul style="list-style-type: none"> • Site design is harmonious amongst structures within the development and existing development in the vicinity, natural site features should be protected and preserved, safe access and adequate parking should be provided, drainage should be designed to be ensure proper surface drainage 	<p>undeveloped with structure, would maintain preserve views of hills and ridgelines from public vantage points, would avoid potential wetlands on the site, would provide ample on-site parking and adequate access to the site and would not alter existing drainage patterns.</p> <ul style="list-style-type: none"> • The scale, massing, height, and architectural design of the proposed new recreational building would be harmonious with the existing structures on site as well as the surrounding commercial and recreational development. Furthermore, the proposed colors of the building and existing landscaping around the site would allow the structure to effectively blend with the natural setting.
<p>14.25.090 - Findings The following findings must be made to approve a Design Review Permit</p> <ul style="list-style-type: none"> • Project design is in accord with the general plan, the objectives of the zoning ordinance and the purposes of this chapter; • Project design is consistent with all applicable site, architecture and landscaping design criteria and guidelines for the district in which the site is located • Project design minimizes adverse environmental impacts • Project design will not be detrimental to the public health, safety or welfare nor materially injurious to properties or improvements in the vicinity. 	<p><i>Complies with mitigation and conditions.</i></p> <ul style="list-style-type: none"> • As noted above, the project with mitigation and/or conditions would be consistent with the pertinent General Plan policies and would be in conformance with the Zoning Ordinance. • As outlined above, the project would be consistent with the applicable site, architectural and landscaping design guidelines for the property. • With appropriate mitigations, impacts from the development of the project would be minimized to the extent feasible and to a less than significant level. • The project, as designed and with the incorporation of the mitigation measures and/or conditions of approval, would not be detrimental to the health, safety or general public welfare or injurious to properties or improvements in the area. The Initial Study/Mitigated Negative Declaration has analyzed potential project impacts on the surrounding neighborhood. As a result, mitigation measures to have been incorporated to address geotechnical issues, temporary air quality and noise impacts during construction. Additionally, mitigation measures have been included to ensure that the building would be wet-flood proofed to comply with FEMA regulations and to prevent any permanent or temporary construction-related impacts to the airport imaginary surfaces and traffic mitigation fees would be collected to fund circulation improvements necessary to maintain LOS standards, improve safety and relieve congestion in San Rafael as identified in the General Plan.



Exhibit 5a
Current Airport PD

Ord 1764
The San Rafael Airport
397-400 Smith Ranch Rd.

ORDINANCE NO. 1764

AN ORDINANCE OF THE CITY OF SAN RAFAEL AMENDING THE ZONING MAP OF THE CITY OF SAN RAFAEL, ADOPTED BY REFERENCE BY SECTION 14.01.020 OF THE MUNICIPAL CODE, SO AS TO RECLASSIFY CERTAIN REAL PROPERTY FROM PLANNED DEVELOPMENT – WETLAND OVERLAY TO PLANNED DEVELOPMENT – WETLAND OVERLAY (PD-WO) DISTRICT (ZC00-15) FOR THE SAN RAFAEL AIRPORT LOCATED AT 397-400 SMITH RANCH ROAD (APN: 155-230-10, 11, 12, 13, 14, & 15)

THE CITY COUNCIL OF THE CITY OF SAN RAFAEL DOES ORDAIN AS FOLLOWS:

DIVISION 1. The Zoning Map of the City of San Rafael, California, adopted by reference by Section 14.01.020 of the Municipal Code is amended by reclassifying the following real property from PD-WO to PD-WO (Planned Development – Wetland Overlay to Planned Development – Wetland Overlay) District (Planned Development – Ordinance 1764) for the San Rafael Airport, as identified as County Assessor's Parcel Number Nos. 155-230-10, 11, 12, 13, 14, & 15.

DIVISION 2. Any development of this property shall be subject to the following conditions:

PD-WO Development Plan

1. This PD-WO District is approved for the following:

Land Uses: private airport use limited to 100-based aircraft; non-aviation uses consistent with those described and permitted in the Use Permit (UP99-9); 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 as specified on the Site Plan, Attachment "A."

Building Heights and Setbacks: As specified on the Site Plan and Master Plan – San Rafael Airport, Smith Ranch Road, Attachment "A."

1. All conditions of UP99-9 and ED98-15 shall apply.

DIVISION 3. If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portions of this Ordinance. The Council hereby declares that it would have adopted the Ordinance and each section, subsection, sentence, clause, or phrase thereof, irrespective of the fact that any one or more section, subsection, sentence, clause, or phrase be declared invalid.

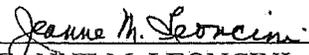
DIVISION 4. A summary of this Ordinance shall be published and a certified copy of the full text of this Ordinance shall be posted in the office of the City Clerk at least five (5) days prior to the Council meeting at which it is adopted.

This Ordinance shall be in full force and effect thirty (30) days after its final passage, and the summary of this Ordinance shall be published within fifteen (15) days after the adoption, together with the names of those Councilmembers voting for or against same, in the Marin Independent Journal, a newspaper of general circulation published and circulated in the City of San Rafael, County of Marin, State of California.

Within fifteen (15) days after adoption, the City Clerk shall also post in the office of the City Clerk, a certified copy of the full text of this Ordinance along with the names of those Councilmembers voting for or against the Ordinance.


ALBERT J. BORO, Mayor

Attest:


JEANNE M. LEONCINI, City Clerk

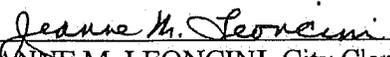
The foregoing Charter Ordinance Number 1764 was read and introduced at a Regular Meeting of the City Council of the City of San Rafael on the 19th day of March, 2001, and ordered passed to print by the following vote, to wit:

AYES: Councilmembers: Cohen, Heller, Miller, Phillips & Mayor Boro

NOES: Councilmembers: None

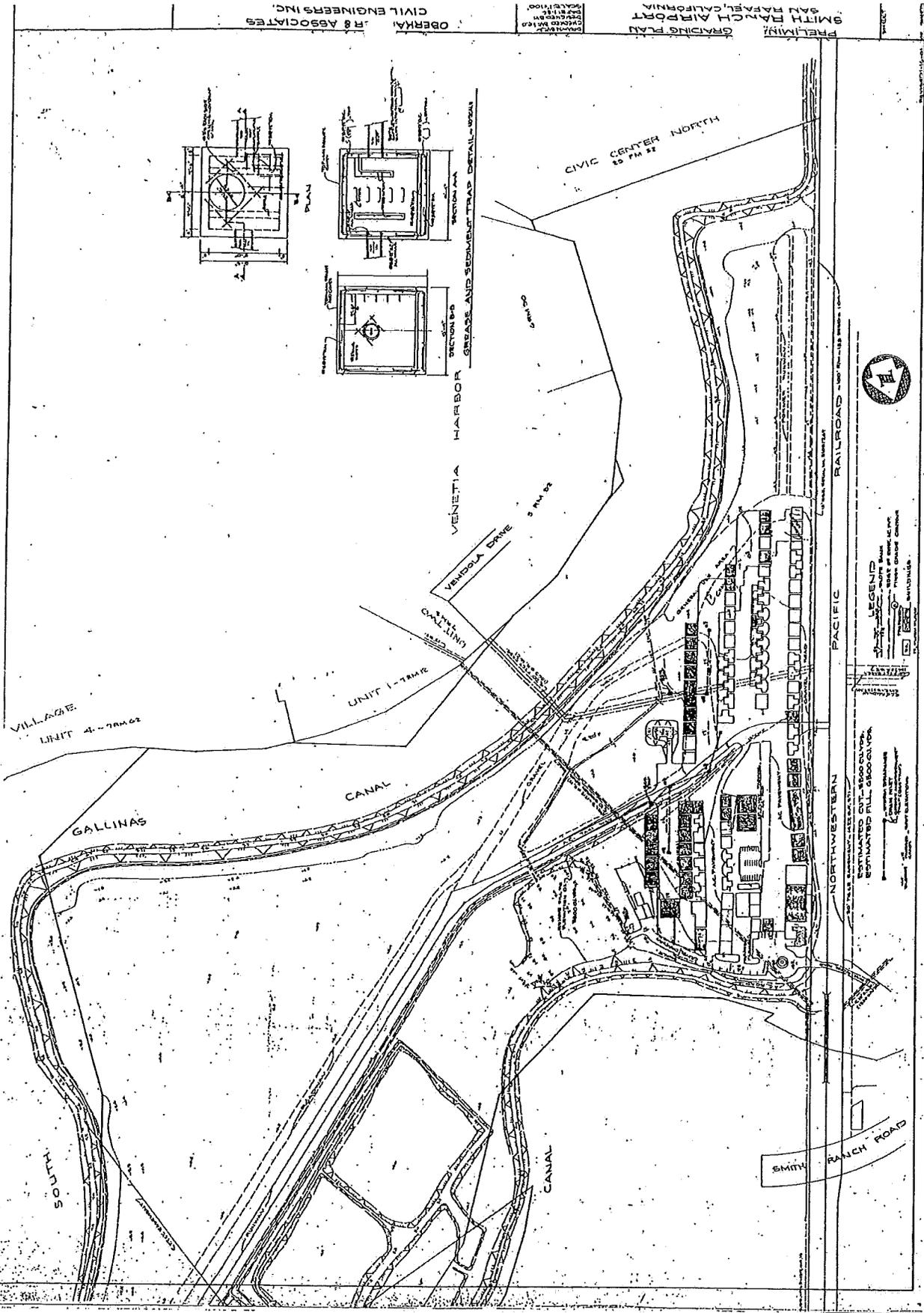
ABSENT: Councilmembers: None

And will come up for adoption as an ordinance of the City of San Rafael at a regular meeting of the Council to be held on the second day of April, 2001.


JEANNE M. LEONCINI, City Clerk

Attachment "A"- Site Plan and Master Plan for San Rafael Airport

deanp\air\ordinanceair3501rezone



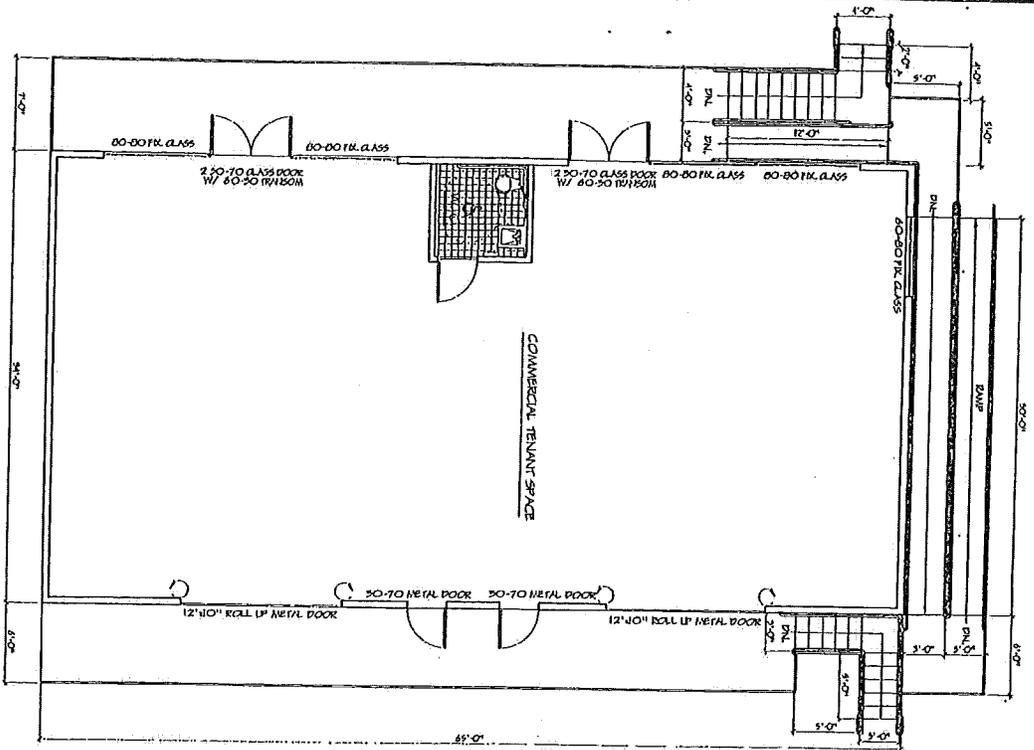
PRELIMINARY GRADING PLAN
 SMITH RANCH AIRPORT
 SAN RAFAEL, CALIFORNIA
 CIVIL ENGINEERS INC.
 OBERHAUSER ASSOCIATES



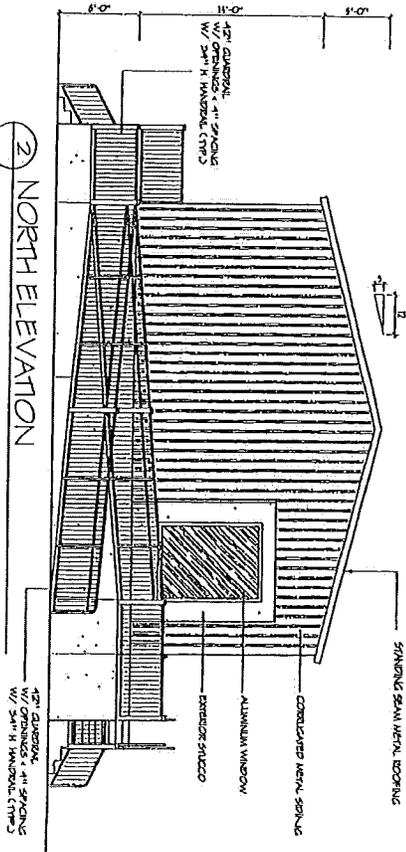
LEGEND
 Proposed Building
 Proposed Road
 Proposed Canal
 Proposed Railroad
 Proposed Utility
 Proposed Structure
 Proposed Foundation
 Proposed Foundation
 Proposed Foundation

ESTIMATED CUT - 8500 CUYD.
 ESTIMATED FILL - 6500 CUYD.

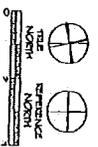
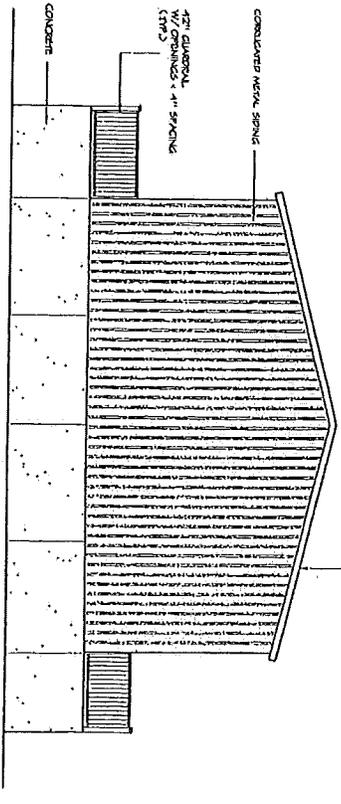
1 FLOOR PLAN



2 NORTH ELEVATION



3 SOUTH ELEVATION



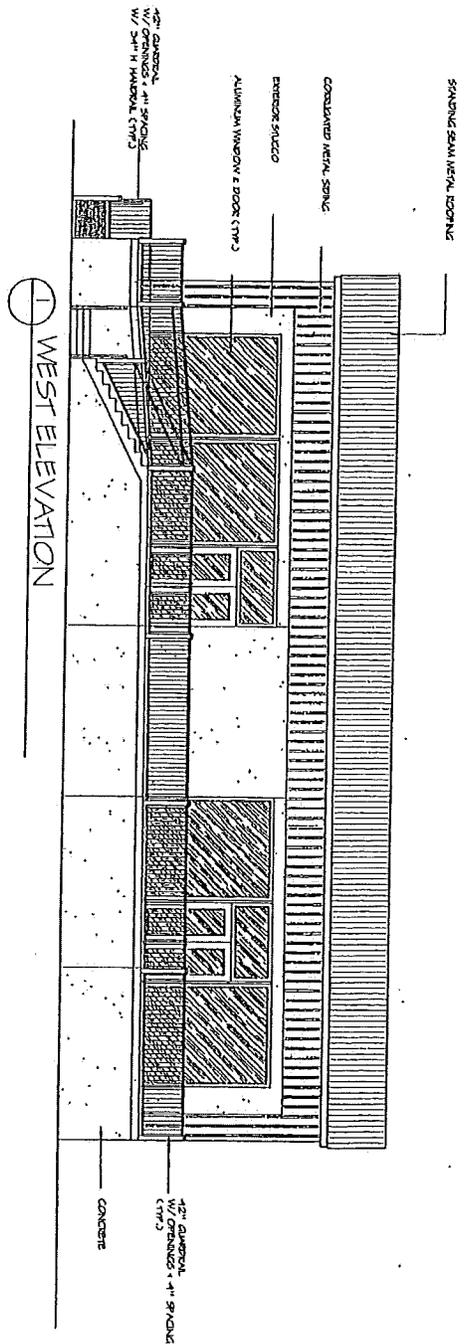
DATE	1/15/11
DESIGNED BY	LA PAUL & ASSOCIATES
DRAWN BY	LA PAUL & ASSOCIATES
CHECKED BY	LA PAUL & ASSOCIATES
SCALE	AS SHOWN
PROJECT	NEW COMMERCIAL BUILDING AT SMITH RANCH ROAD, SAN RAFAEL, CA.
NO.	A-1

NEW COMMERCIAL BUILDING AT SMITH RANCH ROAD, SAN RAFAEL, CA.
 H&H MANAGEMENT
 2173D FRANCISCO BLVD.
 SAN RAFAEL, CALIFORNIA 94901

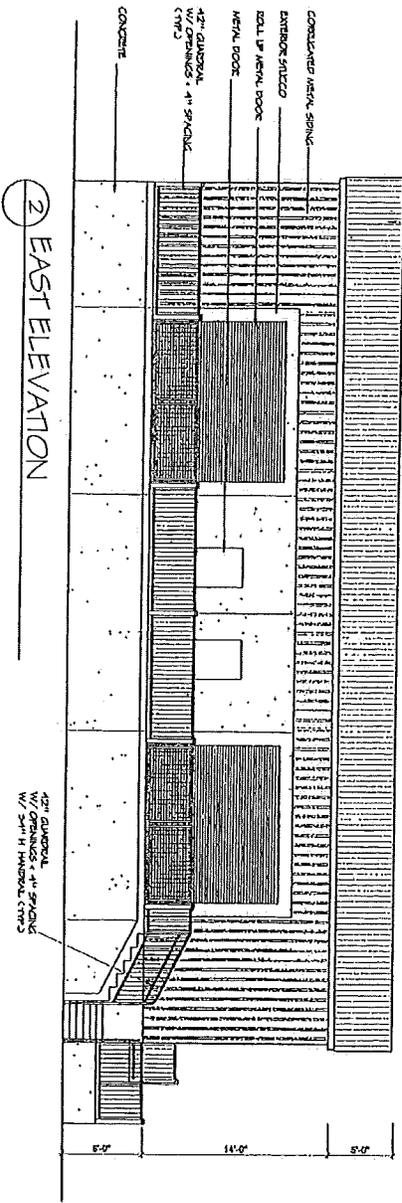
When approved by the City of San Rafael, this drawing shall be used for the construction of the building. The architect and engineer shall be held responsible for all accuracy and compliance with all applicable laws and regulations. This drawing is the property of the architect and shall not be reproduced without the written consent of the architect.

LA PAUL & ASSOCIATES
 ARCHITECTS
 4855 JARVIS STREET
 SAN RAFAEL, CA 94903
 LAUREN A. PAUL, AIA

NO.	1
DATE	08/08/08
BY	OC



① WEST ELEVATION



② EAST ELEVATION

These drawings are not to be used for any purpose other than that intended. They are the property of L.A. Paul & Associates and shall not be used, copied, or reproduced in any form without the written consent of L.A. Paul & Associates.

DATE	BY	REVISION

L.A. PAUL & ASSOCIATES
 ARCHITECTS
 2173D FRANCISCO BLVD.
 SAN RAFAEL, CALIFORNIA 94901
 PHONE: (415) 452-1100
 FAX: (415) 452-1101

**NEW COMMERCIAL BUILDING AT
 SAN RAFAEL AIRPORT
 SMITH RANCH ROAD, SAN RAFAEL, CA.**

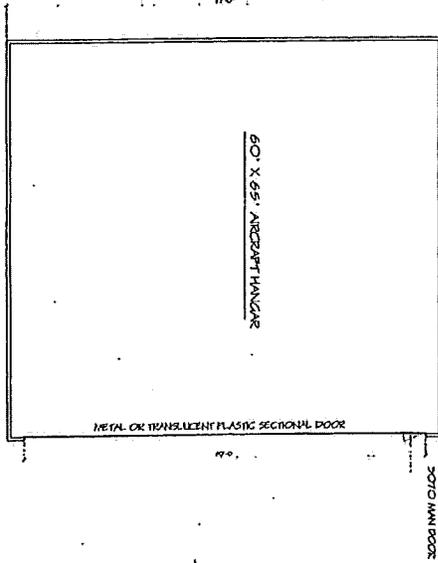
H&H MANAGEMENT
 2173D FRANCISCO BLVD.
 SAN RAFAEL, CALIFORNIA, 94901

A-2

ELEVATIONS

DATE	BY

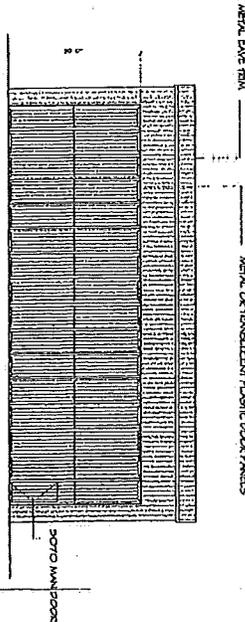
① FLOOR PLAN



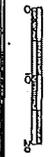
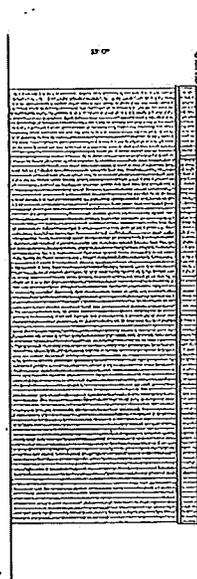
② SIDE ELEVATION TYP. BOTH SIDES



③ FRONT ELEVATION



④ REAR ELEVATION



L.A. PAUL & ASSOCIATES
 ARCHITECTS
 1000 AVENUE OF THE STARS
 SUITE 1000
 LANTANA, FLORIDA 33462
 PHONE (407) 875-1111
 FAX (407) 875-1112

DRAWN BY
 FLOOR PLAN ELEVATIONS

**NEW MANUFACTURED HANGAR AT
 SAN RAFAEL AIRPORT
 SMITH RANCH ROAD, SAN RAFAEL, CA.**

H&H MANAGEMENT
 2173D FRANCISCO BLVD.
 SAN RAFAEL, CALIFORNIA, 94901

DATE	10/28/80
SCALE	1/8" = 1'-0"
JOB NO.	80-07
SHEET	A-5
OF	SHEETS

REVISION	NO.	DATE

Condition of Approval for Master Use Permit (UP99-9)

Community Development Department – Planning Division

1. Except as modified herein, the Master Use Permit (UP99-009) authorizes continued airport use and development of the 120-acre site in accordance with the Planned Development approval (ZC00-15) and associated Development Plan.
2. The private airport use is limited to 100-based aircraft.
3. The non-aviation uses are limited to those uses described in Attachment "A" (the airport use inventory titled, "Existing Permitted Non Aviation Uses at San Rafael Airport," dated February, 2001). There shall be no increase in the amount of square footage dedicated to non-aviation uses as described in Attachment "A." An Administrative Use Permit shall be required for the following reasons: when there is a change in non-aviation tenants; or when a tenant changes the nature of their business (including but not limited to the addition of employees or equipment, modified hours of operation, or an increase in noise or traffic). As part of the Administrative Use Permit review process, the City shall analyze the potential for any intensification to the uses, including the addition of employees, new equipment, modification of hours of operation, and noise associated with the new business. If deemed necessary by Planning staff, project conditions shall address noise mitigation measures. In addition, the Administrative Use Permit review process shall also include analysis and review of traffic impacts associated with any new non-aviation tenant to assure consistency with applicable City traffic regulations subject to the review and approval of the City Traffic Engineer. At the discretion of the Community Development Director, a Master Use Permit amendment may be required.
4. This Master Use Permit does not have an expiration date. However, the Master Use Permit shall be reviewed by the Planning Commission for compliance with project conditions of approval one and two years after the Master Use Permit is approved. As a part of these compliance reviews, the Planning Commission may modify the Master Use Permit and Environmental and Design Review Permit conditions of approval. If there are any violations to these conditions of approval or the Municipal Code in the future, the Planning Commission has the ability to consider an amendment or revocation to the Master Use Permit.
5. The following airport uses or activities are specifically prohibited:
 - a. Flight training and the use of the landing strip for practice purposes by flight instructors.
 - b. Helicopters
 - c. Charter Flights
 - d. Uses or activities of a public or semi-public nature, including but not limited to "fly-ins" even though such use or activity is usually considered accessory to any other use or activity allowed by this permit and any commercial use, including but not limited to sales or servicing of airplanes not based at the airport.
 - e. Commercial flight activity or student pilot training.
 - f. Non-based aircraft performing landings or departures.

6. The contractors' storage yard uses on the site are limited to the areas currently occupied by Linscott Engineering, Roots Construction, Superior Roofing, Walt Jewell Trucking and Bartlett Tree Experts.
7. Maintenance or servicing of aircraft shall be limited to aircraft based at San Rafael Airport
8. 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. Operation of these businesses, other than routine office work or other non-noise generating interior work, is not permitted outside the prescribed hours.
9. The airport shall be operated in full conformance with all requirements of the State of California Department of Transportation, Aeronautics Program, including the state-approved flight path. Any changes to the flight path shall require an amendment to the Master Use Permit. No airplanes shall fly over the Santa Venitia and Contempo Marin neighborhoods during takeoff or landing.
10. Prior to the occupancy of the first new airplane hangar, the applicant shall provide a list of all based aircraft serial numbers and shall install a video camera on the taxiway to monitor landings and takeoffs on a 24-hour basis. Flights shall be monitored from the airport business office or other approved location subject to review and approval of the Community Development Director. The applicant shall develop a method to record all flights on video (daytime, nighttime and during inclement weather) to provide the identity of each plane during take-off and landing. Subject to the review and approval of the Planning Division, the applicant shall develop a method of quickly and easily retrieving the recorded information when the City or the property owner receives complaints about pilots flying over residential neighborhoods. Videotape archives shall be preserved for a minimum of 60 days. The identity of pilots violating the approved flight path, shall be provided to the Planning Division within two workdays upon request following complaint. The airport property owner shall notify all pilots with based aircraft that pilots violating the flight path restrictions on more than two occasions shall have their leases terminated within 30 days and shall not be permitted to have their plane based at the airport. The effectiveness of the monitoring process shall be analyzed during the recommended one and two-year reviews of the Use Permit (see Condition #12 below). If video monitoring is not effective, other controls can be required by an amendment of the Master Use Permit.

The property owner shall maintain a record of all flights that do not comply with the conditions of this master use permit. For example, the record shall include a log of aircraft owner's names and airplane identification for planes that do not comply with the approved flight path. In addition, the owner shall also maintain a log of airplane serial numbers for non-based aircraft that illegally lands at the airport. The log shall be maintained on an on-going basis, and shall be provided to the Community Development Department on an annual basis as determined by the Community Development Director.

11. The two new modular residences shall be used exclusively as on-site residences for the airport security guard and caretaker. If the units are no longer utilized for the caretaker and security guard, the residences shall be removed from the site within 120 days of notification by the Community Development Department, and this requirement shall be documented by the recordation of a deed restriction prior to issuance of a building permit for the construction of the first residence.

Documentation of employment and residency at the airport for both the caretaker and security guard shall be provided to the Community Development Director upon demand and prior to the one and two year Planning Commission review of the Master Use Permit and Environmental and Design Review Permit.

12. 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 designated run-up area is subject to the review and approval of the Community Development Director. Run-ups associated with operations at ACE Aviation's mechanical hangars shall only occur inside or in the vicinity of the ACE Aviation mechanical hangars during the hours of 8 a.m. and 6 p.m.
13. The airport runway shall be identified with a symbol to indicate to airborne pilots that the airport is private. The identification shall be consistent with the requirements of the State of California Division of Aeronautics and shall be maintained on a permanent basis.

Exhibit 5b
Current Airport MUP

RESOLUTION NO. 05-02

RESOLUTION OF THE SAN RAFAEL PLANNING COMMISSION ACCEPTING THE ANNUAL REVIEW OF THE SAN RAFAEL AIRPORT MASTER USE PERMIT (UP99-009) AND FINDING THAT THE PROJECT IS IN SUBSTANTIAL COMPLIANCE WITH THE CONDITIONS OF APPROVAL (APNs 155-230-10, -11, -12, -13, -14 AND -15)

WHEREAS, on March 19, 2001, the San Rafael City Council approved a Master Use Permit (UP99-009) for the San Rafael Airport subject to conditions of approval; and

WHEREAS, City Council Resolution No. 10795, which approves the Master Use Permit, includes a condition of approval requiring the Planning Commission's review of the San Rafael Airport's compliance with the conditions of approval one and two years after Master Use Permit approval; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA), the potential impacts of the project were analyzed in an Initial Study/Mitigated Negative Declaration adopted by the City Council on March 19, 2001, and no further environmental review is required; and

WHEREAS, on October 28, 2003, the San Rafael Planning Commission held a duly-noticed public hearing on the first annual review of the San Rafael Airport Master Use Permit (UP99-009) accepting all public testimony and the written report of the Community Development Department; and

WHEREAS, on October 28, 2003, the San Rafael Planning Commission, on a vote of 6-0 (Commissioner Lang Absent), adopted Resolution No.: 03-37 to accept the first annual review of the San Rafael Airport Master Use Permit (UP99-009) and find that the project is in substantial compliance with the conditions of approval. As part of this resolution, the Commission also amended conditions of approval #20 and #27 to allow the single-wide trailer to remain on site until the completion of construction and require additional measures to soften the visual impact of the rear elevation of the new 28-foot tall hanger at the southern portion of the entry to the airport; and

WHEREAS, on January 11, 2005, the San Rafael Planning Commission held a duly-noticed public hearing on the second and final annual review of the San Rafael Airport Master Use Permit (UP99-009) accepting all public testimony and the written report of the Community Development Department.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of San Rafael does hereby accept the second annual review of the San Rafael Airport Master Use Permit finding the project in substantial compliance with the conditions of approval.

The foregoing Resolution was adopted at the regular meeting of the City of San Rafael Planning Commission held on the 11th day of January, 2005.

Moved by Commissioner Scott and seconded by Commissioner Lang.

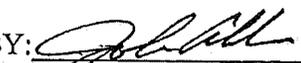
AYES: COMMISSIONERS Alden, Atchison, Kirchmann, Lang, Paul, Scott and Whipple

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

SAN RAFAEL PLANNING COMMISSION

ATTEST: 
Robert M. Brown, Secretary

BY: 
John Alden, Chair

RESOLUTION NO. 10795

RESOLUTION OF THE SAN RAFAEL CITY COUNCIL APPROVING A MASTER USE PERMIT (UP99-9) AND ENVIRONMENTAL AND DESIGN REVIEW PERMIT (ED98-59) FOR THE SAN RAFAEL AIRPORT LOCATED AT 397-400 SMITH RANCH ROAD (APN: 155-230-10, 11, 12, 13, 14 & 15)

THE CITY COUNCIL OF THE CITY OF SAN RAFAEL DOES ORDAIN AS FOLLOWS:

WHEREAS, on January 3, 2001, Rezoning (ZC00-15), Master Use Permit (UP99-9), and Environmental and Design Review Permit (ED98-59) applications filed to allow the continued operation of San Rafael Airport with aviation and non-aviation uses; the construction of 40 new single airplane 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 were deemed complete for processing by the Community Development Department; and

WHEREAS, upon review of the subject applications, an Initial Study was prepared consistent with the requirements of the California Environmental Quality Act; and .

WHEREAS, consistent with the provisions of California Environmental Quality Act (CEQA), an Initial Study/Mitigated Negative Declaration was prepared finding that the proposed project would not result in significant environmental effects in that revisions to the project have been made or agreed to by the project proponent to mitigate potential adverse impacts; and was adopted by separate resolution of the City Council; and

WHEREAS, on February 13, 2001, at a duly-noticed public hearing on the proposal, the Planning Commission accepted the written report of the Community Development Department staff and received public testimony; and, by a 6-0-1 vote (O'Brien absent), the Planning Commission adopted Resolutions 01-09; 01-10 and 01-11, recommending to the City Council the approval of the applications; and

WHEREAS, on March 19, 2001, at a duly-noticed public hearing on the proposed applications, the City Council accepted the written report of the Community Development Department staff and received public testimony;

NOW, THEREFORE, BE IT RESOLVED, that the San Rafael City Council hereby conditionally approves the Master Use Permit and Environmental and Design Review Permit for the San Rafael Airport based on the following findings and conditions of approval:

Findings for Master Use Permit (UP 99-9)

1. The Master Use Permit is consistent with the goals and policies of the San Rafael General Plan 2000 that are pertinent to the site and the proposed project, including the requirement for a Master Plan for properties over five acres in size (Policy LU-12). Specifically, the proposed project would not conflict with the Neighborhood Commercial, Low Density

Residential (2.0-6.5 units/acre), Medium Density Residential (6.5-15.0 units/acre), and Park/Open Space/Conservation land use designations of the San Rafael General Plan 2000 (Policies LU-9, LU-12, LU-13 & LU-18), which are adopted for this site, in that General Plan Policy NG-7 (Marin Ranch Airport Site Land Use) specifically acknowledges this airport, as presently sized, to be an acceptable existing land use for this property.

2. The proposed use, together with the conditions applicable thereto, will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity, or to the general welfare of the City given that the San Rafael Airport has been reviewed by the appropriate City Departments and local agencies which would serve the use, their conditions have been incorporated into the project design or conditions of project approval, and the project proposes development that is consistent with the City's design standards.
3. The proposed use and associated improvements complies with each of the applicable provisions of the San Rafael Zoning Ordinance (Title 22). Specifically, the proposed project includes a Master Use Permit and development regulations as part of a Planned District – Wetland Overlay (PD-WO) rezoning which implements compliance with Chapter 2 – Applicability, Chapter 7 – Planned Development District standards, Chapter 14 – Wetland Overlay (WO), Chapter 25 – Design Review Permits, and the use permit would be consistent with the purpose of the Planned Development (PD) District Zoning District in which the site is located. A use permit is required for all “non-residential” and “phased” development (Section 14.07.020).
4. The proposed improvements would comply with all applicable Wetland Overlay (WO) District regulations as identified in Chapter 14 of the Zoning Ordinance in that all new development is located a minimum of 100 feet from existing wetland areas.
5. The project is consistent with the Declaration of Restrictions (covenant) on the property which includes the following allowable uses: an airport and related uses; future utility uses (as approved by government agencies); roadways; open space; and private and recreational uses.
6. The proposed use and associated improvements are consistent with the *Vision North San Rafael in the Year 2010* steering committee's determination that the existing airport and its related uses are consistent with the Declaration of Restrictions (covenant).

Findings for Environmental and Design Review Permit (ED 98-59)

1. The project design and Development Plan prepared for the Planned Development, as conditioned, are in accord with the General Plan and the objectives of Chapter 25 – Design Criteria of the Zoning Ordinance in that: a) the project is in compliance with the Design Policies of the General Plan, and the Landscape, Parking, Building and Site Design Criteria in the Zoning Ordinance, and as recommended, the project meets the established criteria by

providing a high quality design and materials that are appropriate for the site and neighborhood.

2. The project design and Development Plan are consistent with all applicable site, architecture and landscaping design criteria and guidelines for the district in which the site is located in that said criteria have been established under a Planned Development District which is in compliance with the General Plan, the Planned Development zoning regulations and the surrounding development.
3. As proposed and modified by conditions of approval, the project has been designed to minimize adverse environmental impacts. Specifically, the proposed design and modifications recommended by conditions of approval address and/or incorporate mitigation measures required by the revised Initial Study/Mitigated Negative Declaration, as adopted by the City Council by separate resolution, which reduce environmental impacts.
4. The project is consistent with the Declaration of Restrictions (covenant) on the property which includes the following allowable uses: an airport and related uses; future utility uses (as approved by government agencies); roadways; open space; and private and recreational uses.
5. The proposed use and associated improvements are consistent with the *Vision North San Rafael in the Year 2010* steering committee's determination that the existing airport and its related uses are consistent with the Declaration of Restrictions (covenant).

Conditions of Approval for the Master Use Permit (UP99-9)

Community Development Department – Planning Division

1. Except as modified herein, the Master Use Permit (UP99-9) authorizes continued airport use and development of the 120 acre site in accordance with the Planned Development approval (ZC00-15) and associated Development Plan.
2. The private airport use is limited to 100-based aircraft.
3. The non-aviation uses are limited to those uses described in Attachment "A" (the airport use inventory titled, "Existing Permitted Non Aviation Uses at San Rafael Airport," dated February, 2001). There shall be no increase in the amount of square footage dedicated to non-aviation uses as described in Attachment "A." An Administrative Use Permit shall be required for the following reasons: when there is a change in non-aviation tenants; or when a tenant changes the nature of their business (including but not limited to the addition of employees or equipment, modified hours of operation, or an increase in noise or traffic). As part of the Administrative Use Permit review process, the City shall analyze the potential for any intensification to the uses, including the addition of employees, new equipment, modification of hours of operation, and noise associated with the new business. If deemed necessary by Planning staff, project conditions shall address noise mitigation measures. In

addition, the Administrative Use Permit review process shall also include analysis and review of traffic impacts associated with any new non-aviation tenant to assure consistency with applicable City traffic regulations subject to the review and approval of the City Traffic Engineer. At the discretion of the Community Development Director, a Master Use Permit amendment may be required.

4. This Master Use Permit does not have an expiration date. However, the Master Use Permit shall be reviewed by the Planning Commission for compliance with project conditions of approval one and two years after the Master Use Permit is approved. As a part of these compliance reviews, the Planning Commission may modify the Master Use Permit and Environmental and Design Review Permit conditions of approval. If there are any violations to these conditions of approval or the Municipal Code in the future, the Planning Commission has the ability to consider an amendment or revocation to the Master Use Permit.
5. The following airport uses or activities are specifically prohibited:
 - a. Flight training and the use of the landing strip for practice purposes by flight instructors.
 - b. Helicopters
 - c. Charter Flights
 - d. Uses or activities of a public or semi-public nature, including but not limited to "fly-ins" even though such use or activity is usually considered accessory to any other use or activity allowed by this permit and any commercial use, including but not limited to sales or servicing of airplanes not based at the airport.
 - e. Commercial flight activity or student pilot training.
 - f. Non-based aircraft performing landings or departures.
6. The contractors' storage yard uses on the site are limited to the areas currently occupied by Linscott Engineering, Roots Construction, Superior Roofing, Walt Jewell Trucking and Bartlett Tree Experts.
7. Maintenance or servicing of aircraft shall be limited to aircraft based at San Rafael Airport.
8. 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. Operation of these businesses, other than routine office work or other non-noise generating interior work, is not permitted outside the prescribed hours.
9. The airport shall be operated in full conformance with all requirements of the State of California Department of Transportation, Aeronautics Program, including the state-approved flight path. Any changes to the flight path shall require an amendment to the Master Use Permit. No airplanes shall fly over the Santa Venetia and Contempo Marin neighborhoods during takeoff or landing.

10. Prior to the occupancy of the first new airplane hangar, the applicant shall provide a list of all based aircraft serial numbers and shall install a video camera on the taxiway to monitor landings and takeoffs on a 24-hour basis. Flights shall be monitored from the airport business office or other approved location subject to review and approval of the Community Development Director. The applicant shall develop a method to record all flights on video (daytime, nighttime and during inclement weather) to provide the identity of each plane during take-off and landing. Subject to the review and approval of the Planning Division, the applicant shall develop a method of quickly and easily retrieving the recorded information when the City or the property owner receives complaints about pilots flying over residential neighborhoods. Videotape archives shall be preserved for a minimum of 60 days. The identity of pilots violating the approved flight path, shall be provided to the Planning Division within two workdays upon request following complaint. The airport property owner shall notify all pilots with based aircraft that pilots violating the flight path restrictions on more than two occasions shall have their leases terminated within 30 days and shall not be permitted to have their plane based at the airport. The effectiveness of the monitoring process shall be analyzed during the recommended one and two-year reviews of the Use Permit (see condition #12 below). If video monitoring is not effective, other controls can be required by an amendment of the Master Use Permit.

The property owner shall maintain a record of all flights that do not comply with the conditions of this master use permit. For example, the record shall include a log of aircraft owner's names and airplane identification for planes that do not comply with the approved flight path. In addition, the owner shall also maintain a log of airplane serial numbers for non-based aircraft that illegally lands at the airport. The log shall be maintained on an ongoing basis, and shall be provided to the Community Development Department on an annual basis as determined by the Community Development Director.

11. The two new modular residences shall be used exclusively as on-site residences for the airport security guard and caretaker. If the units are no longer utilized for the caretaker and security guard, the residences shall be removed from the site within 120 days of notification by the Community Development Department, and this requirement shall be documented by the recordation of a deed restriction prior to issuance of a building permit for the construction of the first residence. Documentation of employment and residency at the airport for both the caretaker and security guard shall be provided to the Community Development Director upon demand and prior to the one and two year Planning Commission review of the Master Use Permit and Environmental and Design Review Permit.
12. 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 designated run-up area is subject to the review and approval of the Community Development Director. Run-ups associated with operations at ACE Aviation's mechanical hangars shall only occur inside or in the vicinity of the ACE Aviation mechanical hangars during the hours of 8 a.m. and 6 p.m.
13. The airport runway shall be identified with a symbol to indicate to airborne pilots that the airport is private. The identification shall be consistent with the requirements of the State of California Division of Aeronautics and shall be maintained on a permanent basis.

Conditions of Approval for Environmental and Design Review Permit (ED 00-39)

14. Pursuant to Mitigation Measure VII.a.1, the applicant shall determine the extent of contamination to soils and/or groundwater due to unauthorized releases from improper hazardous waste storage and a leaking aviation fuel dispenser, owned by Smith Ranch Gasoline, in the area north of the Main Repair Hangar (ACE Aviation). Within 30 days of approval of this Environmental and Design Review Permit, a work and remediation plan shall be prepared to address the removal of contamination and to confirm cleanup measures to the satisfaction of the California State Regional Water Quality Control Board and the San Rafael Fire Department. A permit shall be secured from the San Rafael Fire Department to complete the remediation work. All remediation shall be completed, inspected and approved within 60 days of approval of the remediation plan and prior to issuance of a grading or building permit. If the property owner does not comply with this condition of approval, then the Master Use Permit and Environmental and Design Review Permit shall be scheduled for revocation by the Planning Commission.

15. There may be on-site soils contaminated with Alodine, a stripper/cleaner utilized by ACE Aviation. Pursuant to Mitigation Measure VII.a.2, within 30 days of approval of the Environmental and Design Review Permit, a waste determination shall be required by U.S. EPA and the San Rafael Fire Department that will determine any necessary cleanup of the site. Removal of all soil contaminated with Alodine shall be subject to the review and approval by the San Rafael Fire Department and shall occur within 60 days of approval of the waste determination and prior to issuance of a grading or building permit. A permit shall be secured from the San Rafael Fire Department to complete the remediation work.

16. Pursuant to Mitigation Measure IV.a.1, fencing for grazing purposes shall be installed and maintained so it provides necessary protection to adjacent habitat on the levees and in tidal marshes. The type of fencing should be consistent with the type of livestock expected to be grazing. The location and design of the fencing shall be determined by a qualified biologist and based on the wetland boundaries with ample setback for wetland protection. The location and design of the fencing shall be subject to the final review and approval by the Community Development Director. All fencing shall be installed prior to animals being transferred to the site subject to the review and approval of the Community Development Director. All fencing shall be maintained in good condition subject to the review and approval of the Community Development Director.

17. Commercial storage in containers and the uncovered storage of vehicles, boat and miscellaneous materials are specifically prohibited and cannot be placed on the site (excluding construction-related equipment and supplies stored within contractors' storage yards as determined by the Community Development Director). Any of the above-described items (not including construction related equipment and supplies stored within a construction yard) currently stored on-site shall be removed from the site prior to issuance of grading and building permits for the new structures and the modified project entry.

Prior to Issuance of a Grading Permit for Site Grading and Improvements

18. The bridge providing access to the subject site (at the North Fork of Gallinas Creek) shall be modified by constructing a concrete bridge surface (or other acceptable material) to reduce noise associated with bridge traffic subject to the review and approval of the Community Development Department. The bridge improvements shall be constructed prior to issuance of a building permit for construction of the new airplane hangars, non-aviation building, new entry improvements or new residences. To provide protection to the Clapper Rail, the bridge repairs shall not occur during the Clapper Rail nesting season, as determined by the Planning Division. As a part of the bridge modifications, the existing chain link gate shall be removed from the bridge and a new gate (if desired by the property owner) shall be installed on-site in the vicinity of the airport entry.
19. The existing mobile home currently located west of the western-most row of airplane hangars shall be removed from the site prior to issuance of a grading permit.
20. The existing office/construction trailer located north of double wide mobile home office currently utilized by ACE Aviation shall be removed from the site prior to issuance of a grading permit.
21. Prior to issuance of a grading permit, the floor plans and square footage for existing on-site building shall be submitted to the Planning Division.

Prior to issuance of a Building Permit

22. Prior to issuance of building permits, the final design details for the project architecture, building materials, colors, landscaping lighting, signage and grading shall be reviewed and approved by the Design Review Board.
23. The exterior building materials for all new structures shall have a non-glare surface that is subject to the review and approval of the Design Review Board.
24. Pursuant to Mitigation Measure I.c.1, the project applicant shall screen the easterly portion of the subject site with landscaping. The plant/tree species and container size should be subject to review and approval by the Design Review Board prior to issuance of building permits for the airplane hangars, two modular residences and the 2,450 square foot non-aviation building.
25. Pursuant to Mitigation Measure I.c.2, prior to issuance of building permits, a landscape screening plan shall be submitted for review and approval by the Design Review Board to screen the westerly portion of the airport development from the existing Contempo Marin Mobile Home Park. The screening is not required to entirely block all visibility of the structures, but to soften the appearance of the existing and proposed buildings along the western edge of the subject site. All landscaping shall be installed prior to issuance of an occupancy permit for the subject structures.

26. All of the "Bauman" fill shall be removed and the site returned to the contours shown on the airport topographic data prepared in 1986, with minor adjustments subject to the approval of the Community Development Director as necessary to protect the existing levee and maintain adequate drainage of the site. The "Bauman" fill shall be removed and/or relocated to City-approved building sites prior to issuance of building permits. Prior to removal of the "Bauman Fill" and prior to issuance of a grading permit, the fill shall be tested for hazardous materials subject to the review and approval of the Fire Department. If it is determined that any hazardous material exist in the fill, the fill shall be removed from the site subject to review and approval of the Fire Department. If all of the "Bauman" fill cannot be utilized for the construction of new building pads for approved new structures, the remaining fill shall be removed from the site.

Community Development Department – Planning Division

27. Development of the site (i.e., the approved building design and locations, scale, architecture, landscaping and similar improvements) shall be completed in accordance with a valid (i.e. not expired) Environmental and Design Review Permit approval. The Design Review Permit shall expire two years after approval unless a time extension is submitted and approved by the Zoning Administrator. The Use Permit shall be subject to all conditions of approval of ED98-59 and any amendments thereof.
28. All mechanical equipment (i.e., air conditioning units, meters and transformers) and appurtenances not entirely enclosed within the structure (on side of building or roof) shall be screened from public view as indicated on project plans.
29. All trash enclosures within the parking lot area shall be screened with landscaping and integrated into the site design, as indicated on the project plan.
30. Shields shall be installed on all parking lot light sources to ensure that there is no light spillage onto adjacent residential properties. After the issuance of a certificate of occupancy, all exterior lighting shall be subject to a 30 day lighting level review by the Planning Division staff to insure compatibility with the surrounding area.
31. Pursuant to Mitigation Measure V.b.1, if, during the course of construction, cultural, archaeological or paleontological resources are uncovered at the site (surface or subsurface resources), work shall be halted immediately within 50 meters (150 feet) of the find until it is evaluated by a qualified, professional archaeologist. The City of San Rafael Department of Community Development and a qualified archaeologist (i.e., an archaeologist registered with the Society of Professional Archaeologists) shall be immediately contacted by the responsible individual present on-site. When contacted, City staff and the archaeologist shall immediately visit the site to determine the extent of the resources and to develop proper mitigation measures required for the discovery.
32. Security gates shall be installed at the entry to the westerly driveway located adjacent to the security guard's residence and the Northwestern Railroad Right of Way.

33. Noise mitigation shall be installed in new and existing ACE Aviation airplane hangars along the western portion of the site to reduce noise impacts to the adjacent Contempo Marin Mobile Home Park subject to the review and approval of the Community Development Director.
34. Prior to issuance of grading or building permits, noise monitoring shall be required from nearby residential receptors at the direction of the Community Development Department to establish baseline conditions for input into development of the City's noise ordinance. Monitoring shall occur and a report shall be submitted to the Community Development Department prior to issuance of grading and/or building permits. The City of San Rafael shall select a noise consultant to complete the noise monitoring, and the applicant shall fund all costs associated with the noise monitoring.

Community Development Department - Building Division

35. Pursuant to Mitigation Measure III.e.1, the project contractor shall implement the following dust control measures: water areas of exposed earth surfaces during the construction and grading process (early morning and early evening); avoid overfilling of trucks so that any potential spillage in the public right-of-way is minimized; the contractor shall be required to clean all spillage in the public right-of-way; the project sponsor shall submit a construction logistics plan that identifies the routing of all transported earth material.
36. Pursuant to Mitigation Measure VI.a.1, a detailed geotechnical investigation shall be conducted prior to the structural design of the new on-site structures. The investigation shall include test borings, laboratory testing and engineering analysis, subject to the review and approval by the City of San Rafael's Geotechnical Consultant and the Building Division, prior to issuance of a grading and/or building permit. The investigation shall include recommendations for placement and compaction of engineered fill material, as well as recommendations to account for settlement.
37. Pursuant to Mitigation Measure VIII.g.1, the two proposed modular residences and the new non-aviation building shall be located on fill and designed to achieve a minimum finished elevation of +7MSL. The fill and finished floor elevations for the buildings shall be subject to the review and approval of the Building Division.
38. Pursuant to Mitigation Measure XI.a.1, to reduce construction impacts on the adjacent residential properties, all construction activities at the site shall be limited to the hours between 7:00 AM and 5:00 PM Monday through Friday. Construction is not permitted on Saturday, Sunday or City-observed holidays. Construction activities shall include delivery of materials, start up of construction equipment engines, arrival of construction workers, playing of radios and other noises caused by equipment and/or construction workers arriving at or on the site.
39. The existing mobile home currently utilized as an office by ACE Aviation shall be modified to meet all requirements of the Building Division and the Fire Department, including but not limited to proper handicap accessibility.

40. The improvement plans shall show all existing and proposed drainage facilities.
41. The improvement plans shall show all existing and proposed sanitary sewer facilities.
42. The improvement plans shall show all existing and proposed site utilities.
43. All new utilities shall be underground.

Fire Department

44. Pursuant to Mitigation Measure VII.a.3, when a tenant who utilizes hazardous materials vacates the site, they shall file a closure plan with the San Rafael Fire Department. All tenants using, handling or storing hazardous materials, shall apply for and receive a Hazardous Materials Consolidated Unified Permit from the San Rafael Fire Department.
45. Security gates, electronic gates or chains across driveways shall have installed an approved Knox Box keyway conforming to Fire Prevention Standard 202. In addition, Knox Box entry systems shall be provided to or within a structure or an area unduly difficult because of secured openings or where immediate access is necessary for life saving or firefighting purposes subject to the review and approval of the Fire Department. All facilities that are required to submit Hazardous Materials Business Plans shall have a Knox Box key entry system subject to the review and approval of the Fire Department.
46. A directory illustrating business locations shall be provided at the entrance to the airport. All buildings shall have identification located on structures subject to the review and approval of the Fire Department prior to occupancy of the new structures.
47. Based on Uniform Building Code or Fire Code requirements, an automatic fire sprinkler system shall be installed on all newly constructed buildings and existing buildings constructed since January 7, 1993 in conformance with NFPA Standard 13.
48. The alarms for fire detection systems and commercial fire sprinkler systems shall be monitored by a UL Central Station Company and shall be issued a UL serially numbered certificate for Central Station Fire Alarms subject to the review and approval of the San Rafael Fire Department.
49. A permit application shall be submitted to the Fire Prevention Bureau with two sets of plans for review prior to installation of all automatic and fixed fire extinguishing and detection systems. Specification sheets for each type of device shall also be submitted for review.
50. Fire hydrants capable of supplying the required fire flow spaced at a minimum of 300 foot intervals and an adequate water supply must be provided to the Airport site for fire fighting purposes prior to issuance of building permits. The fire hydrant locations shall be subject to the review and approval of the Fire Marshal.

51. All new roofs shall be a minimum Class A roof covering system that complies with Uniform Building Code Standard 15-2.
52. The property owner shall provide a list of all existing on-site businesses and all airplane hangar tenants with an inventory of hazardous materials stored at the respective business and/or airplane hangar prior to issuance of a grading or building permit. All future building leases shall include a requirement that the tenant shall furnish a list and total quantity of all hazardous materials stored in the subject business/hangar. The list shall include a contact name, phone number and building location identification.
53. The Fire Department may inspect, and access shall be provided upon reasonable notice, any on-site building (including airplane hangars) for the presence of hazardous materials. All new leases for on-site tenants shall include a notice that the Fire Department shall be provided access to buildings for hazardous materials inspections. When there is a change in tenants, a new, updated list of stored hazardous materials shall be submitted to the Fire Department within 30 days of occupancy.

Public Works

54. The contractor shall implement Best Management Practices measures for grading and construction activities. A standard BMP sheet shall be attached to construction plans submitted for a grading and building permit. An erosion control plan addressing erosion during and after construction shall be submitted with the application for a building permit. The erosion control plan shall be based on "Best Management Practices."
55. Given the site is in excess of five-acres, a notice of intent (NOI) shall be filed with the California Regional Water Quality Control Board (RWQCB) prior to issuance of a site grading permit.
56. Stormwater pollution prevention program permit (SWPPP) shall be obtained for site development, as required by the RWQCB.
57. The new grease and sediment traps shall be cleaned on a regular basis as recommended by the manufacturer, subject to the review and approval of the Public Works Department.

Police Department

58. All exterior lighting shall be sufficient to establish a sense of well being to the pedestrian and one that is sufficient to facilitate recognition of persons at a reasonable distance in the parking lot. Type and placement of lighting shall be to the satisfaction of the Police Department.
59. All garden and exterior lighting shall be vandal resistant.
60. All exterior lighting shall be on a master photoelectric cell set to operate during hours of darkness.

61. Exterior doors for new structures that swing outward shall have non-removable pins.

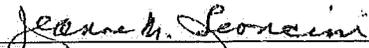
62. In-swinging exterior doors for new structures shall have rabbeted jambs.

I, **JEANNE M. LEONCINI**, Clerk of the City of San Rafael hereby certify that the foregoing resolution was duly and regularly introduced and adopted at a regular meeting of the City Council held on Monday, the nineteenth day of March, 2001 by the following vote to wit:

AYES: COUNCIL MEMBERS: Cohen, Heller, Miller, Phillips & Mayor Boro

NOES: COUNCIL MEMBERS: None

ABSENT: COUNCIL MEMBERS: None



JEANNE M. LEONCINI, City Clerk

Attachment A: "Existing Permitted Non-Aviation Uses – San Rafael Airport dated February, 2001

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EXISTING PERMITTED
NON AVIATION USES
SAN RAFAEL AIRPORT
2/2001

KEY	TENANT	TYPE OF USE	DESCRIPTION	EMPLOYEES	COMPANY VEHICLES & EQUIPMENT	UPDATE
1	Linscott Engineering	Contractor	Office, storage of equipment, materials and supplies, repair of equipment and vehicles.	20	4 ¾ ton trucks 2 ½ ton trucks 2 ½ ton trucks 1 Suburban 2 dump trucks 1 flatbed 2 loaders 2 bulldozers 4 backhoes 1 compactor 4 misc. trucks	No change from previous use permit; no change under new plan proposed.
4	Four Seasons Greenhouses Pat Phillips	Contractor	Small office and storage	3		Building formerly occupied by Lyle Reed; no change with new plan
5		Boat repair and storage	Shop	3	1 pick up	No change. Use is same under new plan (UP map wrong).
6	Roots Construction	Contractor	Outside storage	0	1 pick up	No change. Under new plan relocated to area next to Linscott.
9	H & H Management	Grazing	Livestock, hay and grain, storage structures, fences, staging areas	0	No equipment on site at present.	H & H will reintroduce after revegetation.
10	Community Playgrounds	Contractor	Storage of equipment and materials	0	1 Bobcat w/trailer, 2 trucks	Formerly "WJB and Luckman" space. Same under new plan.

4,11, 18	Superior Roofing	Contractor	Small office, shop, and outside fenced storage of roofing roofing supplies and equipment.	4	2 dump trucks 4 pickup trucks tractor tar kettle misc equipment	Building formerly occupied by Caron Plumbing. Storage yard formerly used by Lyle Reed Striping and Newton Trucking. The yard shape is adjusted under the new plan; otherwise there are no changes.
6,12	K. Alioto	Warehouse	Shop and storage within building.	2	Na	Replaced Loops and Roots warehouse uses. This building will be demolished under new plan.
13	J. Hildebrand	Warehouse	Shop and storage within building.	1	Na	Replaced Mega Construction. Remains under new plan.
15	Vacant	Office	Contractor's office.	2 (assumed)		Formerly Rich Nave, Building Contractor office.
17	Walt Jewell Trucking	Truck storage		1	1 three axle truck	No change. Under new plan remains in approximately same place.
20	3 containers (southwest of Linscott)	Misc. storage	8' X 20' sea containers	0	Na	Current use is as permitted under condition #8 of previous use permit. Under new plan these are eliminated.
21	Bartlett Tree Experts	Contractor	Office, shop, and fenced storage yard.	13	3 pick up trucks 5 1 ton trucks 2 water trucks 3 chippers, 1 trailer, misc	Building and fenced yard. Previously occupied by Bauman, then Four Seasons.

1. The "key" numbers above are spaces shown on Exhibits A and B of the 1992 use permit, also referenced under condition 7 of that permit. Aviation and two ancillary residential uses are not included in the chart above because the use permit condition regulates non aviation uses.

2. The space presently occupied by Bartlett Tree Experts and the three storage containers were permitted uses in the 1992 use permit but were not listed on the 1992 chart and are identified as items 20 and 21.

**Exhibit 6
Parks Commission Minutes**

MEMO

To: Raffi Boloyon
From: Carlene McCart
Date: July 25, 2005
Re: Smith Ranch Airport Development Proposal



The San Rafael Park and Recreation Commission reviewed the proposal for indoor recreation facilities at Smith Ranch Airport at their meeting of July 21, 2005, as per your request.

The Commission limited consideration of the proposal to the value of such facilities to the community, the appropriateness of the location for service to the public and its positive contribution to the recreation facility inventory in San Rafael. There was no one in the audience to speak to the issue.

Comments made by Commissioners were:

- The addition of indoor soccer and baseball facilities has received a very positive reaction from high school and adult players, some of whom travel to Vallejo and Santa Rosa to patronize such facilities.
- If the use is not commercially viable other recreation facilities can be accommodated in the building proposed.
- Indoor soccer is a very fast game, active and attractive to all age groups, and will be successful in San Rafael
- The addition of these facilities will be a community benefit.
- Note that the proposed outdoor baseball field is not adult proportioned, and therefore will be utilized by youth organizations, which will be welcome considering the shortage of fields in Marin County,
- The proposed facilities are in line with the General Plan 2020 and meets the goals of PR4
- Location is central and accessible to the public. The public heavily uses McInnis Park adjacent to the proposed site and hours of use of the fields, restaurant, and driving range are similar to those proposed for the indoor soccer facility.

The Commission concluded the item with the following motion:

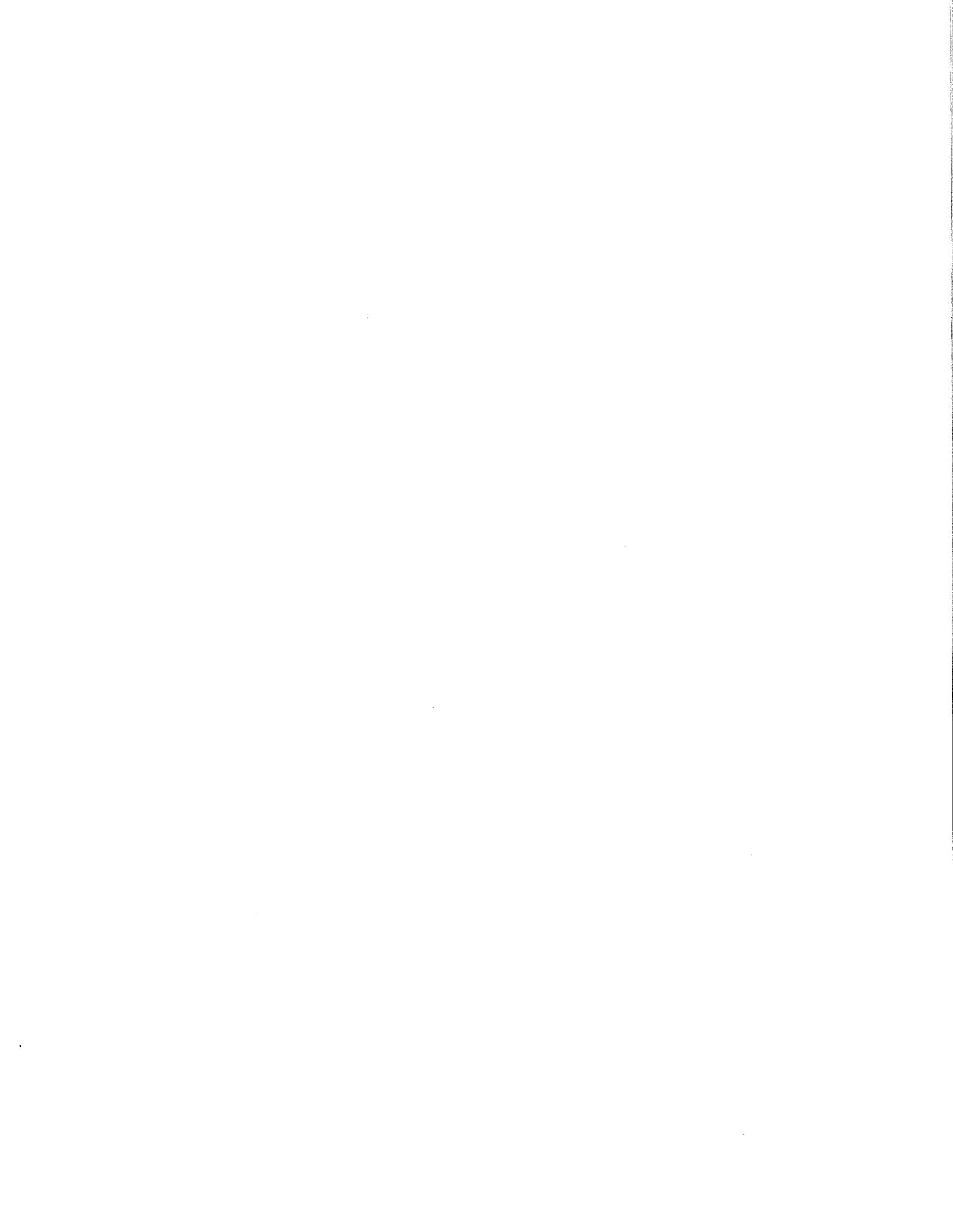
M/s Kreissmann/Warnecke to recommend indoor soccer, baseball and gymnastic facilities are appropriate, and needed in San Rafael, and will be well used in the proposed location.

AYES: Kreissmann, Lubamersky, Quintero, Yates, Warnecke

NOES: none

ABSENT: Mihan, Murphy.

Raffi, if I or the Commission can be helpful in this matter please call on us.



Huntsberry commented that each time it is reviewed by the Board. Given the response from staff regarding the elevations, he imagined that the Planning Department would take care of the easement situation. He recommended approval of the design of the project as presented with the exception that a flagpole or some design element in the center of the sitting area be installed.

Laird-Blanton commented that it is definitely an improvement from what she had seen a year ago. She did not have any problems with the project as presented although she was not so sure if she was in favor of the flagpole element. The seating and lower signage is probably more appropriate than something tall. She had no problems with the project as presented.

Chair Dickens commented that the project has greatly improved and he could generally support it. The colors are potentially kinky and he would like to see a paintout before final approval is given. There are some odd colors in that neighborhood anyway and it may fit in but he was not quite convinced. He supported the idea of a vertical element and the bench area. The signage is a great idea and he hoped that all of the proponents would get involved with the City to make sure it would come out the way they wanted it.

Boloyan summed up the consensus items:

- 1) The project is definitely vastly improved over previous versions.
- 2) Some vertical element should be included at the bench element.
- 3) A final review of paintout would need to be done before the final building colors are selected.

Huntsberry moved and Laird-Blanton seconded that the project be approved as summarized by staff.

AYES: MEMBERS: Chair Dickens, Huntsberry, Laird-Blanton
NOES: MEMBERS: None
ABSENT: MEMBERS: Crew, Kent
ABSTAIN: MEMBERS: None

- 4) ED05-015 **Request for: a) a Rezoning from Planned Development (PD1764) District to a revised PD District with adopted zoning regulations that permit a new indoor and outdoor recreational facility; 2) an amendment to the Master Use Permit for the property to allow the addition of recreational uses; and c) Environmental and Design Review Permit for the construction of new, 35 ½-foot tall, 85,700-square-foot recreational building, two outdoor fields, and associated site improvements, landscaping and parking.**
397-400 Smith Ranch Road (San Rafael Airport) (Raffi Boloyan)

Boloyan gave a presentation of the project.

Laird-Blanton asked for clarification that the Board would not be addressing the bridge and all the related concerns expressed in correspondence. Boloyan indicated that the majority of the comments and concerns that the City has heard to this point are not design-related issues. The Board's review would only give advice on design issues.

Andrew Rowley, applicant, gave a background of the project. They have been looking for 15 years in Marin for a facility like this. The facility is needed in Marin due to a lack of playing fields. There is also a lack of quality fields which are dangerous. He mentioned a quote from the City's General Plan that amount of parks and recreation facilities in San Rafael are limited and in deteriorated conditions. One major concern about expanding recreation facilities is the cost of maintenance. The surfaces of many playing fields in San Rafael have been overused for years without proper maintenance and it would be a benefit for all that the use of the fields in San Rafael be rebuilt with proper turf combinations and drainage systems to create year-round surfaces. Policy recommendations is an amateur private multi-sport athletic campus in the City of San Rafael limits striving for the development of a privately owned, publicly used large multi-sport campus to address the needs of the community. This is what the goal is to provide with this project. Indoor soccer basically needs more ceiling height than a normal warehouse building at around 35 feet because the balls are kicked indoors. There will be two indoor soccer fields that are like an indoor hockey rink, but with synthetic grass turf. Many of the campuses in the area have the same type of surface and have been proven to reduce injuries even against natural grass which provides a consistent playing surface. The field turf that would be used has just had a five-year injury study that has been published in the American Journal of Medicine that shows it is safer than natural grass which is a huge benefit to the community and nice consistent year-round surface for the children to play on. Basically the interior of the facility design is that the players would enter on the ground floor and the spectators for family and friends then go upstairs overlooking the playing fields below, with a concession area and viewing area that overlooks both the outdoor playing field and the indoor fields. There is a huge demand for this. After the games, players can shower in the shower facilities, there will be an area to socialize in and a concession area. It has been great from the perspective of Santa Rosa where there are hundreds of children and adults playing where it has been a year-round environment to play in but also a social environment for many families. There are high school co-ed leagues and it helps for parents to know where their kids are instead of wondering if they are out getting into trouble. Countless parents have thanked him personally for the weekend high school co-ed league for those reasons. It has been a positive thing for the community and there have been no problems in the 10 years they have been doing that. They have a zero-tolerance policy and do not allow any bad things to happen, running a top of the line, quality business up there. There will be scholarships for kids in the area who cannot afford to play. It is generally cost-effective for them to play.

Huntsberry was glad to hear that the artificial turf would be used for the indoor facilities and was pleased that it would also be used in the outdoor facility.

Huntsberry asked about the north/south section through the project where it mentioned an ascending clear zone which is perpendicular to the runway. He also asked about the fenestration at the upper levels around the walls of the perimeter of the building for natural light and asked if any of them were operable and openable for ventilation. Rowley explained that there is ventilation but was not sure if the windows actually open. The facility would not be air conditioned but would have fans and would use swamp coolers or other means. Certain areas would be air conditioned such as the meeting room and the areas where the spectators would be which are enclosed. Huntsberry asked if they had a concern about the one-lane bridge serving the site. Rowley explained that they have tracked in the last 3 years every single car by the hour that has come into the parking lot for studies. Their experience is that there is very minimal flow of traffic coming through there. It does not create a traffic hazard or a parking situation. The games are every 50 minutes so there is a quick flow of the games. The adults that play don't really bring anyone except for maybe one other person. On the weekends, the kids bring more and the smaller the kids bring more too since the parents come. It does balance out to where the traffic flow is not bad at all. It has one control point in and out of the parking lot on the main road.

Larry Paul brought a colored elevation and passed it around to the Board to look at while he spoke. Paul explained that the various shades of green were chosen partly because of the scale of the building and at the site they wanted to try to blend in with the landscape as much as possible. It is a large building but relatively as far as scale goes, 350 feet long and 200 feet wide is a 10-1 ratio. If looked at from most vantage points around the area, it would blend into the landscape quite nicely. There is the existing natural landscape with the Eucalyptus trees and the plan is to augment that with new landscaping as well to marry the building with the site. It is a relatively simple building and the goal is to keep the water off of the participants and to bring light into a natural building, and the windows would be openable allowing natural ventilation. There would also be mechanical ventilation, since ventilation would also be needed in the cold weather and that sometimes when it is windy it may not be conducive to have opened windows. There would be air conditioning in the occupied parts of the gallery spaces. The idea was to try to treat the building as a simple, straightforward, functional building, yet articulated so that it does not become a big blob. Because they are metal building panels, care was taken about using the different colors that are readily available. Many of the issues brought up by the neighbors will have to be dealt with one at a time. The airport property has very restrictive covenants that only allow certain uses and the recreational use is just one of them. Paul remembered from the community meetings for St. Vincent's/Silveira the recreational enthusiasts were always looking for opportunities for more recreation in the county. This is an opportunity where something can be done for the good of the community. It fits well because McInnis Park is a big recreational opportunity right at the end of Smith Ranch Road.

Huntsberry reminded Paul that he had asked earlier about the ascending clear zone that runs perpendicular to the runway. Paul stated that the FAA wants it clear on both sides and no obstructions for private planes coming in. The cone is very restrictive, going up from the runway itself. Everything from the parking lot and entry drive is coming up with very low lights limited to 5-foot bollards and 5-foot fencing. The plan is to provide a low level of lighting throughout the complex because it is a sensitive site.

Huntsberry asked what Paul's take was on the one-way bridge. Paul stated that he had not really finished analyzing what the need is and thought that it was something the traffic engineer would need to take a good look at. The possibility for that may be necessary and much of it depends on the overall usage of the site and how successful it really could be.

Bob Herbst, airport manager, finished up the presentation. He gave a brief project history. The design was started about a year ago involving the architect, landscape architect, traffic engineers, wetlands consultants, cultural consultants, geotechnical and lighting consultants. He stressed that there is nothing haphazard about this project design. Two different locations were considered on the airport property. Three different building and field configurations and sizes were drawn up. They looked at multiple users including baseball and gymnastics, a climbing gym, basketball, a fitness center, tennis, and martial arts. Each of those users has specific site plan requirements that were considered to fit into the project to have the least possible impact on the property and the surrounding neighborhood. Two big issues that have driven this project are economics and the recreational use. The difficulty has been that recreation is not a big money maker which is why it is provided in public parks and funded by taxpayers. Unfortunately the taxpayers have not been able to keep up with the demand. A lot of flat land is needed for these types of fields and the property and buildings in Marin County is very expensive. An indoor sports facility is a big building needing tall, clear heights as explained by the architects. He showed pictures to the Board showing examples of clear span metal buildings which are not very attractive. Herbst noted that Paul did a very good job of taking a building product that has many limitations and adding through the use of colors, materials and fenestrations making it an attractive building and something that really blends in well with the natural colors in the area. Fortunately, the airport property is 120 acres and is large enough that there are built in setbacks. The closest residence to this facility is actually about one quarter mile away in Santa Venetia which is a large distance.

Herbst noted that the photos show that a lot of care was taken to site and design the building and put the colors and materials together so that it really blends in with the natural environment out there so that it has a minimal impact. The residences are far away but if people have to look at anything at all, it is a concern. They have tried their best to really make it fit in. He showed some final pictures from McInnis Park. The county expressed some concerns about view from their hiking path and from their future picnic areas. The pictures also show the story poles. One in particular from the hiking path does a good job of addressing the ridgeline views. The General Plan talks about protecting bay, wetlands and ridgeline views from public streets and obviously the hiking path is not a public street. The project is pretty much invisible from the public streets but

even from the hiking trail, which it is the most visible, it is seen that the ridgeline views are still prevalent above the height of the building.

Regarding the landscaping, Herbst stated that there is a row of existing Eucalyptus trees that are now in the neighborhood of 15 – 25 feet and some are already as tall as the story poles. The building fits inside of those two rows so from Santa Venetia, one would have to look through the trees to see the building and the same thing for McInnis Park. There is actually a second row of screening trees at McInnis Park that they planted when they built their park. So there is really very good screening of the building from the surrounding area.

Chair Dickens asked how many people were present at the meeting due to the application which turned out to be almost everyone. He took another poll and found that almost the same amount had questions about traffic and environmental and endangered species. Dickens acknowledged on the record that all of the objections of the two items would be listed in the minutes and would not need to be repeated.

Chair Dickens opened the discussion to the public.

Robert Dobrin, 215 Vendola Drive, encouraged the Board members to go and look at the story poles. He stated that the developers have talked a lot about how the existing trees will shield the views from both the Santa Venetia side and from the McInnis Park side. From what he could see, there are no trees shielding it from the Santa Venetia side and those that are on the McInnis side, the story poles are almost directly parallel with the trunks so he did not know how it would be possible to put up buildings with a wall and not take down these trees. He would like to see additional landscaping in the proposal to shield the views of this building from Santa Venetia as well as from the McInnis side because there are a lot of people that use that creek for kayaking and canoeing that would be going right by it and looking at it all the time. The lighting on the proposed outdoor fields is a very big concern to me. They are proposing that the indoor facility be operated from 8:30 a.m. until close to midnight. The plan is not to light the outdoor fields. However the outdoor fields will see some use no matter what and there are also noise considerations. They can already hear the soccer fields in McInnis Park and this is even closer.

Alan Cowan, Vendola Drive, asked what it would look like when the park sinks and the pilings aren't deep enough to hold the building up. What would it look like when people jump over the 5-foot fence? The fence stops well before the creek and the hangars so he suggested that the fence be 6 foot high at least and go all the way to the creek. He was curious about how it would look when he walked around the levy as a result of that whether the fence is there or not. What would it look like when the legislation stops installing lighting in the future. What would it look like when people go there to enjoy the party rooms only but it becomes even more populated with people for that reason? He also asked what it would look like when people do not go to McInnis Park because they are going to have batting cages there along with a baseball park. He noted that there is more of a demand for outdoor soccer fields in Marin than indoor. He went on to say

that the history of this property was allowed for regulation of dense development of the marshlands in exchange for development of the Embassy Suites and surrounding developments. The intent was for the land to be open for recreational uses and he suggested that it stay that way. He was glad to see people from Marin Conservation League and the County commissioners but would like to see opinions from the Sierra Club and the Audubon Society.

John Hale, Vendola Drive, stated that he looks out over the property. They get a lot of noise from the playing fields already. He presented them with photographs because they are getting a lot more reflective sound off the airport than ever before because of this unbroken line of buildings that borders the creek. The airplanes are warming up in a place that is inappropriate and are not using the runway all the time. There is a lot of noise coming off of the airport. This is just another big building to reflect the sound. The building can be dealt with and his major concern is the outdoor playing fields. One of the project spokesman said that they are a quarter of a mile away, which is true, but there is nothing between the neighbors and the project site. With the wind blowing in that direction, people can be heard calling to each other on the field. Two more playing fields at the hours planned would make a tremendous amount of noise, when that is combined with the reflective buildings. Another item in the photographs is the hangars. They were previously promised to get vegetation to break the sound and to make them look pretty. He pointed out that there is no vegetation except for a couple of lollipop trees. He is distrustful of this project and is wondering if it is appropriate to this site. In driving around the site, there are endless flat-sided buildings with four residence houses. There are brand new buildings for the four different companies that are there. He wondered if this is really recreational use and if it is appropriate for that site.

Tom Davis, 22 Yosemite Road, commented on Community Design Standard #5. Recently he heard that the story poles for this project were up so he took a walk along Gallinas Creek past the golf course and out onto the marsh to look for the poles. His experience with poles is that they are generally raw 2 x 4's and that they define corners and rooflines. He was surprised that these story poles for this project were so hard to see. That is possibly because they had been painted a dull green/grey to blend in with the background so there is more to this project than meets the eye. When he finally located the poles by the ribbons on the top, he began to realize how huge this building would be. From the path he was on which was public access, which he hoped that it be considered a public right-of-way as much as a street that is paved since it is used by the public and that the views be considered from that public vantage point as being important to preserve, $\frac{3}{4}$ of the sides of the China Camp hills are used and there are places where the top of Mt. Tamalpais cannot be seen. This was known as an open valley but would not be that anymore. It would be something very different and he wondered if it was worth the change. It would never be again what it is now and the experience that people have now would never be repeated. This is regardless of the use of the 36-foot high building. It may well be that indoor soccer at midnight with a beer and wine bar would be popular. He did not wish the applicants ill in their desire to make money but he thought it was more likely that it would be popular and they would be stuck with a huge building without a use. He is afraid that this project will be a Trojan horse, that whether or not the

intention right now is to change the use. In the future, they would be faced with the fact of an enormous building. Later, subsequent owners might ask to change an application because they have the building in place. He agreed with Huntsberry that the one-way bridge is a major lynch pin to this project and he would hope that any discussion of it was put aside until that issue was resolved, for public safety if nothing else. In conclusion, he added that the Gallinas Park Marsh is not a place to put a building that is larger than the Sears store at Northgate. It is a huge volume and he recommended that they walk the route as well and see whether it is worth giving up the feeling that is there now.

Jerry Frate, 193 Isle Royale Court, would like the size of the proposed building to be limited as designed since it is two and a half times the size of the local multi-screen theater, The Regency, on Smith Ranch Road. Based on the fact that this is a speculation building, it should go slowly before creating this large facility. He suggested building the complex in two phases. Phase I would be a building housing an indoor soccer field and an indoor baseball instruction area. Phase II would be dependent upon market demand and a good track record free of problems with the community. Besides limiting the size, also limit the mass of the building. One of the reasons the building is so high is that all of the functions are condensed into one large mass. The functions of the building could be spread out over more area thereby lowering the height and creating a smaller profile. With respect to the architecture, he would like to change the look of the building from an industrial airplane hangar to a comfortable old lodge with heavy timber and wide covered porches, using materials such as wood, stucco, tile or stone. The building sits next to a creek in a unique natural setting. Make the building look like it belongs there. Porches would allow kids to wait for their rides and to talk with other players while having to wait in a windless interior lobby. He suggested a different access over the creek to the sports complex and suggested using an access from McInnis Park. It makes sense considering the park and sports complex for recreational and other uses which could share parking, fields and facility. The airport owner could help the park with expanding and paving the existing parking area at the access point in exchange for the right to park there and walk across the new bridge to the new sports building. The children are too exposed to the airport runway by using the outdoor field proposed by this complex. If there were an access from McInnis Park to the complex, the children could then use the function of McInnis Park instead of being right next to the airport.

Frances Nunez, 209 Vendola Drive, reiterated that the building is much too massive for the site. These are historical wetlands of which there are not very many left. There was some confusion since at the meeting in June, there was a total of 70,000 square feet but on another page it states that it is 85,000 square feet. It seems to have grown in only one month. She also reiterated the comment regarding the landscaping of the trees. Eucalyptus trees are not natural to wetlands but a lot were planted there along the south edge at one time between the building and the Santa Venetia property. Those are crucial and there are spots where the trees are there and huge, empty spaces where there are no trees. Although she has been told that they are trees that are feisty and will grow to be 20 feet later. As far as she knows, they were all planted at the same time and if they are not any bigger than 5 feet now they will not get any larger than that. She asked that the Board look at the property from some residences on Vendola Drive. There are no trees

between the parking lot and the runway where there is talk about putting in a fence and there should be some vegetation even if squeezed in there somehow because the headlights of cars coming in there at night is going to be very obvious. This is totally flat land and not like a normal landscape which is also why the sound will travel. She did not see any kind of buffer wall between the outdoor playing fields. Something like that was done at McInnis Park where the batting cages were put in, but it seems as though it was a landscape design that was left out. Otherwise, it will be a huge impact and the building is too massive.

Huntsberry asked Nunez if the story poles could be seen from her house. Nunez stated that she could not, but someone corrected her and said that they can be seen. She suggested that maybe just she was not able to recognize them. Huntsberry suggested that they look even through binoculars to see them because once the building is up it would be too late. Huntsberry was very interested to know how visible they are from the area of Vendola Drive.

Penelope Dunham, 88 Yosemite Road, stated that she is opposed to this project both for sound, for taking away the pastoral landscape, for essentially having 500 cars and 1000 visits in and out every day, impacting sound, the light when the kids finish their games, and the yelling and screaming all affecting their quality of life. The other thing is endangered species and an EIR is needed. Two species, the clapper rail and the salt marsh harvest mouse, need to be checked on before this is developed. Her main comment was that this was proposed to them as a giant green monstrosity of 85,000 square feet with three tenants that would have soccer, baseball and gymnastics. One third of the tenants are gone, so make 14,000 square feet of this go away because those tenants are not there any more. If a blank check is being written for someone to come in, it is not known what is being written for in terms of who can come, how many visits a day back and forth on the road would be there. Essentially if something is being proposed and the Board is being asked to design it and to write them a blank check for usage for this giant green building, it is going to be hot in summer, but mostly it is an eyesore and a lifesore for the people who live out there. It really could be reduced in size. If it has two tenants right now, make it the size for two tenants.

Rich Leahy, 21 Sailmaker Court, agreed with everything said. He read from something that was sent out to City of San Rafael residents approximately two to three months ago by the City Manager. He noted that it stated that it has taken 15 years for the City to get to this point and he started to see why the City is looking into this. He was happy to hear that Andrew Rowley wanted to make the size of the ceiling at 35 to 36 feet so that it would not break the game up. There is an area for socializing afterwards and he wondered if the 12:30 a.m. time as mentioned was at all realistic. He was glad also that there have been no complaints in all the 10 years he operated in the industrial parks of Cotati and Santa Rosa. Certainly there has to be a correlation as to why they are not having complaints there and why complaints are already being made here with only poles put up. The first time he heard of a dirt parking lot, he thought of how windy it is up there and that it might endanger the field. He would be curious if this would be a successful venture and how the bridge would end up being bigger. He quoted from notes

from a planning meeting in review of plans, "noise study by a developer says – okay, no noise". The City engineer stated that there would be no significant traffic and he asked Boloyan about it at a neighborhood meeting and was told that the traffic studies are done only during peak hours. Once again, he felt that more than what was being presented to them was being looked at. The four-hour increments mentioned really do not bear out the severity.

Kathy Lowry, Marin Conservation League, stated that they have some great concerns about such a massive building being built so near wetlands and in a flood zone. They are aware that the covenant from 20 years ago recognized that this area could be used for recreation but the intent needs to be returned to. The intent was not development but was for recreation. This is a site near one of the major parks and even though every effort is being made to make it least obtrusive by painting it green and adding landscaping, it is a huge building and will impact the views from all over especially from the park. The hills would be not completely obliterated but there would be a big building in front of the hills and in front of the creeks. This is clapper rail habitat and critters are used to being nighttime being quiet and dark. The main parking lot calls for 182 spaces plus an overflow parking lot. That indicates that a lot of activity is planned there at once. She mentioned that in the background, it is mentioned that access to the site would be on a two-lane road. At the very least, it needs to be acknowledged that it is a one-way bridge which is not in the background report. It will be a major concern for everybody. The noise, lighting, and the massiveness of this building create some serious concerns.

Ron Beasley, Contempo Marin, 117 Bryce Canyon, which is on the east side of the park adjacent to the airport, had many concerns. He had been out to see the story poles several times. He felt that the building is far too massive and that the use is not appropriate. However, he wondered what kind of footings would be used there in that questionably filled soil and how well compacted it is. He was concerned that the bridge is entirely inadequate with only one lane but particularly if there is any kind of an emergency out there, it is inadequate in terms of width and very questionable structurally although it has been worked on the last 3 to 4 years. At the end of September, construction began of a large hangar that is located directly in back of him. He happened to be home at the time and watched it being built with the main beam structure going up over a three-day period on a weekend, some of the times being inappropriate for construction. He made some calls and complained and Boloyan stated that his plans showed two buildings but it was now one building, 130 feet x 60 feet. He then called the chief building inspector who stated that it had been totally inspected. Beasley did not feel that it had been inspected and all except for the sliding door it was fully constructed and so he questioned the integrity of the whole thing. An old construction trailer that is behind the hangar was going to be moved but is still there and is supposedly still in use. There is no wire hooked to the power head but there is now an RV there that someone is living in with an extension cord. The promises to improve the side of the building with the trellis and planting were promised in early 2004 and nothing has been done yet.

Sharon Bale, 37 Sailmaker Court, commented that for a period of time there was supposed to be restricted use on traffic and when it could start in the mornings but no one

has ever paid any attention to that. She has filled in complaint forms and delivered them to the City Planning Department but has not heard anything from anyone although she has called in to ask if they had been received but her calls were never returned. She talked to the drivers as they came across the bridge asking if they knew there were time restrictions and none of them said that they knew anything about it. Dickens questioned the restriction hours and Boloyan explained that there are some hours of operation that are allowed for maintenance and construction type uses. The project is in a protected wetland area that also has a lot of residential area surrounding it. It is entirely too large, too invasive and too noisy and to put something that operates until midnight in there where people have to drive back and forth past the resident's bedroom windows is insane. Also, the use of vegetation and the planting of Eucalyptus trees when most people are taking out those types of trees – she was not sure that due to fire dangers that it was a wise choice to be putting back there. Everyone has talked about recreational use which is usually thought of as park recreational use but this is not and is commercial recreational use which is a big difference that needs to be kept in mind.

Robert Zingale, representative of Smith Ranch Homeowners' Association, lives at 14 Smith Ranch Court, was concerned about comments on the intended use. The use is zoned as recreational and they would love to see more recreation in the area, in fact outdoor recreation seems to be the intent here – not to convert this into an industrial park as is being proposed by this building. The building being at 85,000 square feet, 15,000 of it in a mezzanine area, is huge and very imposing in the area, and will be seen from public areas, the hiking path and the public outdoor seating area as well as the golf course. It will be seen prominently from the first hole, third hole, fourth hole, eighth hole and the ninth hole. One would be looking straight down onto the property which is 56 percent of the holes in that golf facility right now. It would also be seen from the access road up to the skate park in the area. This building would have to be of a different material and could not be an industrial warehouse facility. If this size, it would have to be screened in a way so that it would look more in keeping with some of the surrounding buildings similar to McInnis. If something like that was there, the community may be in support of it. The building was described as a big, green building which is one of the things the HOA is concerned about. It is a big green metal shed and they are very opposed to that. Another thing mentioned is that it would not be conditioned and would be operable and would have swamp coolers on the roof. One of the concerns is that it would generate noise. When the windows are opened, people will be playing soccer, whistles will be blowing and it will be disturbing. It goes until 12:30 at night and no one is going to get sleep. It will carry for at least one half of a mile. These are very serious concerns as well as the single lane access bridge coming into the facility. One of the nice things about it is that two bike racks would be shown in front of the parking area but he wondered how the bikes would get there. Over a single-lane bridge? And what kind of impact would that have on traffic and how dangerous would that be for bikers in the area? People access the bike path and go all the way out to Point Reyes by way of Lucas Valley Trail. There will be a significant amount of bikers that would be accessing this facility. He asked if anyone had really considered any other alternatives. One of the things he would like to see somebody pursue is possibly a public private joint venture where someone would go in. He realizes that the fields are not in good shape and are torn up

and have had a lot of use. He asked if anyone has thought about going in there with a public/private development or redevelopment effort to replace the fields with turf fields and possibly operate those. McInnis Park operates now until the sun sets when the noise stops and then the traffic goes away as well. If the area could be limited, they would be in better shape than they are right now.

Lisa Herschleb, 121 Yellowstone Court, thought that this is an unbelievable proposition and concurred with everyone that spoke. She stated that she lives in a metal box and the metal box that is being built out there is going to be extremely hot in the summer. If swamp coolers are proposed to cool that massive building, it will be terribly noisy. It would be an unbelievable sound pollution problem.

Joanna Arakaki, 47 Wharf Circle, had a lot of concerns that had already been expressed. She was very concerned about the hours of operation and asked that if there is a change in the master use permit could it be implemented into that. Dickens said that it could. She was also concerned about the definition of recreational use. The concern would be what types of recreation would be there. She would like the definition to be built into any type of change in the master permit. She clarified that she is against the development but also has to be real. She was also concerned about landscaping which some other people reiterated. The non-native landscaping and more attention paid to fire resistant type of trees is needed and Eucalyptus would not be one of them. She also did not know what type of authority the Planning Commission has to ask the developer to impose in his plan some sort of compensation for Captain's Cove residents that are directly affected where bordering that airport road. For every car that goes down that road, the headlight would shine into Bale's living room. She would never have a moment's peace again, either coming or going. Arakaki wondered what type of authority the Board had to ask for those kinds of concessions from the developer.

Kathleen Phelps, 327 North San Pedro Road, supported the project. She paid attention to a lot of development projects in Santa Venetia and had concerns about how a project of this size would impact her enjoyment of hiking along the levies and also at McInnis Park. She would like to see more landscaping around the outdoor fields if possible but was not sure how that would work with the creek banks there. She would like to see native landscaping and wondered if on the Santa Venetia side of the proposed outdoor field if it might be possible to look at incorporating into the architecture some kind of a sound wall or a planted sound wall that might lessen the sound and take care of some of the visual impact. She wondered if it was possible to pull back some of the parking a little bit from the runway so that some higher landscape elements could be placed along that side. She was not as familiar with the interaction to the Contempo Marin side and wondered if that is something that could be looked at. Lastly, she appreciated the costs, and is very aware of the need for this facility since she drives on a regular basis both to Vallejo and Oakland to play indoor soccer herself. It is unfortunate that in Marin there is not a lot of space for this but the need to mitigate this use with the neighbors is being looked at. The developer/applicant has made some great strides in this direction. The cost with regards to a building of this size to make it work are difficult. She was impressed with what they have been able to achieve and would like to see some more human scale elements in the

landscape. If some of the examples from McInnis would be looked at such as the large entry arbor and the bathroom buildings, there might be some exterior elements that could be added to the design which could help to create more of a human scale to the exterior of the building.

Misty Eberhart, 122 Yellowstone Court, stated that her house is parallel to the access road to the airport. For the last two years, her life has been completely miserable with the building construction of the hangars and the new home. She is currently disabled and at home and could not tell of the damage done to her home. The owner of the airport had sent someone to her house to redo the foundation where it had actually cracked and fallen. Things in her house have actually cracked. In the meantime, they supposedly put up a soundwall between the access road that goes past Captain's Cove clear out to the airport. It is not a soundwall, the height is nothing and the noise is horrendous, the workers start coming at 5:30 a.m. with their screaming radios as they are driving into work, they are screaming getting ready for work, and the headlights shine right into her bedroom so she hardly even uses that part of her house anymore. The thought is the massive thing being built. With 35,000 square feet on landfill she cannot imagine what it will do to shake the earth and would probably destroy her house. The view is completely gone with what they have built already and it is miserable. It is not safe and no one stops at the stop sign. She has no cats or dogs but hopes that a child does not get hit by a car there. Everytime one cannot see up over the horizon, they honk at all hours of the night. It is inhumane and no one should have to live like this. For this, an operation until 12:30 is ridiculous and will not allow people around there to have some peace.

Nancy Peake, park planner with Marin County Parks, stated that they sent a letter expressing their concerns. She asked that the Board address the items being reviewed tonight, the main item of concern is Community Design Policies CD-5 & CD-6. The story poles from McInnis Park definitely have an impact on the view from McInnis Park. She is a designer by trade and the drawings look fine, but when she went out to the site she was amazed at how much of the pastoral view and ridgeline would be obstructed by the view of this building. They realize there is a lack of fields in the county and the county is looking for locations to provide more soccer fields. Someone brought up the fact of improving the fields at McInnis and they are looking into putting in artificial turf in the fields at McInnis. Of course, being a county agency, they are also looking for funding to do that. They just feel that this structure is not really what this site is for. It is for recreational uses but they do not feel that a huge structure is a recreation use but that restrictions are called for.

Evan Marks, 803 Vendola Drive, was rather shocked. He is a contractor and has seen the story poles. Before he came to the meeting he was quite agreeable to the mass of the building. What he saw was a big green shed and the architect described it as such. It is screened by recently planted Eucalyptus trees which were only put there in recent years for exactly that purpose. The question has to be asked if we are better served by the wonderful asset to the community or the status quo and the status quo was his feeling. They look directly downwind of the fields over at McInnis and he enjoys the occasional soccer game. They also live across the water from the golf course which has a license to

operate until midnight. When he gets up at 3 a.m. and the lights are going along with the ball cages, that is not part of their license. He asked if the maintenance agreements had been considered since the soccer games finish around 12:30 a.m. and the maintenance crew arrives to clean up. The cars are going in and out all night.

Chair Dickens closed the public hearing. He listed the consensus items brought up by the public: traffic, noise, more landscaping, bridge safety and/or inadequacy, maintenance, hours of operation, and lighting.

Chair Dickens brought the discussion back to the Board.

Laird-Blanton commented that the project would need to be continued because there are certainly a lot of issues that would need to be addressed before any definitive decisions could be made by the Board particularly some of the transportation issues around the bridge and access to the property, also the issues relating to the wetlands and the flood zone. The points raised in the letter from the Department of Parks are very valid and need to be addressed and responded to. It is interesting to listen to everyone's comments about the sound and how it travels across the water. Some sound studies would also certainly need to be done to see what the implications of that are. She happens to live a half a block away from Pickleweed Park and they have all kinds of outdoor sports fields and she never hears a thing. Traffic is never a problem even though people park along the road in terms of people using those facilities. The soccer facilities are highly used and many people she knows that play soccer complain that there are not enough places for them to play. She also has a brother who has played soccer for over 30 years and he loves playing indoor soccer. She watched him on occasion and thought that as a recreational use that facility actually has a good purpose. She thought that Paul has done a pretty good job with what could be a bad industrial building and articulating it giving it much more character than most of the buildings out at the airport at the moment. She also agreed with the parks and open space letter that it would be advantageous to see more story poles and linking so that a much better idea could be given of the massing of the building. It is hard to see what it would really be like from those residences across the creek and marsh. As part of the sound studies, she was not sure about how noisy the swamp coolers are or whether there is a technology that is not. She certainly hoped that with all of the operable windows that much would be done with natural ventilation as opposed to artificial and she did not think that people were necessarily taking that into account in terms of some of their criticisms. Again, the landscaping drawings are pretty skimpy at this point so more would have to be shown. They do not even go as far as to include the baseball fields so it is not known what is happening over there. She stated that it was not discussed what kind of glass would be used in the windows, so whether it is tinted or not to reduce the impact of night lights might certainly be an issue. Certainly criteria would have to be the hours of operation and making sure they were all worked out to take into account as of issues and concerns of people, particularly around noise. She also thought that the comments about bike access were very valuable. There should be bike and walking access and it should be encouraged.

Huntsberry commented that there were a lot of items and if some kind of enclosed recreational facility went forward it would need to be addressed. When he first went out to the site and looked at the story poles he realized that it is very big but does not obscure the ridgeline. He would like to see a study done from the residents across the way, mostly on Vendola Way and see if in fact how much of it they could see. Usually people do not like any change in their backyard and the right of the developers to develop their property to the maximum use they can has to be respected to some degree. If they did go forward with that, he thought that much checks and balances would be needed along the way. There was a comment that the building has to be a clear span because the soccer field needs that. He looked at the plan and the western half of the building is already divided in half permanently with a wall. On the eastern half, there are two indoor soccer fields which he really did not see why the entire structure 200 feet wide would have to be a clear span. There is obviously a row down the middle where special columns could be placed and it would be an opportunity to raise the roof up or back down in the middle and the height of the building lowered. The spans could go across the two halves that would help in the overall height. When the overall height is looked at, the edge of the fascia is about 32 feet and the top of the roof is about 40 feet so the main part of the roof only increases 8 feet on the entire half width of the building. He was not sure if that exercise would be worth it but it would certainly be something to look at. Also on the clear span, if it were only spanning half a distance, perhaps the cost of the building would be less and might help the developer. The parking lot next to the baseball diamond is labeled overflow parking. It is well known that anyone who uses the baseball diamond would go right to the gravel parking path. He thought that all of the parking spaces should be paved to eliminate noise and dust. He was concerned about the sound transfer that several people brought up. If the building was totally air conditioned, there would be no sound coming out of the building, but certainly on warm nights when windows were opened just the roar of someone yelling because a goal scored and the whistles blaring at the fouls during the game would travel right out those windows and across the way. There was a comment from the applicant that only the players were coming with one or two people and he wondered why the whole design of the elevated viewing platform with a café just how many people would be there to watch these games. If there are that many people there watching games it would be nice to watch the games in an air conditioned space, but from the applicant's own words he did not think there would be that many people coming so he questioned the need for that. He applauded the applicant for going with the artificial turf fields which really work fine. What if the soccer does not work, or the baseball or gymnastics do not work? He really felt a need for recreational fields, and especially with our long winters months with much rain he was sure it would be well used. He could think of a couple of indoor tennis courts that were built in the San Rafael area that were used all of the time except that they were put in without a permit and had to be closed down. He was sure they would love to take out an application out here and build some indoor tennis courts. That especially does not work very well in the rain. He took exception that they are always looking at parking on all of the projects to see if there is the right back up space and if there is the right number of cars and circulation which is very much a design issue. Given that it is a one-lane bridge, at a minimum it needs to be rebuilt to two lanes. It needs to be considered what would be done when it is an emergency access and all of the people have just exited a game and the bridge is being

tied up for minutes on end if not longer. It definitely needs two-way traffic in and out to such a large facility. The landscaping needs to be expanded and the area on the south along the runway is minimal at best. It is nice at best that there are some islands for planting and a nice planting plan for the actual parking lot but when 2 or 3 feet of planter is shown on the south side of the parking lot, that should be a mounded area that would have some space for good sized landscaping and trees to be planted. The mounded area could also serve as a noise break and could serve as a noise barrier so that noise coming from this could bounce up and over and away from the residents across the way. There is a lot of work that needs to be done. He was not too impressed with the exterior elevation but when he saw the colored rendering of it in the muted shades of greens and ochre he thought it looked quite nice and the building does have good articulation for such a large building. The architect said that they might not be able to get the exact colors that are on the rendering and looking at the actual samples he would have some concerns with four or five different types of colors. The rendering is almost a camouflaged type of building and would tend to hide it as much as possible. Dickens stated that if large quantities of that sheet metal were used that they would be able to get any color desired and Huntsberry agreed.

Chair Dickens commented that generally he was in favor of the project. He always likes to encourage private enterprise to do something of a public recreational need. Obviously he has some obstacles to overcome and maybe everyone can be helpful in solving them. The photomontage from multiple views would certainly help the neighbors both short and long range. With computer technology as it is, Dickens was sure the client could afford it. He questioned the 35-foot height limit and could not believe it is high enough for baseball and kicking a soccer ball but something higher would scare the neighbors even more. The mechanical systems need to be studied more. Swamp coolers are not very effective. They are very inexpensive but with the humidity in Marin, he did not think that swamp coolers would give the desired cooling factor. He supported the need for soccer especially with the long winter rains causing the McInnis fields to be closed. An indoor facility is a great idea and it obviously has a way to go. His big concern in going out to the airport is that it is not very well maintained and he was a little disappointed because the tenants out there are not policed out there very well, and there are piles of rubber tires, debris, trash, and cuttings that have been there maybe 20 years. He would like to see an effort on the part of the developer to present a stronger and a more respectable public image, especially next to a piece of the property, the lagoon and the swamp. As this project advances, he would certainly encourage some type of maintenance controls on the property so that the debris would not accumulate around this building as the other airport property has accumulated. It seems to take a long time to get anything built and finished there and asked why. He noted that one of the speakers complained about the construction activity and he felt that could be rightly so since it does not appear to be rightly expedient. Dickens felt that the project is probably moving toward a continuance but thought that enough input was given.

Boloyan stated that every Board member made different points and comments and suggested that the applicant be given the list of issues that the Board raised as well as

looking at what the public raised as well to try to address those. Boloyan provided the Board with the comments that were a consensus and these include:

- 1) The applicant should provide different photomontages from various points on Vendola Drive as well as the McInnis Park side.
- 2) A better connection between the story poles and possibly brightening up the actual poles.
- 3) The comments made by the Board and the public would be transmitted to the applicants to incorporate and consider in their design

To clarify the second point raised by staff, Laird-Blanton stated that if photomontages were prepared, the better connection and brightening of the poles would not be necessary. The Board concurred with Laird-Blanton's comment and indicated that their preference would be to see photomontages rather than any additional work to the story poles.

Dickens stated that the Board greatly respected the public coming out and voicing their concerns and encouraged them to continue to do that. For some who thought they could support the project, he asked that they contact the architect and the developer and to be specific about their concerns and to think about the benefit it might have to their families to have a facility like that in their neighborhood. It could be pretty great if they could somehow overcome the obstacles. He added that we are all resistant to change.

Laird-Blanton moved and Huntsberry seconded that the project be continued.

AYES:	MEMBERS:	Chair Dickens, Huntsberry, Laird-Blanton
NOES:	MEMBERS:	None
ABSTAIN:	MEMBERS:	None
ABSENT:	MEMBERS:	Crew, Kent

- ~~5) SR05-051 **Request for approval of an amendment to a previously approved Sign Program for a mixed-use retail/office complex.**
171 – 181 Third Street (3rd Street Plaza) (Raffi Boloyan)~~

~~Boloyan gave a presentation of the project and summarized the two changes.~~

~~Dickens asked if this project was so major that staff could not tend to the modifications. Boloyan explained that this was something that staff would want the Board to comment on. Staff was not that comfortable with the change altogether and there was much discussion when the original sign program was reviewed by the Board. There was much attention by the Board on how the signs looked, the letters and the lighting, that staff felt it should come before the Board to get their endorsement before moving on.~~

~~Huntsberry observed that the change is from wall-illuminated signs to internally illuminated signs. Boloyan stated that is correct and that the colors is the other~~

Member Laird-Blanton asked staff to investigate the Lexus pre-owned facility. Senior Planner Boloyan agreed.

Member Crew acknowledged the death of Sally Kibby who for 70 years made her opinion known and was a member of the community who offered a tremendous amount to the design process in San Rafael. The Board and staff concurred.

C. Approval of Minutes

2. October 18, 2005 and July 19, 2005

Chair Dickens asked for a motion.

Member Laird-Blanton moved and Member Huntsberry seconded, to approve the July 19, 2005 Minutes as presented. Motion carried by a 4:1 vote with Member Crew abstaining.

AYES:	Member:	Laird-Blanton, Huntsberry, Machnowski, Chairman Dickens
NOES:	Member:	None
ABSENT:	Member:	Kent
ABSTAIN:	Member:	Crew

Regarding the October 18th minutes, member Crew stated that Alternate Member Machnowski should not be noted as a “voting member” when all Board Members are present. The Board and staff agreed.

Chair Dickens asked for a motion.

Board Member Huntsberry moved and Board Member Laird-Blanton seconded, to approve the October 18, 2005 Minutes as amended. Motion carried unanimously by the Board.

AYES:	Member:	Laird-Blanton, Crew, Machnowski, Huntsberry and Chairman Dickens
NOES:	Member:	None
ABSENT:	Member:	Kent

D. Old Business

3. **ED05-015** – 85,000 sq. ft. Indoor Recreational Building, Two Outdoor Recreational + Fields, Parking and Associated Site and Landscaping Improvements. 397-400 Smith Ranch Road
Project Planner: Raffi Boloyan

Raffi Boloyan, Senior Planner, summarized the staff report and recommended that the Board review the design and make a recommendation to the Planning Commission and City Council.

Member Crew asked staff if this would be the last review if approved. Senior Planner Boloyan responded that the final details could come back to the Board before making a recommendation.

Andrew Rowley, President, Sports City Indoor Soccer Centers, explained that he has owned and operated two facilities in Sonoma County for 10 years, which was not their first choice. The County of Sonoma is grateful that they moved north. The facilities have been a tremendous benefit to the County of Sonoma and have helped to alleviate the demand for fields. The facilities serve as a hub for local athletes and a tremendous asset for the community. Currently, there are not enough fields in Marin County to satisfy all the youth and adult soccer leagues that exist, so there is a tremendous demand for field space. He added that of the 50 fields available in the County most are in very bad shape. In general, the fields are overused and there is no money for continued maintenance, which leads to dangerous field conditions and injuries. He indicated that his facility is a family-oriented place where both youth and adults can play. The facility acts as a community-based clubhouse where family and friends and come watch and participate. The facility is open to all members of the general public. There is field space and meeting rooms available for senior groups and for the community to use free of charge at times. Also, they have non-profit corporation called, "North Bay Soccer Foundation," which provides scholarships to local neighborhood children as well as under privileged and disadvantaged children. The business basically consists of organizing and running indoor/outdoor soccer leagues for youth and adults. In addition, they host birthday parties for children and offer field rental to flag football, lacrosse, field hockey, volleyball and bocce ball. The desire is to have a high quality affordable recreation experience for the entire County. Based on the ten-year history they anticipate having 60% usage of soccer from youth and 40% from adults. Also, the entire facility will consist of 80% youth and 20% adult based on the gymnastic and baseball components. Both San Rafael and Marin County's General Plans call for creation of additional fields and recreation facilities to combat the existing shortages and problems. They have a very unique and incredible opportunity that the owners of the Marin Airport have presented to this community. He further stated that this location is the perfect area to compliment the existing sports and recreational facilities at McInnis Park.

Larry Paul, Architect, believed this is a great project, use and located in a great area. It is located right across from McInnis Park, which is the recreation center of Marin County. The private road would be improved and the bridge would be modified in order to have two lanes. Pedestrian access will be provided from Smith Ranch Road and bicycle access along that road into the complex itself. He explained that there would be two indoor soccer fields with adequate parking and overflow parking provided. The exterior fields will not be illuminated. They added some additional landscaping to augment the existing trees to further buffer the view from McInnis to the facility. They provided a generous amount of landscaping in the parking area itself. He then provided several slides showing

overflow parking, landscaping, soccer fields, entry of building, horizontal elements, and metal and glass panels in order to provide a lot of articulation and variety to maximize integration into the environment.

Bob Herbst, representing, Airport Ownership, provided an aerial photograph of the general neighborhood depicting Contempo Marin and Captain Cove, which are unable to view the facility. He noted that Santa Venetia is the only residential community that can view the project. He explained that the facility will be screened by the Eucalyptus trees and any gaps will be addressed. He then provided additional photographs within McInnis Park to demonstrate the screening trees for the Board's consideration. He pointed out that they are located in a developed area with thousands of residential homes and an active recreation park. He further noted that they have communicated with the neighborhood in regard to this project and address their concerns, which is provided in the staff report.

Member Blanton-Blanton asked Mr. Rowley if the colors selected for this facility are similar to the colors in Sonoma or are they selected specifically for this site. Mr. Rowley responded that the colors of this building would blend in with the natural surroundings.

Member Crew asked if the applicants had prepared any photomontages from high points in the surrounding area like on top of Professional Center Parkway. Bob Herbst responded that they had not since view inputs would be minimal.

Member Huntsberry asked Mr. Herbst how long the screening trees between McInnis Park and the proposed facility had been planted. Mr. Herbst responded that the screening trees were planted in 2000.

Alternate member Machnowski asked if alternate access from Santa Venetia was considered. Robert Herbst stated they do not own that property and it is all developed with homes, so it would be difficult.

Bob Brown, Community Development Director, pointed out that the City policy is to protect views from public vantage points, not private.

Chair Dickens discussed the colors and asked Mr. Paul how they would deal with the reflective nature of the colors. Mr. Paul responded that because of the amount of landscaped screening, the reflectiveness of the stock panels would not be that reflective. Basically, the panels are identical to the airport panels in regard to reflectiveness.

Chair Dickens opened the public comment on this item.

Ian Tonks, Mill Valley resident, stated that this area is vastly underserved in regard to soccer fields. He is impressed with the level of effort to make this facility user-friendly and environmentally sound.

John Swain, San Rafael resident and architect, believed the applicant has gone through significant effort to make this a low impact design. He felt a multi-use facility is a very

valuable amenity for the community.

Robert Zindale, Smith Ranch Court resident, showed a computer presentation and noted the following concerns:

- Park must be preserved.
- Design a safe and appropriate bridge to access the facility.
- Views of the hills must be preserved.
- Lighting design must be addressed, so that it did not impact surrounding areas, but must be illuminated properly.
- There must be appropriate fencing.
- Operation and maintenance issues must be addressed.
- Proposed hours of facility.
- Appropriateness of the size and mass of facility.
- Scale and structure of facility.
- Impacts on the Mt Tam area.

James Firmage, Mill Valley resident, representing, Mill Valley Soccer Club and 1,500 children, felt the plan mitigates the site lines, landscaping and community. He further stated that children need space to play and a healthy child needs a place to grow.

Susan Adams, Member, Marin County Board of Supervisors, submitted a letter for the Board's consideration. She then highlighted a few points and noted that there were a number of letters of support that she received, 87 in opposition came from neighborhoods directly impacted by this development. She added that at this time the community is divided. In regard to design, the location of this site is in the 100-year flood area, so this property should be able to withstand a 100-year flood. The community raised issues in regard to mass and noise of the facility. Also, she encouraged the use of a sustainable development. She understands that there is a proposal to have a pub at this facility and no parent would advocate for alcohol sales or use at a facility advocating young and healthy activity. The bridge is under County jurisdiction, so the applicant must address the bridge with the County and mitigations that must occur.

Mark Mackbee, Labera Way resident, supported the facility. He noted that there is a tremendous concern about childhood obesity rates and Type 2 Diabetes, which is directly related to diet and exercise and this facility would provide a place for children to play. He added that this County is screaming for this facility and hoped the community and Board would support this facility whole heartily.

Matt Flerimer, San Rafael resident, supported the facility and encouraged the Board's support.

Joanne Arakaki, Wharf Circle resident, Member, Neighborhood Working Group, believed the Board cannot make a recommendation without further design review. She expressed concern for the hours of operation.

Keith Melony, President, Contempo Marin Homeowners Association, clarified the status

of the Working Group and noted that the Group was approved by the Association in order to work with the developer towards a mutual goal of identifying concerns. This comprehensive list is not only incomplete, but the Contempo residents have not responded to any information provided due to time limitations. The Working Group only achieved the first half of its charter and the residents deserve to have a chance to be part of this process. They asked for more time before the design of this project is approved.

Rick Williams, representing San Rafael Youth Soccer Board and an architect, stated that this facility is greatly needed in the community as indicated in the General Plan. He agreed with the site planning and bollard lighting treatment. He believed this is a good and appropriate use and the design fits in. They have done a good screening the job structure.

Erik Lehrer, District 5 Coordinator for California Youth Soccer, noted the tremendous amount of frustration with field space in the area. He felt the design process has been incredible and supported the project.

Aram Kardzard, representing, Football Club Marin, noted support for this project since it is long overdue and desperately needed in the community.

Ken Conroy, San Rafael resident, indicated that he is very impressed with the design and plan. He is very excited for the indoor fields and noted his support. He asked the Board to work with the applicant in order to make the design fit.

Marcus Witte, Lucas Valley resident, agreed with the sustainability approach and it would be great to have solar energy power this facility. He commended the applicant for finding a solution that is safe and beautiful.

Elaine Reichert, Santa Venetia resident, expressed concern for flooding, noise impacts, congestion impacts and the riparian area.

Jane Chang, Captain Cove resident, asked staff if there is a conflict of interest in regard to Larry Paul since he is a member of the Planning Commission. She requested a letter from the City Attorney in regard to any Brown Act violation in regard to Larry Paul being the architect on this project. She then expressed concern for the bridge and the safety concerns for pedestrians.

David Fix, Wharf Circle resident, expressed concern for the riparian area and desired the area to be preserved. He believed the hours of operation and lighting must be addressed, so before the Board makes any recommendation the design details must be further reviewed and addressed.

Justin Manes, Vendola Drive resident, expressed concern for the bulk and mass of the facility. Lighting is a major concern and wanted his view preserved. He recommended constructing a large trellis in order to screen the building appropriately rather than waiting several years for the trees to mature. He also expressed concern for the wildlife

and noise impacts.

Chris Brittany, Captains Cove resident, discussed the location of the bridge and expressed concern for the close proximity to residences.

Tom Davis, San Rafael resident, opposed the indoor facility and felt the plan could be better accomplished with a far less intrusive outdoor sports complex.

Rob Iresan, Coordinator, Marin Co-Ed Soccer League, pointed out that building and maintaining a soccer field is very expensive and cannot be handled at the neighborhood level.

Robert Doblin, Vendola resident, showed a computer presentation and expressed concern for the following:

- Illumination of open space;
- Loss of public views;
- Design aesthetics;
- Scale and mass; and
- Design being inappropriate for the environment and landscaping issues.

Mr. Doblin believed additional studies are needed. Further assessment of the visual impacts and recommended a third party assessment with computer modeling. Also, he believed a full EIR is needed. He then noted the following mitigations:

- Alternative construction or siding treatment to achieve harmony with environment
- Reduce size of project and maintain open space.
- Additional landscaping from all views.
- Landscaping milestones be set as a condition of any construction and previously agreed upon landscaping as part of the previous project should be completed before moving forward.

Terry McTeggart, Santa Venetia resident, supported the children and urged the Board's approval of this facility.

Alice Rothlind, representing, Marin Women's Soccer League, noted that MWSL uses the McInnis fields, they are great tenants and a good group to have in the area. Property values will increase from this facility. She added that it is well designed and meets a community need. She further noted her support.

Jerry Frate, Contempo Marin resident, expressed concern for the bridge. He recommended reducing the mass and size of the proposed facility by building a one-field building as a Phase 1 project and then phase in another field at a later date in order to know how it fits in with the community.

Megan Clark, San Rafael resident, expressed concern for the mass of the building and felt it is inappropriate for this area.

Michael MaCray, San Rafael resident, originally supported the project, but now feels that it is too large. He expressed concern for the beauty of the valley being impacted from this facility.

Mr. Herbst indicated that that they conducted a third party biotic study, cultural study, noise study, traffic study and geo-technical study.

There being no further public testimony on this item, Chair Dickens closed the public hearing and brought the matter back to the Board for discussion and action.

Member Huntsberry expressed concern for the views and habitat, but also the youth and facilities that must be provided. The building is large, but it is nicely articulated for a structure of this size. He would like colors to be toned down and less shiny. He added that the parking layout is well designed and several concerns have been addressed in terms of lighting and the bridge as indicated in the report. He discussed the overflow parking lot, but it is located next to the outdoor soccer field and baseball diamond and submitted that it will be used because individuals will park as close to the field that they will be operating in and there will be an issue with dust in the area. He recommended that the overflow parking lot be fully developed and paved. There are several planting areas designated as well as islands and he hoped trees are planted in all those islands. In regard to color, dark green colors generally blend into the hillside. Also, the Eucalyptus trees are nonnative, which will provide screening, but recommended using more native trees that are fast growing that would thrive in this area rather than Eucalyptus trees. He further suggested expanding the trees so there is not a straight landscaped area.

Member Laird-Blanton agreed with member Huntsberry. She stated that the changes in terms of the site are welcomed. She believed the design of the building is very appropriate. In terms of color, she felt it is very green and asked that the color palette be reviewed and toned down. She agreed that native plants should be used rather than Eucalyptus trees. She noted that fencing, landscaping and drainage must be further reviewed at a later date.

Member Crew indicated that this is a great building, but not appropriate for this site. She expressed concern for the reflectivity elements. She desired another photometric and indicated that the illumination must be addressed. She felt the bridge is not attractive and must be addressed. The fencing details must be further reviewed. She added that noise impacts could be a concern. Also, maintenance of the site could be an issue, so provisions in that regard should be developed. She hoped the Planning Commission consider the eco system, wildlife and lighting. She also agreed that more native planting should be used.

Alternate Member Machnowski expressed concern for the warehouse type design and desired a softer alignment with the horizontal lines rather than a box appearance. He discussed the glare from the building, which should be carefully considered. In regard to the roof, all mechanical equipment must be concealed in order not to be an issue. He expressed concern for the impervious surface on the site. Also, native plantings should be considered.

Chair Dickens expressed concern for the reflectivity of the material of the building and must be studied in more detail. He asked that the building be drawn to a larger scale. He desired a maintenance agreement that the building and grounds be maintained due to the proximity to the delicate lands nearby. The design of this project is further advanced and asked staff if it is possible to move this to the Commission without receiving a final approval from the Board. Senior Planner Boloyan responded that there is some general consensus, which is that the building design is appropriate, well articulated, and that the project has improved. Also, there are final details such as coloring, reflectivity, and landscaping that could come back as follow up items. Staff asked the Board to provide direction in regard to potential impact to views on the surrounding areas. Chair Dickens could support the low wattage levels.

Member Huntsberry stated that some hills are blocked, but while walking on the trails along the creek the views would be reopened. Obviously it would impact the views, but not the ridgelines and views of Mt. Tam. Member Laird-Blanton agreed. Member Crew disagreed. Alternate Member Machnowski agreed that the building is low and would not impact the views, but he did not agree on the appearance of the building.

Director Brown announced that the environmental assessment would address views extensively.

Chair Dickens asked Boloyan to sum up the consensus items list. Boloyan listed the following consensus items.

- Building is nicely designed. It is well articulated and has a low and horizontal profile that preserves views of the surrounding hills.
- The project has vastly improved since the last submittal
- The new bridge deck is a good idea and addresses many concerns
- The general color scheme is good and it effectively blends with the background. The green color could be toned down a little. The Board would like to ensure that the final colors are not reflective
- More fast growing trees are needed along the perimeter and these should be used rather than additional Eucalyptus trees
- Generally, the landscape plan is adequate and acceptable, but prior to construction, the Board would like to review additional details on fencing and landscaping and a more readable lighting plan
- A maintenance agreement needs to be included to ensure that the site is well kept and maintained.

Chair Dickens asked for a motion.

Board Member Huntsberry moved and Board Member Crew seconded, to approve the project subject to the following conditions: more comprehensive landscaping come back before the Board; enlarged and more detailed areas of the architecture of the building come back; more muted color scheme for the building, especially for the green; readable lighting plan; overflow parking lot get paved at the same time

and developed; use more native fast growing trees rather than Eucalyptus trees; review drainage issues and all details of the building; aesthetics of the bridge must be reviewed; and include a perpetual maintenance agreement.

Alternate Member Machnowski felt the building is very rectangular and square and desired more softening of the building

Motion carried by a 3:2 vote by the Board with Member Crew and Alternate Member Machnowski opposed.

AYES: Member: Huntsberry, Laird-Blanton, Chair Dickens
NOES: Member: Crew and Machnowski
ABSENT: Member: Kent

Chair Dickens announced that the Board would take a five-minute recess and then reconvene with the next agenda item.

**4. UP05-038 – Four Unit Residential Condominium Project. 33 Pacheco
 Project Planner: Steve Stafford**

Steve Stafford, Planning Technician, summarized the staff report and recommended that the Board make recommendations to the Planning Commission on the design revisions of the project. In addition, staff welcomes the Board's guidance on any additional design detail that would further improve the project.

Member Laird-Blanton asked if staff is aware of a building code requirement that requires for four condominium units, an accessible unit. Planning Technician Stafford agreed to investigate.

Member Crew stated that the den is an extra bedroom and parking should be required. Planning Technician Stafford responded that there are insets in these den areas that could be converted into closets and staff is looking for guidance from the Board. The Board believed the dens are bedrooms; therefore, the parking requirement would be inadequate. David Gordon, applicant, representing, DSG Properties, LLC, discussed the den or bedroom areas of the proposed floor plans and asked if the wall is removed, and it becomes a large kitchen/family room area, would that be appropriate and what the Board desired. The Board felt more comfortable removing the walls in the den.

Chair Dickens opened the public comment on this item.

Michael Parsons, San Rafael resident, expressed concern for parking in the neighborhood because parking is already very limited.

Fred Elberts, property owner at 37 Pacheco Street, thanked Mr. Gordon for changing the roof on Unit 2, but expressed concern for the 10-foot wall in front of Unit 3 and Unit 4. He pointed out that there is a lot of open space on the eastern side and suggested

Exhibit 8
SRMC 14.17.130

14.17.130 - Temporary uses.

A. Purpose. Standards for temporary uses allow the short term placement (generally one (1) year or less) of activities on privately or publicly owned property with appropriate regulations so that such activities will be compatible with surrounding areas.

B. Applicability. Performance standards for specified temporary uses shall apply in any district where a temporary use is a conditional use. Performance standards for temporary uses shall be administered through an administrative use permit in all commercial, office and industrial zoning districts, or a use permit (zoning administrator) in the R/O and 5/M R/O districts or any PD district (with or without an approved or valid development plan). The following temporary uses are subject to performance standards:

1. Outdoor seasonal product sales, including Christmas tree lots and pumpkin sales lots, for periods not exceeding thirty (30) consecutive calendar days;
2. Trailers/mobilehomes that provide residences for security personnel associated with any construction site;
3. Trailers/mobilehomes that provide offices for the following temporary uses:
 - a. Temporary or seasonal businesses such as carnivals or Christmas tree sales,
 - b. Business offices or sales facilities where construction of a permanent facility is being diligently completed,
 - c. Construction offices where construction is being diligently completed,
 - d. Real estate offices on-site of a proposed subdivision until such time as the notice of completion is filed with the building inspection division,
 - e. Financial or public utilities that are required to maintain a place of business at a location at which no permanent structure suitable for the purpose is available;
4. Fairs, festivals, concerts, farmer's markets, swap meets or other special events when not held within premises designed to accommodate such events, such as auditoriums, stadiums or other public assembly facilities;
5. Similar temporary uses which, in the opinion of the planning director, are compatible with the district and surrounding land uses.

Temporary uses may be subject to additional permits, other city department approvals, licenses and inspections as required by applicable laws or regulations. Temporary uses which may have specific regulations specified in the municipal code include such uses as: Meetings, Assemblies and Parades in Public Places (Chapter 5.70) and Carnivals, Circuses (Chapter 10.44).

C. Exemptions.

1. Events which occur in theaters, meeting halls or other permanent public assembly facilities;
2. Carnivals, fairs, bazaars or special events held on school premises or at religious institutions;
3. Special events less than seventy-two (72) hours and sponsored by the San Rafael business improvement district;
4. Events which receive street closure approval from the city council.

D. Findings.

1. The operation of the requested use at the location proposed and within the time period specified will

not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.

2. The proposed site is adequate in size and shape to accommodate the temporary use without material detriment to the use and enjoyment of other properties located adjacent to and in the vicinity of the site.
3. The proposed site is adequately served by streets having sufficient width and improvements to accommodate the kind and quantity of traffic that the temporary use will or could reasonably generate.
4. Adequate temporary parking to accommodate vehicular traffic to be generated by the use will be available either on-site or at alternate locations acceptable to the planning director.

In approving the application for an administrative permit for a temporary use, the planning director may impose conditions that are deemed necessary to ensure the permit will be in accordance with the required findings and standards.

E. Standards. The applicant shall provide information to show that the following standards have been satisfactorily addressed:

1. Temporary Parking Facilities. Appropriate traffic control measures and adequate temporary parking facilities, including vehicular ingress and egress, shall be provided to the satisfaction of the city traffic engineer and the police department.
2. Nuisance Factors. Measures to control or mitigate potential nuisance factors such as glare or direct illumination of adjacent properties, noise, vibration, smoke, dust, dirt, odors, gases and heat shall be provided to the satisfaction of the planning department.
3. Site Issues. The placement, height and size of temporary buildings, structures and equipment shall be reviewed by the planning department for consistency with base district regulations and other zoning ordinance requirements.
4. Sanitary/Medical Facilities. Sanitary and medical facilities shall be provided to the satisfaction of the county health department.
5. Trash/Litter Control. Adequate measures shall be taken for the collection, storage and removal of garbage, litter or debris from the site to the satisfaction of the planning department.
6. Signs. Any proposed signage for the temporary use shall comply with Chapter 14.19, Signs, to the satisfaction of the planning department.
7. Hours of Operation. The use shall be limited in terms of operating hours and days to ensure compatibility with surrounding uses and neighborhood to the satisfaction of the planning department.
8. Performance Bonds. A performance bond or other security deposit shall be submitted to the city finance department to assure that any temporary facilities are removed from the site within a reasonable timeframe following the event and that the property is cleaned up and restored to its former condition.
9. Public Safety. Security and public safety measures shall be provided, including traffic control measures if needed, to the satisfaction of the police department.
10. Compliance With Other Laws. Approval of the requested temporary permit is contingent upon compliance with applicable provisions of other laws. Any event which includes the preparation, sale or serving of food shall comply with Marin County health department standards and permit requirements.
11. Other. Other conditions may be required as needed to ensure the proposed temporary use is managed and operated in an orderly and efficient manner and in accordance with the intent and purpose of this section.

(Ord. 1694 § 1 (Exh. A) (part), 1996; Ord. 1663 § 1 (part), 1994; Ord. 1625 § 1 (part), 1992).

(Ord. No. 1882, Exh. A, § 62, 6-21-10)

Exhibit 9
Sustainability Strategy

SAN RAFAEL SPORTS COMPLEX
SUSTAINABILITY STRATEGY

BACKGROUND

San Rafael Airport has been a local leader in environmental sustainability. We were one of the first large commercial properties in Marin County to convert to renewable energy. Our 40 kilowatt rooftop solar facility has offset over 250 tons of greenhouse gas emissions since we installed it back in 2004. We were also a seed investor and Beta tester for ET Water, a smart irrigation controller that is now sold nation-wide, and which has cut our company and personal water usage by over 35% since 2005.

In addition, we maintain an active recycling and composting program here at the airport, and we recently have begun family organic fruit and vegetable gardening, along with honey production. We have two all-electric vehicles on order, and we plan soon to install an electric charging station to service those vehicles. We plan to participate starting in January in the City of San Rafael's green business program.

Finally, we are very excited and expect to unveil shortly our plans for a 1 megawatt rooftop solar farm (on our existing aviation hangars) that will provide local green energy to Marin Energy Authority customers. This is expected to be MEA's first local utility scale project, and will be the first step to fulfilling their promise to provide locally generated green power to Marin residents (vs. buying it from elsewhere and importing it). The project will annually offset over 750 tons of greenhouse gas emissions.

Clearly we have been committed to lowering our carbon footprint for many years, and that focus has continued with the proposed recreation project. For example, we voluntarily committed to LEED certification back in 2006, long before the City had adopted any green building requirements. The San Rafael Airport Sports Complex is committed to achieving a high degree of environmental sustainability in both its construction and on-going operations. While the project environmental review pre-dates and is therefore exempt from AB32 and ensuing greenhouse gas thresholds, we have nonetheless committed to comply with the City of San Rafael's Greenhouse Gas Reduction Strategy, which is an integral component of the City's Climate Change Action Plan adopted in 2009 to address the mandates of AB32.

GREENHOUSE GAS REDUCTION (GHG) STRATEGY

The City of San Rafael's GHG Reduction Strategy contains required and recommended elements. Our project is exempt from certain of the required elements (such as the Green Building Ordinance), but as shown below we have nevertheless agreed to comply with all of them, as well as numerous of the recommended elements:

Green Building Ordinance

- LEED Gold certification; project registered for LEED in 2006
- Highly energy efficient construction
 - Steel panels are 100% recyclable & built with 25% recycled content
 - Minimum R30 insulation throughout to stop heat loss and noise transfer
 - Extensive glass to minimize daytime lighting needs
- No heating or cooling of indoor field areas

Water Efficient Landscape Ordinance

- Use native or drought tolerant plants
- Use Smart irrigation controller to minimize water use and eliminate run-off

Construction and Demolition Debris Recycling Ordinance

- 80% of construction debris will go to Certified Recovery Facility

Bicycle Parking Regulations

- Provide 14 or more bicycle parking spaces near building entrie(s)

Clean Air Vehicle Parking Regulations

- Provide 18 or more parking spaces designated for Clean Air Vehicles
- Provide 1 or more electric vehicle charging stations powered by solar panels

Affordable Housing Ordinance

- Pay requisite in-lieu housing fee into City's Affordable Housing Fund

Solar Power Production

- Install solar panels on roof to provide 100% of project electricity demand

Installation or Wiring For Electric Vehicle Charging Stations

- Install 1 or more electric vehicle charging stations powered by solar panels
- Pre-install wiring to accommodate up to 2 additional charging stations

Natural Filtration of Parking Lot Runoff

- Use water permeable open grade asphalt to minimize run-off from parking lots
- All run-off from project roofs and paved surfaces will pass through landscape beds and vegetated swales to encourage absorption and natural filtering

Preserve Significant Trees

- No significant trees will be removed
- Project adds 141 new trees, increasing carbon sequestration

High Albedo (reflective) Roofing

- Metal roof and wall panels will contain reflective coating to cool building
- Solar PV and hot water tubing on roof will beneficially re-use solar heat load

Sidewalk/Bicycle Lane Upgrade

- Construct new bicycle/pedestrian lane from Smith Ranch Road to project site

New Environmentally Preferable (“green”) Business

- Recreation is a business that contributes greatly to community health and quality of life, while directly producing little or no pollution
- Will reduce out of County car trips (and GHG emissions from tailpipes) by providing local indoor recreation facilities
- Sports City uses state-of-the-art Musco Green Generation field lighting
 - Uses 50% less electricity than standard lighting
 - Shielding eliminates glare into surrounding properties
- Field Turf uses recycled rubber and unlike grass, needs no water or chemicals
- Café menu will include healthy organic food choices

As shown above, the San Rafael Sports Complex has committed to meet or exceed the City of San Rafael’s Greenhouse Gas Reduction Strategy for new projects. This strategy is part of the implementation plan for the City’s Climate Change Action Plan adopted in 2009, whose goal is to reduce greenhouse gas emissions by 25% by 2020, and 80% by 2050. By meeting the City’s GHG Reduction strategies, the project complies with the City’s adopted plan to meet state targets emanating from passage of AB32.

ESTIMATED GHG EMISSIONS RELATED TO PROJECT

The project EIR contains a GHG net emissions estimate of 2204 metric tons. We will show below that this estimate is significantly overstated for 2 primary reasons: (1) it does not factor in all of the Greenhouse Gas Reduction Strategies outlined above, and (2) it contains inaccurate estimates of project energy usage and vehicle miles travelled by project users.

The project pre-dates GHG emissions thresholds related to AB32. The GHG analysis in the EIR is therefore informational in nature, and intended only to provide a broad, worst case, picture of the project's *potential* GHG emissions. Many of the sustainability practices outlined above were not known by the consultant at the time the GHG analysis was conducted. For example, sizing of the project solar energy system was unknown.

Also unknown was the projected energy usage of the facility. Detailed building plans are necessary for an accurate estimate, but such plans are typically only required at the building permit stage. The GHG consultant therefore relied upon average 2003 usage data provided by the US Energy Information Administration. However, this data is not representative of a 2012 LEED Gold certified facility. Furthermore, the consultant used the catch-all "Other" building type, when the more appropriate building type was "Public Assembly", whose definition specifically includes Recreation (with examples including gymnasium, health club, ice rink, and sports arena). Utilizing "Public Assembly" vs. "Other" reduces the estimated energy-related GHG emissions by almost half (from 1232 tons down to 674 tons).

Clearly the best estimate of future energy use is past energy use. Sports City, the project operator, has over 10 years experience operating two similar facilities in Cotati and Santa Rosa. As shown in the attached chart, their 2010 energy usage at these facilities is roughly 1/6th of the Public Assembly average across the US. Partially this can be attributed to our moderate climate (Sports City does not plan to heat or cool the indoor field areas). Based on their 2010 energy usage levels, Sport City's estimated GHG emissions in the new facility will be only 213 tons, compared to 1232 tons estimated in the EIR. Furthermore, since 100% of the project's electricity demand will be provided by rooftop solar panels, most if not all of this remaining 213 tons will also be eliminated.

Elimination of 1100-1200 tons of GHG emissions from energy use brings the project very near to 1100 tons of GHG emissions. Nearly all of the remaining estimated emissions come from vehicle miles travelled by families using the facility. However, the vehicle miles estimate used by the EIR consultant did not include the reduction in vehicle miles by Marin families who will go to the new San Rafael Sports Center in lieu of travelling long distances to visit indoor sports centers in Cotati, Santa Rosa, or other distant cities. We know this is a significant number because we have hundreds of emails and letters in the EIR record from local Marin families and soccer league officials who have testified to this very fact. Sports City, for example, currently has 463 Marin residents registered for soccer teams at their Cotati and Santa Rosa facilities. They expect all of those residents will switch to the new San Rafael facility when it is

completed, since it will be much closer to their homes. Instead of travelling 80 miles round trip, San Rafael families will drive 10 miles or less to reach the San Rafael Sports Complex. At these mileages, the elimination of 1 trip to Santa Rosa offsets 7 new trips to the San Rafael facility. Clearly, incorporating this data into the GHG analysis would produce a significant reduction in estimated GHG emissions from vehicle trips.

In summary, while the project is exempt from emissions thresholds, we have demonstrated herein that the actual project GHG emissions are likely to be well below 1100 tons, which would be considered a less than significant impact under AB32 related standards. Furthermore, we have agreed to institute comprehensive project sustainability strategies that fully comply with the City of San Rafael's Climate Change Action Plan, which is designed to reduce City-wide GHG emissions by 25% by 2020, and 80% by 2050. Finally, though not project related, San Rafael Airport expects in 2012 to construct a 1 megawatt solar farm on existing rooftops, which will annually offset over 750 tons of carbon emissions. The combination of the Sports Complex and solar farm is likely to result in near net zero emissions from new projects at San Rafael Airport.

Building Category	Electricity Demand		Metric Tons		Gas Demand			Metric Tons		Total CO2 Elect & Gas
	Bldg SF	kWh/SF	Total kWh	CO2	Bldg SF	Cu. Ft/SF	Total Cu. Ft	Total kWh	CO2	
Other*	87,500	22.5	1,968,750	649	87,500	67.6	5,915,000	1,767,500	583	1232
Public Assembly**	87,500	12.5	1,093,750	361	87,500	36.4	3,185,000	951,731	314	674
Sports City (2010 Usage)	45,000	4.58	206,100		45,000	9.4	423,000	126,399		
Sports City (New Project)	87,500	4.58	400,750	132	87,500	9.4	822,500	245,777	81	213

Source: US Energy Information Administration: http://www.eia.gov/emeu/cbecs/building_types.html

* Other: Buildings that are agricultural or industrial with some retail space...whose largest single activity is agricultural, indust/manufacturing, or residential.

** Public Assembly: Buildings in which people gather for social or recreational activities. Examples listed: gymnasium, health club, ice rink, sports arena.

Robert Herbst

From: Robert Herbst
Sent: Thursday, December 29, 2011 9:54 AM
To: Robert Herbst
Subject: Sports City 2010 Utility Usage

From: Andrew Rowley [mailto:Andrew@fieldturfncal.com]
Sent: Tuesday, December 20, 2011 6:06 PM
To: Robert Herbst
Subject: Sports City Utilities

Here you go... Santa Rosa 25,000 SF Cotati 20,000 SF

2010	SANTA ROSA		COTATI	
	#8223	#1559	#1868	#5196
	ELECTRIC kWh	GAS therms	ELECTRIC kWh	GAS therms
JAN	10880	550	7400	329
FEB	10800	435	8440	296
MAR	11120	358	8760	267
APR	9200	240	7400	147
MAY	9120	132	8320	68
JUN	8880	13	7320	73
JUL	7600	3	7000	14
AUG	8720	32	7280	23
SEP	7520	2	8160	11
OCT	8640	81	7200	41
NOV	10000	230	8120	139
DEC	9440	338	8880	414
TOTAL	111920	2414	94280	1822

Both facilities combined:

Total Electric	206200
Total Gas	* 4236

$\div 45,000 \text{ SF} = 4.58 \text{ kWh per SF}$

$\div 45,000 \text{ SF} = .094 \text{ therms per SF}$

$\frac{.094 \text{ therms per SF}}{100 \text{ cubic feet}} = 9.4 \text{ cubic feet per SF}$

* 1 therm = 100 cubic feet



AV23 Solar Obstruction Light

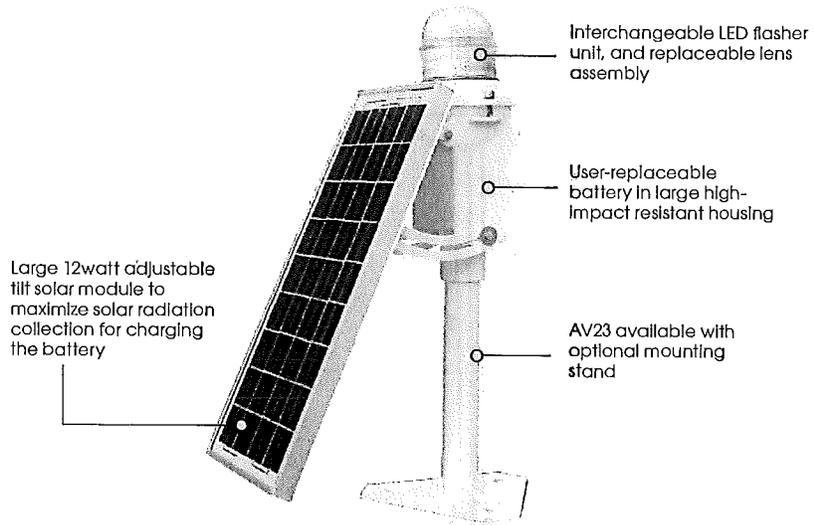
Exhibit 10 Cut Sheet Details

Typical Applications

- Solar Obstruction Light (LIOL A)

Major Benefits

- 5.4km visible range (flashing)
- Integrated solar/battery system
- 12watt solar module
- 7.5Ah SLA battery
- ICAO Approved AV23 Solar Obstruction Light (LIOL A)
- Ultra-high intensity LEDs (no changing globes ever)



The AV23 is a low intensity solar-powered obstruction light designed to offer users years of maintenance-free operation. The unit is completely self-contained and incorporates a large 12watt solar module, 7.5Ah battery, LED light source and advanced driving circuitry.

During daylight hours the solar module will charge the battery through an advanced switch-mode regulator incorporated into the flasher unit. The lantern will automatically begin operation at dusk - once the ambient light threshold drops sufficiently.

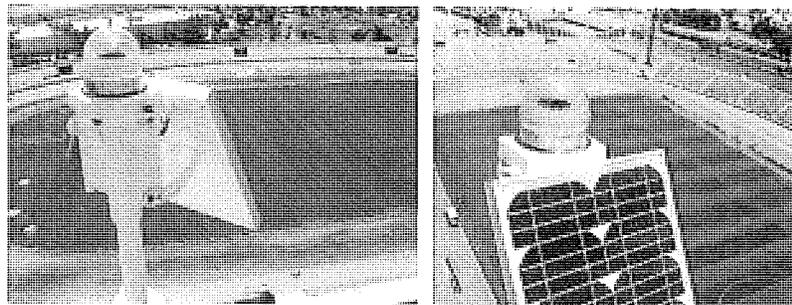
The light is built from heavy-duty cast aluminum - subject to 7-stage powder-coating, and offers users enormous impact and weather resistance.

This completely self-contained unit with integrated solar module and battery system saves users considerably in power, cabling and on-going maintenance associated with traditional incandescent systems.

The AV23 has been independently tested to be in accordance with the requirements of the photometric and colourmetric specifications for a Low Intensity Type A Obstacle Light listed in table 6-3 of ICAO Annex 14 Volume 1, 'Aerodrome Design and Operations', Fourth Edition July 2004.

With minimal access for maintenance, stadium operators in Cyprus now enjoy hassle-free operation of AV23 units, installed as solar obstruction lights.

Sports Stadium Installations, Cyprus



This equipment meets the requirements of a Low Intensity Type A Obstruction Light, ICAO Annex 14 volume 1, "Aerodrome Design and Operations", Forth Edition July 2004.



AVLITE SYSTEMS

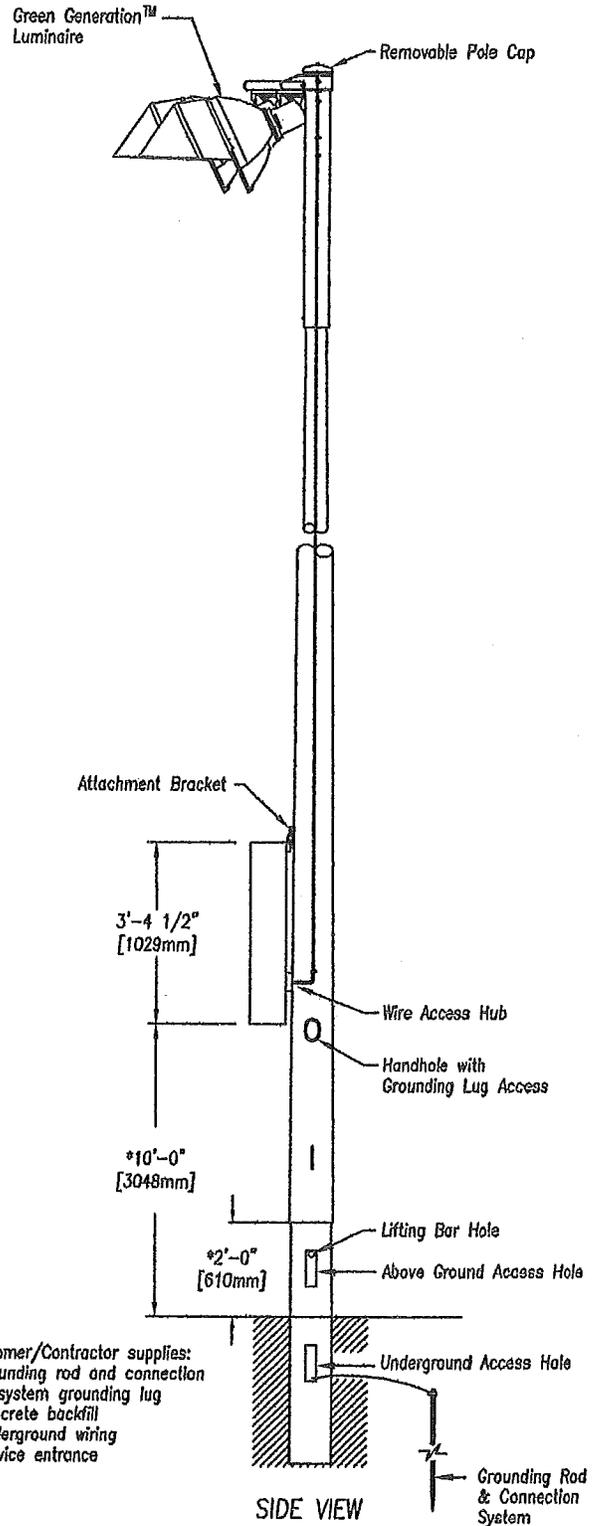
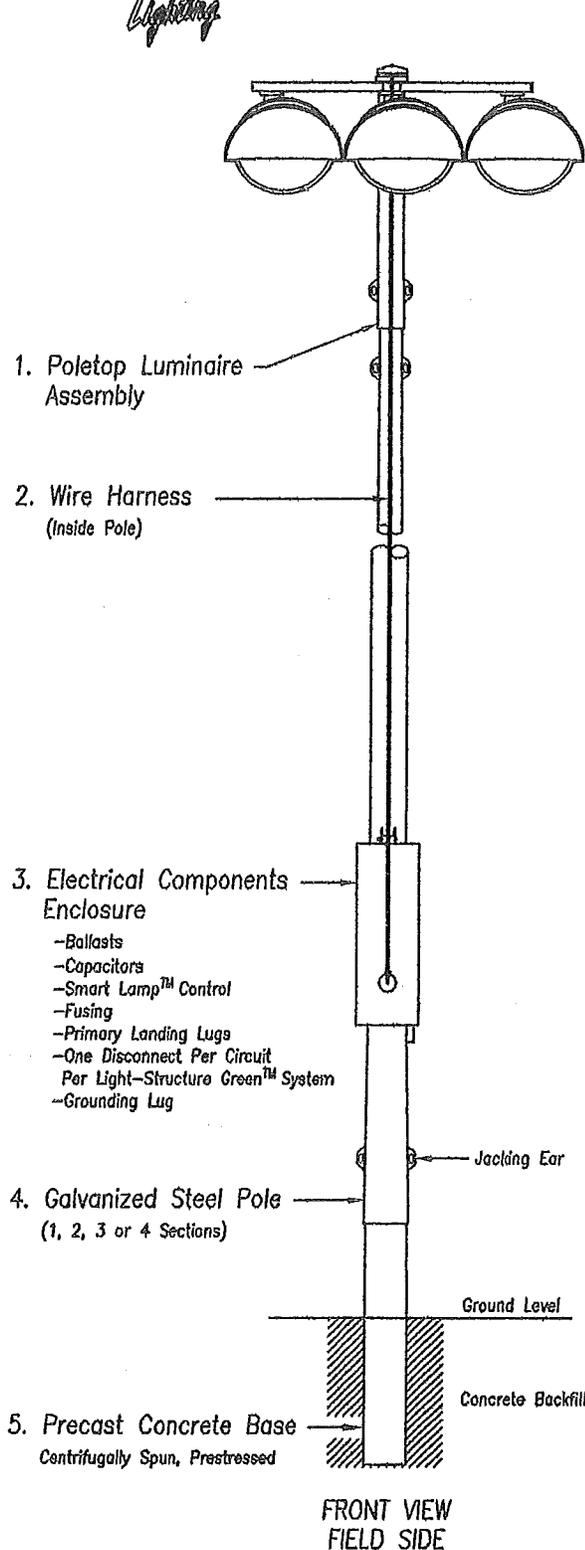
11 Industrial Drive
Somerville Victoria 3912 Australia
Ph: +61 (0)3 5977 6128 Fax: +61 (0)3 5977 6124
Web: www.avlite.com Email: info@avlite.com



Exhibit 10 – Cut sheet details
San Rafael Airport Project



Typical Light-Structure Green™ System Detail - 3 Luminaires

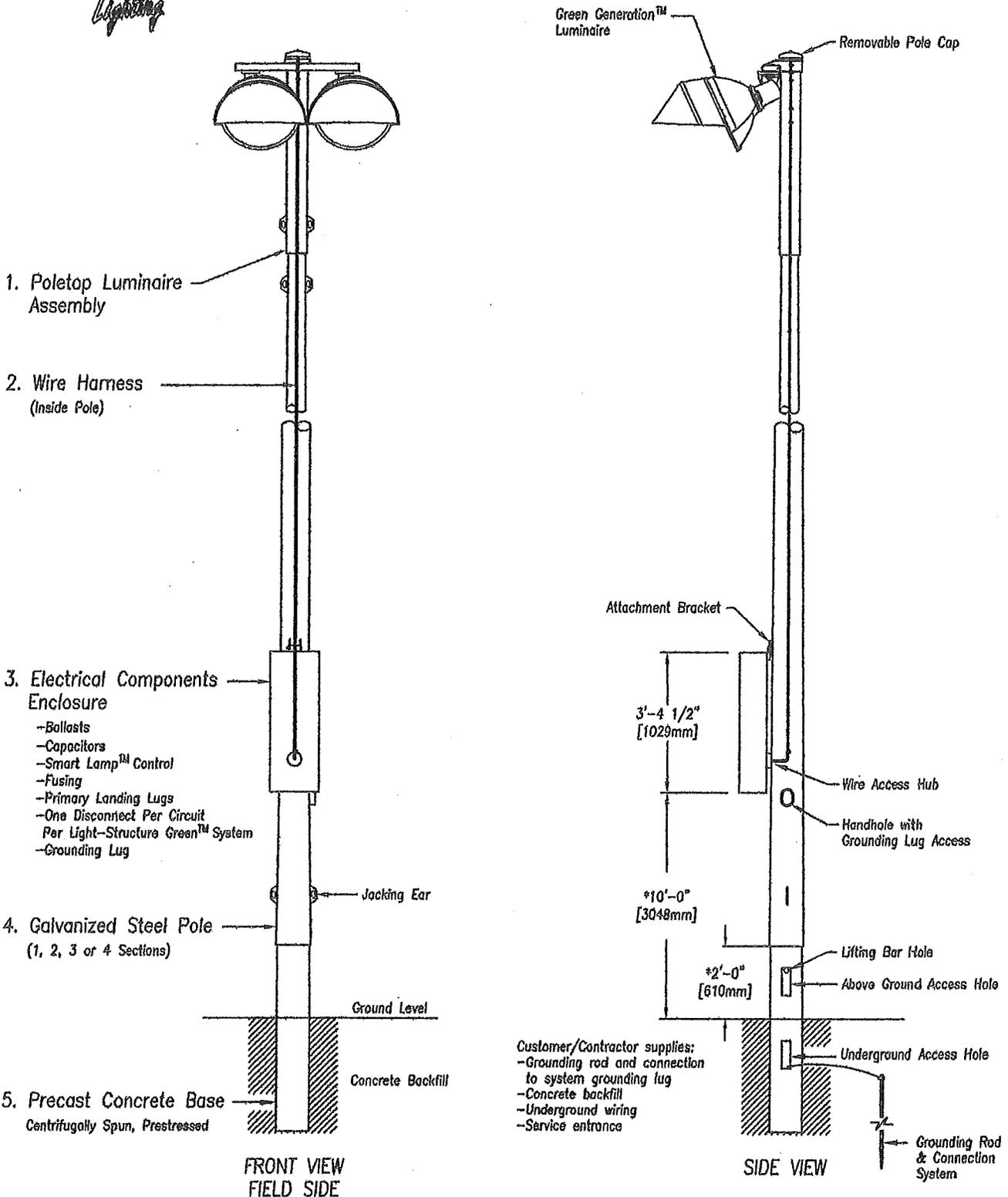


Notes:

1. This drawing is not to scale.
2. * This dimension for reference only. Variances may occur depending on steel pole tolerances, concrete tolerances, galvanizing thickness, hole depth accuracy.
3. Musco provides a base installation bar, an installation level modified for taper, and installation wedges.
4. Provisions for auxiliary equipment such as speaker or security lighting can be incorporated.
5. Copyright 1991, 2005 Musco Lighting. Patents issued and pending.

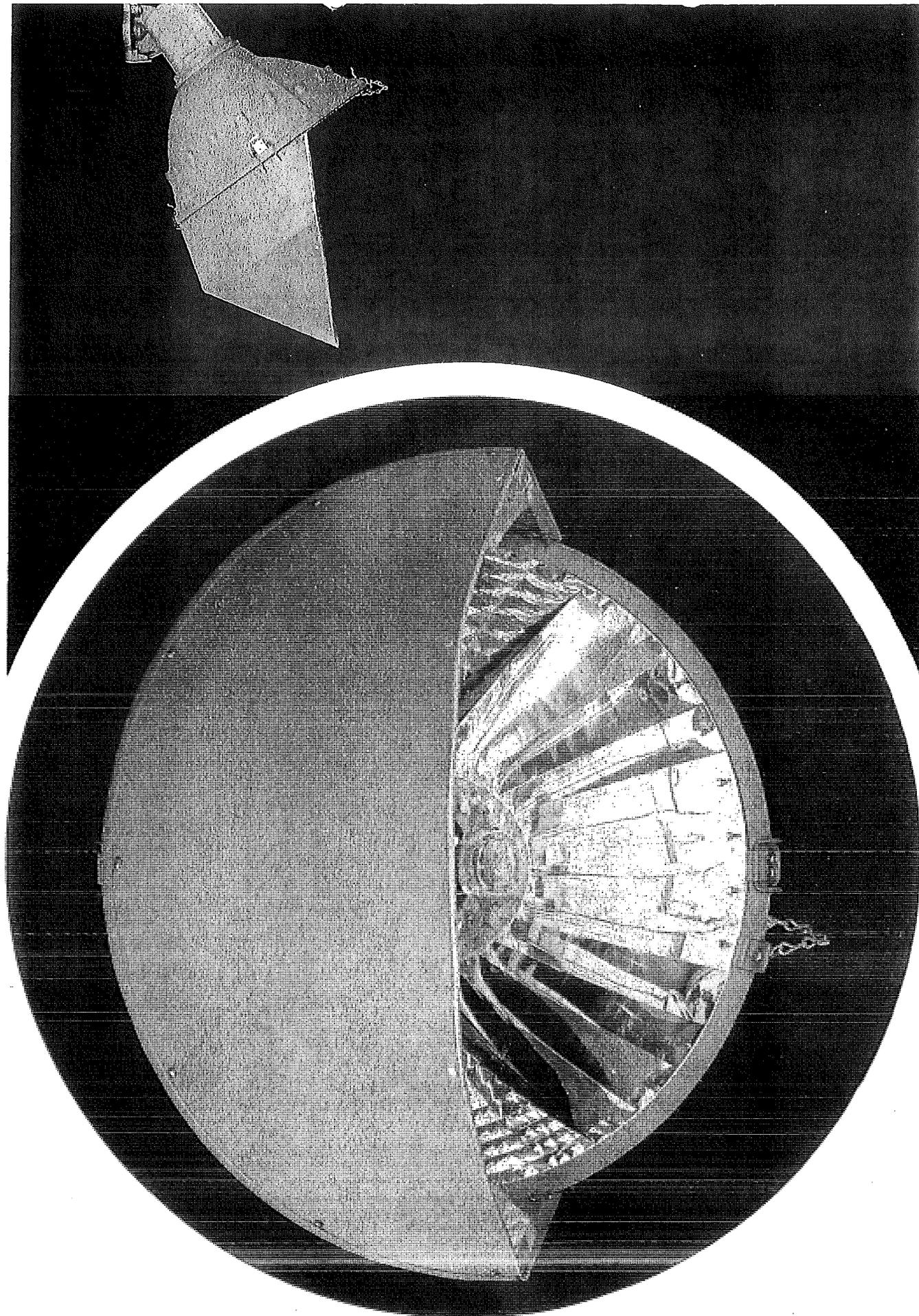


Typical Light-Structure Green™ System Detail – 2 Luminaires



Notes:

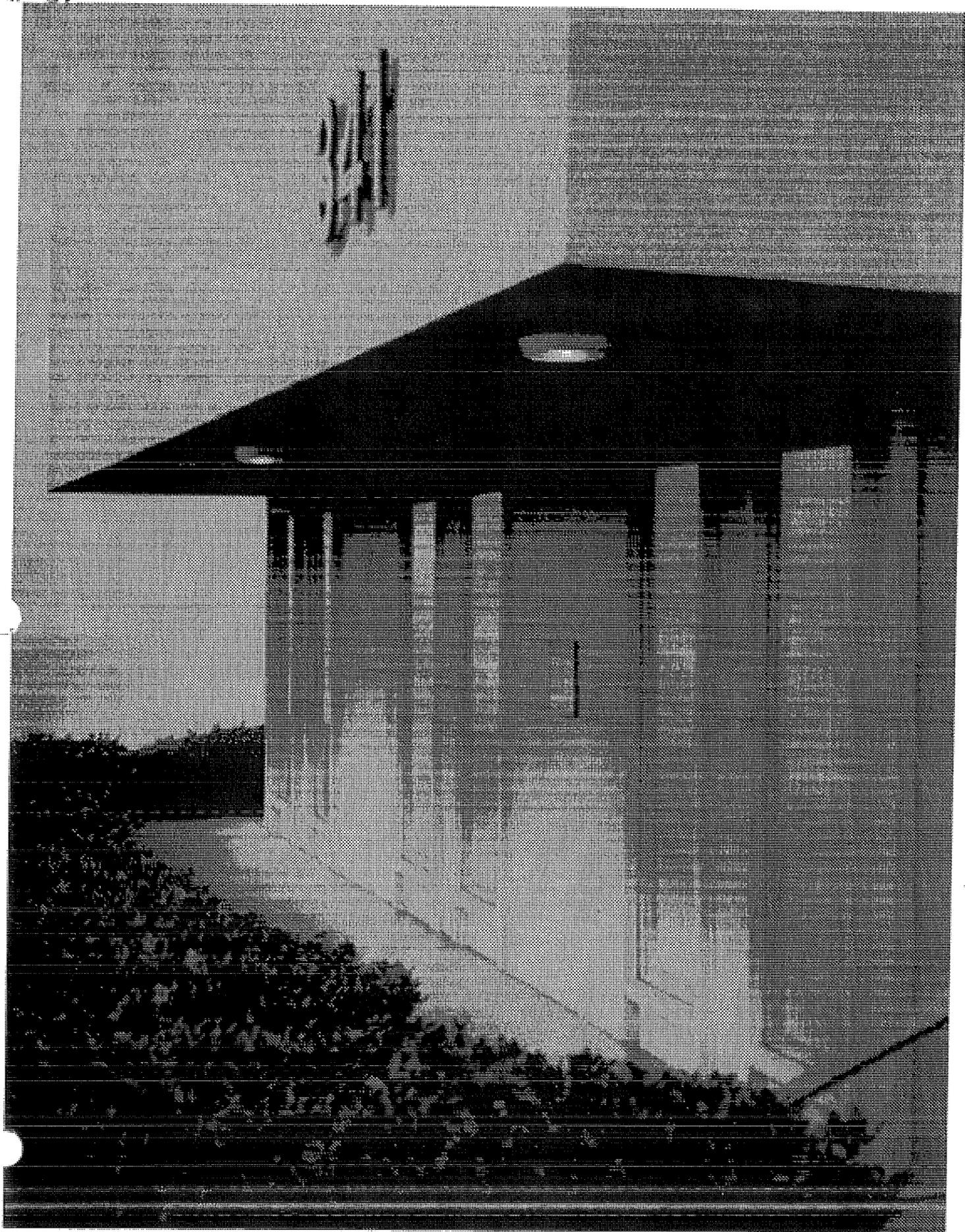
1. This drawing is not to scale.
2. * This dimension for reference only. Variances may occur depending on steel pole tolerances, concrete tolerances, galvanizing thickness, hole depth accuracy.
3. Musco provides a base installation bar, an installation level modified for taper, and installation wedges.
4. Provisions for auxiliary equipment such as speaker or security lighting can be incorporated.
5. Copyright 1991, 2005 Musco Lighting. Patents issued and pending.



© 2005, 2006 Musco Lighting • Patents issued and pending • BP-15-1

MUSCO

Light Structure
GREEN

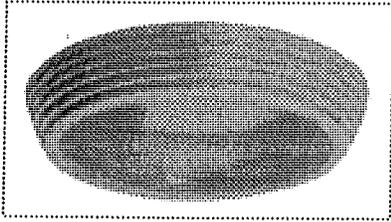


FEATURES

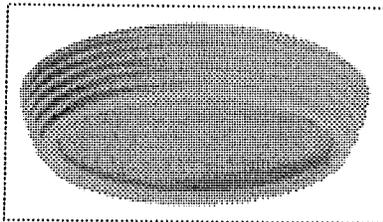
The Designer Canopy Luminaire can bring exquisite style to otherwise ordinary spaces. Moreover the low brightness illumination will help to create a safer and more secure environment.

Three Low Brightness Distributions

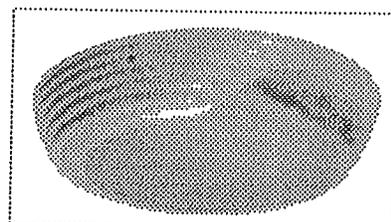
All (3) optical systems feature deeply recessed lamp positioning to provide sharp visual cutoff to the lamp and lamp images at normal viewing angles.



The fresnel lens provides an even, symmetrical downlight distribution. This is an ideal distribution for theatre entrances, lobbies and other covered wide area lighting applications.

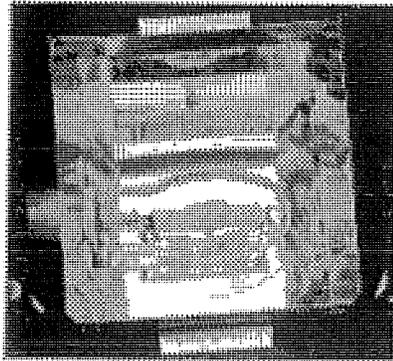


The prismatic downlight lens creates an elongated lighting pattern that uniformly illuminates covered pathways and walkways adjacent to buildings.

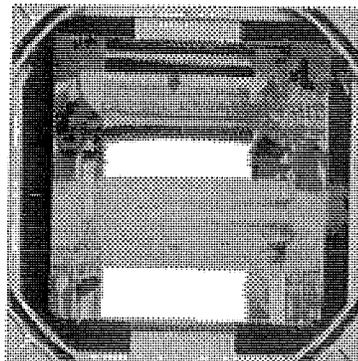


The prismatic lens wall washer optical system uniformly illuminates adjacent vertical surfaces - free of streaks and striations. The downlight component concurrently provides high light levels on the pathway below.

High Performance Lamps

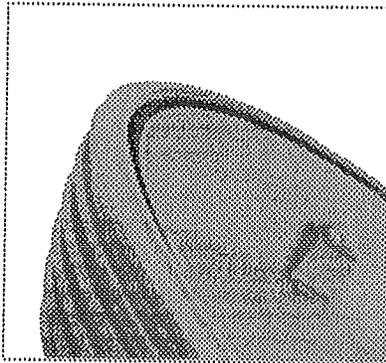


HID is the preferred outdoor lighting source for long lamp life, energy efficiency and low temperature starting. The Designer Canopy Luminaire utilizes High Intensity Discharge lamps up to 150W HPS and 175W MH.



Where instant starting and a less intense source of illumination is desired, the Designer Canopy Luminaire is also available for use with the popular 42W compact fluorescent lamp.

Rugged Fixture Construction



Hollow core silicone gaskets exclude insects, moisture, dust, and pollutants from luminaire. Rugged die cast trim and tempered glass lenses deter casual vandalism. Tamper resistant hardware is optional. Polyester powdercoat finishes are fade and abrasion resistant.



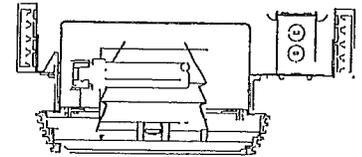
Notes:

Job:

Type:

DESIGNER CANOPY

220/221 SERIES RECESSED LUMINAIRES



GENERAL DESCRIPTION: The Gardco Designer Canopy Luminaire is a family of downlight and wall wash ceiling mounted fixtures utilizing high intensity discharge and compact fluorescent lamps. The contemporary form housing is available in a variety of architectural finishes assuring compatibility with the building. Downlight optical systems are offered with prismatic or fresnel lenses and the wall washer is offered with a prismatic lens. The Designer Canopy Luminaire is suitable for outdoor applications and features rugged die cast construction, silicone seals and gaskets, and polyester powdercoat finishes.

ORDERING

PREFIX	DISTRIBUTION	WATTAGE	VOLTAGE	FINISH	OPTIONS
<input type="text"/>					

Enter the order code into the appropriate box above. Note: Gardco reserves the right to refuse a configuration. Not all combinations and configurations are valid. Refer to notes below for exclusions and limitations. For questions or concerns, please consult the factory.

PREFIX

220 Downlight
221 Wall Wash

DISTRIBUTION

P Prismatic Lens
F Fresnel Lens *Available with 220 units only*

WATTAGE

50MH	50CMHE ⁴	50HPS	26QF ³
70MH	70CMHE ⁴	70HPS	32TRF ³
100MH	100CMHE ⁴	100HPS	42TRF ³
150MH ¹	150CMHE ⁴	150HPS ²	
175MH			

VOLTAGE

120
277
347

*Consult factory for 347V availability prior to ordering.
Not available in Ceramic Metal Halide with Electronic Ballast (CMHE) types*

MH Metal Halide
CMHE Ceramic Metal Halide
HPS High Pressure Sodium
QF Quad Tube Compact Fluorescent
TRF Triple Tube Compact Fluorescent
1. ANSI #M102
2. ANSI #S55
3. 26QF, 32TRF and 42TRF types feature an electronic fluorescent ballast that accepts 120V through 277V, 60Hz or 60Hz input and provides for a 0° F starting temperature.
4. Ceramic Metal Halide with electronic ballast, with ballast brand selected by Gardco only, 120V or 277V only.

FINISH

BRP Bronze Paint
BLP Black Paint
WP White Paint
NP Natural Aluminum Paint
BGP Beige Paint
OC Optional Color Paint
*Specify RAL designation
ex: OC-RAL7024*
SC Special Color Paint
Specify. Must supply color chip

OPTIONS

F Fusing *Not available w/ 347V or Ceramic Metal Halide with Electronic Ballast (CMHE) types*
RS Tamper Resistant Hardware
QS Quartz Standby *Limited to 100W maximum quartz lamp wattage
Not available in Ceramic Metal Halide with Electronic Ballast (CMHE) types
Available with 150 watt and lower only.*
QST Quartz Restrike Timed Delay
Limited to 100W maximum quartz lamp wattage. Not available in Ceramic Metal Halide with Electronic Ballast (CMHE) types

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Fax: 510/357-3088
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79115-92/405

FORM 10 SQUARE

BE/WE/BH/WH/BHT/WHT WALL MOUNT

SPECIFICATIONS

GENERAL: Each Gardco Square Form Ten wall mount is a sharp cutoff luminaire for high intensity discharge lamps. Direct mount (WE and WH) and arm mounted (BE and BH) styles are offered. Internal components are totally enclosed, rain-tight, dust-tight and corrosion resistant. No venting of optical system or electrical components is required or permitted. Luminaires are completely assembled with no disassembly required for installation. Lamping requires no lifting or hinging the luminaire housing, disturbing wiring or exposing uninsulated live parts.

HOUSING: Extruded housings (WE and BE styles) are composed of precisely mitered anodized aluminum extrusions. Fabricated (WH and BH styles) units are one piece, multi-formed aluminum with an integral reinforcing spline and a single concealed joint. All units feature a press formed aluminum top which is welded to the housing sides. Pressure injected silicone provides a continuous weathertight seal at all miters and points of material transition.

WALL BRACKETS: All models include hooking die cast aluminum wall bracket that conceals 10 gauge mounting plate. BE and BH series include extruded arm to extend unit from wall.

LENS: Mitered, extruded anodized aluminum door frame retains the optically clear, heat and impact resistant tempered flat glass in a sealed manner using hollow section, high compliance, memory retentive extruded silicone rubber. Concealed stainless steel latch and hinge permit easy toolless access to the luminaire.

OPTICAL SYSTEMS: The segmented Form Ten optical system is homogeneous sheet aluminum, electrochemically brightened, anodized and sealed. The segmented reflectors are set in faceted arc tube image duplicator patterns to achieve IES Types I (1), III (3, FC3V), and IV (FM) distributions. The mogul base lampholder is glazed porcelain with a nickel plated screw shell with lamp grip-all securely attached to the reflector assembly. 100 MH units have medium base lampholder. All Metal Halide units in the 19" housings have lamp stabilizers ensuring precise arc tube positioning.

ELECTRICAL: Each high power factor ballast is the separate component type, capable of providing reliable lamp starting down to -20° F. The ballast is mounted on a unitized tray and secured within the luminaire, above the reflector system. Component-to-component wiring within the luminaire will carry no more than 80% of rated current and is listed by UL for use at 600 VAC at 150°C or higher. Plug disconnects are listed by UL for use at 600 VAC, 15A or higher.

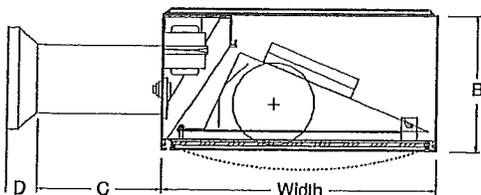
FINISH: Extruded housings (WE and BE styles) are standard with natural, bronze, or black Aluminum Association Architectural Class I anodized finish applied after fabrication. Special color polyurethane finishes are available.

Formed housings (WH and BH styles) are standard with a chromate acid pretreatment and an epoxy undercoat. The finish coat is a thermosetting polyester baked at 450° F to achieve an H-2H hardness measure.

LABELS: All fixtures bear UL or CUL (where applicable) Wet Location labels.

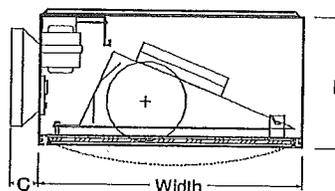
DIMENSIONS

BE/BH/BHT

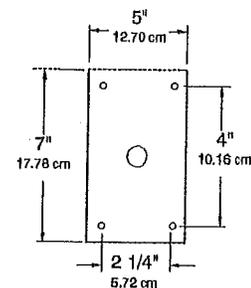


Size	Width	B	C	D
14	14"	7"	6"	2"
	35.56 cm	17.78 cm	15.24 cm	5.08 cm
19	19"	10"	9"	2"
	48.26 cm	25.40 cm	22.86 cm	5.08 cm
T19	19"	12"	9"	2"
	48.26 cm	30.48 cm	22.86 cm	5.08 cm

WE/WH/WHT



Size	Width	B	C
14	14"	7"	2"
	35.56 cm	17.78 cm	5.08 cm
19	19"	10"	2"
	48.26 cm	25.40 cm	5.08 cm
T19	19"	12"	2"
	48.26 cm	30.48 cm	5.08 cm



Wall Mounting Dimensions

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79115-44/0205

BOLLARD

BS700/BR800

SPECIFICATIONS

GENERAL DESCRIPTION: Each Gardco BS700 and BR800 is a bollard luminaire utilizing 35W through 100W high intensity discharge lamps. Luminaires feature a precision anodized aluminum reflector system which provides low glare uniform illumination and wide spacings. Units are totally sealed and gasketed preventing intrusion of moisture, dust and insects into the optical or electrical chambers.

HOUSING: Top and bottom housings are .125" (round) or .156" (square) high strength 6063-T5 extruded aluminum. Bottom section has a welded-in cast ring for attachment to base assembly with four (4) hex head set screws.

LENS: The lens is .250" (round) or .312" (square) clear virgin acrylic positioned between upper and lower housing sections. Silicone gasket completely seals unit and permits thermal expansion.

OPTICAL SYSTEM: Electrochemically anodized dieformed aluminum reflector provides efficient illumination and brightness control. Hammertoning of reflector assures clean, unstriated beam pattern.

SOCKET: Medium base pulse rated lampholder is glazed porcelain with nickel plated reinforced screw shell and spring loaded contact.

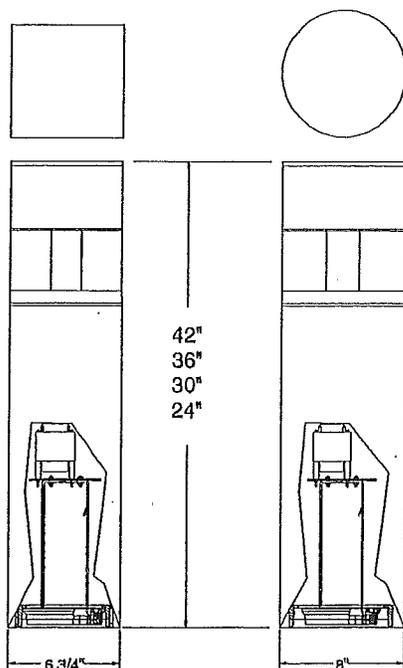
ANCHORAGE: Base assembly consists of a cast aluminum platform and ballast mounting bracket. Assembly is secured and leveled to the mounting foundation with four (4) 3/8" X 8" X 1 1/2" anchor bolts on a 4 3/4" bolt circle. Ballast is prewired with quick electrical disconnects and mounting bracket is secured with two (2) Phillips head screws for ease of installation and servicing

ELECTRICAL: Each high power factor ballast is the separate component type, capable of providing reliable lamp starting down to -20° F. Component-to-component wiring within the luminaire will carry no more than 80% of rated current and is listed by UL for use at 600 VAC at 150°C or higher. Plug disconnects are listed by UL for use at 600 VAC, 15A or higher.

FINISH: Each luminaire receives a fade and abrasion resistant electrostatically applied, thermally cured and textured polyester powdercoat finish.

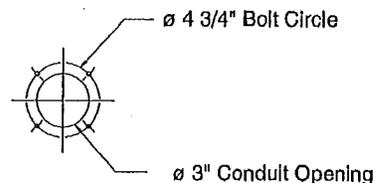
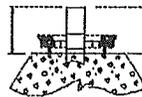
LABELS: All fixtures bear UL or CUL (where applicable) Wet Location labels.

DIMENSIONS



NOTE: Factory supplied template must be used when setting anchor bolts. Gardco Lighting will not honor any claim for incorrect anchorage placement from failure to use factory supplied templates.

Stub-up Projection 3" Max.
Bolt Projection 1 1/2" + 1/4"



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79115-33/0604

POLES 4" STRAIGHT SQUARE ALUMINUM (TENON BASE)

SPECIFICATIONS

POLE SHAFT: The pole shaft is a one-piece, 4" square, seamless 6000 series extruded aluminum tubing and is heat treated to achieve a T6 temper with a guaranteed minimum yield strength of 31 KSI. Pole wall thickness is .100".

BASE TENON ASSEMBLY: The tenon anchor base assembly consists of structural quality carbon steel tubing with a minimum 46 KSI yield strength welded to a structural steel base with a guaranteed minimum yield strength of 50 KSI. The base plate telescopes the pole shaft and is circumferentially welded on both top and bottom. The base is provided with slotted bolt holes to accommodate a $\pm .5"$ variation in the rotational flexibility. The entire assembly is hot-dipped galvanized. Four (4) mechanically galvanized fasteners secure the aluminum pole shaft to the base tenon assembly.

ANCHOR BOLTS: Anchor bolts are fabricated from a commercial quality hot rolled carbon steel bar that meets or exceeds a minimum guaranteed yield strength of 50,000 psi. Bolts have an "L" bend on one end and threaded on the opposite end. Anchor bolts are completely hot dipped galvanized. Four (4) properly sized bolts, each furnished with two (2) regular hex nuts, two (2) flat washers and one (1) lock washer are provided per pole, unless otherwise specified.

BASE COVER: A two-piece, fabricated aluminum cover completely conceals the entire base plate and anchorage. The base cover is secured to the base assembly with four (4) stainless steel fasteners.

HANDHOLE: The handhole has a nominal rectangular 2" X 4" inside opening in the pole shaft and tenon assembly. Included is an aluminum cover plate with attachment screws. The handhole is located 18" above the base and 180° clockwise with respect to the luminaire arm when viewed from the top of the pole for one arm. For two arms the handhole is located directly under one arm.

POLE TOP CAP: Each pole assembly is provided with a removable cast aluminum pole top cap. The pole top cap is secured with two (2) stainless steel allen head set screws.

FINISH: Poles are available with bronze, natural or black Aluminum Association Architectural Class 1 anodized finish. Electrostatically applied, thermally cured TGIC polyester powdercoat finish is also available.

DESIGN: The poles as charted are designed to withstand dead loads and predicted dynamic loads developed by variable wind speeds with an additional 30% gust factor under the following conditions:

The charted weights include luminaire(s) and/or mounting bracket(s).

The wind velocities are based on 10 mph increments from 80 mph through 100 mph. Poles to be located in areas of known abnormal conditions may require special consideration. For example: coastal areas, airports and areas of special winds.

Poles are designed for ground mounted applications. Poles mounted on structures (such as buildings and bridges) may also necessitate special consideration requiring Gardco/Emco Lighting's recommendation.

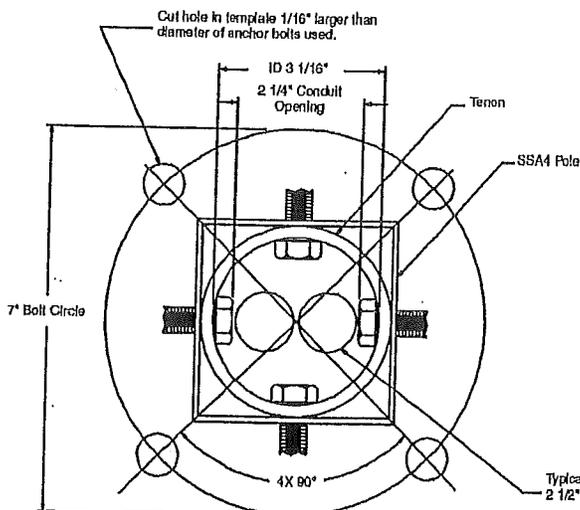
Height correction factors and drag coefficients are applied to the entire structure. An appropriate safety factor is maintained based on the minimum yield strength of the material incorporated in the pole.

WARNING: This design information is intended as a general guideline only. The customer is solely responsible for proper selection of pole, luminaire, accessory and foundation under the given site conditions and intended usage. The addition of any items to the pole, in addition to the luminaire, will dramatically impact the EPA load on that pole. It is strongly recommended that a qualified professional be consulted to analyze the loads given the user's specific needs to ensure proper selection of the pole, luminaire, accessories, and foundation. Gardco/Emco Lighting and Genlyte assume no responsibility for such proper analysis or product selections. **Failure to insure proper site analysis, pole selection, loads and installation can result in pole failure, leading to serious injury or property damage.**

GENERAL INFORMATION: Mounting height is the vertical distance from the base of the lighting pole to the center of the luminaire arm at the point of luminaire attachment.

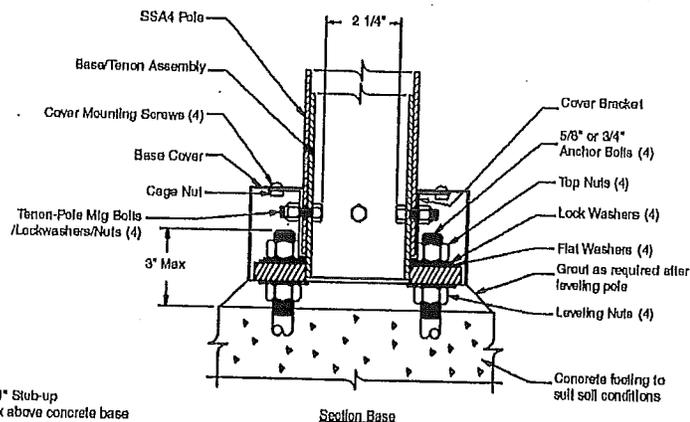
Twin arms as charted are oriented at 180° with respect to each other. For applications of two (2) arms at 90° or other multiple arm applications, consult the factory.

DIMENSIONS



NOTE: Internal clearance of tenon/pole mounting bolts dictates allowable area for stub-ups.

NOTE: Factory supplied template must be used when setting anchor bolts. Gardco Lighting will not honor any claim for incorrect anchorage placement from failure to use factory supplied templates.



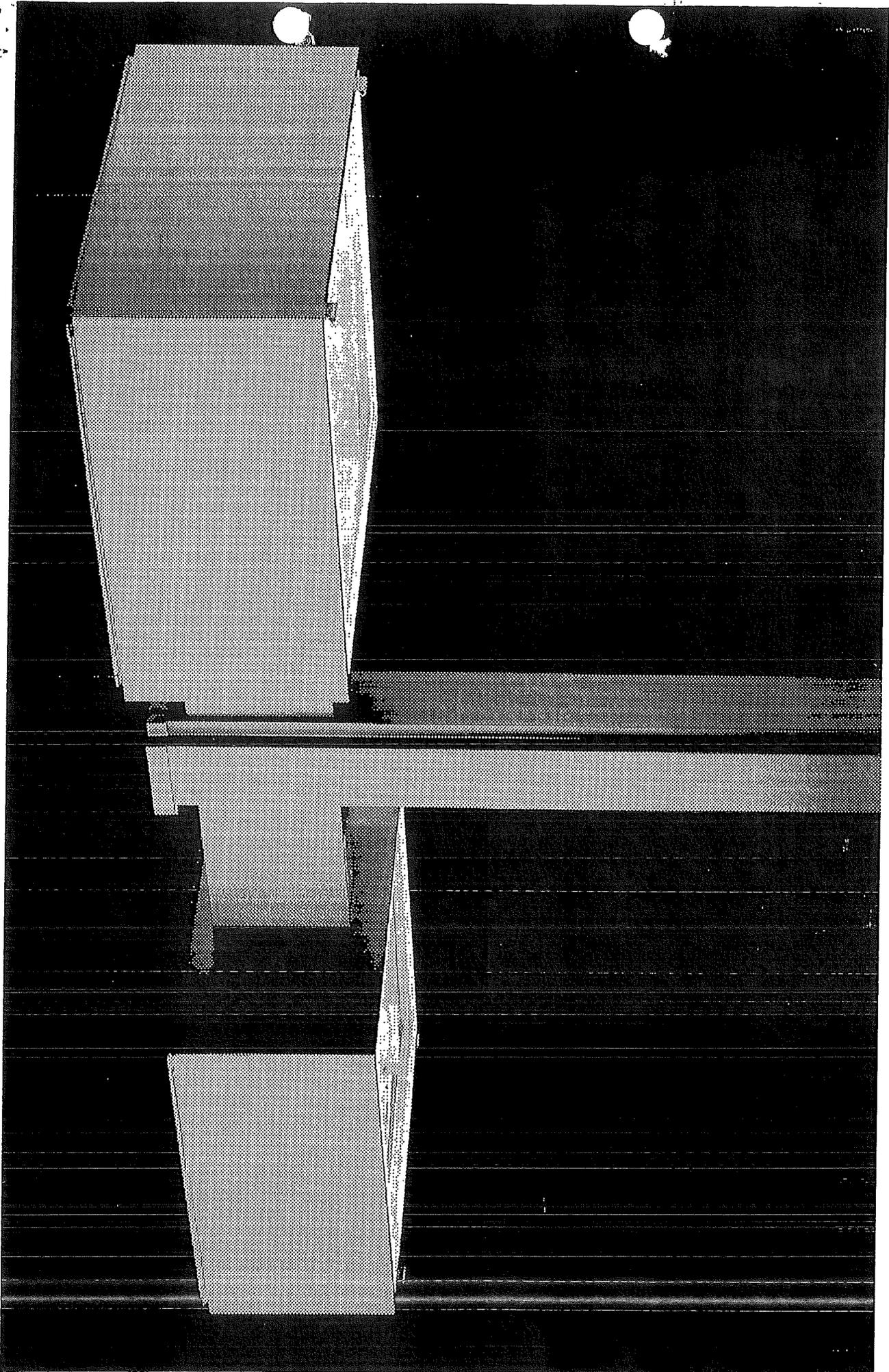
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79415-1/1204



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PRODUCT DATA - OUTDOOR SOCCER US

Product Name: FieldTurf Pro Series Outdoor Monofilament (FTOM 1S)

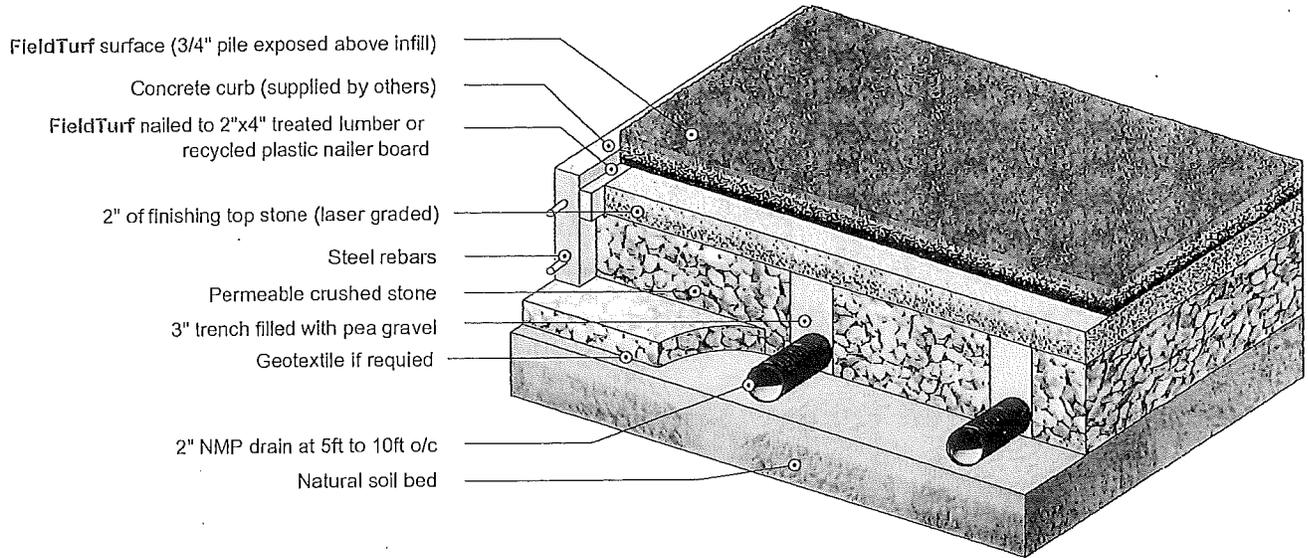
Property		Units	ASTM
Pile Yarn Type:	UV-resistant polyethylene		
Yarn Linear Density:	9000	Denier +/- 5%	D1907
Yarn Breaking Strength	24 nominal	lbs	D2256
Yarn Maximum Elongation	40% nominal		D2256
Pile Height	2.25-2.5	inches	D5848
Pile Weight	36	oz/yd ²	D5848
Total Weight	61	oz/yd	D5848
Primary Backing Weight	>7	oz/yd ²	D5848
Secondary Backing Weight	16-18	oz/yd ²	D5848
Stitch Gauge	3/4 inch centers		D5848
Tuft withdrawal force	>6	lbs/force	D1335
Grab Tear Length	>200	lbs/force	D5034
Grab Tear Width	>200	lbs/force	D5034
Pill Burn Test	Pass		D2859
Impact Attenuation	<200	G-max	F1936
Permeability	>40	inch/hour	DIN 18-035
Total Depth of Infill Material	1.75	inches	n/a
Manufactured Rolls			
Width (Useable)	15 feet		
Length	Up to 330 feet		
Shipping Weight (linear foot)	6.4 lbs		
Line Colours	Yellow, White		
Line Widths	Up to 6 feet		
Roll Diameters	Up to 4.5 feet		
Seams	Sewn		

FieldTurf has the right to modify technical specifications on the above-mentioned product. Delivered products can slightly differ from the technical data. FieldTurf guarantees the technical quality of the proposed article.

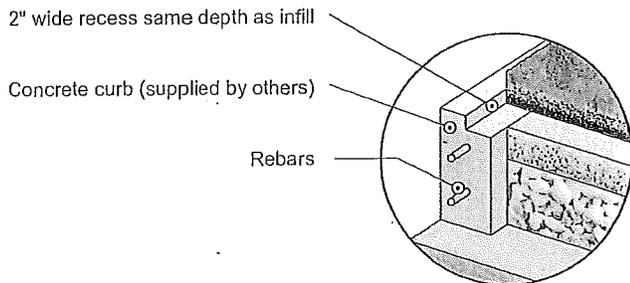
Modified: Aug. 11, 2005

FieldTurf USA Inc.
 5211 Mitchell Bridge Road, Dalton, GA, USA, 30721
 Toll Free: (800) 724-2969, (514) 340-9311, Fax: (514) 340-9374

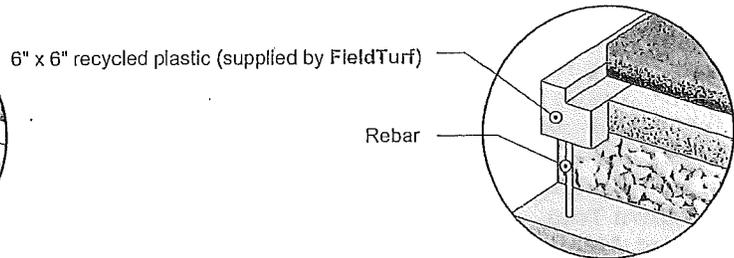
Typical Edging Detail - Standard Curb



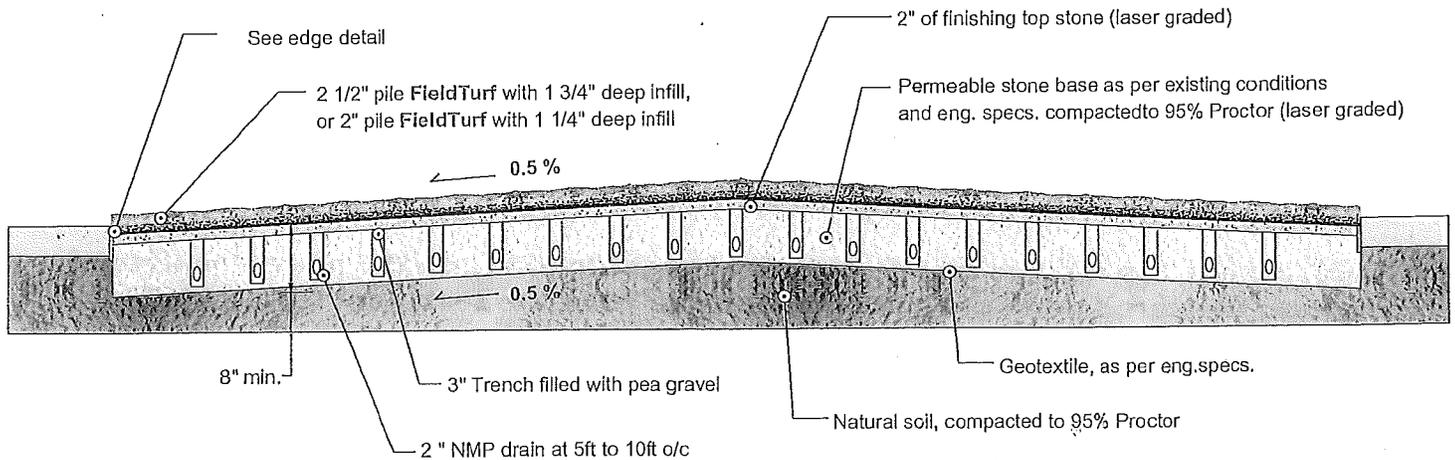
Edging Detail - Concrete Curb



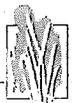
Edging Detail - Recycled Plastic Curb



Typical Base Cross-Section



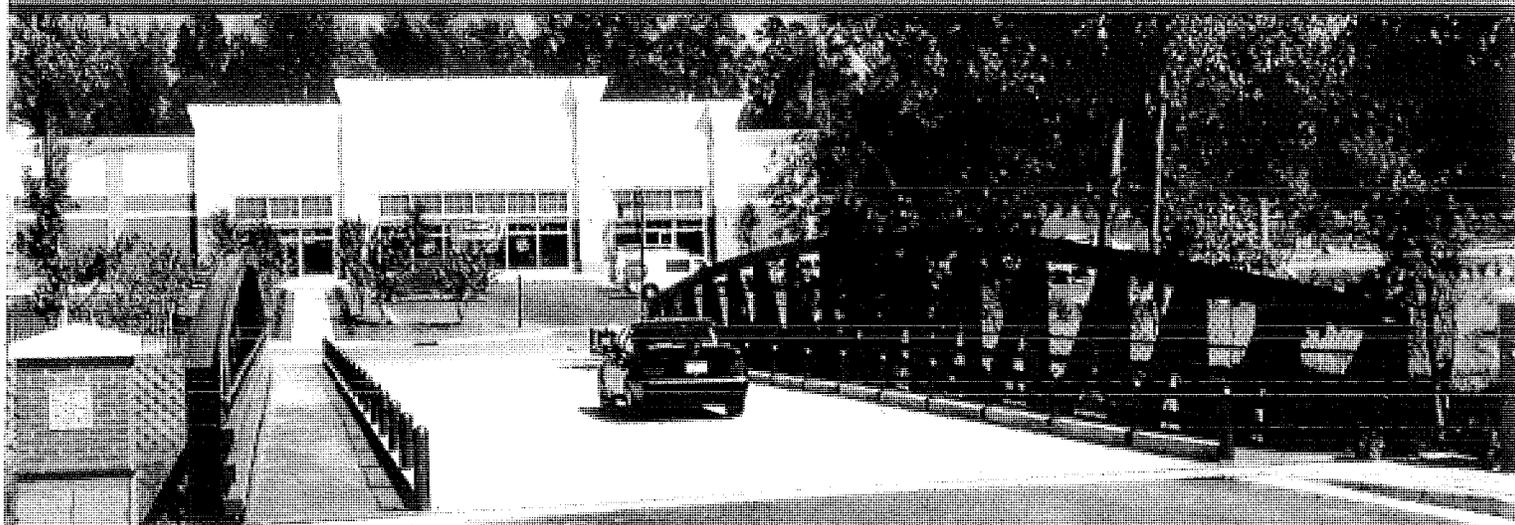
NOT TO SCALE





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PLANNING

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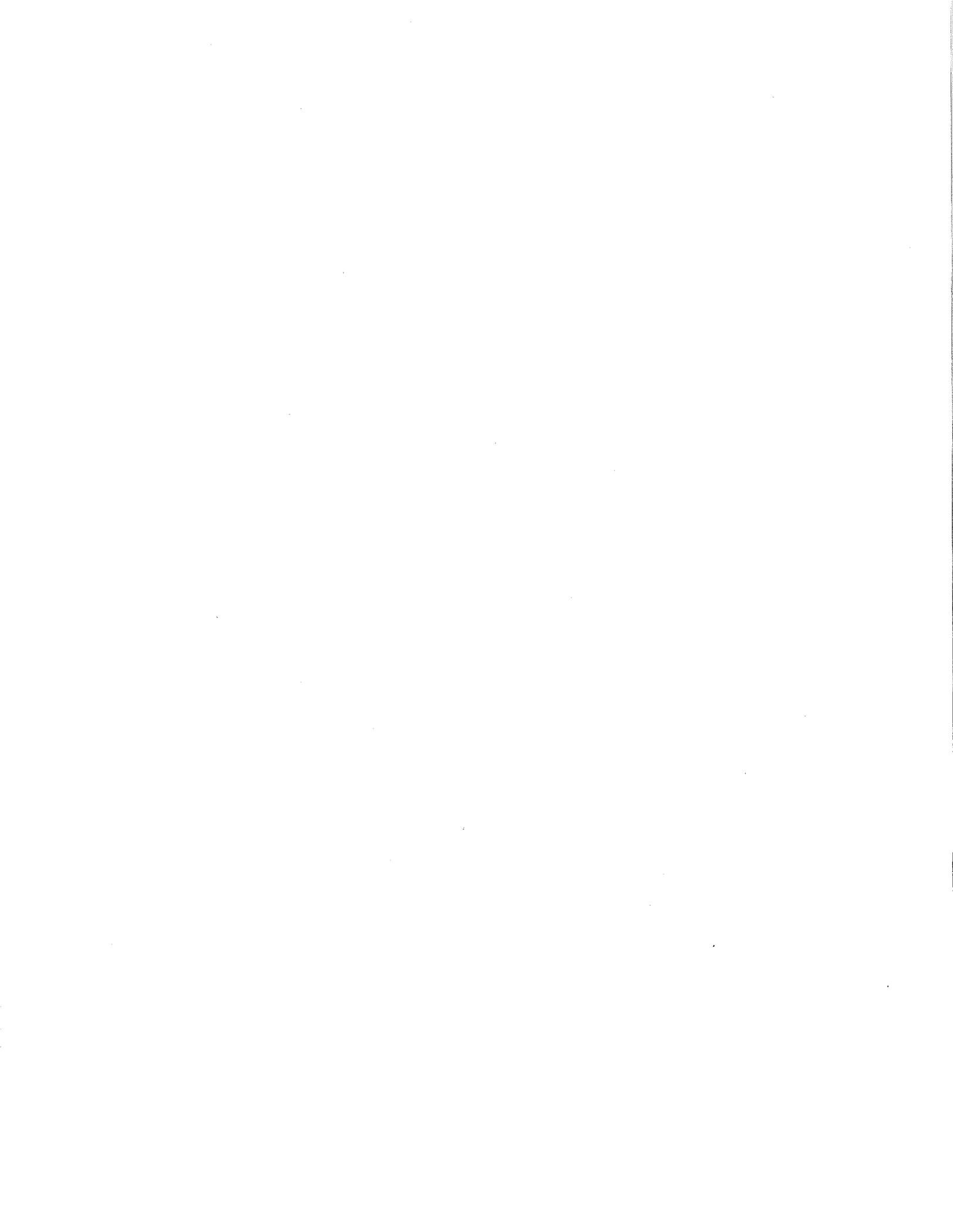


Exhibit 11
PC Hearing Notice

CITY OF SAN RAFAEL
NOTICE OF PUBLIC HEARING

You are invited to attend the Planning Commission hearing on the following project:

PROJECT: The Planning Commission will consider: a) a Rezoning from Planned Development - Wetland Overlay (PD1764-WO) District to revised PD District with regulations to permit a new private indoor and outdoor recreational facility on a portion of the 119.52-acre San Rafael Airport property, located east of the existing airport facilities and north of the airport runway; b) Master Use Permit amendment to allow recreational uses; and c) Environmental and Design Review Permit for construction of new, 39'6" tall, 85,700-square-foot recreational building, lighted outdoor soccer field, unlighted warm-up area, and associated parking, landscaping, lighting, fencing and access roadway improvements. Development would encumber 16.6 acres and include creek and wetland setback buffer areas. The Planning Commission will make its recommendation on the project to the City Council, which will conduct a separately noticed hearing. Address: 397-400 Smith Ranch Rd. (APN: 155-230-10 thru 16). Applicant: San Rafael Airport LLC; Robert Herbst. Zone District: PD1764-WO. File No.: ZC05-01/UP05-08/ED05-15.

As required by state law, the project's potential environmental impacts have been assessed. At its January 24, 2012 meeting the Planning Commission recommended certification of an EIR for the project that meets the provisions of the California Environmental Quality Act (CEQA). The Planning Commission will consider recommending adoption of findings of fact and a Mitigation Measuring and Reporting Program (MMRP) required for approval of the project pursuant to CEQA Guidelines.

HEARING DATE: Tuesday, March 27, 2012 at 7:00 P.M.

LOCATION: San Rafael City Hall – City Council Chambers
1400 Fifth Avenue at "D" Street
San Rafael, California

WHAT WILL HAPPEN: You can comment on the project. The Planning Commission will consider all public testimony and decide whether to recommend approval of the project applications.

IF YOU CANNOT ATTEND: You can send a letter to the Community Development Department, Planning Division, City of San Rafael, P.O. Box 151560, San Rafael, CA 94915-1560. You can also hand deliver it prior to the meeting.

FOR MORE INFORMATION: Contact **Kraig Tambornini**, Project Planner at **(415) 485-3092** or **kraig.tambornini@cityofsanrafael.org**. You can also come to the Planning Division office, located in City Hall, 1400 Fifth Avenue, to look at the file for the proposed project. The office is open from 8:30 a.m. to 5:00 p.m. on Monday and Thursday and 8:30 a.m. to 12:45 p.m. on Tuesday, Wednesday and Friday. You can also view the staff report after 5:00 p.m. on the Friday before the meeting at <http://www.cityofsanrafael.org/meetings>

SAN RAFAEL PLANNING COMMISSION

/s/ Paul A Jensen
Paul A Jensen
Community Development Director



Exhibit 12
Public Correspondence

DEPARTMENT OF PUBLIC WORKS

COUNTY OF MARIN
www.co.marin.ca.us/pw

ADMINISTRATION
499-6528

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499-7877 • FAX 507-2899

AIRPORT
451-A AIRPORT ROAD
NOVATO, CA 94945
897-1754 • FAX 897-1264

BUILDING MAINTENANCE
499-6576 • FAX 499-3250

CAPITAL PROJECTS
499-7877 • FAX 499-3724

COMMUNICATION
MAINTENANCE
499-7313 • FAX 499-3738

DISABILITY ACCESS
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CALIFORNIA RELAY SERVICE 711

ENGINEERING & SURVEY
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FLOOD CONTROL DISTRICT
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COUNTY GARAGE
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PURCHASING
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REAL ESTATE
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PLANNING & TRAFFIC
OPERATIONS
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WASTE MANAGEMENT
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ALL AREA CODES ARE 415

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February 15, 2012

Mr. Kraig Tambornini, Senior Planner
City of San Rafael Community Development
1400 Fifth Avenue, Third Floor
San Rafael, CA 94901

RE: San Rafael Airport Recreational Facility
397-400 Smith Ranch Road

Dear Mr. Tambornini:

The Marin County Public Works Department has been following the San Rafael Airport Recreational Facility project environmental review process with some interest. In particular, we are well aware of the need to maintain and operate levees and pump systems along the San Francisco Bay front. The recent Final EIR responded to questions regarding the existing levee conditions and levee maintenance at the proposed site.

As noted in the Final EIR, the levee system is on both private and public lands, but mostly on private lands. Although the EIR did not find the long term risk of levee failure a significant environmental impact, we urge the San Rafael Planning Division staff and the Planning Commission, when considering the merits of the project, to refer to the City of San Rafael General Plan 2020, Goal 28, Safe Community. Policy S-20 states that when properties are developed or redeveloped, that levee upgrading, as appropriate, be required. Whether a levee needs any upgrades today or needs to plan for upgrades in the future, we would encourage the City to include a private levee maintenance requirement as part of the project's conditions of approval.

Should you have any questions or would like to discuss further with our Flood Control staff, please contact me at (415) 473-2754. Thank you for your consideration.

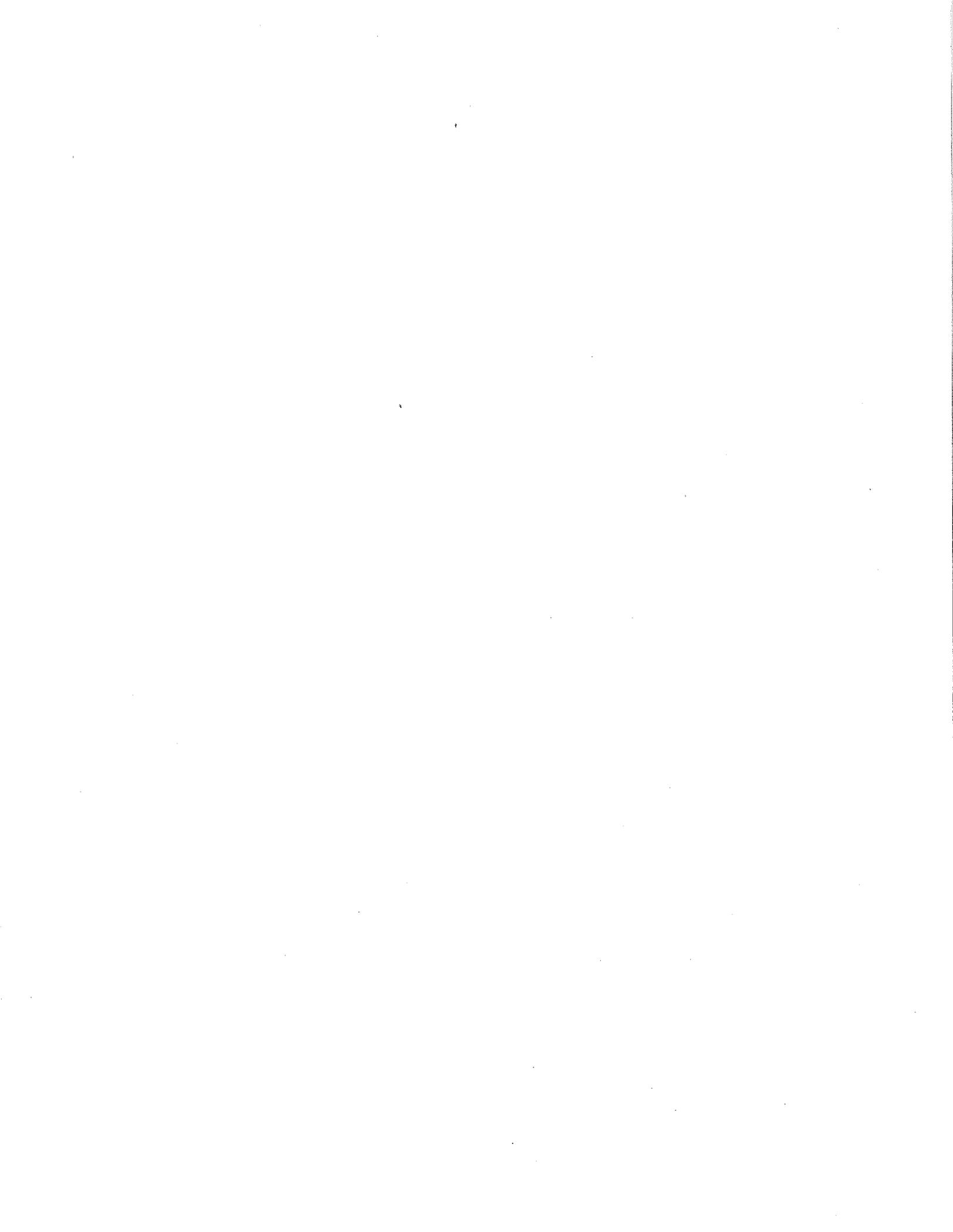
Very truly yours,


Eric Steger
Assistant Director

C: Bob Beaumont, Director

f:\admin\2012\directors\steger\san rafael airport merit letter.docx

RECEIVED
FEB 17 2012
COMMUNITY DEVELOPMENT
CITY OF SAN RAFAEL



From: Rick Wells [rwells@srchamber.com]
Sent: Thursday, March 01, 2012 3:45 PM
To: Rick Wells
Cc: Rick Wells
Subject: San Rafael Chamber SUPPORT of Sports Complex

Attachments: SRCC - SR Sports Complex - SUPPORT 3.1.12.pdf
March 1, 2012

Mayor Gary Phillips and City Council
Chair Victoriya Wise and Planning Commission
City of San Rafael
1400 Fifth Avenue
San Rafael, CA 94915

Re: Proposed Sports Complex in San Rafael

Dear Mayor Phillips, Council Members and Commissioners:

On behalf of the San Rafael Chamber of Commerce Board of Directors we are writing to voice our strong support for the proposed San Rafael Sports Complex. The San Rafael Chamber currently represents more than 550 businesses with over 11,000 employees.

The proposal is extremely beneficial not just to San Rafael but to all of Marin County and its residents. It fills a vast and immediate need for sports fields in extremely high demand by San Rafael and Marin County residents.

San Rafael and Marin County residents benefit from building an indoor recreation building and new sports fields in San Rafael. This project will increase our community's quality of life creating a healthier community, physically and economically. This facility will be a resource for residents of all ages-seniors parents and kids. Our city will benefit from new jobs and local sales tax revenues.

The San Rafael Sports Complex addresses these very concerns of health and fitness for our young children, teenagers and adults, and provides recreation opportunities for the entire family. Recreation facilities are a big part of keeping a community healthy, vibrant and a desirable place to live, and this facility will be a positive influence for the citizens of San Rafael and all of Marin.

The San Rafael Sports Complex will be a community asset to the City of San Rafael and will generate sales tax for the City and increase the pool of local jobs, especially jobs for teenagers and young adults. In addition, local restaurants in the North San Rafael area will likely see an increase in business from all the new families visiting the area, particularly on weekends.

Marin County residents deserve a high quality of life. Providing good quality parks and recreation facilities is one way local government enhances the quality of life for its residents. For soccer alone, there are over 6,000 Marin youth playing on 500+ teams and another 4,000 adults on 300+ teams - ALL fighting for less than 50 fields in the entire county. Marin suffers from a field shortage that this project addresses for our residents.

Both the San Rafael and Marin County General Plans recognize the importance of this issue and have called for the creation of additional cost-effective all-weather fields and indoor recreational facilities to combat these existing shortages and problems.

The San Rafael Sports Complex is the exact kind of project San Rafael's General Plan calls for and will greatly assist the city in meeting its goals:

- PR-4. Provide opportunities for recreational activities for boys and girls, teens, and adults through the creation of additional facilities such as fields for active sports.
- PR-4a. All Weather Fields: Provide cost-effective all-weather fields to optimize year round use of community sports facilities.
- PR-13. Commercial Recreation. Encourage private sector development of commercial recreational facilities open to the general public.
- PR-14. Amateur Multi-Sport Athletic Fields. Strive for the development of publicly or privately funded, large multi-sport athletic field clusters to address the needs of the community.

The San Rafael Sports Complex will allow many different sports groups year round access to indoor and outdoor facilities as well as many great programs, classes and activities.

The San Rafael Sport Complex project also addresses several important Green Attributes:

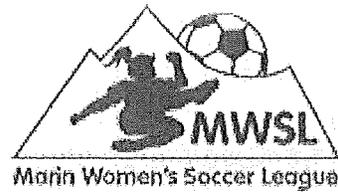
- Project fully complies with City's Greenhouse Gas Reduction Strategy for new projects
- Building a LEED Gold certified facility
- 100% powered by solar panels
- Includes ample bicycle parking and designated Clean Air Vehicle parking
- includes Electric Vehicle Charging Stations
- FieldTurf synthetic turf eliminates need for watering field or applying harmful pesticides/herbicides

In conclusion, the San Rafael Sports Complex project has endorsements that, in total represent over 10,000 Marin families. Please add that list the San Rafael Chamber of Commerce 550 businesses representing over 11,000 employees. The San Rafael Chamber of Commerce believes that a healthy business community is invaluable to the community as a whole. We urge your approval of the San Rafael Sports Complex as soon as possible.

Sincerely,

Rick Wells
President and CEO

cc: Chamber Board of Directors
City Manager and City Staff, Planning Dept.



Kraig Tambornini
Senior Planner
City of San Rafael
1400 Fifth Avenue
San Rafael, CA 94901

February 9, 2012

Dear Mr. Tambornini,

Please accept this letter from the Marin Women's Soccer League (MWSL) in support of the development of the indoor soccer complex at the San Rafael airport. The MWSL has been in existence since 1996 and represents over 250 adult women players. Our members are not only players but many are also parents of soccer playing children.

In the past twenty-five years Marin, like everywhere else in America, has been hit by the boom in sports participation by girls and adults, and by the astounding increase in the popularity in soccer. This can be seen in our own league as we grew from six teams in one division to 13 teams in two divisions (all-age and an Over 35 divisions) today.

Although no one doubts the intrinsic value of those societal changes, they've also resulted in acute playing-field shortages in Marin, where most field complexes were built 30 to 50 years ago. The National Recreation and Park Association guideline for per capita soccer fields is one field per 20,000 people. According to the Marin Countywide Plan adopted in 2007, Marin currently has 1 soccer field per 31,000 residents.

The proposed facility will also include indoor fields that are desperately needed in Marin. Currently, our members must travel to Alameda or Santa Rosa to utilize actual indoor soccer fields or must compete with youth volleyball and basketball to get access to local gymnasiums.

With this apparent shortage throughout our community it is imperative to make this complex a reality. With the land situation in Marin, the space to build such a community gathering place is quickly disappearing. Marin Women's Soccer League therefore will support this complex on every level possible. It will be a true injustice to our overall community if this opportunity is thwarted as projects in the past have been.

Sincerely,

A handwritten signature in cursive script, which appears to read 'Zaida Aronovsky', is written over the typed name and title.

Zaida Aronovsky
President

Marin Women's Soccer League



November 3, 2011

Community Development Division
City of San Rafael, P.O. Box 151560
San Rafael, CA 94915-1560

Subject: San Rafael Airport Recreational Facility

The above referenced subject is of utmost importance and is coming before the community planning commission on November 15.

It is of grave importance because of the lethal impact the Sports Complex will have on the very sensitive **wildlife habitat** on that site.

I have lived across the canal from this site for fifty-five years and have seen all wildlife seriously diminish in numbers. The noise and the lights at night will have a lethal impact on the wildlife of the area. I am assuming you on the commission care as much as the rest of us that we not eradicate the wildlife in San Rafael..

Any citizen of San Rafael should be concerned.

Especially the citizens on the Planning Commission.

Please do not approve this project.

Luella Wiese
821 Vendola Drive
San Rafael, CA 94903

A handwritten signature in cursive script that reads "Luella Wiese". The signature is written in dark ink and is positioned to the right of the typed name and address.

Phone: 415-479-3173

Kraig Tambornini

From: In Support of the San Rafael Airport Recreation Facility Project [no-reply@wufoo.com]
Sent: Wednesday, February 01, 2012 9:10 AM
To: dist2@letmarinplay.com; lmanchip@yahoo.com
Subject: Thank you for your time. [#279]

Name * Jenna Fee

Email * marketingsanrafael@speedpro.com

Message to the Planning Commission * With so many people in Marin that lead an active lifestyle, it shocked me when I came here (i'm from Fresno/France and in both places there is a plethora of options for sports training after work/school) that there is such a lack of recreational sports fields and the ones that are in Marin are not lit at night. This project is a must for the health of our population, an active lifestyle is a healthy and happy one!

From

To

Subject

From

To

Subject

From

To

Kraig Tambornini

From: In Support of the San Rafael Airport Recreation Facility Project [no-reply@wufoo.com]
Sent: Thursday, March 15, 2012 2:01 PM
To: dist2@letmarinplay.com; lmanchip@yahoo.com
Subject: Thank you for your time. [#282]

Name * FREDA OBRIEN

Email * fredaobrien@sbcglobal.net

Message to the Planning Commission * Please approve the SR recreational facility project and give the people of SR, both children and adults more playing fields. There is a huge shortage of fields in SR. Help keep our community healthy by passing this project.

Thanks

Freda OBrien

Kraig Tambornini

From: In Support of the San Rafael Airport Recreation Facility Project [no-reply@wufoo.com]
Sent: Thursday, March 15, 2012 1:56 PM
To: dist2@letmarinplay.com; lmanchip@yahoo.com
Subject: Thank you for your time. [#281]

Name * Leslie Allen

Email * allenlesliea@aol.com

Message to the Planning Commission * This is a no-brainer! We are in dire needs of fields in Marin Co. This is a great, safe, healthy place for kids to be! Please approve this.

PR-14. Amateur Multi-Sport Athletic Fields. Strive for the development of publicly or privately funded, large multi-sport athletic field clusters to address the needs of the community.

The San Rafael Sports Complex will allow many different sports groups year round access to indoor and outdoor facilities as well as many great programs, classes and activities.

The San Rafael Sport Complex project also addresses several important Green Attributes:

- Project fully complies with City's Greenhouse Gas Reduction Strategy for new projects
- Building a LEED Gold certified facility
- 100% powered by solar panels
- Includes ample bicycle parking and designated Clean Air Vehicle parking
- includes Electric Vehicle Charging Stations
- FieldTurf synthetic turf eliminates need for watering field or applying harmful pesticides/herbicides

In conclusion, the San Rafael Sports Complex project has endorsements that, in total represent over 10,000 Marin families. Please add that list the San Rafael Chamber of Commerce 550 businesses representing over 11,000 employees. The San Rafael Chamber of Commerce believes that a healthy business community is invaluable to the community as a whole. We urge your approval of the San Rafael Sports Complex as soon as possible.

Sincerely,

Rick Wells

President and CEO

cc: Chamber Board of Directors

City Manager and City Staff, Planning Dept.

M
W
Craig Tambornini

From: In Support of the San Rafael Airport Recreation Facility Project [no-reply@wufoo.com]
Sent: Tuesday, January 31, 2012 1:03 PM
To: dist2@letmarinplay.com; lmanchip@yahoo.com
Subject: Thank you for your time. [#278]

Name * Edward Rogan
Email * erogan@reedsmith.com

Message to the Planning Commission * We need more fields to expand soccer participation and give opportunities for additional player development for existing players in our local community. Futsal in small gyms with limited time slots is not enough. Indoor soccer is an important option for continued development of our young players:

A:

From: [unreadable]
To: [unreadable]
Subject: [unreadable]

From: Craig Tambornini

From: In Support of the San Rafael Airport Recreation Facility Project [no-reply@wufoo.com]
Sent: Tuesday, January 31, 2012 10:55 AM
To: dist2@letmarinplay.com; lmanchip@yahoo.com
Subject: Thank you for your time. [#277]

Name * Tim Booth
Email * tim@boothlacrosse.com

Message to the Planning Commission * Hello, I would like to say it would be awesome to have an indoor facility in Marin. I work for a lacrosse company, which would love to work indoors in this facility. I would show support in any way possible. This is something that will help the community grow in a way that sports can only do. I hope the project is a total success.

Tim Booth

Craig Tambornini

From: In Support of the San Rafael Airport Recreation Facility Project [no-reply@wufoo.com]
Sent: Tuesday, January 31, 2012 10:17 AM
To: dist2@letmarinplay.com; lmanchip@yahoo.com
Subject: Thank you for your time. [#276]

Name * Dov Schriber

Email * dov18@comcast.net

Message to the Planning Commission * Its about time we should have a sport facility for kids and adults. Our kids are hanging around in the malls or the streets. It will give them something to get involve. Adults would love and need a recreation place aside from golf and tennis to play soccer. Thank you for your support.



Kraig Tambornini

From: In Support of the San Rafael Airport Recreation Facility Project [no-reply@wufoo.com]
Sent: Wednesday, February 15, 2012 3:27 PM
To: dist2@letmarinplay.com; lmanchip@yahoo.com
Subject: Thank you for your time. [#280]

Name * Isaac Campbell III
Email * isaac@slingitlax.com

Message to the Planning Commission *

I am all for an indoor sports complex but i have a few fears about how much it will go to the soccer players and how little it would be used for lacrosse. Would you be able to alleviate my fears about this? How much are you going to charge? Are you going to build it and then it gets booked up for soccer with no room left for lacrosse? I drove to Napa last night to play a game of lax because there is only one facility with lights in Marin.

Soccer is fine for small children but at thirteen years old, players should find a real sport. Since it is such the third world sport, it can be played anywhere. it doesn't need an indoor facility, it just needs a field in any condition and a ball. They don't even need a ball, they can use a roll of duct tape and some cardboard and they have a soccer game.

The facility should be used by the people that need it most and in Marin, it's not the soccer players. the fastest growing sport in America is in fact lacrosse. More than half of the Ivy League colleges have someone from Marin playing lacrosse. The only things prevent lacrosse's growth is fields and coaches and AD's that are baseball guys who know that the best athletes are gonna choose lax over baseball. With time, that will change.

In closing, you have my support if lacrosse has yours but i will not support soccer.

-Isaac

Kraig Tambornini

From: Anne Derrick
Sent: Tuesday, March 13, 2012 10:39 AM
To: bos@co.marin.ca.us
Cc: Kraig Tambornini
Subject: Letter concerning proposed Sports complex at San Rafael Airport

Attachments: soccerltr.pdf



soccerltr.pdf
(260 KB)

Hello Marin County Supervisors,

We received the attached letter (address to Marin County Supervisors) concerning the proposed Recreational Facility adjacent to the San Rafael Airport. This item is going to the City of San Rafael Planning Commission on March 27 for your information. The project Planner is Kraig Tambornini at 415-485-3092.

Anne Derrick

Planning Division, AAll

415-485-3068

Kraig Tambornini

From: Raffi Boloyan
Sent: Tuesday, March 13, 2012 7:27 AM
To: Kraig Tambornini
Subject: FW: General Contact Email - Building, Planning or Zoning Issue - 6530610

airport comment on general planning email line

Raffi

From: form_engine@fs18.formsite.com [mailto:form_engine@fs18.formsite.com]
Sent: Monday, March 12, 2012 5:14 PM
To: Community Development
Subject: General Contact Email - Building, Planning or Zoning Issue - 6530610

General Purpose Contact Form

City of San Rafael General Purpose Contact Form

Thank you for visiting the City of San Rafael web site. This form is intended for communicating with City staff on a variety of general topics. As an alternative, you may want to use our [Contacts Us listing](#) to identify a specific office by function.

Note that the City of San Rafael considers email to staff as informal communication. Please send a signed letter if you prefer to make your comment/question a matter of public record. Mail formal letters to PO Box 151560, San Rafael, CA, 94915.

*** To help us route your message to the correct office, please identify your area of interest (select only one)...**

- Question/comment for City Council
- Question/comment for City Manager
- Question/comment for Fire Department
- Question/comment for the Library
- Question/comment for Police Department
- Building, Planning or Zoning Issue
- Business Licensing Issue
- Business or Economic Development Issue
- Parks and Recreation Issue
- Road or Traffic Management Issue
- Web Site Technical Question
- Other Topic

*** First Name**

Kraig Tambornini

From: Katherine Roberts [grrlfriday@mac.com]
Sent: Wednesday, March 07, 2012 5:50 PM
To: Kraig Tambornini
Subject: Reject Airport Recreational Facility

Please reject the proposed massive, sports-complex development at the San Rafael Airport between the north and south fork of Gallinas Creek.

The creek's tidal marsh, adjacent to the project, is home to endangered species including the California clapper rail and salt marsh harvest mouse. The city of San Rafael is moving forward with the project -- which requires a zoning change and will include a building big enough to hold a 747 -- over the objections of local residents and conservation groups. The development would bring disturbances, an increased human presence, excessive noise, nighttime lighting and human-adapted predators to one of the few remaining refuges for clapper rails.

The Gallinas Creek marsh is a vital link between the Hamilton habitat restoration to the north and the pristine wetlands of China Camp State Park to the south. The airport parcel is an inappropriate location for a Walmart-size sports facility. It has a land-use restriction agreement for low-density, low-impact recreation from a land swap for increased density development at nearby Marin Lagoon/Embassy Suites.

Furthermore, Marin County owns some of the levees protecting the airport and would be responsible for maintaining these to protect the complex from sea-level rise on a parcel already below sea level. This project flies in the face of good planning, considering the realities of climate change and sea-level rise. The site is more suitable for wetland and floodplain restoration.

There are more suitable places in already-developed environments where a soccer complex could be located, but very few undisturbed habitats left for California clapper rails. Please stand up for this endangered species, local residents who oppose the project and the county's own agreement that this land remain undeveloped: Reject this proposal. San Rafael and Marin County should work with the landowner and soccer club to find a location nearer to transportation and the kids who will use it and away from fragile wetlands.

Thank you.

Katherine Roberts
132 Beulah St.
San Francisco, CA 94117

"Let's have a moment of silence for all those Americans who are stuck in traffic on their way to the gym to ride the stationary bicycle."

- Earl Blumenauer

Katherine

*** Last Name**

Da Silva Jain

Address 1

-

Address 2

-

City

San Rafael

State

CA

Zip Code

94903

Phone Number

-

*** Email Address**

jandkdj@yahoo.com

*** Please enter your questions/comments below**

I am very concerned about the proposed Airport to indoor stadium project and believe this type of building is NOT what was originally intended for 'recreational purposes in this environmentally sensitive area!

I also urge you to give your support to restore the Las Gallinas creek!

Thank you

Kraig Tambornini

From: LucyReid@aol.com
Sent: Thursday, March 01, 2012 11:36 AM
To: Kraig Tambornini
Subject: Reject the Commercial Soccer Venture on Land Entrusted for Other Uses

Dear Kraig

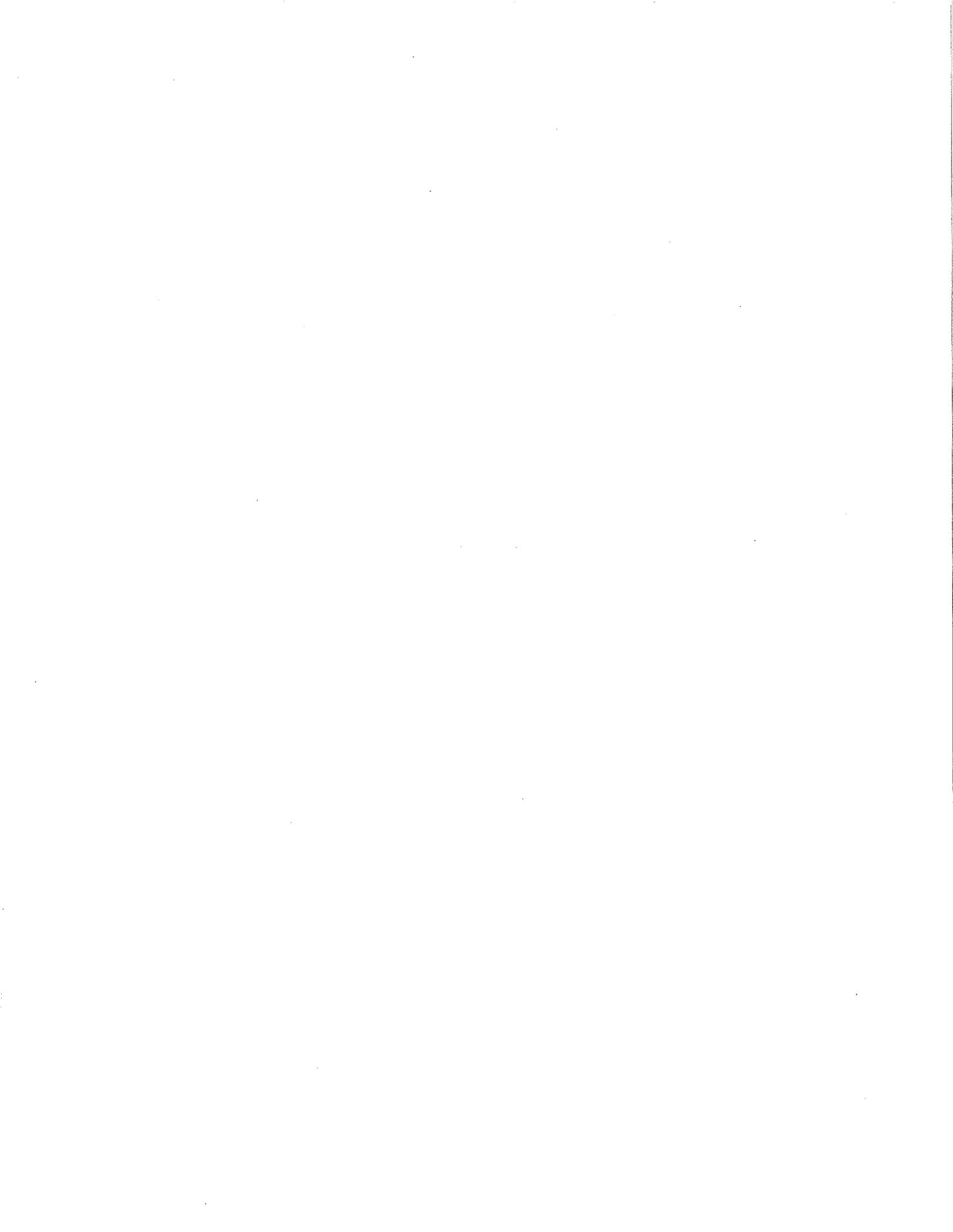
I am a resident of San Rafael, living on Sunny Oaks Dr above Gallinas Creek. I have attended one on the planning meetings and have been disappointed that the EIR did so little to address the preservation of protected habitat for the Clapper Rails. Two weeks ago, on a canoe trip on Gallinas Creek I saw my first Clapper Rail, a notoriously shy bird from which the creek draws its name. It is ironic that we could have a creek named for a bird that has become extinct when we knowingly had a chance to prevent its disappearance.

I am asking that the Planning Commission reject the proposed massive, sports development at the San Rafael Airport between the north and south fork of Gallinas Creek. It is outrageous that the city of San Rafael is moving forward with this project -- which requires a zoning change and will include a building big enough to hold a 747 -- over our objections. The airport parcel is an inappropriate location for a Walmart-size sports facility. It has a land-use restriction agreement for low-density, low-impact recreation from the land swap that allowed increased density development at the nearby Marin Lagoon/Embassy Suites area.

It is possible that this land could be used for outdoor-only soccer fields that would help alleviate the demand on soccer fields in San Rafael and Marin County which would be consistent with current use of the area on the north side of the airport. But for a commercial venture to be built on land that holds a special use restriction that was entrusted to San Rafael and the County to protect flies in the face of what public trust means.

Reject this proposal. San Rafael and Marin County should work with the landowner and soccer club to find a location nearer to transportation and the kids who will use it and away from fragile wetlands.

Thank you.



General Purpose Contact Form

City of San Rafael General Purpose Contact Form

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- Question/comment for the Library
- Question/comment for Police Department
- Building, Planning or Zoning Issue
- Business Licensing Issue
- Business or Economic Development Issue
- Parks and Recreation Issue
- Road or Traffic Management Issue
-

*** Please enter your questions/comments below**

I am very concerned about the proposed Airport to indoor stadium project and believe this type of building is NOT what was originally intended for 'recreational purposes in this environmentally sensitive area!

I also urge you to give your support to restore the Las Gallinas creek!

Thank you

March 1, 2012
255 Yosemite Rd.
Comtempo Marin
San Rafael, CA 94903

Kraig Tambornini
San Rafael Planning Department
1400 Firth Ave.
PO Box 151560
San Rafael, CA 94915

Dear Mr. Tambornini:

Please reject the proposed Sports complex development at the San Rafael Airport between the North and South Fork of the Gallinas Creek. The tidal marsh the adjoins the project is home to several endangered species. The development would bring disturbances, from the traffic , drinking, excessive noise, nighttime lighting and overall disruption to one of the remaining habitats for the clapper rail, the human population, and the environment in general.

Thank you for carefully considering the effects of this decision.

Sincerely,



Rick Schooley

RECEIVED
MAR - 5 2012
COMMUNITY DEVELOPMENT
CITY OF SAN RAFAEL

Laurie Davis
100 Thorndale #233
San Rafael, CA 94903
(415) 492-2557

City of San Rafael
CDD Planning Division
1400 Fifth Ave
San Rafael, CA 94901

To Whom It May Concern:

I urge you to reject the construction of the proposed San Rafael Airport Recreational Facility. My family and I are opposed to the development of a sports complex located in such close proximity to a sensitive wetlands area that harbors endangered species like the California Clapper Rail and Salt Marsh Harvest Mouse. Instead, we should seek to protect the wetlands area near Gallinas Creek and create opportunities for children and residents to learn about and enjoy our few remaining wild spaces.

I grew up in San Rafael and spent most of my childhood climbing trees, exploring parks and discovering nature. Soccer and other sports are fun and good for children's health and development, but not at the expense of imperiling rare species and forever losing the only habitat in which such species can exist. The construction of a huge building to house sports activities only further aggravates the impacts on wildlife, and is very undesirable from an esthetic point of view.

Please say "no" to the proposed San Rafael Airport Recreational Facility and teach our children the importance conserving our natural and economic resources.

Sincerely,



Laurie Davis

RECEIVED
MAR - 5 2012
COMMUNITY DEVELOPMENT
CITY OF SAN RAFAEL

March 1, 2012
255 Yosemite Rd.
Comtempo Marin
San Rafael, CA 94903

Supervisor Judy Arnold
Marin County Board of Supervisor
San Rafael Planning Department
1400 Firth Ave.
PO Box 151560
San Rafael, CA 94915

Dear Ms. Arnold,

Please reject the proposed Sports complex development at the San Rafael Airport between the North and South Fork of the Gallinas Creek. The tidal marsh the adjoins the project is home to several endangered species. The development would bring disturbances, from the traffic , drinking, excessive noise, nighttime lighting and overall disruption to one of the remaining habitats for the clapper rail, the human population, and the environment in general.

Thank you for carefully considering the effects of this decision.

Sincerely,

A handwritten signature in cursive script that reads "Rick Schooley". The signature is written in black ink and is positioned below the word "Sincerely,".

Rick Schooley

KT

PO Box 773
Sausalito CA 94966
February 29, 2012

RECEIVED

MAR - 2 2012

COMMUNITY DEVELOPMENT
CITY OF SAN RAFAEL

City of San Rafael, CDD, Planning Division
1400 Fifth Ave
San Rafael, CA 94901

Re: Reject San Rafael Airport Recreational facility

To Whom It May Concern:

I have spent many hours over the last 15 years in the area where you plan to build the recreational facility. I know Gallinas Creek intimately. In the past, I sometimes swam in the summer during high tide in the area off the N. San Pedro Rd side. I have walked hundreds of times on the levies on both sides of the creek. This area is a treasure that has views of everything from Mt Tam to Mt Diablo & even the Carquinez Bridge. There's nothing else comparable in Marin at the end of the day, when hundreds of birds sing & swoop thru the sky eating insects, or fly to their night shelters. The clapper rail needs to be saved & this place of tranquility doesn't need any more disturbances.

Please don't build here!

Sincerely,


Louise Dzimian





CENTER for BIOLOGICAL DIVERSITY

Because life is good.

nearby. The project, a proposed two-story, Walmart-size indoor and outdoor sports complex, would bring light and noise pollution, toxic runoff, increased traffic and excessive disturbance to the marsh and creek.



SHARE [Facebook icon] [Twitter icon] [Email icon] ...

The San Rafael Planning Department will hold one more public meeting on the merits of the project in early March, but it seems intent on pushing it forward despite the poor location and inadequate environmental review -- and over the objections of numerous neighbors and conservation groups.

Tell San Rafael this facility should be located elsewhere: nearer to transportation and the kids who will use it and far from fragile wetlands.

Subject: Reject San Rafael Airport Recreational Facility
Your Letter:

Please reject the proposed massive, sports-complex development at the San Rafael Airport between the north and south fork of Gallinas Creek. The creek's tidal marsh, adjacent to the project, is home to endangered species including the California clapper rail and salt marsh harvest mouse. The city of San Rafael is moving forward with the project -- which requires a zoning change and will include a building big enough to hold a 747 -- over the objections of local residents and conservation groups. The development would bring disturbances, an increased human presence, excessive noise, nighttime lighting and human-adapted predators to one of the few remaining refuges for clapper rails.

The Gallinas Creek marsh is a vital link between the Hamilton habitat restoration to the north and the pristine wetlands of China Camp State Park to the south. The airport parcel is an inappropriate location for a Walmart-size sports facility. It has a land-use restriction agreement for low-density, low-impact recreation from a land swap for increased density development at nearby Marin Lagoon/Embassy Suites.

Welcome back!

For your convenience, we have filled out your form with the information you provided previously from postal code 80201.
Click to see and manage your information.

Your letter will be sent to the following recipient(s):

Supervisor Judy Arnold
Marin County Board of Supervisors

Supervisor Steve Kinsey
Marin County Board of Supervisors

Supervisor Katie Rice
Marin County Board of Supervisors

Kraig Tambornini

Not Pmoore@sbcglobal.com? Please click here. Thank you!
Email*

Pmoore@sbcglobal.com

Send Your Message

*Fields marked with an asterisk are required. Please take action by May 1, 2012.

Photo of California clapper rail courtesy Wikimedia Commons/Don Roberson.

If you have cookies enabled in your Web browser, our action pages will remember your address information for 30 days.

Please reject the proposed massive, sports-complex development at the San Rafael Airport between the north and south fork of Gallinas Creek. The creek's tidal marsh, adjacent to the project, is home to endangered species including the California clapper rail and salt marsh harvest mouse. The city of San Rafael is moving forward with the project -- which requires a zoning change and will include a building big enough to hold a 747 -- over the objections of local residents and conservation groups. The development would bring disturbances, an increased human presence, excessive noise, nighttime lighting and human-adapted predators to one of the few remaining refuges for clapper rails.

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Furthermore, Marin County owns some of the levees protecting the airport and would be responsible for maintaining these to protect the complex from sea-level rise on a parcel already below sea level. This project flies in the face of good planning, considering the realities of climate change and sea-level rise. The site is more suitable for wetland and floodplain restoration.

There are more suitable places in already-developed environments where a soccer complex could be located, but very few undisturbed habitats left for California clapper rails. Please stand up for this endangered species, local residents who oppose the project and the county's own agreement that this land remain undeveloped: Reject this proposal. San Rafael and Marin County should work with the landowner and soccer club to find a location nearer to transportation and the kids who will use it and away from fragile wetlands.

Thank you.

Kraig Tambornini

From: Jeff Miller [jmiller@biologicaldiversity.org]
Sent: Wednesday, March 14, 2012 9:26 AM
To: Kraig Tambornini
Subject: RE: Updated List of Petitioners
Attachments: Gallinas project letters 3-14-12.xls

Here is the list of 3,049 messages sent from our members opposing the project.

75% (2,274) of them are CA residents, the vast majority of those within 50 miles of the proposed project.

More importantly, 138 of them are from San Rafael residents, 353 are from Marin County residents.

- Jeff

Jeff Miller
Conservation Advocate
Center for Biological Diversity
(415) 669-7357
351 California Street, Suite 600
San Francisco, CA 94104
www.biologicaldiversity.org

From: Kraig Tambornini [mailto:Kraig.Tambornini@cityofsanrafael.org]
Sent: Wednesday, March 14, 2012 8:33 AM
To: Jeff Miller
Subject: Updated List of Petitioners

Jeff,

If possible, please send an updated list of petitioners.

Thank you.

Kraig Tambornini, Senior Planner

City of San Rafael, Community Development

1400 Fifth Ave./PO Box 151560

San Rafael, CA 94901/94915-1560

Phone: (415) 485-3092

Fax: (415) 485-3184

kraig.tambornini@cityofsanrafael.org

First Name(supporter)	Last Name(supporter)	City(supporter)	State(s)	Zip(supporter)	Country(supporter)
Elke	Geleichter	66424	ot	66424	DE
Gina	Kim		CA	94127	US
Alissa	Katz	ilo	HI	96720	
Dorothea	Boucher	45920 Ajjic, Jal, Mexico	ot	00000	
Yvonne	Fast	Aalborg	ot	90000	DK
Amy Leigh	Garland	acworth	GA	30101	US
Michael	Parsons	Aguilar	CO	81020	US
Michelle	Roesch	Akron	NY	14001	US
Michele	Colopy	Akron	OH	44313	US
Alexandra	Mummery	Alameda	CA	94501	US
Fabian	Herrera	Alameda	CA	94501	US
liz	taylor	Alameda	CA	94619	US
Alan	Carlton	Alameda	CA	94501	US
Carla	Lopez	Alameda	CA	94501	US
Theresa	Rettinghouse	Alameda	CA	94501	US
S	Soo	Alameda	CA	94501	US
Lori	Fujimoto	Alameda	CA	94501	US
DONNA	PEDROZA	Alameda	CA	94501	US
Jillian	Saxty	Alameda	CA	94501	US
Laurie	Allen-Requa	Alameda	CA	94501	US
Leora	Feeney	Alameda	CA	94501	US
kevin	slauson	alameda	CA	94501	US
Allan	Chen	Alameda	CA	94502	US
Nils	Ohlson	Alameda	CA	94501	US
Stephanie	Falzone	Alameda	CA	94501	US
Patricia	Ganni	Alameda	CA	94502	US
Corinne	Lambden	Alameda	CA	94501	US
Marilyn	Hesser	Alameda	CA	94501	US
Jaan	Carter	Alameda	CA	94501	US
Maximilien	Bonstin	Alameda	CA	94501	USA
Kara	Swedlow	Alameda	CA	94501	US
Carly	Owens	Alamo	CA	94507	US
heidi	schmitz	alamo	CA	94507	US
Ruth	Feldman	Alamo	CA	94507	US
Grant	Foerster	Albany	CA	94706	US

Margaret	Runfors	Á-rebro	ot	70346 SE
Matthieu	Brillet	Armailiá©	ot	49420 FR
Rebecca	Canmouse	Asbury	NJ	08802 US
Marie	Chantel	Ashburn	VA	20148 US
Cindy	Robinson	Asheville	NC	28804 US
Angela	Lopez	Ashland	OR	97520
Martina	Sanchez	Atascadero	CA	93422 US
andreas	vlsiadis	athens	ot	17778 GR
jeanne	wangsness	atherton	CA	94027 US
Georgij	Billiris	Atlanta	GA	30307 US
Leslie	Hamlin	Atlanta	GA	30342 US
Karen	Stickney	Auburn	ME	04240 US
Monica	Dance	Auckland	ot	01010 NZ
mary	ferraro	Aurora	CO	80010 US
Barbara	Bunton	Austin	TX	78717 US
Donna	J	Baileboro	ON	K0L1B0 CA
Ray	Morris	Bakersfield	CA	93308 US
LeAnn	Craddock	Bakersfield	CA	93304 US
Silvana	Borrelli	Bala Cynwyd	PA	19004 USA
Vicynthia	Tjahjadi	Bandung	ot	40286 ID
Meryl	Pinque	Bangor	ME	04401 US
M.S.	Theroux	Bar Harbor	ME	04609 US
Rosendo	Fernandez	Barcelona	ot	08020 ES
michael	bugbee	Battle Creek	MI	49017 US
john	harris	bay point	CA	94565 US
Walter	Hoffmann	Bayreuth	ot	95448
Kathy	Javens	Beaver Falls	PA	15010 US
Morgan	Brown	Belleville	IL	62220 US
Magenta	Loera	Bellevue	WA	98005 US
Susan	Brittain	Bellevue	NE	68123 US
Ingrid	Erickson	Bellingham	WA	98226 US
Steven	Biggio	Bellingham	WA	98229 US
Kendra	Knight	Belmont	CA	94002 US
Clare	Hooson	Belmont	CA	94002 US
Nancy	Sato	Belmont	CA	94002 US
Nikki	S	Belmont	CA	94002 US
Robert	Bausch	Belmont	CA	94002 US

roberta	stauffacher	belmont	CA	94002 US
Carolyn	Bosque	Belmont	CA	94002 US
June	Green	Belmont	CA	94002 US
John	Hogben	Belmont	CA	94002 US
Lois	Peterson	Belmont	CA	94002 US
Shiela	Cockshott	Belmont	CA	94002 US
Frank	Casale	Belmont	CA	94002 US
Ian	Parrott	Belmont	CA	94002 US
April	Kelly	Belmont	CA	94002 US
Jennie	Winter	Belmont	CA	94920
Sally	Burr	Belvedere	CA	95005 US
Leighton	Brown	Ben Lomond	CA	94510 US
Hildur	Troyer	Benicia	CA	94510
Kimberly	Patterson	Benicia	CA	24030 JM
giuseppina	mauri	bergamo	ot	94708 US
Tasha	Isolani	Berkeley	CA	94703 US
Sarah	Mundal	Berkeley	CA	94703 US
John	gasperoni	berkeley	CA	94703 US
Jennifer	Holbrook	Berkeley	CA	94704 US
Dennis	Fritzinger	Berkeley	CA	94709 US
William E.	Woodcock	Berkeley	CA	94706 US
Phoenix	Vie	Berkeley	CA	94707 US
John A.	Ferguson	Berkeley	CA	94702 US
Joe	Loree	Berkeley	CA	94703 US
Jean	Peters	Berkeley	CA	94708 US
Kristina	Lim	Berkeley	CA	94706 US
Cathe	Dietrich	Berkeley	CA	94703 US
Courtney	Little	Berkeley	CA	94702 US
Cindy Girvani	Leerer	Berkeley	CA	94703 USA
Mark	Beckwith	Berkeley	CA	94707 US
Kaelynn	Moss	Berkeley	CA	94705 US
Nell	Green Nylen	Berkeley	CA	94703 USA
Jenifer	Steele	Berkeley	CA	94704 US
Constantina	Economou	Berkeley	CA	94703 US
Jim	Alexander	Berkeley	CA	94707 US
Ellen	Barth	Berkeley	CA	94707 US
Corinne	Greenberg	Berkeley	CA	94707 US

Sterling	Bunnell	Berkeley	CA	94707 US
Pam	Young	Berkeley	CA	94708 US
Juliet	Lamont	Berkeley	CA	94709 US
Barbara	Phillips	Berkeley	CA	94702 USA
Marcia	Berman	Berkeley	CA	94708 US
Ayesha	Vavrek	Berkeley	CA	94704 US
Russell	Scalf	Berkeley	AR	94702 USA
Frances	Kalfus	Berkeley	CA	94709 US
Faye	Keogh	Berkeley	CA	94705 USA
Rebecca	Egger	Berkeley	CA	94705 US
Ralph	Kurtzman	Berkeley	CA	94708 US
Isabella	La Rocca	Berkeley	CA	94703 US
Suzanne	Rogalin	Berkeley	CA	94707 US
Andrea	Lingenfelter	Berkeley	CA	94707 US
Ken	Knabb	Berkeley	CA	94702 US
Jonathan	Eden	Berkeley	CA	94707 US
rudy	zeller	berkeley	CA	94702 US
josephine	coatsworth	berkeley	CA	94705 US
Jean	Reinys	Berkeley	CA	94702 US
Martin B	Friedman	Berkeley	CA	94705 US
Judy	Bertelsen	Berkeley	CA	94702 US
Carol Anne	Fusco	Berkeley	CA	94708 US
Laura	Klein	Berkeley	CA	94703 US
Andrea	Kean	Berkeley	CA	94708 US
Mark	Takaro	Berkeley	CA	94702 US
Nikki	Sachs	Berkeley	CA	94712 USA
Joshua	Michels	Berkeley	CA	94705 US
Caryn	Graves	Berkeley	CA	94702 US
Anthony	Somkin	Berkeley	CA	94708 US
Gail	Stewart	Berkeley	CA	94705 US
Jordan	Zachritz	Berkeley	CA	94702 US
S.	Barnhart	Berkeley	CA	94705 NL
Jan	Cecil	Berkeley	CA	94705 USA
Lynn	Garnica	Berkeley	CA	94703 US
Elizabeth	Gunston	Berkeley	CA	94703 US
Kaya	McLoughlin	Berkeley	CA	94712 US
EDWARD	BENNETT	BERKELEY	CA	94708 US

judith	Gottesman	Berkeley	CA	94705 US
Eileen	Adams	Berkeley	CA	94708 US
Mitch	Cohen	Berkeley	CA	94709 US
Leia	Ambra	Berkeley	CA	94709 US
Lois	Yuen	Berkeley	CA	94707 US
Christina	Tuccillo	Berkeley	CA	94703 USA
Maris	Arnold	Berkeley	CA	94703 US
Fredrick	Seil	Berkeley	CA	94708 US
julianna	dickey	Berkeley	CA	94703 US
Jeanette	Ertel	Berkeley	CA	94704 US
Josh	Carman	Berkeley	CA	94702 US
Steve	Edmunds	Berkeley	CA	94709 US
cecile	moochnek	Berkeley	CA	94710 US
pauline	hale	Berkeley	CA	94707 US
debra	duffaut	Berkeley	CA	94709 US
Irene	Scott	Berkeley	CA	94707 US
Lisa	Owens Viani	berkeley	CA	94702 US
Chris	Jannusch	Berkeley	CA	94703 US
Maria	Bruinen	Berkeley	CA	94709 US
Helene	Whitson	Berkeley	CA	94709 US
Kirsten	Hill	Berkeley	CA	94720 US
Henry	Boyle	Berkeley	CA	94702 US
Chris	Paulina	Berkeley	CA	94705 US
Kirstie	Stramler	Berkeley	CA	94705 US
searle	whitney	Berkeley	CA	94707 USA
Kenneth	Weidner	Berkeley	CA	94702 US
Eric	Drake	Berkeley	CA	94704 USA
Diana	Bohn	Berkeley	CA	94707 US
Margery	Becker	Berkeley	CA	94705 US
Charles	N	Berkeley	CA	94705 US
Cheryl	Hunt	Berkeley	CA	94709 US
Nancy	Byers	Berkeley	CA	94703 US
david	batt	berkeley	CA	94710 US
Jaimie	Becker	Berkeley	CA	94702 US
john	elliott	berkeley	CA	94709 US
Susannah	End	Berkeley	CA	94703 US
Maia	Lohuanu	Berkeley	CA	94701 US

Emily	Earl	Berkeley	CA	94703 US
Tammy	Stellanova	Berkeley	CA	94702 US
Kenneth	Sisson	Berkeley	CA	94709 US
Karen	Rusiniak	Berkeley	CA	94710 US
Frances	Nowve	Berkeley	CA	94703 US
Nancy	Gorrell	Berkeley	CA	94707 US
Lucas	Lackner	Berkeley	CA	94705 US
Dan	Kuklo	Berkeley	CA	94705 US
Steven	Berman	Berkeley	CA	94703 US
nancy j	danard	berkeley	CA	94703 US
Karen	Fiene	Berkeley	CA	94706 US
Bob	Strayer	Berkeley	CA	94705 US
Joel	Hildebrandt	Berkeley	CA	94705 US
Cynthia	Pickering	Berkeley	CA	94709
Tracy	Lenihan	Berkeley	CA	94703 US
Robert	Godes	Berkeley	CA	94705 US
nasira	abdul-aleem	berkeley	CA	94705 US
Art	Goldberg	Berkeley	CA	94703 US
David	Jaber	Berkeley	CA	94704 USA
Beatrice	Howard	Berkeley	CA	94702 US
mark	lawlor	berkeley	CA	94709 US
David	Llewellyn	Berkeley	CA	94705 US
Molly	Tsongas	berkeley	CA	94705 US
Astrid	Giese-Zimmer	Berkeley	CA	94705 US
joan	wager	berkeley	CA	94708 US
Diane	Straus	Berkeley	CA	94705 US
Claudia	Delman	Berkeley	CA	94702 US
Roxanne	Crittenden	Berkeley	CA	94703 US
Amy	Brookes	Berkeley	CA	94702
Dave	Anderson	Berkely	CA	94705 US
Zuhair	Al-Atwi	Berne	NY	12023 US
Ramon Manuel	LaiÁto Vazquez	Bertamirans, Ames, A	ot	15220 ES
sa	reils	berwyn	PA	19312 US
Royan	Royan	besancon	ot	25000 FR
Scott	Nelson	Bethel Island	CA	94511 US
Anthony	Capobianco	Bethel Park	PA	15102 US
Nelson	Baker	Bethesda	OH	43719 US

Castle	Ritter	Bethlehem	PA	18017 US
Ann	Stephens	Bethune	SC	29009 US
Elaine and John	Sartoris	Beulah	CO	81023 USA
Zabrina	Leith	Beverly	NJ	08010 US
Jeannine	LeMay	Beverly Hills	FL	34465 US
Belinda	David	Beverly Hills	CA	90212 US
Stephanie	Button	Binghamton	NY	13905 US
V.	B.	Bigln	IN	47401 US
Valerie	Sherill	Boardman	OH	44512 US
Janet	Robinson	Boca Raton	FL	33433 US
Kristen	Cashman	Bodega	CA	94922 US
Steven	Morgan	Bodega Bay	CA	94923 US
Stacy	Newman	Boise	ID	83705
Joyce	Clements	Bolinas	CA	94924 US
Roger P	Kovach	Bolinas	CA	94924 US
susannah	mills	Bolinas	CA	94924 US
Mark	Detting	Bolinas	CA	94924
meg	Simonds	bolinas	CA	94924
megan	elrod	bolinas	CA	94924
barbara	berti	bologna	ot	40129 DE
Susan	Gere	Boston	MA	02124 US
Annemarie	Prairie	Boulder	CO	80303 US
Martha WD	Bushnell	Boulder	CO	80303 US
Gary	Hardin	Boulder	CO	80304 US
Rachel	Docherty	boyes hot springs	CA	95416 US
John	Dieffenbach	Boynton Beach	FL	33436 US
Lauren	Kozen	Boynton Beach	FL	33472
Nathan	Hecht	Bozeman	MT	59718 US
Gloria	Morotti	Bradenton	FL	34205 US
Anne	Kirkwood	Bradenton	FL	34208
MaryLu	Krueger	Braidwood	IL	60408 US
Laus	Jacques	Braine-le-comte	NJ	07090 BE
Angela	Watson	Brandon	FL	33511 US
nicolette	Iudolphi	bremen/germany	ot	28237 DE
Craig	Zimmerman	Bremerton	WA	98312 US
George and Phyllis	Drummond	brentwood	CA	94513 US
Carol	McInerney	Brentwood	CA	94513 US

Joe	Trebino	Brentwood	CA	94513 US
Kelly	McNew	Brentwood	CA	94513
Don	Richardson	Brevard	NC	28712 US
Rafael	Albarran	Bridgeview	IL	60455 US
Gilbert	Wald	Bridgewater	NJ	08807 US
Christopher	Panayi	Brighton	ot	BN2 4BU GB
Pete	Wright	brisbane	ot	04000 AU
Antje	Nebel	Brisbane	ot	04031 AU
Linda	Gazzola	Bronx	NY	10465 US
Ian	Falchiere	BRONX	NY	11103 US
Katherine	Head	Brookeville	MD	20833 US
Howard	Hassman	Brooklyn	NY	11201 US
Alex	Tsukernik	Brooklyn	NY	11204 US
Robert	Lombardi	Brooklyn	NY	11234 US
Anthony	Iacono	Brooklyn	NY	11223 US
Patricia	Gursky	Brooklyn	NY	11214 US
Laura	Ricci	brooklyn	NY	11209 US
Toni	Adisano	Brooklyn	NY	11223 US
NICK	YANG	Brooklyn	NY	11234 US
Ewa	Piasecka	Brossard	QC	J4W 2X2 CA
dorann	weber	browns mills	NJ	08015 US
Laurie	Marshall	Bryan	TX	77807 US
Florentina	Burlacu	Bucharest	ot	70000 RO
Susan	Switzer	Buena Park	CA	90620 US
Melina	Softa	Buenos Aires	ot	01629 AR
Patricia	Garc�-a Ces	Buenos Aires	ot	01650
Ineke	Allis-Sicherer	Bunnik	ot	3981 TN NL
John	Gregoire	Burdett	NY	14818 US
Bette	Nelson	Burien	WA	98146 US
Elizabeth	Cole	Burlingame	CA	94010 US
Diana	Stark	Burlingame	CA	94010 US
Joyce	Courtney	Burlingame	CA	94010 US
Laura	Overmann	Burlingame	CA	94010 US
Sydney	Grange	Burlingame	CA	94010
Jacky	Averill	Burlingame	CA	94010
lisa	downs	burlingame	CA	94010
cathy	Pardee	burlington	WV	26710 US

Lauren	Berrizbeitia	Burlington	VT	05401 US
Jelica	Roland	Buzet	ot	11111 HR
Alicia	Baker	Byron Center	MI	49315 US
Rebecca	Cole	CA	CA	94521 US
Tamara	Bsdgley	CA	CA	94110 US
Cara	O'Neill	Calistoga	CA	94515 US
Brigette	Cuneo	Calistoga	CA	94515 US
Anne	Scott	Calistoga	CA	94515 US
Edward	Long	Calistoga	CA	94515 US
Ellen	Patterson	calistoga	CA	94515 US
Lou	Pharo	Calistoga	CA	94515 US
Toni	Saviez	Calistoga	CA	94515 US
RoseAnne	Craig	Calistoga	CA	94515 US
Alissa	McNair	Calistogag	CA	94515 US
Vivian	Ona	Camarillo	CA	93012 US
Frederick	Sanders-Fleming	Cambridge	MA	02140 US
Susan	Earle	Cambridge	MA	02139 US
Christine	McCabe	Cambridge	ot	11111 GB
Jodi	Sherman	Campbell	CA	95008 US
Veronica	Cox	Canastota	NY	13032 US
Sveinn	Olafsson	Canyon	CA	94516 USA
Karen	Benzel	Carmel	CA	93921 USA
Margaret	Morrison	Carpinteria	CA	93013 US
Anita	Faulkner	Carrollton	TX	75007 US
Sherry	Kessel	Carrollton	TX	75006 US
Michele	Mercer	Casa Grande	AZ	85122 US
Michele	Banks	Castro Valley	CA	94546 US
Ellen	Levine	Castro Valley	CA	94546 US
Greg	Rosas	Castro Valley	CA	94546 US
Cornelius	Dykema	Castro Valley	CA	94552 US
Leah	Walke	Castro Valley	CA	94546 US
Deborah	Giordano	Castro Valley	CA	94552 US
Kerri	Mcgoldrick	Castro Valley	CA	94546 US
Sara	Rosenbrock	Castro Valley	CA	94552 US
Christine	Ippolito	Castro Valley	CA	94546 US
Rodolfo	Scarpati	Castro Valley	CA	94546 US
karen	reggio	castro valley	CA	94546 US

karen	reggio	castro valley	CA	94546 US
Patricia	McCabe	Castro Valley	CA	94546 US
Susanne	Scott	Castro Valley	CA	94546 US
Patricia	Carter	Castro Valley	CA	94546 US
Keil	Myers	Catawba	SC	29704 US
Jon	Anderholm	Cazadero	CA	95421 US
linda	petrulias	cazadero	CA	95421 US
Michael	Singer	Cazadero	CA	95421 US
Dennis	Beall	Cazadero	CA	95421 US
Wallace	Rhine	Cazaderoq	CA	95421 US
Kristine	Leesekamp	Cedar Rapids	IA	52402 US
Gary	McKenna	Centennial	CO	80111 US
Hatley	Morison	Centreville	VA	20120 US
Shannon	Cowett	Chantilly	VA	20151 US
Hal	Trufan	Charlotte	NC	28226 US
Brian	Carr	Charlottesville	VA	22902 US
SHANNON	LANNING	Chaska	MN	55318 USA
Christopher	Chastain	chaska	MN	55318 US
Philippe	Raway	Chastre	ot	01450 BE
Patricia	Soteropoulos	Chatham	NJ	07928 US
margret	Guerrieri	Chattanooga	TN	37416 US
jennifer	schultz	cheektowaga	NY	14227 US
Cathy	Ruperti	Chelmsford	MA	10710 US
Laura	Kaufman	Chelsea	MI	48118 US
Maryann	Foss	Cherry Hill	NJ	08002 US
Louis	Reginato Jr	Chesapeake	VA	23322 US
Artemis	Asproyerakas	Chicago	IL	60642 US
Kevin	Bourke	Chicago	IL	60643 US
mark	porter	chicago	IL	60641 US
Al	Bradley	Chicago	IL	60608 US
Shannon	Milhaupt	Chicago	IL	60661 US
Edward	Gould	Chicago	IL	60657 US
Matt	Herman	Chicago	IL	60647 US
Denise	Alvera	Chicago	IL	53565 US
Yasiu	Kruszynski	Chicago	IL	60613 US
Cara	Ammon	Chicago	IL	60640 US
Chris	Spencer	Chicago	IL	60608 US

Robert	Pound	Concord	CA	94518 US
Charles	Brown	Concord	CA	94520 US
Dollie	Spinks	Concord	CA	94520 US
Kathleen	Smith	Concord	CA	94521 USA
Tony	Lin	CONCORD	CA	94520 US
Elizabeth	Bias	Concord	CA	94521 US
Alden	Ackerman	Concord	CA	94518 US
William	Kirkham	Concord	CA	94518
Drinda	Pennini	Copperopolis	CA	95228 US
B	GOHEEN	CORRIGAN	TX	75939 US
Diana	Dring	Corte Madera	CA	94925 US
Kim	Sandholdt	Corte Madera	CA	94925 US
Kathleen	Taft	Corte Madera	CA	94925 USA
Gail	Tarlow	Corte Madera	CA	94925 US
Ken	Tralow	Corte Madera	CA	94925
CARLA	DAVIS	CORTE MADERA	CA	94925 US
Idajane	Dalpino	Corte Madera	CA	94925 US
jeff	mckay	corte madera	CA	94925 US
Rita	Canevari	Corte Madera	CA	94925
Lindsay	Triehy	Corte Madera	CA	94925
Mary	Carter	Cos Cob	CT	06807 US
Jennifer	Cartwright	Costa Mesa	CA	92628 US
Betsy	Ungeheier	Costa Mesa	CA	92626 US
Martha	Herrero	Costa Mesa	CA	92627 US
Emily	McVey	costa mesa	CA	92626 US
Peggy	Van Patten	Cotati	CA	94931 US
C	Walker	Cotati	CA	94931 US
Jean	Danowski	Cotati	CA	94931 US
Leslie	Cozad	Cotati	CA	94931 UIM
Dale	Knight	Cotati	CA	94931 US
Syn	Wong	Cotati	CA	94931 US
pamela	borne	cotati	CA	94931 US
cassandra	joyce	cotati	CA	94931 US
Douglas	McCormick	Coto de Caza	CA	92679 US
Janet	Neihart	Cottage Grove	MN	55016 US
virginia	esquer	covina	CA	91722 US
celeste	w.	Covington	LA	70433 US

dorian	sarris	Craftsbury	VT	05826 US
Ingrid	Alpha	Crawfordsville	IN	47933 US
Matt	Burgess	Crestline	CA	92325 US
Tom	McMurray	Crestone	CO	81131 US
Rosa	Perez	Crofton	MD	21114 US
Joseph	Bollin	Crystal River	FL	34428 US
Jo Ellen	Young	Culver City	CA	90230 US
Patrizio	Paratelli	Culver City	CA	90232 US
Lori	Schwartz	Cumming	CA	30041 US
Kathryn	Garven	Cumnock	ot	KA18 2LR
Marilyn	Phillips	Cupertino	CA	95014 US
Suzanne	aBecket	Cupertino	CA	95014 US
Greg	Kimberly	Cupertino	CA	95014 USA
Sandy	Gilbert	Cupertino	CA	95014 US
Russell	Black	Cupertino	CA	95014 US
Lydia	Morales	Cupertino	CA	95014 UM
Katherine	Nolan	Cupertino	CA	95014 US
Randall	Esperas	Cupertino	CA	95014 US
Richard	Gibbons	Cupertino	CA	95014 US
doorthy	noolan	Cupertino	CA	95014
Carmen	Sanchez	Cupertino	CA	95014 US
A	Adams	Cupertino	CA	95014
Holger	Tressin	DÃ¼sseldorf	KY	40229 DE
Lara	Linnemeier	DÃ¼sseldorf	ot	40489 GERMANY
Barbara	Day	Dacono	CO	80514 US
Hiroe	Watanabe	Dallas	TX	75214 US
Pam	Black	Dallas	TX	75204 US
Esther	Grossman	Dallas	TX	75252 US
Phillip	Montalbano	Daly City	CA	94015 US
lee	rudin	daly city	CA	94014 US
jack	spatks	daly city	CA	94015 US
Lisa	Kucukdogerli	Daly City	CA	94015 US
Amelia	Romero	Daly city	CA	94014 US
Michael	Horton	Daly City	CA	94014 US
Alex	Munguia	Daly City	CA	94014 US
Tricia	Philipson	DANVILLE	CA	94506 US
Eric	Ishikawa	Danville	CA	94526 US

Wes	Erck	Danville	CA	94526 US
Tracey	Talentino	Danville	CA	94526 US
Lea	Boyle	Danville	CA	94526 USA
Josephine	Polifroni	Danville	CA	94526 US
C	Williams	Danville	CA	94526 US
Klaus	Becker	Datteln	OH	45714 US
Maria	Dickmann	Davenport	IA	52806 US
Michele	Santoro	Davis	CA	95616 US
Patricia	Kahn	Davis	CA	95618 US
Alison	Shilling	Davis	CA	95616 US
Julie	Owen	Davis	CA	95618 US
Paul	Kellt	Davis	CA	95616 US
Leanne	Friedman	Davis	CA	95616 US
Sherrill	Futrell	Davis	CA	95618 US
KATHLEEN	CONWAY	DAVIS	CA	95618 US
Elizabeth	Ramsey	Davis	CA	95616 US
George	Barden	Davis	CA	95616 US
Kevin	O'Connor	Davis	CA	95616 US
Sarah	Mayhew	Davis	CA	95616 US
David	Fleming	Davis	CA	95616 US
David	McGlocklin	Davis	CA	95616 US
Lori	Conrad	Davis	CA	95618 USA
Joan	Alioto	Davis	CA	95618 US
John	Williams	Davis	CA	95618 USA
Nathan	Myers	Davis	CA	95616 US
greg	kareofelas	davis	CA	95616 US
Mark	Hoyer	Davis	CA	95616 US
Robin	Kent	Davis	CA	95616 US
Liz	Cook	Davis	CA	95616 US
Dr. Deborah	Elliott-Fisk	Davis	CA	95616 US
Megan	Moriarty	Davis	CA	95617 US
Michelle	Vieira	Davis	CA	95616 US
Peter	Fuszard	DAVIS	CA	95616 US
Megan	Mayzelle	Davis	CA	95616 US
Natalie	Audage	Davis	CA	95618 US
Derek	Drolette	Davis	CA	95616 US
Cathy	Reinhard	Davis	CA	95618 US

Rian	McMurty	Davis	CA	95616	US
Aubrie	Armstrong	Davis	CA	95616	US
Sherman	McFarland	Davis	CA	95616	US
Benjamin	Garrett	Davis	CA	95618	US
Peter	Kerr	Davis	CA	95616	US
Paul	Gepts	Davis	CA	95616	US
Hester	Goedhart	Dayboro	ot	94065	AU
Johneric	patey	DEARBORN	MI	48126	US
Roxann	Shadrick	Decatur	IL	62526	US
Marry	Hockett	Decatur	AL	35603	US
Elizabeth	Fahy	Deltona	FL	32725	US
Vivian	Blau	Denver	CO	80236	US
Bjoern	Mannsfeld	Denver	CO	80205	US
spike	buckley	denver	CO	80209	US
Ashlee	Davis	Denver	CO	80202	US
Harmony	Conger	Denver	CO	80203	US
ja	barbour	denver	CO	80222	US
Janine	Kondreck	Denver	CO	80220	US
Nancy	Stocker	Denver	CO	80210	US
Stephen	Storti	Deptford	NJ	X08096	US
Penni	Norman	Des Moines	IA	50315	US
nick	di Cresce	Detroit	MI	48224	US
Jason	Phelps	Detroit	MI	48234	US
Valerie	Watson	Diablo	CA	94528	US
Priscilla	Gallou	Dreux	ot	28100	FR
Paula	Hartgraves	Dublin	CA	94568	USA
Khoi	Bui	Dublin	CA	94568	US
Michael	Partsch	Dublin	CA	94568	US
Barbara	Nelson	Dublin	CA	94568	USA
Lee	Jaworski	Dublin	CA	94568	US
sandra	sheehy	dublin	ot	11115	IE
paul	Murphy	Dublin	AZ	00009	
ThuyVy	Bui	Dublin	CA	94568	
Grainne	OCarroll	Dublin	ot	90210	IE
Randy	Lyon	Dubuque	IA	52002	US
Ute	Mischo	Duisburg	ot	47239	DE
Dorothee	Albus	Duisburg	ot	47137	DE

david	wallace	Dulzura	CA	91917 US
Steve	Witte	Duncans Mills	CA	95430 US
Brenda	Towers	Durham	ot	DH7 9XL GB
Gelsomina	Becks	E. Palo Alto	CA	94303 US
Wanda	Ballentine	Eagan	MN	55123 US
Katlin	Harwood	East Lansing	MI	48825 US
Beth	McHenry	Easton	PA	18042 US
Dixie	Walter	Eatonville	WA	98328 US
Kalinke	ten Hulzen	Ede	ot	6717 SL NL
Jos.	Renneke	Eden Prairie	MN	55344 US
David	Wachsman	Edgewater	FL	32141 US
Barbara	McKenzie	Edinburgh	ot	EH39 5HT
sheila	c	El Cerrito	CA	94530 US
Kirk	Lumpkin	El Cerrito	CA	94530 US
Ronald	Bogin	El Cerrito	CA	94530 US
Leticia	Andreas	El Cerrito	CA	94530 US
Susan	Hampron	El Cerrito	CA	94530 US
Damon	Wood	El Cerrito	CA	94530 US
Lauren	Schiffman	El Cerrito	CA	94530 US
Tara	Mueller	El Cerrito	CA	94530 US
michael	jhon	El Cerrito	CA	94530 US
Deborah	Nudelman	El Cerrito	CA	94530 USA
Natalie	Zarchin	El Cerrito	CA	94530 US
Janice	Jones	El Cerrito	CA	94530 USA
JOHN	CHERE III	EL CERRITO	CA	94530 US
Rick	Kaplan	El Cerrito	CA	94530 US
Kathleen	Wong	El Cerrito	CA	94530 US
Minximal	Dandicat	El cerrito	CA	94530 US
Summer	Rogers	El Cerrito	CA	94530 US
Fred	Caploe	El Cerrito	CA	94530 US
Masha	Aleskovski	El Cerrito	CA	94530 US
Chris	Chirinos	El Cerrito	CA	94530 US
Janet	Close	el cerrito	CA	94530
Elizabeth	Crandell	El Granada	CA	94018 US
Natalie	Duleba	El Macero	CA	95618 US
Rebecca	Hoeschler	El Segundo	CA	90245 US
Annabelle	Travis	El Sobrante	CA	94803 US

Marinelli	Daniel	El Sobrante	CA	94803 US
Marsha	Lowry	El Sobrante	CA	94803 US
John	Siljiphant	El Sobrante	CA	94803 US
Elaine	Saldivar	El Sobrante	CA	94803 US
Laura	Straka	El Sobrante	CA	94803 US
Andrea	Weber	El Sobrante	CA	94803 US
Adrienne	Boyars	El Sobrante	CA	94803 US
malla	everette	El Sobrante	CA	94803 US
Katharine	Ruthroff	Eldridge	CA	95431 US
Chris	Weeks	Elizabeth City	NC	27909 US
Terri	Hughes	Elk Grove	CA	95624 US
Elizabeth	Jackson	Elkwood	VA	22718 US
Angus m	MacdonaId	Ellensburg	WA	98926 US
Blake	Seana	Elmhurst	NY	11373 US
Hector	Rodriguez	Emeryville	CA	94608 US
Alan	Castner	Emeryville	CA	94608 US
Sharon	Mulgrew	Emeryville	CA	94610 US
A	Cobbett	emeryville	CA	94608 US
Narry	esajian	Encinitas	CA	92024 US
Debra	Cunningham	Englewood	TN	37329 US
Loreen & Aldea	Sivarahawk	Englewood	TN	07631 US
Jane	Davidson	Englewood	NJ	07631 US
Arlid	Warud	Ericeira	WV	26554 PT
john	pasqua	escondido	CA	92025 US
Alison	Arnold	Essex	ot	RM8 2BU GB
Richard	Brett	Estes Park	CO	80517 US
Kristen	Lowry	Etobicoke	CA	90211 US
Lorraine	Lowry	Etobicoke	CA	90211 AF
Veronique	Marien	Etterbeek	ot	01040 BE
William Lee	Kohler	Eugene	OR	97401 US
Tracie	Kern	Eureka	CA	95501 US
Erica	Carlson	eureka	CA	95501
John	Watson	Evanston	IL	54982 US
deirdre	holzweiler	Fairbanks	AK	99709 US
Mia	Runanin	Fairfax	CA	94930 US
Rachel	Wells	Fairfax	CA	94930 US
Michael	Rubin	Fairfax	CA	94930 US

Jacqueline	Crank	Fairfax	CA	94930 US
Colleen	Filler	Fairfax	CA	94930 US
Teri	Meadows	Fairfax	CA	94930 US
g	york	fairfax	CA	94978 US
Alec	Oyung	Fairfax	CA	94930 US
Marilena	Silbey	Fairfax	CA	94978 US
Carol	Gold	Fairfax	CA	94930 US
Cathy	Bon	Fairfax	CA	94930 US
Peter	Burchard	Fairfax	CA	94930 US
DH	Higgins	Fairfax	CA	94930 US
Clay	Howard	Fairfax	CA	94930 US
Alan	Sanders	Fairfax	CA	94978 US
Sheilagh	Creighton	Fairfax	CA	94930 US
Mark	Bell	Fairfax	CA	94978 US
Brad	Hubbell	Fairfax	CA	94930 US
Suzanne	Daily	Fairfax	CA	94930 US
Geoff	Cutler	Fairfax	CA	94930 US
Linda	Bodian	Fairfax	CA	94930 US
Rebekah	Collins	Fairfax	CA	94930 US
David	Kroll	Fairfax	CA	94930
Jonathan	Wichmann	Fairfax	CA	94930
Gemma	Geluz	Fairfield	CA	94533 US
Russell	Grindle	Fairfield	CA	94533 US
Denise	Miraldi	Fairfield	CA	94533 US
Mary	Wightman	Fairfield	CA	94533 US
Frank	Seewester	Fairfield	CA	94533 US
Samuel	Durkin	Fairfield	CA	94534 US
Jon	Krome	fairfield	CA	94534 US
Edwin	Hamilton	Fairfield	CA	94533
Gail	Troxell	Falls Church	VA	22044 3209 US
Marc	Schoenberg	Farmington Hills	MI	48336 US
Brenda	Colbert	Fayetteville	NC	28311 US
Gina	Pantier	Federal Way	WA	98003 US
Joanne	Brown	Felton	CA	95018 US
Al	Abrams	Findlay	OH	45840 US
Kurt	Mattocks	Flagstaff	AZ	86001 US
lynn	mace	Floyd	VA	24091 US

rick	west	fluker	LA	70436 US
Antoniette	Valluzzi	Flushing	NY	11358 US
Birgit	Dashi	Forchheim	ot	91301 DE
Denise	Lytle	Fords	NJ	08863 US
Megan	Isadore	Forest Knolls	CA	94933 US
Alicia	Retes	Forest Knolls	CA	94933 US
Nicole	Smith	Forest Knolls	CA	94933 US
jill	gibson	forest Knolls	CA	94933 US
zach	english	Forest Knolls	CA	94933
Alan	Sternik	Forestville	CA	95436 US
Janet	Beazlie	Forestville	CA	95436 US
Kimberly	Burr	Forestville	CA	95436 US
Stephen	Pryputniewicz	Forestville	CA	95436 US
Kathleen	Watson	Forestville	CA	95436 US
Wayne	Gibb	Forestville	CA	95436 US
michael	mahon	forestville	CA	95436 US
Constance	Glenn	Forestville	CA	95436 US
lan	Livingston	Forestville	CA	95436
louise	buss	forestville	CA	95436 US
Ernest	Medeiros	Forestville	CA	95436 US
Terilyn	Mitchell	Forestville	CA	95436 US
George	Noble	Forestville	CA	95436
Brent	Rusert	Fort Bragg	CA	95437 US
michael	levitt	fort collins	CO	80525 US
Sheila	Mandell	Fort Lauderdale	FL	33301 US
Ann	James	Fort Madison	IA	52627 US
Dennis	Hall	Fort Pierce	FL	34949 US
Blake	Payne	Fort Smith	AR	72904 US
Holly	Sturgeon	Fort Wayne	IN	46804 US
Jill	Jellicoe	Fort Wayne	IN	46825 US
Scott	Walker	Fort Worth	TX	76123 US
Steven	Hibshman	Foster City	CA	94404 US
Stanley	Chao	Foster City	CA	94404 US
Anthony	Presutto	Foster City	CA	94404 US
Lisa	Salazar	Foster City	CA	94404 US
Michael	Barnes	Foster City	CA	94404 US
John	Cobey	FPO	AP	96517 PH
		Fredericksburg	VA	22401 US

Daniela	Baer	Freiburg	79111 DE
Candi	Ausman	Fremont	94536 US
Josh	Bodine	Fremont	94536 US
Michael	Dorer	Fremont	94538 US
Diana	Brumbaugh	Fremont	94536 US
Winnafred	Smith	Fremont	94536 US
Mary	Gorman	Fremont	94536 US
Geert	Vancompennolle	Fremont	94536 US
Mich	Chen	Fremont	94538 US
Tom	Browne	Fremont	94536 US
Laura	Lilly	Fremont	94555 US
Christopher	Ware	Fremont	94539 US
Jennifer	Pardini	Fremont	94538 US
M	Starr	Fremont	94538 US
Donna	Olsen	Fremont	94536 US
Norman	Howell	Fremont	94539 US
Olivia	Lim	Fremont	94539 US
Susan	Durling	Fremont	94536 US
Ann	Merck	Fremont	94538 US
Ben	Crabb	Fremont	94536 US
Heidi	Kaiser	Fremont	94536 US
Urmila	Padmanabhan	Fremont	94538 US
Douglas	Stevenson	Fremont	94555 US
James	Berkheimer	Fremont	94538 US
Carin	High	Fremont	94536 US
Henry	Tang	Fremont	94539 US
edward	ellebracht	fremont	94539 US
tye	block	ft. lauderdale	33339 US
marlene	Dinkins	ftlauderdale	33322 US
Hortencia	Cardenas	Fullerton	92837 US
genevieve	Pieroni	fuveau	13710 FX
rainer	Hertel	GAEVLE	802 75
geoffrey	collins	garden grove	92845 AL
Belinda	Scott	GARDNER	01440 US
Miranda	Vorhees	Gaston	47342 US
Christiane	Henker	Gelsenkirchen	45891 DE
chris	schneebeil	Genève	01224 CH

Mark	Mansfield	Geneva	NY	14456	US
Vittorio	Ricci	Genova	ot	16157	IT
Ana	Aranguren	Getxo	ot	48991	ES
Donna	Loop	Geyerville	CA	95441	US
claire	lampson	geyserville	CA	95441	US
Scott	Sibary	Geyerville	CA	95441	US
Ken	Lucas	Gibraltar	ot	GX111AA	GI
Kathy	Hinson	Gilbert	AZ	85296	US
Carolyn	DeJonge	Gilbert	AZ	85296	US
Teresa	Eaker	Gillett	WI	54124	US
Sharon	Ponsford	Glen Ellen	CA	95442	US
Catherine	Dale-Jablonowski	Glen Ellen	CA	95442	US
Tudy	Garrett	Glen Ellen	CA	95442	US
Ellen	McKnight	Glen Ellen	CA	95442	US
Margaret	Goodman	Glen Mills	PA	19342	US
Greg	Perkins	Glendale	CA	91208	US
jeffrey	sanders	glenview	IL	60025	US
Jennifer	MacDonald	goodyear	AZ	85338	US
Lisa	Hammermeister	Granada Hills	CA	91344	US
Aubrey	Guilbault	Grand Blanc	MI	48439	US
Kyle	Colter	Grand Rapids	MI	49506	US
Claudia	Cass	Granite City	IL	62040	
Eithne	Cunningham	Grass Valley	CA	95945	US
Tamar	Shaddeau	Grass Valley	CA	95945	US
richard	hotchkiss	grass Valley	CA	95945	
Karin	Lease	Graton	CA	95444	US
Patricia	Keaten	GRATON	CA	95444	US
Fred	Schloessinger	Great Neck	NY	11021	US
DONNA	HAMILTON	Great Yarmouth	ot	12345	GB
Lena	Rehberger	Grebenhain	ot	44056	DE
amanda	wright	green bay	WI	54301	US
Karen	Quartius	Green Cove Springs	FL	32043	US
Heather	Whitney Price	Greenbelt	MD	20770	US
Alberta	Lesko	Greenbrae	CA	94904	US
Ruth	Britton	Greenbrae	CA	94904	US
Bill	Lindner	Greenbrae	CA	94904	US
Emma	Si Nae	Greenbrae	CA	94904	US

Elaine C	Johnson	Greenbrae	CA	94904 US
Gino	Thomas	Greenbrae	CA	94904
Heidi	Segedin	Greenbrae	CA	94904
dawn	odonnell	greenfield center	NY	12833 US
Leslie	Chivers	Greenville	SC	29607 US
Margaret	dePasquale	Greenwood	ME	04255 US
Jenny	Boulton	Gresham	OR	97080 US
Robin	Gulling	Guerneville	CA	95446 USA
Marylee	Fithian	Guerneville	CA	95446 US
Andrea	Kaufman	Guerneville	CA	95446 US
Anna	Narbutovskih	Guerneville	CA	95446 US
MaryRose	O'Connor	Guerneville	CA	95446 US
susan	hirsch	guerneville	CA	95446 US
MaryRose	OConnor	Guerneville	CA	95446 US
Ingrid	Mohr	Guntramsdorf	ot	02353 AT
Betty	Brooks	Hailey	ID	83333 US
Martin	Frost	Half Moon Bay	CA	94019 US
Melissa	Bryan	Half Moon Bay	CA	94019 US
Linda	Poncini	Half Moon Bay	CA	94019 US
James	Benjamin	Half Moon Bay	CA	94019 US
Miriam	MacAllister	Half Moon Bay	CA	94019 US
Jeanette	Ralston	Half Moon Bay	CA	94019 US
Diane	Stevens	Half Moon Bay	CA	94019 US
Lana	Ellis	Half Moon Bay	CA	94019 US
Jennifer	Rycenga	Half Moon Bay	CA	94019 US
alexis	val	hallandale beach	FL	33009 US
Michelle	Bernhard	Hambach	ot	57910
Dana	Grunwald	Hamburg	ot	21033 DE
anette	stauske	hamburg	ot	21035 DE
Susan	Barrons	Hanover Park	IL	60133 US
katie	davenport	Hanson	MA	02341 US
Vickey	Baker	Harlan	IA	51537 US
Michael	Lawrence	Harrison City	PA	15636 US
Judith	Abel	Harsens Island	MI	48028 US
Caroll	Fowler	Hayward	CA	94541 US
Mathias	van Thiel	Hayward	CA	94542 US
Sharon	Morris	Hayward	CA	94541 US

William	Peakes	Hayward	CA	94544	US
Natylie	Baldwin	Hayward	CA	94541	US
brian	flores	Hayward	CA	94541	US
H	GRAY	Hayward	CA	94544	US
Steve	Murtaugh	Hayward	CA	94542	US
Jim	Johnson	Hayward	CA	94541	US
Anna	Schneider	Hayward	CA	94541	US
Richard	Patenaude	Hayward	CA	94541	US
Chaitanya	Diwadkar	Hayward	CA	94545	US
brent	furstner	hayward	CA	55066	US
Andrew	Prince	Hayward	CA	94544	US
Ann	Ehrenthal-Prichard	Hayward	CA	94541	US
Bonnie Alicia	Berkeley	Healdsburg	CA	95448	US
mike	fitzpatrick	healdsburg	CA	95448	US
Chris	Chouteau	Healdsburg	CA	95448	US
John	Essman	Healdsburg	CA	95448	US
Ann	Carranza	Healdsburg	CA	95448	USA
Lindsey	Shere	Healdsburg	CA	95448	US
Laurel	Holmquist	Healdsburg	CA	95448	US
ZACHARY	DAUTRICH	HEALDSBURG	CA	95448	US
Jutta	Klar	Hellenthal	ot	53940	DE
David and Audrey	Funk	Henderson	NV	89052	US
Lisa	Neste	High Point	NC	27265	US
Ann	Siegel	Highland Park	IL	60035	US
Phillip J	Crabill	Highland Village	TX	75077	US
alisha	purdy	hilbert	WI	54129	US
Debbie	Kirkbride	Hillcrest	ot	03650	ZA
Laura	Kohn	Hillsborough	CA	94010	US
paula	x	hobart	ot	70011	AU
Marleen	Paulus	Hoegaarden	ot	90189	BE
Jens Uli	Loehner	Hof	ot	95030	DE
Lorenz	Steinger	Hohenwart	ot	22554	DE
Thomas	Brenner	Hollidaysburg	PA	16648	US
Veronica	Alvarez	Honolulu	HI	96816	US
Daniel	Knecht	Honolulu	HI	96816	US
Susan	Hammer	Honolulu	HI	96816	US
monique	sonoquie	hoopa	CA	95546	US

Karolina	Moravcova	Horni Kruty	ot	28146	CZ
Kellee	Tuttle	Horse Shoe	NC	28742	US
Rhonda	Maness	Horton	AL	35980	US
Emily	Gross	Houston	TX	77079	US
Les	Switzer	Houston	TX	77035	US
jeff	alonzo	houston	TX	77008	US
Elisabeth	Roger	Ile Perrot	QC	J7V8L8	CA
Jackie	Bade	Indianapolis	IN	46241	US
Jeff	Miller	Inverness	CA	94937	US
Patrick	Kleeman	Inverness	CA	94937	US
Barbara	Rosen	Inverness	CA	94937	US
Judith	Ciani Smith	Inverness	CA	94937	US
Paola	Bouley	Inverness	CA	94937	US
M.L.	Heller	Irvine	CA	92619	US
laurie	harris	irving	TX	75061	US
Nya	Tyan	Ishim	ot	55555	RU
Robert	Gunther	Islip	NY	11751	US
Melek	Korel	istanbul	ot	99999	TR
Max	Sampson	Italy cross	NS	B4V 0R8	CA
Carolyn	Ormenaj	Jackson	NJ	08527	US
Carol	Hupp	JACKSONVILLE	FL	32277	US
Brad	van Scriver	Jacksonville	FL	32256	US
Kristina	Carr	Jacksonville	FL	90210	US
Kate	Kenner	Jamaica Plain	MA	02130	US
David	deSousa	Jamestown	ND	58401	US
Rachael	Pivec	Jamestown	NY	14701	US
James	walker	Janesville	WI	53548	US
Andrea	Lieberman	Jenkintown	PA	19046	US
caitlin	strom-martin	jenner	CA	95430	US
John	Richkus	Jersey City	NJ	07307	US
Gianfranco	Frelli	Jesi	ot	60035	IT
nadav	shalev	jordan valley	ot	90680	IL
Alvan D	Camacho Torres	Juncos	PR	00777	US
Cibele	Cruz	JundiaÃ-/SP	ot	13211410	BR
Lydia	Price	Justice	IL	60458	US
Debra	Broughman	Kalamazoo	MI	49006	US
Danuta	Watola	Kalety	ot	42660	PL

Anthony	Donnici	Kansas City	MO	64157	US
Kenneth	Robertson	Kansas City	MO	64151	US
kathleen	kasther	kansas city	MO	64112	
Parvez	Zuberi	Karachi	ot	74000	PK
Lisa	Haugen	Kearney	MO	64060	US
Antje	GÅŕttert	Kempfeld	ot	55758	DE
Roland	GÅŕttert	Kempfeld	ot	55758	DE
Roswitha	GÅŕttert	Kempfeld	ot	55758	DE
Juanita	Montano	Kenosha	WI	53141	US
Carol	Patton	Kensington	CA	94708	US
Burt	Torgan	Kensington	CA	94707	US
Gordon	Becker	Kensington	CA	94707	USA
Matthew	Carlstroem	Kensington	CA	94707	US
Michal	Crawford Zimring	Kensington	CA	94707	US
Jenny	Schaffell	Kensington	CA	94707	US
Frank	Tehan	Kensington	CA	94707	US
WILLA	O'CONNOR	KENSINGTON	CA	94708	US
daniel	baldassare	Kensington	CA	94708	US
jude	sky	kensington	CA	94708	US
J.A.	z	kensington	CA	94707	US
Katja	Cooper	Kensington	CA	94707	US
Robert	Rosenberg	Kentfield	CA	94904	US
Lidia	Belknap	Kentfield	CA	94904	US
jan	salas	kentfield	CA	94904	US
Britt	Strader	Kentfield	CA	94904	US
Iu	morano	kentfield	CA	94914	US
jeffrey	lapi	kentfield	CA	94904	
Kaer	Southard	Kentfield	CA	94904	US
Kay	Gillis	Kentfield	CA	94904	
Nina	Beaurang	Kentfield	CA	94904	US
Renee	Barr	Kentfields	CA	94904	US
Irene	Bachelder	Kenwood	CA	95452	US
Linda	Knight	Kenwood	CA	95452	US
Shaye	Wolf	Kesington	CA	94708	US
lori	barrie	kihei	HI	96753	US
Michele	Villeneuve	Kingsport	TN	37660	US
anne	moir	Kirkcaldy	ot	ky1 2qg	GB

Kyle	Haines	Klamath Falls	OR	97601 US
Caroline	Williams	Klemzig	ot	05087 AU
tina	tine'	knoxville	TN	37919 US
Helena	Freeman	LA	CA	90024 US
Karina	Labrenz	La Honda	CA	94020
M	M	La Mesa	CA	91944 US
karen	ambrose	la selva beach	AR	95076 US
Linda	Riebel	lafayette	CA	94549 US
Michael	Sullivan	Lafayette	CA	94549 US
Dani	Pen	Lafayette	CA	94549 US
Carol	Sivesind	Lafayette	CA	94549 US
Lauren	Ranz	Lafayette	CA	94549 US
Torunn	Sivesind	Lafayette	CA	94549 US
Monika	Shaham	lafayette	CA	94549 US
Suzanne	Mikulic	Lafayette	CA	94549 USA
Kerry	MacInnes	Lafayette	CA	94549 US
nancy	hartman	lafayette	CA	94549 USA
LOUISA	ROSENBERG	LAFAYETTE	CA	94563 US
eileen	macmillan	lafayette	CA	94549 US
Chris	Anderson	Lafayette	CA	94549 US
Alex	Steinbrecher	Lafayette	CA	94549 US
Karlene	Dancingwolf	Lafayette	CO	80026 US
Michael	Stocker	Lagunitas	CA	94938 US
Michael	Westfall	Lagunitas	CA	94938 US
Jennifer	Romans	Lake Forest	IL	60045 USA
Brad	Rae	Lake Forest	CA	92630 US
KAREN	MCKENZIE	LAKE GENEVA	WI	53147
Miranda	Everett	Lake Isabella	CA	93240 US
Lee	Longfellow	Lake Oswego	OR	97035 US
Terrence	GRYWINSKI	Lakewood Ranch	FL	34202 US
k	b	lancaster	CA	93535 US
Jeanne	Peters	Lansdale	PA	19446 US
Judith	Pearsall	Lansdowne	PA	19050 USA
Anna Louise E.	Fontaine	Lantier, QC,	QC	J0T 1Vo CA
Lois	Patton	Larkspur	CA	94939 USA
Julia	Earl	Larkspur	CA	94939 US
barbara	merrill	larkspur	CA	94939 US

Lynn	Ireland	Larkspur, CA	CA	94977
Marsha	Lewis	Las Vegas	NV	89119 US
David	Parker	las vegas	NV	89119 US
dan	cappello	lawrence	PA	15055 US
sara	taylor	lee	NH	03861 US
Cheryl	Heath	Leicestershire	ot	LE129AG GB
Thomas	Crothers	Lexington	KY	40503 US
Ruth	Mendelson	Lincoln	MA	01773 US
Sandra	Anderson	Lincoln	NE	68508 US
Claudia	Grasso	Lincoln	MA	01773 US
loretta	mento	linwood	NJ	08221 US
susan	navidad	little rock	AR	72207 US
stan	edwards	liv	CA	94551 US
Lawrence	Thompson	Livermore	CA	94550 USA
Matthew	Swyers	Livermore	CA	94550 US
peggy	andersen	Livermore	CA	94551 US
Trina	Fleer	Livermore	CA	94550 US
Robert	Gibson	Livermore	CA	94550 US
Bill	Britton	Livermore	CA	94550 US
Pam	Larkin	Livermore	CA	94551 US
Shane	Hill	Livermore	CA	94551 US
Vance	Jason	Livermore	CA	94551 US
john	hyslop	livernore	CA	95690
james	moolow	locke	CA	94080 US
andrea	steinke	london	CA	NW105TY GB
Chloe	BARBIER	LONDON	ot	NW10 ODP GB
ruth	brenzay	London	ot	
Michael	Ranger	London Ont. Canada,	ON	11111 CA
Michael	White	Long Beach	CA	90805 US
Madeline	Loder	Longmeadow	MA	01106 USA
Roland Peter	Seger	Longmont	CO	80503 US
John	Pinezich	Longmont	CO	80503 US
Kevin	Fetterman	Los Altos	CA	94024 US
Ron	Goldman	Los Altos	CA	94024 USA
Namita	Dalal	Los Altos	CA	94022 US
NANCIE	SAILOR	los altos	CA	94024 US
Genevieve	Deppong	Los Altos	CA	94024 US

Davy	Davidson	Los Altos	CA	94023 US
Cheryl	Weiden	Los Altos	CA	94022 US
Jim	Patton	Los Altos	CA	94024 US
Richard	Lanman	Los Altos	CA	94022 US
Laura	Weiden	Los Altos	CA	94022 US
Alan	Lambert	Los Altos	CA	94022 US
Dong	Zheng	Los Altos	CA	94024 US
Rm	Rowen	Los Altos	CA	94022 US
Pam	Lever	Los Altos	CA	94022
Richard	Luke	Los Altos Hills	CA	94024 US
Brian	Knittel	Los Altos Hills	CA	94022 US
Jean	Danver	Los Altos Hills	CA	94022 US
Jeffery	dorer	Los Angeles	CA	90042 US
Gail	McMullen	Los Angeles	CA	90027 US
Magnus	Holmen	Los Angeles	CA	90026 US
Denise	Wright	Los Angeles	CA	90044 US
Barbara	Kling	Los Angeles	CA	90029 US
Constance	Franklin	Los Angeles	CA	90026 US
Emily	Taylor	Los Angeles	CA	90034 US
Patricia	Marlatt	Los Angeles	CA	90068 US
KELLY	ROGERS	LOS ANGELES	CA	95125 US
benny	willis	los angeles	CA	90046 US
Janet	Maker	Los Angeles	CA	90024 US
Rea	Freedom	Los Gatos	CA	95033 US
Watson	Gooch	Los Osos	CA	93402 US
Lawrence	Crowley	Louisville	CO	80027 USA
Pete	Williams	Louisville	KY	40202 US
Jessica	Lambert	Loveland	CO	80537 US
Ginger	Hill	Lyman	SC	29365 US
Laetitia	Amadei	Lyon	ot	69008 FR
Eve	Saglietto	MÃ¼nsing	ot	82541 DE
Anita	Newman	Madeira Beach	FL	33708 US
Robert	Meredith	Madera	CA	93637 US
Nancy	Gathing	Madison	WI	53714 US
laura	godfrey	madison	WI	95076 US
Lee Ann	Arnold	Madison Township	PA	18444 US
Adriana	Navarrete Aguinaga	Madrid	ot	28029 ES

Gina	Verdini	Mahopac	NY	10541 US
Pietro	Fornara	Mamers	ot	08217 LU
Ana	Gutierrez	Managua	ot	12345 NI
Charles	Arnold	Manchester	NH	03105 US
Kerri	Bisner	Manchester	MA	01944 US
Linda	Gilbert	Manchester	CT	06040 US
Olivia	Schlusser	Mansfield Center	CT	06250 US
William	Diantonio	Mantua	NJ	08051 US
JESSICA	MCFREDERICK	MANTUA	OH	44255 US
Cheryl	Braznell	Marana	AZ	85658 US
Jordan	Fox	Marlton	NJ	08053 US
severine	stockling	marseille	ot	13013 FR
germain	Puerta	marseille	ot	13013 FR
maya	Puerta	marseille	ot	13013 FR
mielle	Azouzou	marseille	ot	13013 FX
annie	Bertrand	marseille	ot	13004 FR
arnaud	Hussard	marseille	ot	13016 FR
andree	Hussard	marseille	ot	13016 FR
jocelyne	HUTH	marseille	ot	13013 FX
Linda	Emme	Marshall	CA	94940 US
Sakura	Vesely	Martinez	CA	94553 US
Katherine	Silvey	Martinez	CA	94553 US
Simone	St Clare	Martinez	CA	94598 US
craig	bradshaw	martinez	CA	94553 US
Allen	Swift	Martinez	CA	94553 US
Erin	Nugent	Martinez	CA	94553 US
Timothy	Lippert	Martinez	CA	94553 US
David	Grimshaw	Martinez	CA	94553 US
Anna	Beauchemin	Martinez	CA	94553
Bob	Thorne	Maryland Hts	MO	63043 US
Vanessa	Pearson	Mason City	IA	50401 US
Elizabeth	Belasco	Massapequa	NY	11758 US
Daniel	McCann-Sayles	Mckinleyville	CA	95519 US
Filomena	Viana	melksham	ot	SN12 6LE GB
Ben	MacDonald	Mendon	MA	01756 US
Stephen	Fletcher	Menlo Paek	CA	94025 US
Roger	Potash	Menlo Park	CA	94025 US

Julie	Spickler	Menlo Park	CA	94025 US
Rebecca	Mcdonough	Menlo park	CA	94025 US
Elena	Ennouri	Menlo Park	CA	94025 US
Christopher	Stern	menlo park	CA	94025 US
Juliet	Carlson	Menlo Park	CA	94025 US
Gayle	Spencer	Menlo Park	CA	94025 USA
Mary	Dederer	Menlo Park	CA	94025 USA
Holly	Still	Menlo Park	CA	94025 US
margaret	spak	menlo Park	CA	94025 US
Mary	Kenney	Menlo Park	CA	94025
Andrea	Felsovanyi	Menlo Park	CA	94025 US
Barbara	Atmore	Menlo Park	CA	94025 US
Jeff	Depew	Menlo Park	CA	94025 US
Ann	Dunkin	Menlo Park	CA	94025 US
Virginia	Holmes	Menlo Park	CA	94025 US
Karly	Larson	Menlo Park	CA	94025 US
Phillip	Browne	Menlo Park	CA	94026 US
Valerie	Cheasty	Menlo Park, CA	CA	94025 US
Gabriel	Sheets	Merced	CA	95341 US
jonathan	leigh	merseyside	ot	PR8 3LR GB
Mel	Mathias	Metz	ot	57000 FR
Ivan	Zepeda	Mexico	TX	52766 US
Patricia	VÁjzquez	Mexico City	ot	15900 MX
Lisa	Jacobson	Miami	FL	33145 US
lance	gimenez	miami	FL	33176 US
Esther	Garvett	Miami	FL	33186 US
Roxanne	Ganley	Miami	FL	33155 US
ann	b	miami	FL	33020 US
Pedro	Rodriguez	Miami	FL	33155 US
Sarah	Smith	Middletown	CT	06457 US
Tammy	Bransford	Middletown	CA	95461
Patricia	Bacon	Milan	NH	03583 US
Marco	Baracca	Milano	ot	20142 IT
m.m.	villa	milano	ot	20113 IT
Martha	Walker	Milford	PA	18337 US
Tempe	Brown	Mill Valley	CA	94941 US
Lawrence	Naderhoff	MILL VALLEY	CA	94941 US

cassandra	anderson	Mill Valley	CA	94941 US
Phillip	Moyer	Mill Valley	CA	94941 USA
Lorraine	Norby	Mill Valley	CA	94941 USA
Stan	Gassman	Mill Valley	CA	94941 US
Rae Ann	Gustafson	Mill Valley	CA	94941 US
Louise	Dzimidan	Mill Valley	CA	94941
Paula	Freedman	Mill Valley	CA	94941 US
James	Doeppers	Mill Valley	CA	94941 US
Christopher	Edgette	Mill Valley	CA	94941 US
Ann and Gene	Spake	Mill Valley	CA	94941 USA
Karen	Lehner	Mill Valley	CA	94941 US
Scott	Stender	Mill Valley	CA	94941 US
Michele	Samuels	Mill valley	CA	94941 US
Nigel	Healy	Mill Valley	CA	94941 US
Gillian	Wilkinson	Mill Valley	CA	94941 US
Roberta E.	Newman	Mill Valley	CA	94941 US
Laura	Chariton	Mill Valley	CA	94941 US
John	Deamer	Mill Valley	CA	94941 US
Nandine	Hatvany	Mill Valley	CA	94941 US
Don	Reinberg	Mill Valley	CA	94941 US
David	Wecker	Mill Valley	CA	94941 US
Katherine	Edwinson	Mill Valley	CA	94941 USA
Annika	Miller	Mill Valley	CA	94941 US
Steve	Saarman	Mill Valley	CA	94941 US
Paul	Aubert	Mill Valley	CA	94941 US
Matt	Waughtel	Mill Valley	CA	94941 US
Eric	Parks	Mill Valley	CA	94941 US
Darla	Farr	Mill Valley	CA	94941 US
Frank	Lurz	Mill Valley	CA	94941
Linda	Tanguay	Mill Valley	CA	94941
Alison	Raby	Mill Valley	CA	94941
Jim	Garrison	Mill Valley	CA	94941
Jeanine	Aguerre	Mill Valley	CA	94941
seela	lewis	mill valley	CA	94941
marc	Verresen	Mill Valley	CA	94941
Brend	Shea	Mill Valley	CA	94941
Cynthia	Scollon	Mill Valley	CA	94941

Claire	Ryle Garrison	Mill Valley	CA	94941
katherine	randolph	mill valley	CA	94941
Kim	Flaherty	Mill Valley	CA	94941
Ilana	Stein	Mill Valley	CA	94941 US
jan	edi	mill valley	CA	94941
Shawn	brennan	Mill Valley	CA	94941
Debora	Babe	Mill Valley	CA	94941
Liana	Wong	Millbrae	CA	94030 US
Daisy	Chow	Millbrae	CA	94030 US
JUDITH	ROBERTS, FORMER MARINITE SINCE	MILLBRAE	CA	94030
Jennifer	1965	Millsap	TX	76066 US
Steve	Martin	Mitpitas	CA	94708 US
Ce	Robey	Milton	GA	30004 US
Paul	Poor	Milton	MA	02186 US
Aome	Bowe	Minden	NV	89423 US
Alice	St. Laurence	Minneapolis	MN	55416 USA
Joline	Bowron	Minneapolis	MN	55414 US
Dave	Gitis	Minneapolis	MN	55426 US
Sara	Councilman	Minneapolis	MN	55407 US
marjorie	Fetyko	Minneapolis	MN	94501 US
Iris	wagner	moab	UT	95345 US
Kathleen	Chynoweth	Modjomes	CA	95350 US
Kevin	Tarlow	Modesto	CA	94035 US
Lenore	Howard	Moffett Field	CA	60448 US
Allison	Reeves	Mokena	IL	91016 US
char	Hegan	Monrovia	CA	94037 US
Donna	laughon	montara	CA	94037 US
Cate	alleyne-Chin	Montara	CA	95462 US
Kenneth R	Swan	Monte Rio	CA	95462 US
Dennis	White	Monte Rio	CA	95462 US
Madeleine	O'Rorke	Monte Rio	CA	95462 US
Lionel	Berke	Monte Rio	CA	95462 US
STEPHAN	Gazeau	Monte Rio	CA	95462 US
Anthony	ALTSCHUL	MONTEREY	TN	38574 US
Rob	Tower	Montreal	QC	H3P2C9 CA
s	Elia	Moraga	CA	94556 US
	thaw	moraga	CA	94556 US

andrea	VAZQUEZ	morelia mich	ND	58270 MX
Jacqueline	Loud	Morgantown	WV	26508 US
bev	abby	morro bay	CA	93442 US
Cheryl	Bales	Moss Beach	CA	94038 US
Sherry	Kritzer	Moss Beach	CA	94038 US
Carl	May	Moss Beach	CA	94038 US
Barbara	Kossy	Moss Beach	CA	94038 US
Karen	Smith	Moss Beach	CA	94038
Lisa	Waag	Moss Beach	CA	94038
Laurance	Doyle	Mountain View	CA	94043 US
Mary Ellen	Hasbrouck	Mountain View	CA	94043 US
Alice Anne	Martineau	Mountain View	CA	94041 US
Alfredo	Kuba	Mountain View	CA	94043 US
Aaron	Schuman	Mountain View	CA	94043 US
Kermit	Cuff	Mountain View	CA	94041 US
Linda	Johnson	Mountain View	CA	94040 US
Lorraine	Gemmell	Mountain View	CA	94043 US
Linda	Schmid	Mountain View	CA	94040 US
June	Welsh	Mountain View	CA	94040 US
Iris	Lubitz	Mountain View	CA	94040 US
Deanna	Krickerbocker	Mountain View	CA	94040 US
Maria	Rausis	Mountain View	CA	94087 USA
Anshuman	Chandra	Mountain View	CA	94041 US
Michael	Drayton	Mountain View	CA	94040 USA
Debbie	Spurrier	Mountain View	CA	94041 US
Krista	Merrimac	Mountain View	CA	94040 US
Brenda	Luebke	Mountain View	CA	94040 US
Parag	Shah	Mountain View	CA	94040 US
Tim	Mather	Mountain View	CA	94040 US
Jordan	Haedtler	Mountain View	CA	94043 US
Matthew	Dodder	Mountain View	CA	94043 US
David	Aylward	Mountain View	CA	94040 US
Judith	Butts	Mountain View	CA	94040 US
Sandra	Furuichi	Mountain View	CA	94043 US
Mary Lou	Copp	Mountain View	CA	94040 US
Martin	Varon	Mountain View	CA	94040 US
Kait	Ferrall	Mountain View	CA	94040 US

Kurt	Cocking	Mountain View	CA	94039 US
Robert	Fletcher	Mountain View	CA	94043
Wendy	Hansen	Mt Hamilton	CA	95140 US
Ben	Martin	Mtn View	CA	94040 US
gaile	carr	mtshasta	CA	96067 US
lonna	richmond	muir beach	CA	94965 US
DAVID	MACKENZIE	MUIR BEACH	CA	94965 US
Lauren	Bouyea	Muir Beach	CA	94965 US
Deirdre	Carrigan	Muir Beach	CA	94965 US
carrie	west	muncie	IN	47303 US
Dru Ann	Delgado	Munhall	PA	15120 US
Maria	Schneider	Munich	AE	80333 DE
John	Drillias	Munster	IN	46321 US
Chris	Drumright	Murfreesboro	TN	37130 US
Jan	Cadoret	Murray	KY	42071 US
T	C	MV	CA	94941 US
J.W.F.	Holliday	Myrtle Beach	SC	29572 US
Bob	Thomas	Myrtle Creek	OR	97457 US
Ekaterina	Kostina	N. Chelny	ot	00042 RU
Cal	Mendelsohn	Nanuuet	NY	10954 US
Kit	Long	Napa	CA	94559 US
Allison	Eckert	Napa	CA	94559 US
Diane	Grieman	Napa	CA	94558 US
Gordon	Munro	Napa	CA	94558 US
Charles	Barrett	Napa	CA	94558 US
Sidney	Robles	Napa	CA	94558 US
Ellen	Gachesa	Napa	CA	94558 USA
James	Hench	Napa	CA	94558 US
Catherine	George	Napa	CA	94559 US
Nicole	Haller-Wilson	Napa	CA	94559 US
Megan	Michaels	Napa	CA	94558 US
Sandro	Moro	Napa	CA	94559 US
sam	rogers	Napa	CA	94558 US
Kathy	Compagno	Napa	CA	94559 US
Lexie	Cataldo	NAPA	CA	94559 US
Nadya	Schmeder	Napa	CA	94559 US
Fran	Angelesco	Napa	CA	94558 US

Dr. Denys J and Mrs E Betsy	Michaud	Napa	CA	94558 US
John	Johnston	napa valley	CA	94558 US
Melissa	Harris	Nashville	TN	37215 US
Denise	Tugadi	Nashville	TN	37210 US
Ann	Thornton	Nashville	TN	37221
Lorraine	Kirk	Nederland	CO	80466 US
Bianca	Wittkowski	Neukirchen-Vluyn	ot	47506 DE
Tanja	Rieger	Neumünster	ot	24536 DE
Danielle	Pirotte	Neuprää	ot	04120 BE
Danielle	Pirotte	Neuprää	ot	04120 BE
Maurice	Costa	Neuprää	ot	04120 BE
Dr. William 'Skip'	Dykoski	New Brighton	MN	55112 US
Gloria	Cameron	New Castle	PA	16101 US
Anthony P.	Vessicchio	New Haven	CT	06512 US
Drew	Cucuzza	New Haven	CT	06515 US
Donald	Miller	New Orleans	LA	70115 US
Chad	Leming	New Orleans	LA	70117 US
Rebekah	O'Brien	New Port Rchey	FL	34652 US
Kim	Newhart	New Providence	NJ	07974 US
jai	parekh	new york	NY	10128 US
Amanda	Scuder	New York	NY	10025 US
Prof Denise J	Tartaglia	New York	NC	10014 USA
Charlotte	Gilliot	New York	NY	10019 US
Renee	Stein	New York	NY	10010 US
lynne	mcanmara	new york	NY	10128 US
Ellen	Stockdale Wolfe	New York	NY	10027 US
Cynthia Marie	Lippman	New York	NY	10163 US
Vicky	Brandt	New York	NY	10011 US
Marian	Meinen	New York	NY	10040 US
Ivan	Magrin-CHagnolleau	New York	NY	10036 US
elisabeth	guss	New York	NY	11694 GB
valerie	gilbert	New York	NY	10022 US
yukari	komeno	New York	NY	10036 US
Owen	Waite	new york	NY	10034 US
Dena-Marie	Pruitt	New York	CA	94560 US
Wayne	Miller	Newark	CA	94560 US
Ramona	Skidmore	Newark	CA	94560 US

David	Baker	Newark	CA	94560 US
Kim	Frey	Newark	DE	19711 US
Dana	Dodge	Newark	CA	94560 US
Debbie	Johnson	Newark	CA	94560 US
Victoria	Peyser	Newark	DE	19711 US
Stan	Baker	Newfoundland	PA	18445 US
Mara	Jeffress	Nicasio	CA	94619 US
Laurie	Davis	Nicasio	CA	94946 USA
Rachel	Carpenter	Nicasio	CA	94946
Fabienne	Oubrayrie	NICE	ot	06100 FR
Barbara	Kantola	Niles	MI	49120 US
Rosanna	Couture	norfolk	VA	23507
Anne	Settanni	Normal	IL	61761 US
Karen	Vasily	Norristown	PA	19403 US
joni	burkett	north ferrisburgh	VT	05473 US
Caty	Wagner	North Haven	CT	06473 US
Adam	Sperry	North Hollywood	CA	91606 US
Aspen	Amura	North Richland Hills	TX	76107 US
Angela	Sirmenis	Northridge	CA	91325 US
Daphne	Hatch	Novato	CA	94945 US
Gail	Camhi	Novato	CA	94949 US
Michael	Wylie	Novato	CA	94945 US
mia	kavantjas	novato	CA	94947 US
laura	schepps	novato	CA	94945 USA
Cory	Chamberlain	Novato	CA	94949 US
Barbara	Munden	Novato	CA	94947 US
Kathy	Gervais	Novato	CA	94949 US
Jay	Rice	Novato	CA	94947 US
Alice	Jeung	Novato	CA	94949 US
Deborah	Claassen	novato	CA	94945 US
Kelsey	Baker	Novato	CA	94945 US
theresa	vitorelo	novato	CA	94945 US
Wendy	Williamson	Novato	CA	94947 US
laurie	pearce bauer	Novato	CA	94949 US
Madeline	Preisner	Novato	CA	94949 US
Burt	Greenspan	Novato	CA	94947 US
Chase	Chakeris	Novato	CA	94044 US

Linda	Brosh	Novato	CA	94947	US
Janette	Mejia	Novato	CA	94947	US
ALLAN	YOUNG	NOVATO	CA	94949	US
Richard	Puaoi	Novato	CA	94949	US
stacey	pogorzelski	novato	CA	94947	US
Susan	Johnson	Novato	CA	94945	US
Lillian	Hanahan	Novato	CA	94947	US
Sher	Sheldon	Novato	CA	94947	US
Hugh	Mason	Novato	CA	94947	US
Alison	Massa	Novato	CA	94947	US
Dianne	Carriglia	Novato	CA	94945	US
charlotte	weiser	novato	CA	94949	US
Whitney	Sparks	Novato	CA	94947	US
Jacob	Backker	Novato	CA	94947	US
Mary	Nicolini	Novato	CA	94947	US
Hadezbah	Kuimelis	Novato	CA	94947	US
Ronit	Gesundheit	Novato	CA	94949	US
martin	hickel	novato	CA	94947	US
stacey	Dietrick	Novato	CA	94949	US
Suzanne	Scott	Novato	CA	94949	US
Lydia	Tuveson	Novato	CA	94945	US
francoise	SAMUELSON	NOVATO	CA	94947	US
Barbara	Matas	Novato	CA	94949	US
Danielle	Galat	Novato	CA	94947	US
Aimnee	Good	Novato	CA	94949	US
Lori	Sanders	Novato	CA	94947	US
Tim	Flavin	Novato	CA	94947	US
Johanna	Good	Novato	CA	94947	US
Joan	Robins	Novato	CA	94947	US
Cheryl	Lombardi	Novato	CA	94949	US
Georgia	Hughes	Novato	CA	94947	US
Kristen	Lang	Novato	CA	94949	US
Nina	Kerrmc	Novo mesto	ot	08220	SI
dr eli	hegeman	ny	NY	10019	US
Paul	Bridgewater	NY	NY	10009	US
Gerrit	Crouse	Nyack	NY	10960	USA
Ron	Bone	Oak Harbor	WA	982777	

Pamela	Lynn	Oak Ridge	NJ	07438 US
Marcia	Kolb	Oakaldn	CA	94618 US
Desiree	Mills	Oakhurst	CA	93644 US
Andy	Morgan	Oakland	CA	94612 US
Patricia	Davis	Oakland	CA	94610 US
Marilyn	Tiaven	Oakland	CA	94605 US
Van	Oxley	Oakland	CA	94618 US
Wendy	Kupsaw	Oakland	CA	94611 US
Louisa	Parks	Oakland	CA	94610 US
Kyle	Gracey	Oakland	CA	94607 US
Mia	distasi	Oakland	CA	94606 US
Garrett	McLean	Oakland	CA	94610 US
Joan	Zawaski	Oakland	CA	94602 US
Ann	Wenzell	Oakland	CA	94610 US
Julie	Litwin	Oakland	CA	94609 US
Ken	Burke	Oakland	CA	94613 US
Jean	Robertson	Oakland	CA	94608 US
Albert	Chiu	Oakland	CA	94611 US
Amy	Pierre	Oakland	CA	94609 US
Cheryl	Parkins	Oakland	CA	94611 US
Katherine	Oberle	Oakland	CA	94618 US
Marcia	Lovelace	Oakland	CA	94610 US
Cynthia	Romer	oakland	CA	94606 US
Ruth	Ungar	Oakland	CA	94619 US
Brian	Smalley	Oakland	CA	94605 US
Eleanor	Cohen	Oakland	CA	94602 US
Erin	Ganahl	Oakland	CA	94619 US
Ingrid	Hogle	Oakland	CA	94609 US
Dennis	Baum	Oakland	CA	94609 US
Jonathan	Evans	Oakland	CA	94619 US
Stefanie	Gandolfi	Oakland	CA	94605 USA
Marie	Wadman	Oakland	CA	94606 US
Paki	Muthig	oakland	CA	94609 US
JERRIE	REINING	OAKLAND	CA	94611 US
Richard	Orlando	Oakland	CA	94611 US
K.	Roark	Oakland	CA	94611 USA
Thomas	Bachand	Oakland	CA	94611 US

Alexis	Adams	Oakland	CA	94607 US
Janice	Gloe	Oakland	CA	94602 US
Robert	Kessler	Oakland	CA	94610 US
Scott	Weitz	Oakland	CA	94618 US
Chris	Angel	Oakland	CA	94611 US
dylan	escudier	oakland	CA	94601 US
scarlett	manning	oakland	CA	94606 US
Barbara	Bye	Oakland	CA	94601 USA
Matt	kass	Oakland	CA	94607 US
ricky	lacina	Oakland	CA	94606 US
Jasmine	Moorthead	Oakland	CA	94612 US
Susan	Dale	Oakland	CA	94611 US
Chelsea	Madison	Oakland	CA	94619 US
Helene	Frommer	Oakland	CA	94602 US
Patricia	Ternahan	oakland	CA	94611 US
eli	leon	oakland	CA	94609 US
Megan	Quenzer	Oakland	CA	94618 US
Alecto	Caldwell	Oakland	CA	94619 US
Shana	Golden	Oakland	CA	94608 US
Paul	Belz	Oakland	CA	94611 US
Robert	Ellis	Oakland	CA	94607 US
pamela	turner	Oakland	CA	94618 US
Jerri	Mariott	Oakland	CA	94611 US
laura	anderson	oakland	CA	94605 US
Arthur	Gregorian	Oakland	CA	94602 US
Vincent	Rubino	Oakland	CA	94608 US
Sue	Morgan	Oakland	CA	94602 US
Angela	Munoz	Oakland	CA	94610 US
Walter	Kleine	Oakland	CA	94608 US
Patrick	Twomey	Oakland	CA	94611 US
Mary Lynn	Hansen	Oakland	CA	94611 US
Marshall	Sanders	Oakland	CA	94607 US
Marcia	Flannery	Oakland	CA	94609 USA
Sally	Picciotto	Oakland	CA	94618 US
Ellen	Sanders	Oakland	CA	94619 US
April	Parkins	Oakland	CA	94611 US
Claudia	Wormum	Oakland	CA	94605 US

Jana	Lane	Oakland	CA	94619 US
Pierre	Labossiere	Oakland	CA	94605 UM
Jennifer	Formoso	Oakland	CA	94602 US
Karen	Thomas	Oakland	CA	94605 US
Michael	Blodgett	Oakland	CA	94601 US
Jeri	Idso	Oakland	CA	94609 US
Christian	Heinold	Oakland	CA	94612 US
Nancy	Smith	Oakland	CA	94602 US
maria-laura	mancianti	oakland	CA	94611 US
Hope	Boije	Oakland	CA	94611 US
L	Rothman	Oakland	CA	94618 US
Caroline	GeermanVanGeider	Oakland	CA	94607 US
Andrea	Quong	Oakland	CA	94611 US
Teresa	Donovan	Oakland	CA	94602 US
Karen	Hancock	Oakland	CA	94609 US
Irene	Kane	Oakland	CA	94605 US
Nikki	Doyle	Oakland	CA	94611 US
David	McClosky	Oakland	CA	94610 US
Gaylen	Stirton	Oakland	CA	94602 US
Sarah	Harvey	Oakland	CA	94606 USA
kristin	hook	oakland	CA	94612 US
Victoria	Carpenter	Oakland	CA	94609 US
Jan	Van Dusen	Oakland	CA	94607 US
Christine	Theberge	Oakland	CA	94609 US
Vic	Denman	Oakland	CA	94620 US
elizabeth	wharton	Oakland	CA	94619 US
claudia	goodman-hough	oakland	CA	94619 US
Janet	Laughlin	Oakland	CA	94609 US
Roxanna	Galvan	Oakland	CA	94621 US
Frederick	Werner	Oakland	CA	94704 US
Michael	D'Arcy	Oakland	CA	94608 US
James	Moyers	Oakland	CA	94601 US
Jeff	Hoffman	Oakland	CA	94610 US
Diane	Wallace	Oakland	CA	94601 US
Mary	Gerber	Oakland	CA	94610 US
Samantha	Pollak	Oakland	CA	94607 US
Patrick	Russell	Oakland	CA	94618 US

Judith	Smith	Oakland	CA	94601 US
Bret	Lyon	Oakland	CA	94611 US
Heather	Holliger	Oakland	CA	94602 US
John	golding	oakland	CA	94619 US
GeorgeAnn	Hemingway-Proia	Oakland	CA	94611 US
Elizabeth	Jobst	Oakland	CA	94609 US
Judi	Burle	Oakland	CA	94619 US
Gabriel	Lautaro	Oakland	CA	94703 US
Meagen	Grundberg	Oakland	CA	94606 US
Susan	Martin	Oakland	CA	94611 US
William	Wirburn	Oakland	CA	94602 US
Renee	Marshall	Oakland	CA	94610 US
Randy	Vogel	Oakland	CA	94611 US
Sara	Benson	Oakland	CA	94609 US
Jerry	bowling	oakland	CA	94619 US
Eve	Norman	Oakland	CA	94612 US
Christiana	Hart	Oakland	CA	94611 US
Emily	Feingold	Oakland	CA	94608 US
Diane	Jacobson	Oakland	CA	94602 US
LISA	ROBIE	Oakland	CA	94612 US
Damian	James	Oakland	CA	94609 US
David	Corson	Oakland	CA	94606 US
Helena	Liber	Oakland	CA	94606 US
Heather	Hanly	Oakland	CA	94610 US
Zishan	Huang	Oakland	CA	94607 US
Brenda	Hattisburg	Oakland	CA	94542 US
Miriam	Lloyd	Oakland	CA	94609 US
Carol	Nelson Schrauth	Oakland	CA	94611 US
Theresa	Dailey	Oakland	CA	94618 US
DIANE	LIVIA	Oakland	CA	94618 US
kathy	NORTH	OAKLAND	CA	94610 US
Kenneth	Martin	Oakland	CA	94609 US
Dirk	Hatch	Oakland	CA	94611 US
Richard	Mathewson	Oakland	CA	94605 US
Rashid	Patch	Oakland	CA	94602 US
Denise	Berezonsky	Oakland	CA	94608 US
leslie	buchanan	oakland	CA	94605 US

Kathleen	Hopkins	Oakland	CA	94610 US
Maureen	Jung	Oakland	CA	94605 US
Rebecca	Rosman	Oakland	CA	94611 US
Nandi	Devam	Oakland	CA	94608 US
Susan	Russell	Oakland	CA	94605 US
Dalia	Zatkin	Oakland	CA	94609 US
Michael	Eppenbach	Oakland	CA	94618 US
Erik	Vance	Oakland	CA	94611
Christopher	Peterson	Oakland	CA	94618 US
Dinah	mcfarlane	oakland	CA	94610
Jennifer	McBroom	Oakland	CA	94608
Luke	Swanson	Oakland	CA	90601
Roland and Virginia	Quong	Oakland	CA	94611
Nadya	Disend	Oakland	CA	94608 US
Molly	Mendez	Oakley	CA	94561 US
Gail	Glassman	Oakley	CA	94561 US
Marcos	Carrillo	Obregon	ot	85010 US
reeta	Roo	Occidental	CA	95465 US
Longwillow	Fudenberg	Occidental	CA	95465 US
Hortari	Berg	Occidental	CA	95465 US
Kenyon	Donohew	Oceanside	CA	92056 US
Ann	Sandritter	Old Bridge	NJ	08857 US
Nancy	Henderson	Orinda	CA	94563 US
Michael	McGowan	Orinda	CA	94563 US
Sandra	Sullivan	Orinda	CA	94563 US
n	kaluza	Orinda	CA	94583 US
Lesley	Hudak	Orinda	CA	94563 US
Virginia	Stewart Carton	Orinda	CA	94563 US
stephen	lysaght	orinda	CA	94563 US
William	Gottfried	Orinda	CA	94563 US
Cyrle	Perry	Orinda	CA	94563 US
Persephone	Maywald	ORinda	CA	94563 US
Toby	Gottfried	Orinda	CA	94563 US
N	Kaluza	Orinda	CA	94563 US
Gibson A	Craig	Orleans	MA	02653 US
Joyce	Frohn	Oshkosh	WI	54901 USA
Andrea	Nemec	Osijek	ot	31000 HR

Matthew	Allen	Ota-Ku, Tokyo	ot	143-0014	JP
brenda	ness	ottaw	ON	k2h2e2	CA
Kenneth	Lapointe	Ottawa	ON	K1T2P9	CA
chris	ness	ottawa	ON	k2h8j7	CA
peggy	leblanc	ottawa	ON	k2h8j7	CA
john	boan	ottawa	ON	k2h016	
james	ness	ottawa	ON	k2h2e2	
Birgitta	Siponen	Oulu	ot	90210 FI	
Vincent	L	oviedo	FL	32765 US	
Brad	Nelson	Oxnard	CA	93035 US	
Carol	Fontana	Pacheco	CA	94553 US	
Jeanne	Mursch	Pacifica	CA	94044 US	
Diane	Fenster	Pacifica	CA	94044 USA	
Jacqueline	Groffman	Pacifica	CA	94010 US	
Melanie	Carlneil	Pacifica	CA	94044 US	
Summer	Lee	Pacifica	CA	94044 US	
Victor	Carmichael	Pacifica	CA	94044 US	
LUISA	Agostini	PACIFICA	CA	94044 US	
Fran	Larson	Pacifica	CA	94044 US	
Margaret	Goodale	Pacifica	CA	94044 USA	
Gary	Carpenter	Pacifica	CA	94044 US	
Courtney	Brazil	Pacifica	CA	94044 US	
Chloe	Martin	Pacifica	CA	94044 US	
Vivian	Davis	PACIFICA	CA	94044 US	
Delia	McGrath	Pacifica	CA	94044 US	
Tygarjas	Bigstyc	Pacifica	CA	94044 US	
JOHN	MAYBURY	PACIFICA	CA	94044 US	
Paul	Donahue	Pacifica	CA	94044 US	
Ana	Herold	Pacifica	CA	94044 US	
Joseph	Morlan	Pacifica	CA	94044	
giorgio	pizzo	Palermo	ot	90135 IT	
Beth	Westman	Palm Beach Gardens	FL	33418 USA	
Ellen	Segal	Palm Springs	CA	92262 US	
Pat	Frankenfield	Palo Alto	CA	94301 US	
Jean	Olmsted	Palo Alto	CA	94306 USA	
Peter	Steinhart	Palo Alto	CA	94301 US	
Jae	Abel	Palo Alto	CA	94306 US	

Bill	Leikam	Palo Alto	CA	94306 US
Lorraine	Parker	Palo Alto	CA	94302 USA
Laurel	Perry	Palo Alto	CA	94306 US
Steve	Rutledge	Palo Alto	CA	94306 US
lennea	borg	palo Alto	CA	94306 US
Cynthia	Gaya	Palo Alto	CA	94303 US
Carol	Hankermeyer	Palo Alto	CA	94304 US
Alan	Marcum	Palo Alto	CA	94303 US
Alex	Ross	Palo Alto	CA	94306 US
edna	jamati	palo alto	CA	94301 US
Kendall	Dinwiddie	Palo Alto	CA	94303 US
Jeff	Keller	Palo Alto	CA	94303 US
dan	hitt	palo alto	CA	94302 US
Ken	Novak	Palo Alto	CA	94303 US
Stephen	Rosenblum	Palo Alto	CA	94301 US
Ellen	Smith	Palo Alto	CA	94301 US
David	Boyer	Palo Alto	CA	94304 US
Barbara	Bennigson	Palo Alto	CA	94301 US
Pradeep	Rao	Palo ALto	CA	94306 US
Peter	Whelan	Palo Alto	CA	94306 US
Janet	Neff	Palo Alto	CA	94303 US
Thomas	Patterson	Palo Alto	CA	94306 US
Alex	Dillard	Palo Alto	CA	94306 US
Christine	Frisco	Palo Alto	CA	94301 US
Lisa	Coffman	Palo Alto	CA	94303 US
Anita	Wolpman	Palo alto	CA	94306 US
anne	dazey	palo alto	CA	94301 US
Alexander	Gaya	Palo Alto	CA	94303 US
Larry	Chinn	Palo Alto	CA	94303 US
Carol	Heermance	Palo Alto	CA	94301 USA
John	Van Horne	Palo Alto	CA	94301 US
Richard	Dinitz	Palo Alto	CA	94306 US
Katherine	Glasa	Palo Alto	CA	94306 US
Sasha	Moiseyev-Foster	Palo Alto	CA	94306 US
k	bushnell	palo alto	CA	94303 US
Imtiaz	Shaikh	Palo Alto	CA	94303 US
Tatiana	Korotkova	Palo Alto	CA	94040 US

Joanne	Barnes	Palo Alto	CA	94306 US
Howard	Herzenberg	Palo Alto	CA	94306 US
Mary Lou	Meeks	Palo Alto	CA	94303 US
Stefan	Kratz	Palo Alto	CA	15801 US
Jana	Lalanne	Palo Alto	CA	94301 US
Rebecca	Eliscu	Palo Alto	CA	94306 US
Andrew	Harwell	Palo Alto	CA	94306 US
Judith	steinhart	Palo Alto	CA	94301
Karen	Atkinson	Panama City	FL	32401 US
Bonna	Mettie	Paradise	MI	49768 US
Lori	McDonald	Park City	UT	84060 US
Jami	Brandli	Pasadena	CA	91106 US
Nicole	Weber	Pasadena	MD	21122 US
Dominic	Delarmente	Pasay	ot	33000 PH
Panagiotis	Rigopoulos	Patra	ot	26225 GR
Martin	Silberberg	Pelham	MA	01002 US
Rick	Blanchett	Pembroke Pines	FL	33025 US
Hillary	Smith	Penngrove	CA	94951 US
Robyn	Sherill	Penngrove	CA	94951 US
Regina	Wilson-Seppa	Penngrove	CA	94951 US
sharon	arnold	penngrove	CA	94951 US
Jacqueline	Crow	Peoria	IL	61612 US
Tony	Fuller	Petaluma	CA	94954 US
America	Worden	Petaluma	CA	94952 US
Raye Lynn	Thomas	Petaluma	CA	94952 US
Sandra	Garber	Petaluma	CA	94952 US
Jamila	Garrecht	Petaluma	CA	94952 US
Shanta	Gabriel	Petaluma	CA	94952 US
Anthony	Mills	Petaluma	CA	94954 US
Stephanie	Charles	Petaluma	CA	94954 US
Alta	Walters	Petaluma	CA	94953 US
JAKE	SCHWARTZ	PETALUMA	CA	94952 US
Ann	Donohue	Petaluma	CA	94954 US
wendy	denny	Petaluma	CA	94952 US
Kit	Lofroos	Petaluma	CA	94952 US
Carol	Latvala	Petaluma	CA	94952 US
Zac	Wheatcroft	Petaluma	CA	94952 US

John	Van Straalen	Petaluma	CA	94952 US
Howard	Leonard	Petaluma	CA	94952 US
Stephanie	Parreira	Petaluma	CA	94954 US
feliccia	peters	petaluma	CA	94954 US
Ana	Stark	Petaluma	CA	94954 US
Patricia	Re	Petaluma	CA	94954 US
Debra	Payne	Petaluma	CA	94952 US
Ann	Fuller	Petaluma	CA	94952 US
Elaine	Larson	Petaluma	CA	94954 US
Sharon	Palmer	Petaluma	CA	94952 US
Laurel	Powers	Petaluma	CA	94952 US
Mary Jo	Wheeler	Petaluma	CA	94952 US
mary	sanders	petaluma	CA	94952 US
Ruby	Newman	Petaluma	CA	94952 US
Linda	Conley	Petaluma	CA	94952 US
Eugenia	Praetzel	Petaluma	CA	94952 US
Willow	McDonough	petaluma	CA	94952
Terry	Church	Petaluma,	CA	94952 US
Susan	Babbitt	Philadelphia	PA	19107 US
Barbara	Wood	Philadelphia	PA	19135 US
Errikka	Jordan	Philadelphia	PA	19135 US
David	Cerino	Philadelphia	PA	19118 US
Terry	Tedesco-Kerrick	Phoenix	AZ	85016 US
E	Valencia	Phoenix	AZ	94114 US
cal	lash	Phoenix	AZ	85048 US
Sally	Doyle	Phoenixville	PA	19460 US
Massimiliano	Mengoli	Pianoro Bologna	ot	40067 IT
carol	reom	piedmont	CA	94611 US
Elena	Schak	Piedmont	CA	94610 US
Stavroula	Voutsiotis	Pincourt	QC	J7v9p7 CA
Monnie	Efross	Pinole	CA	94564 US
Clover	Catskill	Pinole	CA	94564 US
F.	Grassia	Pinole	CA	94564 US
Glenn	Webb	Pinole	CA	94564 US
Janice	Foss	Pinole	CA	94564 US
fgfg	Flores	Pinole	CA	94564 US
Petr	Glotov	Pinole	CA	94564 US

Rachele	Matteucci	Pistoia - ITALY	ot	51100 IT
Bobbi	Allison	Pittsburg	CA	94565 US
NATHANA	MARUNICH	PITTSBURGH	PA	15211 US
Eugene	Marani	Pittsburgh	PA	15217 US
Jennifer	Gitschier	Plainville	MA	02762 US
alexandra	Susini	Plainfo	ot	42660 FX
jean damien	Susini	Planfo	ot	42660 FR
Yvonne	Neal	Playa del Rey	CA	90293 US
david	loudenback	playa del rey	CA	90293 US
brandi	marino	pleasant hil	CA	94523
Jonathan	Berke	pleasant hill	CA	94523 US
Anastasia	Nicole	Pleasant Hill	CA	94523 US
Kenneth	Shrum	Pleasant Hill	CA	94523 US
Mark	Gotwald	Pleasant Hill	CA	94523 US
Ann	Smith	Pleasant Hill	CA	94523 US
Shari	Riffe	Pleasant Hill	CA	94523 US
Margaret	bradford	Pleasant Hill	CA	94523 US
Barbara	Britton	Pleasant Hill	CA	94523 US
Megan	Hamilton	Pleasant Hill	CA	94523 US
Victor	Smith	Pleasant Hill	CA	94523 US
Georgette	Howington	Pleasant hill	CA	94523
Darlene	Balzan	Pleasanton	CA	94588 US
Marilyn	Grush	Pleasanton	CA	94566 US
Connie	Dahl	Pleasanton	CA	94588 US
Margp	Tarveer	Pleasanton	CA	94588 US
Jennifer	Jelincic	Pleasanton	CA	94566 US
Jillian	Slingsby	Pleasanton	CA	94566 US
daphne	williams	Pleasanton	CA	94588 US
Jane	Lofgren	Pleasanton	CA	94588 US
Willeen Ellen	Sweet	Point Reyes Station	CA	94956 US
Mary Anne	Flett	Point Reyes Station	CA	94956 USA
Cynthia	Fernandez	Point Reyes Station	CA	94801 US
michele	quintric	Point Richmond	CA	94801 US
Susan	Erickson	Poissy	ot	78300 FR
Twyla	Meyer	Polson	MT	59860 US
221 Ringwood Ave - A3	Arkema	Pomona	CA	91767 US
Brian	Paradise	Pompton Lakes	NJ	07442 US
		Ponte Vedra Beach	FL	32082 US

gary	dowling	pope valley	CA	94567 US
Holly	Dowling	Pope Valley	CA	94567 US
Susan	Mitruk	Port Colborne	ON	L3K 3V7 CA
Gail	Amalfitano	port saint lucie	FL	34984 US
SHERRY	AMEN	PORTLAND	OR	97202 US
janna	piper	portland	OR	97293 US
Lewis	Sternberg	Portland	OR	97229 US
Ben	Earle	Portland	OR	97211 US
dorinda	kelley	portland	OR	97220 US
Sandra	Joos	portland	OR	97239 US
Fran	Fulwiler	Portland	OR	97213 US
Diane	Alicbar	Portland	OR	97209 US
Serena	Wittkopp	Portland	OR	97211 US
Maureen	O'Neal	Portland	OR	97223 US
Ted	Kozlowski	Portland	OR	97225 US
Dana	Bleckinger	Portland	OR	97219 US
John	Cox	Portland	OR	97211 US
David	Sweet	Portland	OR	97213 US
Dave	Dunkak	Portland	OR	97202 US
Geoffrey	Harold	Portland	OR	97228 US
Emily	Kearney	Portland	OR	97211
NÁ-dia	Rocha	Porto	ot	04430 PT
Ricardo	Moreira	Porto	ot	44102 PT
Patricia	Ribeiro	Porto	ot	04590 PT
Susan	Mokelke	Portola Valley	CA	94028 USA
allan	newlands	Portola Valley	CA	94028 US
Valerie	Baldwin	Portola Valley	CA	94028 US
Michelle	Gallagher	Portola Valley	CA	94028 US
Julia	Thomas	Portola Valley	CA	94028 US
Susan	Kritzik	Portola Valley	CA	94028
Susan	Henderson	Portola Valley	CA	94028
Cinzia	Mattiace	Potomac	MD	20854 US
Dale	Noonkester	Potrero	CA	91963 US
Linda	Whetstone	Poway	CA	92064 US
Gertruida	Wessels	Pretoria, Gauteng	ot	00084 ZA
Hanna	Poulsen	Pt. de la Cruz	ot	38400 ES
HUNTER	WALLOF	PT. REYES	CA	94956 US

Lysandro	Sandoval Filho	Pueblo	CO	81004 US
Phyllis	O'Reilly	Pukalani	HI	96768 US
Gary	Landis	Pukalani	HI	96768
Gabriele	Hupp	Pulheim	IA	50259 DE
Annie	Wei	Queensland	ot	04870 AU
Donna	Price	racine	WI	53404 US
Bobbie	Murray	Raleigh	NC	27713 US
Lynn	Morrow	Rancho Mirage	CA	92270 US
Summer	Ragulsky	Redding	CA	96002 US
Michelle	Bosch	Redwood City	CA	94061 US
Kate	Ashley	Redwood City	CA	94061 US
Nancy	Arbuckle	Redwood City	CA	94061 US
Bonnie	Ricca	Redwood City	CA	94061 US
TAMARA	LOGAN	Redwood City	CA	94061 US
Steven W	Russell	REDWOOD CITY	CA	94061 US
Pat	cuviallo	Redwood City	CA	94064 US
David	McKeever	Redwood City	CA	94062 US
Katryn	Steelman	Redwood City	CA	94063 US
Ryan	Hilles	Redwood City	CA	94065 US
Debra	Layton	Redwood City	CA	94065 US
Toby	Cooper	Redwood City	CA	94061 US
Patricia	Forrest	Redwood City	CA	94061 US
Laurie	Price	Redwood City	CA	94064 US
Lisa	Bettendorf	Redwood City	CA	94062 US
Lisa	Moulton	Redwood City	CA	94062 US
Lisa	Vegas	Redwood city	CA	94061 US
ROBERT	PARKER STELLATO	REDWOOD CITY	CA	94063 US
Karen	Robinson	Redwood City	CA	94062 USA
Gloria Linda	Maldonado	Redwood City	CA	94062 US
Jeanne	Benioff	Redwood City	CA	94062 US
Vera	Brown	Redwood City	CA	94065 US
Emiliano	Sanchez	Redwood City	CA	94061 US
Dean	Payne	Redwood City	CA	94063
Karen	Huff	Redwood City	CA	94064
Shaun	Levin	Redwood City	CA	94065 US
P	Moore	Redwood Shores	CA	80201
Bettina	Lorenz	Reno,	NE	26899 DE
		Rhede	ot	

sandra	arapoudis	rhodos	AL	85100	GR
Joanne	Groshardt	Richardson	TX	75081	US
Andrea	Fleming	Richboro	PA	18954	US
Elizabeth	Fowler	Richmond	CA	94805	US
m	Marangio	Richmond	CA	94804	US
Yvonne	McHugh	Richmond	CA	94801	US
daniele	boucher	richmond	CA	94805	US
Bill	Zemanek	Richmond	CA	94804	US
Julie	Gengo	Richmond	CA	94804	US
Leslie	Adams	Richmond	CA	94804	US
Kevin	Toney	Richmond	CA	94803	US
Pete	Wilson	Richmond	CA	94804	US
Walter	Thomason	Richmond	CA	94806	US
merle	norman	richmond	CA	94803	
Dana	Kramer-Rolls	Richmond	CA	94805	US
jorge	belloso-curiel	richmond	CA	94801	US
Ann	Kroeber	Richmond	CA	94804	US
Kyra	Legaroff	Richmond	CA	94804	US
Charles	Binckley	Richmond	CA	94801	US
Kris	Casler	richmond	CA	94805	US
sharyn	white	richmond	CA	94806	US
Karen	Schoetemeyer	Richmond	CA	94801	US
Bo	Breda	Richmond	CA	94804	US
Michelle	Mehlhorn	Richmond	CA	94805	US
Rick	Ohren	Richmond	CA	94804	US
Susan	Jacquet	Richmond	CA	94804	US
ann	legg	richmond	CA	94804	US
Robert	Mammon	Richmond	CA	94803	US
RUBY	LEE	RICHMOND	CA	94801	US
Norma	Wallace	Richmond	CA	94801	US
Eleonora	Pavlovska	Riga	ot	LV1021	LV
gail	bedinger	rio vista	CA	94571	US
Cheryl	Bellrose	Rio Vista	CA	94571	US
Margaret	Lomax	Rip Vista	CA	94571	US
Carol	Jurczewski	Riverside	IL	60546	US
Torah	Alabidi	Riverside	CA	92507	US
Evan	Page	Riverview	FL	33579	US

R.	Fitzgerald	Rochester	MN	55906 US
Jess	Galchutt	Rochester	NY	14610 US
Jef	Jenkins	Rochester	NY	14621 US
David	Asselin	Rockland	ME	04841 USA
Diane	Gentile	Rohnert Park	CA	94952 US
Sharon	Kimbrell	Rohnert Park	CA	94928 US
Tom	Nash	Rohnert Park	CA	94028 US
Lucy	Kenyon	Rohnert Park	CA	94928 US
Kandis	Gilmore	Rohnert Park	CA	94928 US
Dawn	Manley	Rohnert Park	CA	94928 US
J	Froiland	Rohnert Park	CA	94928 US
June	Alexander	Rohnert Park	CA	94928 US
Sharon	Silva	Rohnert Park	CA	94928 US
darcy	deskin	rohnert park	CA	94928
Reynaldo	Reyna	Roma	TX	78584 US
Eleonora	Ciccarelli	Roma	ot	00142 IT
michela	messineo	Roma ITALY	ot	00040 IT
Mariette	Grobler	Roodepoort	ot	01709 ZA
Jenny	Ruckdeschel	Rosemont	PA	19010 US
Katrin	Rosinski	Roseville	MI	48066 US
Barbara	Hollis	Ross	CA	94957 US
diana	hammer	ross	CA	94957 US
Rich	Yurman	S. F.	CA	94116 US
cecile	baker	S. lake tahoe	CA	96150 US
kathryn	spence	s. f.	CA	94131 US
Bill	Haskins	Sacramento	CA	95820 US
Jason	Bowman	Sacramento	CA	95823 US
Gail	Rains	Sacramento	CA	95866 US
Camile	Getter	Sacramento	CA	95819 US
Candy	Leblanc	Sacramento	CA	95823 US
pierre	asmar	sacramento	CA	95816 US
Kini	Paddock	Sacramento	CA	95824
Edeltraut	Renk	Sacrofano	ot	00060 IT
Gopal	Shanker	Saint Helena	CA	94574 US
Andrea	Berens	Saint Petersburg	FL	33705 US
natalia	lebiedzinski	saint-hubert	QC	
mary	williams	salt lake	UT	84115 USA

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P	Coley	Salt Lake City	UT	84124 US
	Gray	Salt Lake City	UT	84103 US
	Allen	Salt Lake City	UT	84101 US
	Hogan	Salt Lake City	UT	84115 US
	May	Salt Lake City	AP	84108
	Savenkova	Samara	ot	443016 RU
	Henderson	San Anselmo	CA	94960 US
	Noah	San Anselmo	CA	94960 US
	Harris	San Anselmo	CA	94979 US
	Gilbert	San Anselmo	CA	94960 US
	Wornack	San Anselmo	CA	94960 US
	WITTE	SAN ANSELMO	CA	94960 US
	Pyle	San Anselmo	CA	94960 US
	Yanow	San Anselmo	CA	94960 US
	Eagle	San Anselmo	CA	94960 US
	mayer	san anselmo	CA	94960 US
	Silen	San Anselmo	CA	94960 US
	Freeman	San Anselmo	CA	94979 US
	Rich	San Anselmo	CA	94960 US
	GALLAGHER	San Anselmo	CA	94960 US
	Cotta	San Anselmo	CA	94960 US
	Pomerantz	San Anselmo	CA	94960 USA
	Waeljen	San Anselmo	CA	94960 US
	Dooley	San Anselmo	CA	94960 US
	Romanoff	San Anselmo	CA	94960 US
	Pearson	San Anselmo	CA	94960 US
	reardon	san anselmo	CA	94960 US
	Garovoy	San Anselmo	CA	94960 US
	eagle gibbs	san anselmo	CA	94960
	Pearson	San Anselmo	CA	94960
	Clark	San Anselmo	CA	94960
	irgens	San Anselmo	CA	94960
	Weiner	SAN ANSELMO	CA	94960 US
	Stebbins	San Anselmo	CA	94960
	McKay	San Anselmo	CA	94960
	Brown	San Anselmo	CA	94960
	Joyce	San Anselmo, CA	CA	94960 US
Sylvia Ruth				
Sundra R				
Greg				
Glenda				
Elena				
Richard				
Ian				
Zoe				
Louise				
Kristin				
MELISSA				
Peter				
Seth				
Kathleen				
marita				
Stephan				
Andrera				
Alice A				
KATHRYN				
Anne				
Linda				
Herman				
Brendan				
Elizabeth				
Aria				
william				
Seena				
wesley				
Daniel				
Jocelyn				
heidi				
Joan				
Dawna				
Rachel				
Lynn				
Marti				

renee	schofield	san anselo	CA	94960 US
Snti	Guallar	San Antonio	NM	87832 US
Elsbeth	Ortega	San Antonio	TX	78258 US
Tony	Cardenas	San Antonio	TX	78213 US
Luci	Evanston	San Bruno	CA	94066 US
Antonio	Quilici	San Bruno	CT	94066 US
Mari	Azurras	San Bruno	CA	94066 US
David	Chamberlain	San Carlos	CA	94070 US
Jan	Mckim	San Carlos	CA	94070 US
Mary	Watt	San Carlos	CA	94070
Nahid	Buswell	San Carlos	CA	94070 USA
mil	haki	San Carlos	CA	90277 US
zion	woods	san diego	CA	92116 US
Christine	Disimone	san diego	CA	92117 US
Kim	Bacon	San Diego	CA	92123 US
Jacquie	Schmall	San Diego	CA	92130 US
Sylvia	De Baca	San Diego	CA	91773 US
susan	arnot	San Dinias	CA	94109 US
Nicole	Clark	san francisco	CA	94121 US
Thomas	Alexander	San Francisco	CA	94114 US
Andrew	Saito	San Francisco	CA	94118 US
Desiree	Mitchell	San Francisco	CA	94118 US
Vincent	Louie	San Francisco	CA	94118 US
Eva	Bovenzi	San Francisco	CA	94103 USA
Michael	Kavanaugh	San Francisco	CA	94115 US
Michelle	Carter	San Francisco	CA	94110 US
Paul	Olsen	San Francisco	CA	94102 US
Ryan	Bunson	San Francisco	CA	94114 USA
Ron	Schmidt	San Francisco	CA	94132 US
Rachael	Atchison	San Francisco	CA	94112 US
Roger	Levin	San Francisco	CA	94118 US
Stephen	Poulios	San Francisco	CA	94123 US
Sandi	Covell	San Francisco	CA	94112 US
Hiroko	Jones	San Francisco	CA	94111 US
Diana	Goodman	San Francisco	CA	94116 US
dale	riehart	san francisco	CA	94107 US
fred	rinne	san francisco	CA	94112 US

Trent	Orr	San Francisco	CA	94110 US
Joe	Corio	San Francisco	CA	94118 US
Jackie	Pomies	San Francisco	CA	94122 US
Christine	Brazis	San Francisco	CA	94110 US
Alice	Polesky	San Francisco	CA	94107 US
Barbara	Corff	San Francisco	CA	94118 US
Michael	Tomczyszyn	San Francisco	CA	94132 US
Jenn	Harris	San Francisco	CA	94115 US
Elizabeth	Leaf	San Francisco	CA	94115 US
Armen	Carapetian	San Francisco	CA	94110 USA
julie	kramer	san francisco	CA	94114 US
Adele	Cirkelis	San Francisco	CA	94112 US
Autumn Skye	Rath	San Francisco	CA	94115 US
Deborah	Brooks	San Francisco	CA	94110 US
Gail	Koza	San Francisco	CA	94110 US
Debbie	Hayden	san francisco	CA	94117 US
fred	einaudi	san francisco	CA	94110 US
Elizabeth	Benson	San Francisco	CA	94122 US
Jim	Lansing	San Francisco	CA	94133 US
karen	brant	san francisco	CA	94117 USA
Karen	Kirschling	San Francisco	CA	94117 US
Dirk	Obudzinski	San Francisco	CA	94122 US
William	Eichinger	San Francisco	CA	94114 US
Gary	Tourville	San Francisco	CA	94118 US
Edwina	Smith	San Francisco	CA	94114 US
james	preston	san francisco	CA	94117 US
Wolfgang	Schweigkofler	San Francisco	CA	94122 US
Gary	Gregerson	San Francisco	CA	94109 US
marci	yellin	San Francisco	CA	94110 US
Maximilienne	Ewalt	San Francisco	CA	94112 USA
Robert	Hall	San Francisco	CA	94117 US
Susan	Shapira	San Francisco	CA	94107 US
Anna	Kazanjian	San Francisco	CA	94118 USA
Jeanne	Munoz	San Francisco	CA	94121 US
Kristin	Reed	San Francisco	CA	94121 US
Dan	Dugan	San Francisco	CA	94124 USA
Rosemary	DeSena	San Francisco	CA	94133 US

Renee	Rausin	San Francisco	CA	94110 US
Robert	Thomas	San Francisco	CA	94114 US
genevieve	yuen	san francisco	CA	94131 US
Alison	Voss	San Francisco	CA	94102 US
Elise	Riley	San Francisco	CA	94107 USA
Joel	Savitz	San Francisco	CA	94115 USA
Jacob	Scheidler	San Francisco	CA	94117 USA
Todd	Morris	San Francisco	CA	94114 US
Cindy	Cobb	San Francisco	CA	94110 US
Ron	Avila	San Francisco	CA	94110 US
Gary	Boren	San Francisco	CA	94109 US
Bonnie	Steiger	San Francisco	CA	94122 US
Sara	Meghrouni	San Francisco	CA	94118 US
Peter	Lee	San Francisco	CA	94103 US
brett	cline	san francisco	CA	94103 US
Dave	Schneider	SAN FRANCISCO	CA	94111 US
Miguel	Oaks	San Francisco	CA	94110 US
Donald	Dodge	San Francisco	CA	94114 US
Marsha	Seeley	San Francisco	CA	96778 US
Clare	Heitkamp	San Francisco	CA	94124 US
dina	wilson	San Francisco	CA	94114 US
Bethany	Decof	San Francisco	CA	94121 US
Alexis	Morris	San Francisco	CA	94122 US
mike	pfeffer	san francisco	CA	94107 US
Andrew	Maclaggan	San Francisco	CA	94107 US
Charles	Neal	San Francisco	CA	94123 US
Kathryn	Mazaika	San Francisco	CA	94110 US
Helmuth	Kayan	San Francisco	CA	94102 US
Lynne	Preston	San Francisco	CA	94107 US
Charles	Calhoun	San Francisco	CA	94115 US
Maia	de Raat	San Francisco	CA	94103 US
Brittany	Adams	San Francisco	CA	94107 US
Joshua	Stein	San Francisco	CA	94117 USA
Dean	Mermell	San Francisco	CA	94110 US
Kathy	Bouvier	San Francisco	CA	94114 US
Rose	Braz	San Francisco	CA	94110 US
David	Chittenden	San Francisco	CA	94115 US

Maury	San Francisco	CA	94133 US
Hampson	San Francisco	CA	94117 US
Gurdin	San Francisco	CA	94122 US
Mahaffey	San Francisco	CA	94117 US
Kreider	San Francisco	CA	94117 US
Romo	San Francisco	CA	94121 US
Treece	San Francisco	CA	94122 US
Chu	San Francisco	CA	94107 US
Canja	San Francisco	CA	94114 US
Scherzer	San Francisco	CA	94110 US
van der Hoogt	San Francisco	CA	94115 US
Stansfield	San Francisco	CA	94131 US
graham	san francisco	CA	94122 US
Himes-Powers	San Francisco	CA	94122 US
Eggers	San Francisco	CA	94110 US
LaMance	San Francisco	CA	94103 US
Richardson, PT, DPT	San Francisco	CA	94123 US
Riat	san francisco	CA	94121 US
Martinez	San Francisco	CA	94118 US
McGowan	San Francisco	CA	94109 US
Weinberger	San Francisco	CA	94121 US
Lindner	San Francisco	CA	94114 US
de Forest	San Francisco	CA	94121 US
evans	San Francisco	CA	94121 US
Monsarrat	San Francisco	CA	94110 USA
Switzky	San Francisco	CA	94118 US
Cronin	San Francisco	CA	94131 US
Edmonson	San Francisco	CA	94132 US
Reiger	San Francisco	CA	94117 US
Schneider	San Francisco	CA	94131 US
Lewy	San Francisco	CA	94117 US
Lindgren	San Francisco	CA	94103 US
Torres	San Francisco	CA	94117 US
Sharee	San Francisco	CA	94112 US
Salvin	San Francisco	CA	94112 USA
Hoffman	San Francisco	CA	94110 US
abrams	san francisco	CA	94110 US
claire			
James			
J. Barry			
Shana			
Steve			
Roberto			
Michael			
Davina			
S			
Teresa			
April			
Lesley			
noel			
Susan			
Lynne			
Ken			
Matt			
Deborah			
Keiko			
Gail			
Mark			
Matthew			
John			
nick			
Sean			
Joshua			
Katherine			
Nancy			
Christopher			
Ken			
David			
Jean			
Elise			
Donna			
Catherine			
Carleton			
sally			

Todd	Snyder	San Francisco	CA	94115	US
SHAWN	PHILLIPS	san francisco	CA	94131	US
Sharon	Camhi	San Francisco	CA	94121	US
ROBERT	MORGAN	SAN FRANCISCO	CA	94114	US
Christine	Mehner	San Francisco	CA	94110	US
Charisse	Howard	San Francisco	CA	94133	US
Jessica	Krakow	San Francisco	CA	94131	USA
John	Groves	San Francisco	CA	94134	US
Brandi	Montano	San Francisco	CA	94109	US
Warner	Graves	San Francisco	CA	94117	US
Jose Ricardo	Bondoc	San Francisco	CA	94132	US
Lynn	Shaunger	San Francisco	CA	94117	US
anita	pereira	San Francisco	CA	94116	US
Dana	Fredsti	San Francisco	CA	94116	US
Laura	Nardozza	San Francisco	CA	94121	US
Clark	Sullivan	San Francisco	CA	94103	US
Amy	Meyer	San Francisco	CA	94121	USA
kelli	shields	san francisco	CA	94131	US
Joanne	Evans	San Francisco	CA	94110	US
Anastasia	Flandaca	San Francisco	CA	94131	US
Dorothy	Varellas	San Francisco	CA	94124	US
Christopher	Smith	San Francisco	CA	94107	US
Colby	Teller	San Francisco	CA	94115	US
Rebecca	Winsor	san francisco	CA	94122	US
Jeff	Beck	San Francisco	CA	94122	US
Heather	Pennington	San Francisco	CA	94110	US
Gina	Sanfilippo	San Francisco	CA	94131	US
Portland	Coates	san francisco	CA	94122	US
Melissa	Ambrose	San Francisco	CA	94110	DZ
Michael	Levin	San Francisco	CA	94131	US
Leslie	MackKay	San Francisco	CA	94114	US
Jonathan	Dirrenberger	San Francisco	CA	94114	US
Nadine	Weil	San Francisco	CA	94109	US
Jewels	Stratton	San Francisco	CA	94133	US
Katherine	Roberts	San Francisco	CA	94117	US
Raven	Dorantes	San Francisco	CA	94115	US
Jeffrey	Lilly	San Francisco	CA	94131	US

Ramona	Draeger	San Francisco	CA	94117 US
Kathryn	Greene	San Francisco	CA	94127 US
Gail	Caswell	San Francisco	CA	94109 US
matthew	switzer	san francisco	CA	94102 US
katrina	child	san francisco	CA	94110 US
Robin	Mackey	San Francisco	CA	94110 USA
Molly	Schminke	San Francisco	CA	94109 USA
Leslieak	Keats	San Francisco	CA	94112 US
Michael	Kemper	San Francisco	CA	94109 US
wendy	hastings	san Francisco	CA	94121 US
Patricia	Mimeau	San Francisco	CA	94131 USA
Victoria	De Goff and family	San Francisco	CA	94118 US
Janet	Carpinelli	San Francisco	CA	94107 US
Brandi	Campbell	San Francisco	CA	94122 US
Gay	Chung	San Francisco	CA	94117 US
Lisa	Hamburger	San Francisco	CA	94122 USA
Dave	Hermeyer	San Francisco	CA	94117 US
Victor	Vuyas	San Francisco	CA	94109
ERNEST	SCHOLZ	SAN FRANCISCO	CA	94109 US
Carlos	Florido, OSF	San Francisco	CA	94122 US
Kenneth	Gibson	San Francisco	CA	94114 US
Laura	Makinen	San Francisco	CA	94117 US
patricia	cole	san francisco	CA	94109 US
Henry	Kielarowski	San Francisco	CA	94122 US
Buffy	Martin-Tarbox	San Francisco	CA	94122 US
Orpheos	Tarbox	San Francisco	CA	94122 US
Dean	Frick	San Francisco	CA	94114 US
John	Hope	San Francisco	CA	94114 US
Judy	Countryman	San Francisco	CA	94122 USA
Kathleen	Jackson	San Francisco	CA	94112 US
Wayne	Johnson	San Francisco	CA	94114 US
Bryce	Neuman	San Francisco	CA	94117 US
Craig	Latker	San Francisco	CA	94114 US
Anthony	Pasqua	San Francisco	CA	94102 US
John M	Haines	San Francisco	CA	94114 US
Gregory	Polchow	San Francisco	CA	94133 US
jennifer	harrison	san francisco	CA	94131 US

Brandy	Wieggers	San Francisco	CA	94132 US
Christopher	Dare	San Francisco	CA	94117 US
John	Tong	San Francisco	CA	94132 US
Chris	Chouteau	San Francisco	CA	94133 US
Emanuel	Schongut	San Francisco	CA	94117 US
Fereshteh	Farhangi	San Francisco	CA	94123 US
Donna	Willmott	San Francisco	CA	94110 US
Josie	Lazo	San Francisco	CA	94110 US
Gwyneth	Perrier	San Francisco	CA	94118 US
F	Hammer	San Francisco	CA	94123 US
sean	wilcox	san francisco	CA	94104 US
Nicole	Jacobson	San Francisco	CA	94107 US
Laura	Walker	San Francisco	CA	94112 US
Lawrence	Lipkind, DDS	San Francisco	CA	94133 US
Rebecca	Brown	San Francisco	CA	94109 US
Richard	Parker	San Francisco	CA	94131 US
Meg	Madden	San Francisco	CA	94133 US
Lucinda	Cox	San Francisco	CA	94122 US
John	Steponaitis	San Francisco	CA	94109 US
David	Ramer	San Francisco	CA	94102 US
Brel	Froebe	San Francisco	CA	94124 US
Darren	Wostenberg	San Francisco	CA	94116 US
Anna	DeVincenzi	San Francisco	CA	94117 US
Charlie	Kutner	San Francisco	CA	94114 US
Brian	Wiles	San Francisco	CA	94115 US
Ashlyn	Ruga	San Francisco	CA	94117 US
Ellen	Koivisto	San Francisco	CA	94122 US
Dolan	Eargle	San Francisco	CA	94131 US
David	Williams	San Francisco	CA	94127 US
Martin	Horwitz	San Francisco	CA	94122 US
beryl	martin sussman	san francisco	CA	94118 US
Michael	Mills	San Francisco	CA	94115 US
Heather	Christy	San Francisco	CA	94114 USA
Shannon	Rossiter	San Francisco	CA	94132 US
Dorothy	Fitzer	San Francisco	CA	94122 US
Michael	Easton	San Francisco	CA	94102 US
Ashley	Lewis	San Francisco	CA	94110 US

Bryce	Beal	San Francisco	CA	94115 US
Carmi	Bowles	San Francisco	CA	94122 US
David	Glober	San Francisco	CA	94107 US
Catherine	Murty	San Francisco	CA	94114 US
Loretta	Marcel	San Francisco	CA	94131 US
Van	Rookhuuzyzen	San Francisco	CA	94102 US
Fed	Up	San Francisco	CA	94105 US
Darin	De Stefano	San Francisco	CA	94122 US
Kristin	Sobditch	San Francisco	CA	94110 US
Birgit	Hermann	San Francisco	CA	94117 US
yvonne	hyatt	san francisco	CA	94117 US
randy	oldman	san francisco	CA	94117 US
Catherine	Blair	San Francisco	CA	94110 US
Stephanie	Ciancio	San Francisco	CA	94110 US
kaylah	sterling	SAN FRANCISCO	CA	94107 US
Kyle	Chidester	San Francisco	CA	94117 US
Siamak	Vossoughi	San Francisco	CA	94115 US
Larry	Maas	San Francisco	CA	94114 US
MARTIN	MACOR	SAN FRANCISCO	CA	94117 US
Kristen	Nadaraja	San Francisco	CA	94117 US
robin	mcclanahan	SAN FRANCISCO	CA	94116 US
jeff	kline	San Francisco	CA	94130 US
ximena	rendon	san francisco	CA	94105 US
E.	Frank	San Francisco	CA	94134 US
Cheryl	Willis	San Francisco	CA	94131 US
Karil	Daniels	San Francisco	CA	94110 US
Paul	Martin	San Francisco	CA	94114 US
Robert T	Dahm	San Francisco	CA	94112 US
judith	sandoval	san francisco	CA	94118 US
SUSAN	DESARITZ	San Francisco	CA	94123 US
john	oda	san francisco	CA	94115 US
Claudia	Schumann	San Francisco	CA	94122 US
Ernest	Ely	San Francisco	CA	94115 US
sandra	yagi	san francisco	CA	94114
Marc	DePolo	San Francisco	CA	94117
Ronald	Wilder	San Francisco	CA	94108 US
Lisa	Aguilar	San Francisco	CA	94121 US

Diana	Valle	San Francisco	CA	94117 US
Timothy	Dobbins	San Francisco	CA	94117 US
Jordan	Buck	San Francisco	CA	94117 US
Diane	Palacio	San Francisco	CA	94112 US
Annamarie	Bustamante	San Francisco	CA	94116 US
Jeannine	Cuevas	San Francisco	CA	94121 US
Julian	Simeon	San Francisco	CA	94112 US
Rachel	Palmer	San Francisco	CA	94118 US
Steffanie	Lehr	San Francisco	CA	94110 US
Kristin	Tieche	San Francisco	CA	94117 US
shirley	wong	San Francisco	CA	94131 US
Lola	Bice	San Francisco	CA	94131 US
Ben	Adams	San Francisco	CA	94117 US
Shannon	Selby	San Francisco	CA	94131 US
Melody	Knight	SAN FRANCISCO	CA	94114 US
elaine	huff	san francisco	CA	94118 US
Cecilia	Dangcil	San Francisco	CA	94108 US
Marlon	Woodward	San Francisco	CA	94103
Eryan	Borgnis	San Francisco	CA	94110
William	Birmingham	San Francisco	CA	94122
Brent	Plater	San Francisco	CA	94110
Geoffery	Moses	San Francisco	CA	94114
Judi	Karwan	San Francisco	CA	94118
Ariel	Mahon	San Francisco	CA	94110
Leslie	Bandy	San Francisco	CA	94110
Robert	McBride, PhD	San Francisco	CA	94110
Sean	Benward	San Francisco	CA	94122
Don	Kingery	San Francisco	CA	94127
Sara	Tobin	San Francisco	CA	94127
Ephraim	Hirsch	San Francisco	CA	94133
Diane	Rooney	San Francisco	CA	94107
Camilla	Brunjes	SAN FRANCISCO	CA	94122
marlen	Kirby	San Francisco	CA	94118
Deborah	Giattina	San Francisco	CA	94110
Zach	Von	San Francisco	CA	94110
Elizabeth	Hille	San Francisco	CA	94110
s	Phillips	San Francisco	CA	94110

Alona	Esposito	San Francisco	CA	94118
Paul	Costuros	San Francisco	CA	94110
jose	muniz	san francosco	CA	94110 US
nicolas	mialaret	san fransisco	CA	94117 US
annie	belt	san jose	CA	95116 US
Audrey	Okubo	San Jose	CA	95129 US
john	koch	san jose	CA	95133 US
Valerie	Williams	San Jose	CA	95126 US
Michael	Mellin	San Jose	CA	95126 US
Jason	Warshawsky	San Jose	CA	95125 US
Nina	Koepcke	San Jose	CA	95125 USA
Pam	Martin	San Jose	CA	95124 USA
Thomas	Carlino	San Jose	CA	95117 US
christopher	flynn	san jose	CA	95127 US
Margaret Christine	Robinett	San Jose	CA	95117 US
Patricia	Mehrkens	San Jose	CA	95133 US
Arlene	Rinaldo	San Jose	CA	95125 US
B.	Lerner	San Jose	CA	95125 US
Julia	Howlett	San Jose	CA	95112 US
rebecca	koo	san jose	CA	95129 USA
Kathleen	McNally	San Jose	CA	95135 US
gale	gallegos	San Jose	CA	95132 US
David	Soares	San Jose	CA	95112 US
Michael	Kutilek	San Jose	CA	95112 US
Miri	Osborne	San Jose	CA	95127 US
Diane	Brazil	San Jose	CA	95135 US
Dani	Piazza	San Jose	CA	95121 US
Faye	Soares	San Jose	CA	95112 US
Lee	Okaes	San Jose	CA	95112 US
Monica	Smith	San Jose	CA	95125 US
Mary	Levendos	San Jose	CA	95135 US
samantha	wilson	san jose	CA	95129 US
Howard	Friedman	San Jose	CA	95126 US
Vanessa	Warheit	San Jose	CA	95126 US
Celeste	Gionet-Hawker	San Jose	CA	95133 US
Helene	Weil	San Jose	CA	95125 US
Donna	Kovach	San Jose	CA	95125 US

Michele	Dolan	San Jose	CA	95128 US
Stephanie	Wong	San Jose	CA	95148 US
Shannon	Hunter	San Jose	CA	95112 US
Jane	Mellin	San Jose	CA	95126 US
Melissa	Benham	San Jose	CA	95112 US
Deborah	Taylor	San Jose	CA	95112 US
Jeanine	Lee	San Jose	CA	95132 US
Alex	Silverio	San Jose	CA	95130 US
Christina	Hawthorne	San Jose	CA	95125 US
Ozair	Usmani	San Jose	CA	95129 US
Deanna	de Castro	San Jose	CA	95134 US
Lenore	Sheridan	San Jose	CA	95134 US
Ian	Carlton	San Jose	CA	95116 US
Bryan	Ruff	San Jose	CA	95127 US
V.	Calkins	San Jose	CA	95121 US
david	eisbach	San Jose	CA	95117 US
Matt	Kline	San Jose	CA	95112 US
linda b	campbell	San Jose	CA	95132 US
S	Fitzgerald	San Jose	CA	95135 US
Sammarie	Lewis	San Jose	CA	95159 US
Nona	Weiner	San Jose	CA	95127 US
Ashley	Vincent	San Jose	CA	95134 US
Cherry	Battaglia	San Jose	CA	95127 US
Marian	Fricano	San Jose	CA	95134 US
Chris	McCluskey	San Jose	CA	95112 US
Rogelio	Guizar	San Jose	CA	95126 US
David	Cook	San Jose	CA	95112 US
Lauren	Feniello	San Jose	CA	95117 US
Denise	Greaves	San Jose	CA	95132 US
Maria	Scianna	San Jose	CA	95125 US
Jacqueline	Deely	San Jose	CA	95126 US
Connie	Ralls	San Jose	CA	95112
Dominique	DuBois	San Jose,	CA	95125 US
Sheila	Ward	San Juan	PR	00927 US
Blake	Wu	san leandro	CA	94578 US
Jim and Diana	Proia	San Leandro	CA	94577 US
Janet	Jamerson	San Leandro	CA	94578 US

Christine	Geiser	San Leandro	CA	94578 US
joel	oconnell	san leandro	CA	94577 US
Vada	Pinto	San Leandro	CA	94577 US
lauren	Hanzel	San Leandro	CA	94577 US
Diane	Mallette	San Leandro	CA	94577 US
Susan	McReynolds	San Leandro	CA	94577 US
debra	temple	San Leandro	CA	94577 US
Sara	Zapata	San Leandro	CA	94577 US
Kathleen	Ott-Davis	San Leandro	CA	94577 US
Harry	Santi	San Leandro	CA	94579 US
claire	flewitt	San Lorenzo	CA	94580 US
arleen	weiss	san lorenzo	CA	94580 US
Jon	Bazinet	San Lorenzo	CA	94580 US
Vicky	VanValkenburg	San Lorenzo	CA	94580 US
Areil	Larsen	San Luis Obispo	CA	93405 US
Debra	Bradford	San Marcos	TX	78666 US
Julia	Bonfiglio	San Mateo	CA	94402 US
Mariano	Svidler	San Mateo	CA	94403 US
Mark	Salamon	San Mateo	CA	94403 US
Pete	Klosterman	San Mateo	CA	94401 USA
martha	calvinperez	san mateo	CA	94403 US
Bruce	Richman	San Mateo	CA	94401 US
Gustavo	Sandoval	San Mateo	CA	94403 US
Colin	Macaulay	San Mateo	CA	94403 US
Eric	Zakin	San Mateo	CA	94403 US
Pearly	Masters	San Mateo	CA	94402 US
Gretchen	Gehres	San Mateo	CA	94401 US
ellen	golden	san mateo	CA	94401 US
Elizabeth	Ayala	San Mateo	CA	94402 US
Robb	de Vourmai	San Mateo	CA	94401 US
Herschel	Surdam	San Mateo	CA	94402 US
Linda	Morgan	San Pablo	CA	94806 USA
Kristen	Conner	San Pablo	CA	94806 US
Ollie	Warner	San Pablo	CA	94806 US
Antoinette	Rossi	san pablo	CA	94806 US
Norman	Morley	San Pablo	CA	94806 US
Massimiliano	Urso	San Pedro Sula	ot	94806 US
				ct 1100
				HN

Cynthia	Morris	San Rataek	CA	94901 US
Karen	Ennis	San Rafael	CA	94903 US
Candace	Key	San Rafael	CA	94903 US
susan	Bradford	San Rafael	CA	94901 US
Michael	Merz	San Rafael	CA	94903 US
James	Haig	San Rafael	CA	94901 US
Julia	Mclroy	San Rafael	CA	94903 US
Elaine	Mont-Eton	San Rafael	CA	94901 US
Sue	Orloff	San Rafael	CA	94901 US
Luben	Stoilov	San Rafael	CA	94903 US
Sharon	Gosselin	San Rafael	CA	94901 US
Janis	Wild	San Rafael	CA	94901 US
Anne	Barker	San Rafael	CA	94901 US
Susan	Peters	San Rafael	CA	94901 US
Uta	Jehnich	San Rafael	CA	94903 US
Marcine	Johnson	San Rafael	CA	94903 US
Donna	Boland	San Rafael	CA	94912 USA
Matt	Olrich	San Rafael	CA	94901 US
Philipp	Simon	San Rafael	CA	94912 US
Aaron	Brinkerhoff	San Rafael	CA	94901 US
Alex	Woolery	San Rafael	CA	94903 USA
Leonard	Stevens	San Rafael	CA	94901 US
Katherine	Jain	San Rafael	CA	94903 US
Doug	Childers	San Rafael	CA	94903 US
Nickola	Ballas	San Rafael	CA	94901 US
c.	bushnell	san rafael	CA	94901 US
Paul	Burks	San Rafael	CA	94903 US
Devon	Paoli	San Rafael	CA	94901 US
Janet	Corah	San Rafael	CA	94901 US
Alex	Vollmer	San Rafael	CA	94901 US
John	Boeschen	San Rafael	CA	94903 US
Mary	Poor	San Rafael	CA	94903 US
Betty	Kowall	San Rafael	CA	94903 US
Candace	Yoshida	San Rafael	CA	94901 US
Kerry	Wilcox	San Rafael	CA	94901 US
Deborah	Landowne	San Rafael	CA	94903 USA
Lucile	Reid	San Rafael	CA	94903 US

Linda	Mitchell	San Rafael	CA	94901 US
Renee	des Tombe	San Rafael	CA	94901 US
Sigrid	Painter	San Rafael	CA	94903 US
N Edward	Boyce	San Rafael	CA	94901 US
Kerry	Barnes	San Rafael	CA	94903 US
Jerry	Greenstein	San Rafael	CA	94901 US
John	Sarnes	San Rafael	CA	94903 US
Nicole	Mercier	San Rafael	CA	94901 US
Robin	Van Tassell	San Rafael	CA	94903 US
Kathleen	Wolney	San Rafael	CA	94903 US
Robert	Candelaria	San Rafael	CA	94903 US
sabrina	dolan	san rafael	CA	94903 US
Stephen	Shaw	San Rafael	CA	94901
Adrienne	Gyurcsik	San Rafael	CA	94901 US
Daniel	Holeman	San Rafael	CA	94901 US
Valarie & Stuart	Welte	San Rafael	CA	94901 US
Tiffany	Smith	San Rafael	CA	94903 US
JOAN	PETERSON	SAN RAFAEL	CA	94903 US
John	Cape	San Rafael	CA	94901 US
Keelin	Pohl	San Rafael	CA	94903 US
amy	hudson	san rafael	CA	94901 US
Dennis	Dougherty	San Rafael	CA	94903 US
Kate	Garay	San Rafael	CA	94903 US
Kimberley	Michelle	San Rafael	CA	94901 US
Dan	Singer	San Rafael	CA	94901
Robert	Dobrin	San Rafael	CA	94903
Sandra	Florin	San Rafael	CA	94903
David	Simon-Baker	San Rafael	CA	94903
Trisha	McMahon	San Rafael	CA	94901
Michelle	Knutson	San Rafael	CA	94903
Antoinette	Doyle	San Rafael	CA	94901
Anita	Casalina	San Rafael	CA	94903
Kevin	Stockmann	san rafael	CA	94901
Rob	Morrison	San rafael	CA	94903 US
Greg	Miller	San Rafael	CA	94901
Mary	Hanley	San Rafael	CA	94903
David	Burghardt	San Rafael	CA	94903

Susan	Berke	San Rafael	CA	94901
Rachel	Miller	San Rafael	CA	94903
Ashley	Ector	San Rafael	CA	94903
Molly	Tuveson	San Rafael	CA	94903 US
Alex	Kahl	San Rafael	CA	94903
Linda	Levey	San Rafael	CA	94903 US
Tess	Nottebohm	san Rafael	CA	94903
nancy	murphy	san rafael	CA	94903
Greg	Waters	San Rafael	CA	94903
Norma	Novy	San Rafael	CA	94903
edward	Novy	San Rafael	CA	94903
Alan	oklan	San Rafael	CA	94903
Alan	Young	San Rafael	CA	94903
russ	Greenfield	San Rafael	CA	94903
Charles	Harris	San Rafael	CA	94901
Christine	Powlan	San Rafael	CA	94901
Andrea	Bennici	San Rafael	CA	94903
Michael	McCrea	San Rafael	CA	94903
Tamara	Hull	San Rafael	CA	94903
Lester	Yagoda	San Rafael	CA	94903
Gail	MacMillan	San Rafael	CA	94903
Colleen	Dolan	San Rafael	CA	94912
James	French	San Rafael	CA	94903
Jacqueline	Garcia	San Rafael	CA	94903
Cynthia	Brown	San Rafael	CA	94903
Lynn	Payton	San Rafael	CA	94903
Art	Reichert	San Rafael	CA	94903
James	Cox	San Rafael	CA	94901
Ellen	Stein	San Rafael	CA	94901
Patricia	McKay	San Rafael	CA	94903
Shirley	McGrath	San Rafael	CA	94903
Alina	Redka	San Rafael	CA	94903
Arlene	Davis	San Rafael	CA	94901
Samantha	Sargent	San Rafael	CA	94903
Alfia	Wallace	San Rafael	CA	94903 US
Susan	Mace	San rafael	CA	94903 US
Elaine	Reichert	San Rafael	CA	94903 US
Raman	Paul	San Rafael	CA	94901

ann	thompson	san rafael	CA	94903
Rodger	Jacobsen	San Rafael	CA	94901
Bala	bulusu	San Rafael	CA	94954
craig	ponsford	san rafael	CA	94901
Katherine	Zaremba	San Rafael	CA	94901
Andreas	Nottebohm	San Rafael	CA	94903
Roger	Hooper	San Rafael	CA	94901
joan	nelson	SAn RAfael	CA	94901
Sue	Spofford	San Rafael	CA	94901
Jim	Freestone	San Rafael	CA	94208
karen	tate	san rafael	CA	94903
Therese	Stanley Tatol	San Rafael	CA	94903
Tess	Tatol	San Rafael	CA	94903
Marylee	Stanley	San Rafael	CA	94903 US
Ulrike	Steinbach	San Rafael	CA	94903
Leticia	Kahl	San Rafael	CA	94903
Liz	Dale	san rafael	CA	94903
Donald	Johns	San Rafael	CA	94903
Anne	Oklan	San Rafael	CA	94903
Diana	King	San Rafael	CA	94903
Debra	Howell	San Rafael	CA	94903
Dennis	Bortoli	San Rafael	CA	94903
Laura	Seidenberg	San Rafael	CA	94901
Gina	Hagen	San Rafael	CA	94903
Barry	Taranto	San Rafael	CA	94903
sharon	navratil	san rafael,	CA	94903 US
Jean	Dakota	San Rafael, CA	CA	94901 US
Joseph	Buhowsky	San Ramon	CA	94582 US
Edward	Seekamp	San Ramon	CA	94583 USA
Deborah	Santone	San Ramon	CA	94583 US
Jean	Lindemann	San Ramon	CA	94583 US
Casey Jo	Remy	Sandpoint	ID	83864 US
Karina	Dansie	Sandy	UT	84092 US
john	denigris	sanrafael	CA	94903
Karen	West	Santa Ana	CA	92705 US
Beatriz	Pallanes	Santa Ana	CA	92704 US
Roxanne	Caro	santa ana	CA	92707 US

Joanne	Nay	Santa Barbara	CA	93105 USA
Carol	Hemringway	Santa Barbara	CA	93105 US
Melanie	Weinstein	Santa Clara	CA	95051 US
Julie	Watt	Santa Clara	CA	95051 US
Melissa	Miller	Santa Clara	CA	95050 US
Evie	Cross	Santa Clara	CA	95051 US
Mary	Small	Santa Clara	CA	95051 US
Robert	Boehme	Santa Clara	CA	95050 US
mushtaq	syed	santa clara	CA	95050 US
Paula	Orrego	Santa Clara	CA	95051 US
Patricia	Cachopo	Santa Clara	CA	95050 US
Shann	Ritchie	Santa Cruz	CA	95062 US
Violet	Highley	Santa Cruz	CA	95064 US
Ruselle	Revenaugh	Santa Cruz	CA	95060 US
Bruce	Donnell	Santa Fe	NM	87506 US
William	Swinney	Santa Fe	NM	87508 US
reita	NEWKIRK	santa fe	NM	87508 US
celia	perigord	santa fe	NM	87505 US
cara	leandro	santa margarita	CA	93453
mary	rojieski	santa monica	CA	90405 US
Gary	Dolgin	Santa Monica	CA	90402 US
Daniel	Doty	Santa Monica	CA	90403 US
Mark	Feldman	Santa Rosa	CA	95401 US
David	Sherman	Santa Rosa	CA	95405 US
Shirley	Wallack	Santa Rosa	CA	95403 US
Andrea	Pellicani	Santa Rosa	CA	95401 US
Jonathan	Kopshever	Santa Rosa	CA	95405 US
Eileen	Harrington	Santa Rosa	CA	95403 US
G	DeSalvo	Santa Rosa	CA	95403 US
Karen	Wiesner	Santa Rosa	CA	95403 US
Katherine	Crank	Santa Rosa	CA	95409 US
Cynkay	Morningsong	Santa Rosa	CA	95405 US
stacie	charlebois	SANTA ROSA	CA	95403 US
Donald	Wolf DDS	Santa Rosa	CA	95401 US
Sandra	Menachof	Santa Rosa	CA	95404 US
Gretchen	Braren	santa rosa	CA	00954 US
Kristin	Thigpen	Santa Rosa	CA	95404 US

Mary	Schilder	Santa Rosa	CA	95404 US
John	Wallack	Santa Rosa	CA	95401 US
David	Comfort	Santa Rosa	CA	95405 US
Adolph	Hofmann	Santa Rosa	CA	95405 US
(The Rev.) Allan B.	Jones	Santa Rosa	CA	95404 US
Linda	Russell	Santa Rosa	CA	95402 US
Tim	Coshow	Santa Rosa	CA	95405 USA
Neahle	Madden, R.N.	Santa Rosa	CA	95405 US
Aislinn	McCarthy	Santa Rosa	CA	95409 US
Gary	Alderette	Santa Rosa	CA	95401 US
Zora	Hocking	Santa Rosa	CA	95401 US
B	Thigpen	Santa rosa	CA	95404 US
Dan/Paula	Fogarty	Santa Rosa	CA	95409 US
Judith	Hoaglund	Santa Rosa	CA	95401 US
Craig	Cook	Santa Rosa	CA	95401 US
Monica	Schwalbenberg-PeÅ±a	Santa Rosa	CA	95404 US
Christine	Engel	Santa Rosa	CA	95409 US
carol	hasenick	santa rosa	CA	95404 US
Theresa	Vernon	Santa Rosa	CA	95404 US
Janice	Flatto	Santa Rosa	CA	95404 US
pamela	higgins	santa rosa	CA	95402 US
Gordon	Beebe	Santa Rosa	CA	95401 US
Carol	Rau	Santa Rosa	CA	95401 US
Jennifer	Killian	Santa Rosa	CA	95403 US
Sharon	Feissel	Santa Rosa	CA	95409 US
Jeannine	Bressie	Santa Rosa	CA	95405 US
Elizabeth	Lotz	Santa Rosa	CA	95407 US
Glenn	Pope	Santa Rosa	CA	95404 US
Peace & Justice Center	of Sonoma County	Santa Rosa	CA	95401 US
Lily	Adams	Santa rosa	CA	95409 US
Kamal	Prasad	Santa Rosa	CA	95404 US
Aynia	Torres	Santa Rosa	CA	95403 US
William	McGuffey	Santa Rosa	CA	95409 US
J.	lam	Santa Rosa	CA	95402 USA
Valerie	Silver	Santa Rosa	CA	95404 US
james	kelley	Santa Rosa	CA	95403 US
Tara Leesa	Davis	Santa Rosa	CA	95403 US

Sharon	Ledbetter	SANTA ROSA	CA	95402 US
rosalie	Malik	Santa rosa	CA	95409 US
Claudia	Bruckert	Santa Rosa	CA	95404 US
Chris	Tucker	Santa Rosa	CA	95407 US
Maria	Borges	Santa Rosa	CA	95403 US
Bridget	Johnson	Santa Rosa	CA	95404 US
Susan	Cerovski	Santa Rosa	CA	95405 US
Claire	Colangelo	Santa rosa	CA	95401 US
Leonie	Barnes	Santa Rosa	CA	95403 US
DEIRDRA	CUTHBERTSON	SANTA ROSA	CA	95407 US
michele	caldera	santa rosa	CA	95401 US
Diana	Morales	Santa Rosa	CA	95407 US
Bo	Svensson	Santa Rosa	CA	95401 US
Victoria	Kochergin	Santa Rosa	CA	95401 US
Dawn	Kopshever	Santa Rosa	CA	95405 US
Cristina	Amarillas	Santa Rosa	CA	95404 US
nicholas	lenchner	santa rosa	CA	95403 US
Michael	Kirchanski	Santa Rosa	CA	65409 US
Lucia	Roncalli	Santa Rosa	CA	95404 US
Marilyn	Hansen	Santa Rosa	CA	95403 US
Linda	Harlow	Santa Rosa	CA	95404 US
Lisa	Selby	Santa Rosa	CA	95405 US
Richard	Mayer	Santa Rosa	CA	95404 US
Ruth	Martin	Santa Rosa	CA	95409
Kim	buscalino	santa rosa	CA	95409 US
Phillip	Galbreath	Santa Rosa	CA	95409 US
Danitsa	Finch	Santa Rosa	CA	95409
Jon	Nelson	Santa Rosa	CA	95401
Andrew	Hudson	Santa Rosa	CA	95407
Sara	Nogueiro	Santa Rosa	CA	95403
Dossie	Greenberg	Santa Rosa	CA	95401
Sue	Pierson	Santa Rosa	CA	95405
gerry	camarata	santa Rosa	CA	95404
Marie	Gomez	Santander	ot	39012 ES
Roberto	Wittmann J.	Santo Domingo de	ot	33102 CR
Giovanna	Villani	Sao Paulo	ot	23029 BR
Andjei	Muchin	Saratov	ot	41022 RU

carrie	hiestand	Saukville	WI	53080 US
Janis	Ley	Sault Sainte Marie	MI	49783 US
Elise	Acosta	Sausalito	CA	94965 US
Suzanne	Gooch	Sausalito	CA	94965 US
Casey	Fagre	Sausalito	CA	94965 US
Marcy	Roth	Sausalito	CA	94965 US
Corina	Hatfield	Sausalito	CA	94965 US
Marisa	Nelson	Sausalito	CA	94965 US
Jody	Gibney	Sausalito	CA	94965 US
Linda	Martello	Sausalito	CA	94965 US
Elizabeth	Brawley	Sausalito	CA	94966 US
Holly	Bacuzzi	Sausalito	CA	94965
Thea	Schurer	Sausalito	CA	94965
JILL	STEPHENS	SAUSALITO	CA	94965
Jen	Willis	SB	CA	93110 US
Michael	Haskell	Scarborough	ME	04074 US
Janice	Bernard	Scarborough	NY	10510 USA
Jessica	Macomber	Scarborough	ME	04074 US
bonnie	pelton	scottdale	AZ	85375 US
Elizabeth	Enright	Scottsdale	AZ	85251 US
Jordan	Howells	Scranton	PA	18504 US
anne	veraldi	sd	CA	94110 US
David	Casey	Seattle	WA	98105 US
jennifer	lockett	seattle	WA	98115 US
Tiffany	Comtois-Dion	Seattle	WA	94519 US
Bev	Buswell	Sebastopol	CA	95472 US
Patrick	Woodworth	Sebastopol	CA	95472 US
Elaine	Langlois	Sebastopol	CA	95472 US
Ann	Hannant	Sebastopol	CA	95472 US
Howard	Higson	Sebastopol	CA	95472 US
Don	Ryan	Sebastopol	CA	75472 US
Vladimir	Strugatsky	Sebastopol	CA	95472 US
Samuel	Hergenrather	Sebastopol	CA	95472 US
Brian	Gong	Sebastopol	CA	95472 US
Nancy	Gingrich	Sebastopol	CA	95472 USA
Annie	Acker	Sebastopol	CA	95473 US
Kamran	Nayeri	Sebastopol	CA	95472 USA

lupe	avila	sebastopol	CA	95472	US
Blake	Allen	Sebastopol	CA	95472	US
Joy	Helstien	Sebastopol	CA	95473	US
Judy	Wismer	Sebastopol	CA	95472	US
sharon	lacy	sebastopol	CA	95446	US
linda	peterson	Sebastopol	CA	95472	US
George	Marshall	Sebastopol	CA	95472	US
Elaine	Gayler	Sebastopol	CA	95472	US
Jeannie	Cropsey	sebastopol	CA	95472	US
J	Lane	Sebastopol	CA	95472	US
Dian	Hardy	Sebastopol	CA	95472	US
Roger	Brown	Sebastopol	CA	95472	US
Elisabeth	Fiekowsky	Sebastopol	CA	95473	US
Sue	Klick	Sebastopol	CA	95472	US
Janis	Dolnick	SEBASTOPOL	CA	95472	US
gene	broderick	sebastopol	CA	95472	US
Margaret	Murray	Sebastopol,	CA	95472	US
Marty	Landa	Sedona	AZ	86351	US
Nicolas	Caballero	Sevilla	ot	41700	ES
miiru	len	sf	CA	94128	US
Dara	Engel	SF	CA	94122	US
Ruth	Shevelev	Sf	CA	94114	US
Dane	Van Dyck	SF	CA	94133	US
Cara	Givens	SF	CA	94110	US
vera	kachouh	SF	CA	94110	US
Carol	Soto	SF	CA	94114	US
Ana	Kirola	Sf	CA	09419	US
Bob	Wojtyniak	Shelby Twp	MI	48317	US
Mox	Ruge	Sherman Oaks	CA	91403	US
Lacey	Levitt	Shrewsbury	MA	01545	US
helen	mcgrail	si	NY	10314	US
Vikki	Orlando	Sierra Madre	CA	91024	US
Joshua	Sloan	Silver Spring	MD	20902	US
Ronald	Rather	Sioux Falls	SD	57106	US
Dr. James	Livingston	Skandia	MI	49885	US
Jason	Burch	SLC	UT	84111	US
George	Darling	Snowflake	AZ	85937	US

wendi	huffman	so.milwaukee	WI	53172 US
JM	Peterson	Soap Lake	WA	98851 US
Zara	Ivanova	Sofia	ot	99502 BG
David	Eash	Solon	IA	52333 US
Andy	Philpot	Solvang	CA	93463 US
Melania	Padilla	Somoto	ot	00505 NI
Dmitra	Smith	Sonoma	CA	95476 US
Patric	Kearns	sonoma	CA	95476 US
Mattie	Rudinow	Sonoma	CA	95476 US
Jim	Phillips	Sonoma	CA	95476 US
Meg	Beeler	sonoma	CA	95476 US
Karen	Sanders	Sonoma	CA	95476 US
Loren	Cole	Sonoma	CA	95476 US
Denise	Halbe	Sonoma	CA	95476 US
Lynne	Harrington-Bullock	Sonoma	CA	95476 US
Leslie	McLean	Sonoma	CA	95476 US
Paul	Strecker	Sonoma	CA	95476 US
David	McFarland	Sonoma	CA	95476 US
mariah	Altrocchi	Sonoma	CA	95476 US
Julie	Minton	Sonoma	CA	95476 US
Robert	Dollar	Sonoma	CA	95476 US
Ruth	Lombard	Sonoma	CA	95476 US
Jan	Mosgofian	Sonoma	CA	94947 US
Denise	Long	Sonoma	CA	95476 US
Kathleen	Taughner	Sonoma	CA	95476 US
eleanor	cuevas	sonoma	CA	95476 US
Karen	Basore	sonoma	CA	95476 US
Robert	Cherwink	Sonoma	CA	95476 US
Pam	Burns-Clair	Sonoma	CA	95476 US
John	Jovino	Sonoma	CA	95476 UM
genevieve	haven	sonoma	CA	95476 US
Dan	Noreen	Sonoma	CA	95476
Kathleen	Mugele	Sonoma	CA	95476
jean	louis	sonoma,	CA	95476 US
Carol	Thompson	South Park	PA	15129 US
icia	belchak	south pasadena	CA	91030 US
Deborah	Meckler	South San Francisco	CA	94080 US

Mayra	Torres	South San Francisco	CA	94080 US
Jenny	Ho	South San Francisco	CA	94080 US
David	Ferger	Southfield	MI	48034 US
Nadejda	Sitnikova	Spassk-Dalnij	ot	69223 RU
Diane	Piecara	Spicewood	TX	78669 US
Jason	Green	Spotsylvania	VA	22551 US
Aurelia	Gasher	Spring	TX	77386 US
Eleanor	Hiteshew	Spring Hill	FL	34606 US
Roberta	Parrish	Springfield	VA	22153 US
carlee	trent	springfield	OH	45505 US
Shella	Fox	st augustine	FL	32086 US
Robert	Brownscombe	St Helena	CA	94574 US
Julie	Griffith	St Charles	IL	60174 US
Elizabeth	Miliken	St Helena	CA	94574 US
Lisa	Togni	St Helena	CA	94574 US
Elisabeth	Bechmann	St PÄtten	ot	03100 AT
valerie	kimblar	staffordsville	KY	41256 US
Lee	Michelsen	Stamford	CT	06903 US
Claire	Zabel	Stanford	CA	94309 US
Susan	Esposito	Staten Island	NY	10314 US
George Y.	Bramwell	Staten Island,	NY	10301 US
Barrie	Stebbings	Stinson Beach	CA	94924 USA
erika	lowry	stinson beach	CA	94970 US
GERHARD	ECKARDT	STOCKTON	CA	95210 US
P	Henry	Stoneham	MA	02180 US
lisa	clark-kahn	stony point	NY	10980 US
Carol	Gabor	Stratford	CT	06614 US
Michèle	Cagnetta	STUDIO CITY	CA	91604 US
Taylor	Sacher	Stykersville	NY	14145
Cindy	MacDonald	Suisun City	CA	94585 US
Diorothea	Hein	Summerville	SC	29485 US
ALFRED	PAPILLON	SUMMERVILLE	SC	29485 US
Kathleen	Ruiz	Sun City	CA	92586
Gerald	Shaia	Sun Valley	CA	91352 US
Irena	Franchi	Sunny Isle Beac	FL	33160 US
Lella	McGowan	Sunnyvale	CA	94086 US
A	Bonvouloir	Sunnyvale	CA	94086 US

Kathy	Skaggs	Sunnyvale	CA	94087 US
Duane	Carbon	Sunnyvale	CA	94087 US
Jared	Goor	Sunnyvale	CA	94087 US
Elissa	Pekrul	Sunnyvale	CA	94085 US
William	Bell	Sunnyvale	CA	94087 US
Mary	Grindeland	Sunnyvale	CA	94089 US
Subrata	Sircar	Sunnyvale	CA	94087 US
Suzanne	Holthaus	Sunnyvale	CA	94086 US
Susan	Gonzalez	Sunnyvale	CA	94089 US
Alan	Schenck	Sunnyvale	CA	94087 US
Mark	Philips	Sunnyvale	CA	94087 US
Peggy	Graham	Sunnyvale	CA	94087 US
Marc	Gordon	Sunnyvale	CA	94087 US
Angela	Martinez	Sunnyvale	CA	94089 US
John	Edman	Sunnyvale	CA	94087 US
Ruth	Clifford	Sunnyvale	CA	94086 US
RICHARD	BURNETT	SUNNYVALE	CA	94085 US
Mary Beth	Forrest	Sunnyvale	CA	94087 US
Michelle	Perez	Sunnyvale	CA	94086 US
ernest	boyd	sunnyvale	CA	94087 US
Carmen	Klucsor	Sunnyvale	CA	94086 US
Laurie	Bramlage	Sunnyvale	CA	94086 US
Lukasz	Lempart	Sunnyvale	CA	94085 US
Gillian	Schultz	Sunnyvale	CA	94086 US
Linda	Devendorf	Sunnyvale	CA	94086 US
Jean	Staats	Sunnyvale	CA	94087 US
Jeanne	Brown	Sunnyvale	CA	94087 US
dennis	barrett	sunnyvale	CA	94087 US
Sue	Serrone	Sunnyvale	CA	94087 US
Daniel	Barros	Sunnyvale	CA	94087 US
Vrishali	Wagle	Sunnyvale	CA	94087 US
Nancy	Davis	Sunnyvale	CA	94087 US
Claire	Barker	Sunnyvale	CA	94087 US
Annette	Bailey	Sunnyvale	CA	94087 US
Susan	Mahoney	Sunnyvale	CA	94087 US
Elizabeth	Hayman	Sunnyvale	CA	94087 US
Karin	Jeffery	Sunnyvale	CA	94087 US
		Sunol	CA	94087
		Swansea	CA	94586 US
		Syracuse	ot	SA4 4FQ GB
		Syracuse	NY	13203 USA
		Tacoma	NY	13206 US
		Tallahassee	WA	98403 US
			FL	94043 US

Bernadette	van der Loo	Tamaru	ot	17212	ES
James	Brunton	Tampa	FL	33612	US
Debbie	Green	Tampa	FL	33615	US
Pia	Mustonen	Tampere	ot	33200	FI
Linda	Waine	Taunton	MA	02780	US
Richard	Blain	Temecula	CA	92592	US
Ginamarie	Colorio	Tempe	AZ	85283	US
Thierry	Fave	Thonon les bains	AZ	85614	FR
Gail	Demirtas	Thousand Oaks	CA	91360	US
Fraser	Muirhead	Tiburon	CA	94920	US
Evelyn	woo	tiburon	CA	94920	US
Shelly	Smith	tiburon	CA	94920	US
Cannadace	Hollis-Franklyn	Tiburon	CA	94920	USA
rex	franklyn	tiburon	CA	94920	US
Brittany	Greenberg	Tiburon	CA	94920	US
Sandra	Swanson	Tiburon	CA	94920	US
George	Berticevich	Tiburon	CA	94920	US
Mary	Harris	Tiburon	CA	94920	US
Emilia	Hagerman	Tiburon	CA	94920	
Eric	Hagerman	Tiburon	CA	94920	
Francesca	Simonton	Tidewater	OR	97390	USA
Matthew	Lapointe	Timmins	ON	P4N 4E1	CA
M.	Canter	To iron	CA	94920	US
kumiok	Suga	Tokyo	ot	1320024	JP
Seth	Bunnell	Tomales	CA	94971	US
Nicole	Hertel	Tonawanda	NY	14150	US
Victoria	Pitchford	Toronto	ON	60601	CA
Judyta	Nowakowska	Torun	ot	87-100	PL
Marie-Eve	Losier	Tracadie	NB	E1x1c1	
chantal	Provost	Trets	ot	13530	FX
stephanie	Provost	Trets	ot	13530	FX
mathias	Provost	Trets	ot	13530	
Susanne	Ekberg	Trier	AL	54296	DE
Sean	Corrigan	Trinity Beach	CA	90005	AU
Marcia	Mitcheltree	Trout Run	PA	17771	US
beverly	adams	truth or Consequences	NMI	87901	US
Charles	Duncan	Tucson	AZ	85716	US

Paul	Sinacore	Tujunga	CA	91042 US
Probyn	Gregory	Tujunga	CA	91042 USA
Jerry	Clymo	Union City	CA	94587 US
Mark	Spindler	UNION CITY	CA	94587 US
Rebecca	Spindler	UNION CITY	CA	94587 US
Sheryl	Arroyo-Glausch	Union City	CA	94587 US
Nanette	Oggiono	Upton	MA	01568 US
Nicole	Arnato	Vacaville	CA	95688 US
martin	joye	vacaville	CA	95696 US
Douglas	Poore	Vacaville	CA	95688 US
Deborah	Myers	Vacaville	CA	95688 US
Diane	Healy	Vacaville	CA	95688 US
Michelle	Davis	Vacaville	CA	95688 US
Sanja	Maksimovic	Valjevo	ot	14000 SP
Rose	Carnell	Vallejo	CA	94591 US
Alicia	Jackson	Vallejo	CA	94591 US
Susan	Croissant	Vallejo	CA	94590 US
William	Putnam	Vallejo	CA	94589 US
Michael	Miller	Vallejo	CA	94591 US
Ro	LoBianco	Vallejo	CA	94591 US
Nikki	Nafziger	Vallejo	CA	94590 US
Maria	Waller	vallejo	CA	94591 US
Julian	Clift	Vallejo	CA	94590 US
Lisa	Tomboc	Vallejo	CA	94589 US
donya	drummond	vallejo	CA	94590 US
Mike	Airoldi	Vallejo	CA	94591 US
parisa	LoBianco	Vallejo	CA	94591 US
Sharon	Prell	Vallejo	CA	94591 USA
KENNETH	ZINK	VALLEJO	CA	94590 US
Robin	Leong	Vallejo	CA	94590
karen	black	vallejo	CA	94590 US
bronwen	evans	vancouver	WA	98101 CA
London	metcalfe	Vancouver	BC	15433 CA
Hon	Soulo	Vancouver	BC	99051 CA
Joan	McAllister	VANCOUVER	BC	V6P 3S6 CA
Michael	Neary	Venice	FL	34285 US
Mary	Palmer	Venice	CA	90291 US

Anthony	Montapert	ventura	CA	93004	US
diletta	bianco	vico canavese	ot	10080	IT
Julien Kaven	Parcou	Victoria	ot	00248	SC
John	Beaven	Victoria	BC	V8T 2R5	CA
Monika	Huber	Vienna	ot	A-1020	AT
Waltraud	Usahanun	Vienna	ot	01200	AT
Florence	Robin	VilidÅ© Guingalan	ot	95616	FR
Nayeem	Aslam	Villa Park	IL	60181	US
Enea	Michelli	Vilachlara (BS)	ot	25030	IT
Andrey	Pshenitskiy	Vilnius	ot	09224	LT
Rita	Belazarlene	Vilnius	ot	LT-01104	LT
Lani	Hink	Vineburg	CA	95487	US
James	Jeffrey	Virginia Beach	VA	23456	US
BRIAN	PAPPAS	VIRGINIA BEACH	VA	23462	US
Kent	Fy	Visalia	CA	93292	
Jim & Cindy	Lamon	Vista	CA	92081	US
Ans	Weevers	Vorden	ot	7251LR	NL
Rose	Iacovitti	Walden	NY	12586	US
Joan	Wikler	Waldport	OR	97394	US
Tara	Noyes	Wallingford	PA	19086	US
danielle	posvar	walnut creek	CA	94597	US
Nick	Zernick	Walnut Creek	CA	94597	US
Dave	Seaborg	Walnut Creek	CA	94598	US
jaanet	Turner	walnut Creek	CA	94596	US
Erin	Barca	Walnut Creek	CA	94596	US
signe	swenson	walnut creek	CA	94595	USA
dennis	thomas	walnut creek	CA	94597	US
Nancy	Lion-Storm	Walnut Creek	CA	94595	US
KATHLEEN	KELLER	Walnut Creek	CA	94596	US
P.	Johansen	Walnut Creek	CA	94598	US
Janet	Birdas	Walnut Creek	CA	94597	US
Constantine	Bogios	Walnut Creek	CA	94595	US
Dolores	Butkus	Walnut Creek	CA	94595	US
Jason	palmer	walnut creek	CA	94598	US
E	Hoople	Walnut Creek	CA	94598	US
Darrel	Johnson	Walnut Creek	CA	94598	US
Kevin	Patterson	Walnut Creek	CA	94595	US

Susan	Rouse	Walnut Creek	CA	94597 USA
ALICE J.	FELIX	Walnut Creek	CA	94597 US
Barbara	Greenwood	Walnut Creek	CA	94596 US
Mona	Magana	Walnut Creek	CA	94598 US
Alicia	Eckley	Walnut Creek	CA	94596 US
steven	barrett	Walnut Creek	CA	94598 US
Debra	Espinoza-Bylin	Walnut Creek	CA	94598 US
Richard	Flittie	Walnut Creek	CA	94597 US
Robert	Burrows	walnut creek	CA	94597 US
Kellie	Karkanen	Walnut Creek	CA	94595 US
monique	roblin	Walnut Creek	CA	94595 US
Paul	Morse	Walnut Creek	CA	94595 US
trina	glueck	Walnut creek	CA	94598 US
Dorothy	Tharsing	Walnut creek	CA	94597 US
Robert	Millar	Walnut Creek	CA	94597 US
Carola	Ebertz-Knop	Walnut Creek	CA	94597 US
carole	hagen	Walsrode	ot	29664 DE
Jesse	Gennarelli	warrenton	OR	97146 US
Barbara	Dehnert	Warwick	NY	10990 USA
Megan	Brodie	Waseca	MN	56093 US
Raymond	Nuesch	Washington	DC	97239 USA
Steve	Smith	Washington	DC	20009 US
Deborah	Kavruck	Washington, D.C.	DC	20560 US
Shelley	Cottrell	Washougal	DC	90068 US
Theodore	Johns	Waterford	WA	98671 US
Ellen	Gutfleisch	Waukesha	CT	06385 USA
Karl David	Reinhardt	Webster Groves (Saint	WI	53089 US
Ellaïne	Lurie-Janicki	West Haven	MO	63119 US
francis	mastri	west haven	CT	06516 US
Jean	Naples	West Haverstraw	CT	06516 US
kathryn	carlson	west hills	NY	10993 USA
Teresa	Rex	west jordan	CA	91307 US
Jamie	Greer	West Orange	UT	84088 US
Laura	Lopez	West Palm Beach	NJ	07052 US
Tracey	Archer	West Sacramento	FL	33411 US
BILLI	HANLON	WEST SACRAMENTO	CA	95691 US
Joseph	Wenzel	West Saint Paul	CA	95691 US
			MN	55118 US

Mary Jo	Al-Tukhaim	West Townsend	MA	01474	US
Jill	Vickerman	WestCape	CO	81226	ZA
Marc	Grawunder	Westerkappeln	ot	49492	DE
patricia	poteat	westfield	MA	01085	US
S.	Van Zant	Westport	CT	06880	US
Nancy	Orons	Wexford	PA	15090	US
Rebecca	Gibson	Wheat Ridge	CO	80033	US
Helen	Lynch	Whiting	NJ	00004	US
Loralee	Clark	Williamsburg	VA	23185	US
Edith	Coleman	Wilmington	DE	19805	US
Judith	Yost	Wimberley	TX	78676	
martha	leahy	winchester	MA	01890	US
Rebecca	Mann	Windsor	CA	95492	US
Ed	Hasson	Windsor	CA	95492	USA
Jody	Fessler	Windsor	CA	95492	US
Stephanie	Green	Windsor	CA	95492	US
Tara	Verbridge	Windsor	CA	30118	CA
Scott	Taylor	Windsor	CA	95492	US
ion	athens	windsor	CA	95492	US
TAMMY/DUANE	LINDSAY	WINDSOR	CT	06095	US
Steven	Burrows	Winston Salem	NC	27104	US
Patricia	McDonald	Winter Park	FL	32792	US
Jean	Crossley	Winters	CA	95694	US
Dorothea	Stephan	Winzer	ot	94577	DE
David	Schmidt	Wonder Lake	IL	60097	
Barbara	Macdonald	Woodacre	CA	94973	US
Nancy	Hanson	Woodacre	CA	94973	US
Bitia	Edwards	Woodacre	CA	94973	USA
Naomi	Binzen	Woodacre	CA	94973	US
ian	edwards	woodacre	CA	94973	US
Victoria	Chase	Woodacre	CA	94973	
Denise	Dunlap	Woodbridge	VA	22193	US
KATHLEEN	SCHMAUTZ	WOODHAVEN	NY	11421	US
Cleo	Opera	Woodland	CA	95695	US
ann	winskip	woodland	CA	95695	US
Kenneth	Tabachnick	Woodland Hills	CA	91365	US
yseult	biver	woodland hills	CA	91367	US

Timothy	Martin	Woodside	CA	94062 US
Judy & ron	romines	Woodside	CA	94062 US
Gita	Dev	Woodside	CA	94062 US
Dennis	Ruby	Woodside	CA	94062 US
Margaret	Parker	Woodside	CA	94062 US
Philip	Morais Jr	Woodside	CA	94062 US
Maureen	Kavanagh	Woodside	NY	11377 US
Catherine	Nelson	Yonkers	NY	10710 US
Karen	Jennings	Yuma	AZ	85365 US
vera	koller	zÃ¼rich	ot	ch-8038 CH
damir	valecic	zagreb	NY	10090 HR
nina	valecic	zagreb	NY	10090 HR
Ana	Rumbak	Zagreb	ot	10000 HR
Natalija	Svrtan	Zagreb, Croatia	ot	10000 HR
fundacion	SAN FRANCISCO DE ASIS ZARZAL	Zarzal Colombia	FL	11139 CO
Patrick	COLOMBIA	Zephyr Cove	NV	89448 US
Davina	Sennello	Zutendaal	ot	03690 BE
	Williams		CA	94941



Kraig Tambornini

From: In Support of the San Rafael Airport Recreation Facility Project [no-reply@wufoo.com]
Sent: Thursday, March 15, 2012 2:22 PM
To: dist2@letmarinplay.com; lmanchip@yahoo.com
Subject: Thank you for your time. [#283]

Name * Noel Perkins

Email * info@hrthinking.com

Message to the Planning Commission *

A new sports complex would be a huge boon to San Rafael. It's a quality of life investment for all Marinites but especially those of us who live and play in San Rafael. Please move forward on this project.

Noel Perkins



DEPARTMENT OF TRANSPORTATION
 DIVISION OF AERONAUTICS – M.S.#40
 1120 N STREET
 P. O. BOX 942874
 SACRAMENTO, CA 94274-0001
 PHONE (916) 654-4959
 FAX (916) 653-9531
 TTY 711

Exhibit 13
DOT, Division of Aeronautics
Letter



*Flex your power!
 Be energy efficient!*

March 9, 2012

Mr. Kraig Tamborini
 City of San Rafael
 Planning Division
 P.O. Box 151560
 San Rafael, CA 94915-1560

Dear Mr. Tamborini:

The San Rafael Airport Recreational Facility

The California Department of Transportation (Department), Division of Aeronautics (Division), reviewed the above referenced project's Draft Environmental Document and sent comments in a letter dated May 1, 2009 and also the Negative Declaration in a letter Dated February 24, 2006. Since those reviews, the Division updated the California Airport Land Use Planning Handbook (Handbook) in 2011. State law requires airport land use commissions to guide land use decisions near public use airports. Because the San Rafael Airport is not a public use airport, it lacks this benefit. Please see the following for new Division guidance regarding this project.

The proposal is for the construction of a recreational facility adjacent to the San Rafael Airport. The facility will consist of a 38-foot tall recreational building housing indoor fields and courts with spectator seating, offices, food and beverage service, arcade and meeting rooms, two outdoor fields with exterior lighting, landscaping, parking and fencing improvements.

The project is located in Safety Zones 3 & 5 according to the updated Handbook. In these safety zones, the Handbook recommends prohibiting group recreational uses. In general, society gives special attention to protection of children. Special consideration should be given to facilities that cater to children such as recreation and sports facilities. We ask the City of San Rafael consider this new information in future decisions regarding this project.

The proposed parking area south of the recreational facility adjacent to the San Rafael Airports' runway violates Federal Aviation Regulation (FAR) Part 77.17 obstruction standards. Vehicles using this parking area may penetrate the 7:1 transitional surface and would be defined as obstructions to air navigation. According to FAR Part 77.17, an existing object, including a mobile object, is, and a future object would be an obstruction to air navigation if it of greater height than any of the following heights or surfaces: FAR Part 77.17 section (a)(5) The surface of a takeoff and landing area of an airport or any imaginary surface established under FAR Parts 77.19, 77.21, or 77.23, and section (b)(3) 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road. New construction projects must meet or exceed the minimum design standards for a permitted airport, in



Mr. Kraig Tamborini
March 9, 2012
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accordance with the California Code of Regulations, Title 21, Article 3, "Design Standards, Airports Only."

Vehicles using the row of parking closest to the runway, taller than 5 feet will be an obstruction to air navigation. Failure to maintain obstruction free airspace may negatively impact the airport's permit and use of the airport.

Sincerely,

A handwritten signature in cursive script that reads "Ron Bolyard".

RON BOLYARD, Aviation Planner
Office of Aviation Planning

c: Marin County ALUC, San Rafael Airport

