Appendix B
Topics Not Requiring Detailed Environmental Analysis

APPENDIX B

Topics Not Requiring Detailed Environmental Analysis

This environmental impact report (EIR) for the Aldersly Development Plan Amendment Project (proposed project, or project) evaluates the environmental effects of the proposed demolition and construction activities on the project site as described in Chapter 2 of this EIR.

Chapter 3 of this EIR addresses the project's significant impacts Cultural Resources. For clarity, Tribal Cultural Resources (TCRs) are also addressed in Chapter 3 of the EIR, because mitigation measures for both Cultural Resources and Tribal Cultural Resources are closely related.

Based on the Initial Study and NOP released in November 2021, it was determined all other resource areas identified in the CEQA Guidelines (Appendix G) would result in no impact or a less-than-significant impact, requiring no (or minimal) mitigation measures. Therefore, these resource areas are not discussed in detail in the EIR.

The checklist below addresses topics for which it was found that the proposed project would not have a significant impact, or where the project could have a significant impact but where impacts can be mitigated to a less-than-significant, and a detailed environmental analysis is not required. Mitigation measures identified in this checklist will be included in the Mitigation Monitoring and Reporting Program (MMRP) adopted for the project.

The topics addressed in this checklist include:

- Aesthetics
- Agriculture & Forestry Resources
- Air Quality
- Energy
- Geology & Soils
- Greenhouse Gases
- Hazards & Hazardous Materials
- Land Use & Planning
- Mineral Resources
- Noise & Vibration
- Population & Housing
- Public Services
- Recreation
- Transportation
- Utilities & Service Systems
- Wildfire

Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact

ENVIRONMENTAL CHECKLIST

I. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

a. Have a substantial adverse effect on a scenic vista? ☐ ☐ ☒ ☐

Discussion:

Less Than Significant Impact: The exception provided in Public Resources Code Section 21099, as noted above in preamble to checklist item I.a relates to analysis of urban infill projects that meet certain criteria. As discussed in Section XVII Transportation, Senate Bill (SB) 743, which became effective on January 1, 2014, amended the California Environmental Quality Act (CEQA) by adding California Public Resources Code Section 21099 regarding analysis of aesthetics impacts for urban infill projects, among other provisions. CEQA Section 21099(d)(1), states, "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area (TPA) shall not be considered significant impacts on the environment."

Accordingly, these topics are no longer to be considered in determining significant environmental effects for projects that meet all three of the following criteria:

- Is located on an infill site which is defined as "a lot located within an urban area that has been previously developed or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses."

- Is a residential, mixed-use residential, or an employment-center project.

- Is in a transit priority area, which is defined as "an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or Section 450.322 of Title 23 of the Code of Federal Regulations.

The proposed project would meet all of the above criteria: 1) in fill site; 2) residential or mixed use residential; and 3) it is located within one-half mile of an existing major transit stop (SMART Downtown Station and

San Rafael Transit Center). Accordingly, in compliance with SB 743, no significant aesthetic or parking impact findings can be made in this environmental analysis.

Scenic vistas are generally interpreted as long-range or panoramic view of attractive or impressive natural scenery. views of a specific scenic feature (e.g., open space lands, mountain ridges, bay, or ocean views). The scenic quality, sensitivity level and view access are important considerations when evaluating potential impacts on a scenic vista. For the purposes of CEQA review, impacts to public views are considered important protected visual and aesthetic resources.

The following General Plan 2040 policy identifies important public views in the City, and the programs call for considering impacts of proposed development on views and establishing clearer, more objective City guidelines and standards on view protection, privacy, and solar access for new development, additions, and alterations:

> **Community Design Policy CDP-1.5 (Views).** *Respect and enhance to the greatest extent possible, views of the Bay and its islands, wetlands, marinas, and canal waterfront, hillsides and ridgelines, Mt. Tamalpais, Marin Civic Center and St. Raphael's church bell tower; as seen from streets, parks and public pathways.*
>
> > ***Program CDP-1.5A:*** *Evaluating View Impacts. Consider the impact of proposed development on views, especially views of Mt Tamalpais and nearby ridgelines. Where feasible, new development should frame views of ridges and mountains and minimize reduction of views, privacy, and solar access.*
> >
> > ***Program CDP-1.5B:*** *Guidance on View Protection. Establish clearer, more objective City guidelines and standards on view protection, privacy, and solar access for new development, additions, and alterations.*
> >
> > ***Program CDP-1.5C:*** *Downtown Height Profile. Develop zoning and design tools that encourage both continuity and variation in building heights, along with improved solar access and interesting roof elements such as domes, cupolas, and corner towers. Views of Downtown should be accented by memorable building elements, rather than a flat profile of buildings of uniform height. See also Conservation/Climate Program C-4.5B on solar access*

The proposed project would be considered an urban infill development project within the Montecito/Happy Valley neighborhood. Although the site is not located within the hillside district, the property slopes uphill from Mission Avenue (13-16 ft. elevation) to Belle Avenue (40-60 ft. elevation). The public streets north of the project site: Belle, Ridge and Marinita Avenues are at a higher elevation and segments along Belle and Ridge Avenues have views to the south toward the Canalfront and southwest toward Mt. Tamalpais. The area east of the project site along Union Street is at a slightly lower elevation than the project site. Proposed new buildings proposed on the Aldersly campus have been designed and located so as to maintain existing view corridors and not block or interfere with scenic vistas from adjacent public areas. The proposed Mission Avenue Independent Living (Phase 1) building, proposed at the southeast corner of the project site, would be the largest and most visible building from surrounding neighborhood; however, based on a review of the

project plans, including visual simulations of the proposed Mission Avenue Independent Living, the building would not result in significant impacts on identified visual resources, as viewed from public streets and sidewalks. Therefore, impacts on scenic vistas would be less than significant.
(Sources: 1, 2, 3, 4, 5, 11)

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

Discussion:
No Impact: The project site is located approximately ¼-mile east of US 101. This segment of US 101 is not a designated state scenic highway, nor is the project site visible from US 101 due to intervening structures, trees and topography. Therefore, the project would have no impact on scenic resources within a state scenic highway. However, it is noted that the Aldersly Retirement Community property is eligible for listing as a historic district in the California Register of Historical Resources (California Register). The impacts of the proposed project on historic resources is addressed under Section V. Cultural Resources, below, and in Chapter 3 of the EIR.
(Sources: 1, 2, 3, 4, 11)

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐

Discussion:
Less Than Significant Impact: The Aldersly campus is located within the Montecito/Happy Valley Neighborhood, one of San Rafael's oldest neighborhoods. The campus is currently developed with residential, administrative, and healthcare buildings connected by an extensive network of landscaped pedestrian paths and gardens. The area surrounding the Aldersly campus is built out and contains a mix of residential, retail, and community uses. Therefore, the project site is considered an infill development in an urbanized area.

Based on a review of City of San Rafael zoning requirements and design review criteria applicable to the proposed project, the project must be found consistent with the following as it relates to scenic quality:

San Rafael Design Guidelines:
The San Rafael Design Guidelines serve as a guide for evaluating new construction. The project proposes phased construction of new independent living buildings, a new service building and other improvements on the Aldersly campus, and therefore needs to demonstrate compliance with the Design Guidelines for residential development. Criteria applicable to the project are as follows:

- Where necessary to replicate existing patterns or character of development, design techniques should be used to break up the volume of larger buildings into smaller units. For example, a building can be

articulated through architectural features, setbacks and varying rooflines to appear more as an aggregation of smaller building components.

- Transitional elements, such as stepped facades, roof decks and architectural details that help merge larger buildings into an existing neighborhood should be used.
- Adjacent buildings should be considered, and transitional elements included to minimize apparent height differences.
- There should be a clear, well-defined sense of entry from the street to the building.
- Where possible, the entrances of street front units should be oriented towards the street rather than to the interior of the lot or to the parking lot. The placement and size of windows in the building should be consistent with the overall building design and the neighborhood streetscape. Where windows do not reflect an existing pattern, greater attention should be paid to other means such as balcony overhangs, porches, materials, colors, etc. of articulating the facade.
- Window proportions should be consistent with the proportions of the building and with other windows on the building.
- Windows should overlook the street, parking and public areas to permit surveillance and increased safety.
- Driveway cuts and widths should be minimized and designed in compliance with zoning.
- Where possible, ground level parking areas should be recessed or placed to the rear of building's facade.
- Design for adequate vehicle maneuverability in parking areas. Vehicles should not back out from a parking space onto the street.
- Minimize large paved areas, for example by using alternative materials (i.e., turf block, stamped concrete or pavers).
- For multifamily buildings, parking should be distributed to provide easy access to units and/or building entrances. Visible front or structured parking should be screened, landscaped or have an articulated design.
- Landscaped areas adjacent to sidewalks are encouraged.
- Limit the intensity of lighting to provide for adequate site security and for pedestrian and vehicular safety.
- Shield light sources to prevent glare and illumination beyond the boundaries of the property.
- Lighting fixtures should complement the architecture of the project.

PD Development Standards

- "[T]the campus pattern of tightly landscaped pathways, terraces, open courtyards and decks, and garden areas will be replicated to the extent feasible as approved through design review."

The proposed project has been reviewed for consistency with design criteria applicable to this type of in-fill development. The project incorporates terraces, varied rooflines and building stepbacks that break up the mass of the buildings from key vantage points along Mission and Belle Avenues. Proposed light fixtures are appropriate for the use of the site and would be required to comply with the City's lighting requirements.

The Project would require the removal of mature trees and other landscaping to make way for new buildings. An inventory of existing trees on the property identifies trees proposed to be removed at each of the four phases of site development. A total of 77 trees are proposed to be removed, most of them non-native,

ornamental species (Japanese maple, juniper, Crape myrtle, flowering plum, fruiting and fruitless mulberry), and one large palm tree along Mission Avenue is proposed to be relocated. None of the trees to be removed are considered to have "significant" status per the San Rafael Municipal Code. While the total number of trees to be removed is substantial, removal of the trees would occur gradually over many years as required to make way for the phased development, many are located within the interior of the site, many existing mature trees would remain, and new landscaping, including a variety of trees, is proposed. As stated in the approved and proposed PD Development Standards "[T]the campus pattern of tightly landscaped pathways, terraces, open courtyards and decks, and garden areas will be replicated to the extent feasible as approved through design review."

A proposed master landscape plan (Sheets L0.0 - L6.0) addresses the existing trees on the site, a tree protection plan, preliminary plant list (including plants for bioretention areas), vegetation management, and exterior lighting plan, including lighting cut sheets for proposed fixtures. Sheet L5.2 provides a preliminary landscape plan specific to Phase 1 development, and Sheet L5.3 provides an illustrative landscape master plan for the entire Aldersly campus at proposed buildout of the Development Plan. Special attention was given to the Mission Avenue streetscape where some perimeter landscaping and trees are proposed to be removed to make way for new buildings.

Although the new buildings would replace existing buildings on the Aldersly campus, they would not block scenic views. The larger new structures, such as the Mission Avenue IL Building, have the potential to affect the scenic quality of the site as viewed from adjacent streets, the Project incorporates terraces, varied rooflines and building stepbacks that would break up the mass of the buildings from key vantage points along Mission and Belle Avenues. In addition, the Project includes extensive landscaping, including several trees, along Mission Avenue that would provide an attractive streetscape. For these reasons, the potential for visual degradation is less than significant. Furthermore, the Project is subject to an environmental and design review permit in accordance with Chapter 14.25 of the San Rafael Municipal Code. This chapter outlines how the environmental and design review permits implement general plan policies which guide the location, function, and appearance of development in such a way that protects the natural environment and assures the development is harmonious with existing development and the natural environment. Section 14.25.050, Review Criteria, outlines the criteria by which environmental and design review is conducted, including consistency with plans, building materials, site design, utilities, and landscaping. Approval of the Environmental and Design Review Permit requires that the project be found to be substantially consistent with the Review Criteria referenced above.
(Sources: 1, 2, 3, 4, 5, 11)

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

Discussion:
Less Than Significant Impact. Nighttime illumination and glare impacts are the effects of a development's exterior lighting upon adjoining uses and areas. Light and glare impacts are determined through a comparison of the existing light sources with the lighting plans incorporated in the proposed development. Currently, the Project Area has many existing sources of nighttime illumination, including

street and parking area lights, security lighting, and exterior lighting on existing single-family and multi-family residential buildings.

The project would involve the redevelopment of an infill property, and includes demolition of existing buildings, construction of three new buildings, and additions/renovations to four existing buildings, as well as new landscaping and exterior lighting. This would result in the introduction of new sources of interior and exterior lighting that could affect nighttime views.

Based on a review of the exterior lighting specifications and site photometrics submitted with the project plans, lighting levels would roughly approximate the existing condition and be similar to the urbanized development surrounding the project site; therefore, lighting levels would not be excessive and would meet the City of San Rafael minimum illumination standards for safety at all exterior doorways, parking areas and ground level walkways. Specific lighting levels would be subject to review as part of a required post-installation lighting review by Planning staff, pursuant to SRMC Section 14.16.227. For these reasons, the potential for the project to create a new source of substantial light or glare that would adversely affect day or nighttime views in the area would be less than significant and no mitigation is required.

The project proposes to shift the location of east driveway on Mission Avenue that provides access to the Rosenborg parking garage, which has the potential to direct glare from auto headlights on adjacent properties. This driveway would shift approximately 30 feet to the east, to approximately where the residence at 308 Mission Avenue (proposed to be demolished) is currently located. Based on a review of the project plans, including the proposed driveway locations, grading plan, fences, walls, and proposed landscaping, the potential for glare from auto headlights to reach adjacent properties is minimal. Adjacent properties would be blocked by potential headlight glare based on the orientation and grade difference between the proposed driveway and the adjacent properties, the existing and proposed fences and walls, and existing and proposed landscaping. The proposed PD Development Standards include a provision "[T]o maximize parking and accessibility and where a 3-foot setback is not practical, a 0-foot setback applies and a minimum 5-foot solid barrier shall be provided for screening along the lot line." A solid barrier on the property line would block glare from auto headlights entering proposed East Driveway. For these reasons, the potential for impacts from headlight glare would be less than significant and no mitigation is required.

(Sources: 1, 2, 3, 5)

II. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to a forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range

	Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Assessment Project and the Forest Legacy assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resource Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 511104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Environmental Setting:

The California Department of Conservation (DOC) administers the Farmland Mapping and Monitoring Program (FMMP), California's statewide agricultural land inventory. Through this mapping effort, the DOC classifies farmland into four categories: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance. The project site is designated as other land, with Urban and Built-Up Land located immediately adjacent to the project site, as indicated by the DOC (DOC 2016).

The Williamson Act, also known as the California Land Conservation Act of 1965, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open-space use. There are no active Williamson Act contracts within the Project site (DOC 2019).

Forest land is defined as native tree cover greater than 10 percent. Timberland is forest land available for harvest and has the capacity to be harvested over a long period of time. No forest lands or timberlands are located within the project site.

Discussion: *Items II.a-e*

No Impact: The project site is located within the Montecito/Happy Valley Neighborhood, one of San Rafael's oldest neighborhoods, and has a General Plan Land Use designation of High Density Residential The site is presently developed with residential, administrative, and healthcare buildings connected by an extensive network of landscaped pedestrian paths and gardens and on-site parking. The site is not prime farmland. There are no Williamson Act contracts associated with the subject property and the property is not zoned for agricultural use. The proposed project would require the removal of trees and other vegetation on the site, but nothing that is designated as forest land or timberland zoned Timberland Production. Therefore, no impact would result from the project.
(Sources: 1, 2, 3, 4)

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

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

Environmental Setting

The project site is located in Marin County and is within the San Francisco Bay Area Air Basin (SFBAAB). Air quality in the basin is influenced by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions. The air basin's Mediterranean climate steers storm tracks away from the region from May through October (i.e., the dry season). Storms more often affect the region during the wet season from November through April. Marin County's proximity to the Pacific Ocean and exposure to onshore breezes provides generally very good air quality in the county and at the Project site.

Annual temperatures in Marin County average in the mid-50s (degrees Fahrenheit), ranging from the low 40s on winter mornings to the mid-70s during summer afternoons. Daily and seasonal oscillations of temperature are small because of the moderating effects of the nearby San Francisco Bay and the Pacific Ocean. Atmospheric conditions such as wind speed and direction, and variable air temperatures interact with the physical features of the landscape to influence the movement and dispersal of air pollutants, regionally. The complex terrain in central Marin County creates sufficient friction to slow the airflow. The prevailing wind directions throughout Marin County are generally from the northwest. Air pollution potential is highest in eastern Marin County, where most of the population is located in semi-sheltered valleys.

Discussion:

No Impact. As noted above, the project site is located within the San Francisco Bay Area Air Basin (SFBAAB). The Bay Area Air Quality Management District (BAAQMD) is responsible for assuring that the Federal and California Ambient Air Quality Standards are attained and maintained in the SFBAAB. The Bay Area meets all ambient air quality standards with the exception of ground-level ozone, respirable particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$).

The BAAQMD California Environmental Quality Act (CEQA) Air Quality Guidelines were prepared to assist in the evaluation of air quality impacts of projects and plans proposed within the Bay Area. The guidelines provide recommended procedures for evaluating potential air impacts during the environmental review process consistent with CEQA requirements including thresholds of significance, mitigation measures, and background air quality information. They also include assessment methodologies for air toxics, odors, and greenhouse gas emissions.

In June 2010, BAAQMD adopted thresholds of significance to assist in the review of projects under CEQA and these significance thresholds were contained in the District's 2011 CEQA Air Quality Guidelines. These thresholds were designed to establish the level at which BAAQMD believed air pollution emissions would cause significant environmental impacts under CEQA. The thresholds were challenged through a series of court challenges and were mostly upheld. BAAQMD updated the CEQA Air Quality Guidelines in 2017 to include the latest significance thresholds that were used in the Air Quality analysis prepared for the proposed project.

The BAAQMD adopted the 2017 Clean Air Plan, Spare the Air, Cool the Climate (2017 Clean Air Plan) on April 19, 2017, making it the most recent adopted comprehensive plan. The 2017 Clean Air Plan incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools.

Plans must show consistency with the control measures listed within the Clean Air Plan. At the project-level, there are no consistency measures or thresholds. The proposed project would not conflict with the latest Clean Air planning efforts since 1) project would have emissions below the BAAQMD thresholds (see below), 2) the project would be considered urban infill, and 3) the project would be located near transit with regional connections.

It is noted that the BAAQMD's 2017 Clean Air Plan strategy is based on regional population and employment projections in the Bay Area compiled by ABAG, which are based in part on cities' General Plan land use designations. The Final EIR certified for General Plan 2040 concludes that the proposed General Plan 2040 would be consistent with the goals of the 2017 Clean Air Plan. For these reasons there would be no impact. ***(Sources: 1, 2, 3, 5, 9, 16, 19)***

b. Result in a cumulatively considerable net increase any criteria pollutant for which the project region is non – attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐

Discussion:

Less Than Significant Impact with Mitigation Incorporated. The Bay Area Air Quality Management District (BAAQMD) is the lead agency in developing plans to address attainment and maintenance of the National Ambient Air Quality Standards and California Ambient Air Quality Standards in the Bay Area. The Bay Area is considered a non-attainment area for ground-level ozone and $PM_{2.5}$ under both the Federal Clean Air Act and the California Clean Air Act. The Bay Area is also considered nonattainment for PM_{10} under the California Clean Air Act, but not the federal act. The Bay Area has attained both State and federal ambient

air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and PM_{10}, the BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for ozone precursor pollutants (ROG and NOx), PM_{10}, and $PM_{2.5}$ and apply to both construction period and operational period impacts.

In June 2010, BAAQMD adopted thresholds of significance to assist in the review of projects under CEQA and these significance thresholds were contained in the District's 2011 CEQA Air Quality Guidelines. These thresholds were designed to establish the level at which BAAQMD believed air pollution emissions would cause significant environmental impacts under CEQA. The thresholds were challenged through a series of court challenges and were mostly upheld. BAAQMD updated the CEQA Air Quality Guidelines in 2017 to include the latest significance thresholds that were used to analyze the proposed Project are summarized in Table AQ-1, below.

Table AQ-1. Community Risk Significance and GHG Thresholds

Criteria Air Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (tons/year)
ROG	54	54	10
NO_x	54	54	10
PM_{10}	82 (Exhaust)	82	15
$PM_{2.5}$	54 (Exhaust)	54	10
CO	Not Applicable	9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	
Health Risks and Hazards	**Single Sources Within 1,000-foot Zone of Influence**	**Combined Sources (Cumulative from all sources within 1,000-foot zone of influence)**	
Excess Cancer Risk	>10.0 per one million	>100 per one million	
Hazard Index	>1.0	>10.0	
Incremental annual $PM_{2.5}$	>0.3 µg/m³	>0.8 µg/m³	
Greenhouse Gas Emissions			
Land Use Projects – direct and indirect emissions	Compliance with a Qualified GHG Reduction Strategy OR 1,100 metric tons annually or 4.6 metric tons per capita (for 2020) *		

Note: ROG = reactive organic gases, NOx = nitrogen oxides, PM_{10} = course particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, $PM_{2.5}$ = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less. GHG = greenhouse gases.

*BAAQMD does not have a recommended post-2020 GHG threshold.

Construction Period Emissions

The California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to estimate emissions from on-site construction activity, construction vehicle trips, and evaporative emissions. The project land use types and size, and anticipated construction schedule were input to CalEEMod. The CARB EMission FACtors 2017 (EMFAC2017) model was used to predict emissions from construction traffic, which includes worker travel, vendor trucks, and haul trucks.

Average daily emissions were annualized for each year of construction by dividing the annual construction emissions by the number of active workdays during that year. The conclusion of this analysis is that construction period emissions would not exceed the BAAQMD significance thresholds of 54 lbs. per day for

ROG, NOx and $PM_{2.5}$, or 82 LBS. per day for PM10. Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less-than-significant if best management practices are implemented to reduce these emissions. Implementation of the best management practices (BMPs) listed below under Mitigation Measure AQ-1 would reduce Project impacts to less than significant.

Mitigation Measure AQ-1: Best Management Practices. During any construction period ground disturbance, the applicant shall ensure that the project contractor implement measures to control dust and exhaust. Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less-than-significant level. Additional measures are identified to reduce construction equipment exhaust emissions. The contractor shall implement the following BMPs:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District' s phone number shall also be visible to ensure compliance with applicable regulations.

Implementation of the above mitigations measure would reduce the air quality impacts associated with grading and new construction to a less-than-significant level.

Operational Period Emissions

Based on the Air Quality Assessment prepared by Illingworth & Rodkin (October 2020), average daily emissions of ROG, NOX, total PM_{10}, and total $PM_{2.5}$ during operation of the project (operation assumed 365 days/year) were calculated and determined to not exceed the BAAQMD significance thresholds. Impacts related to the operation of the project would be less than significant and no mitigation is required.
(Sources: 1, 2, 3, 5, 9, 16, 19)

	Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐

Discussion:

Less Than Significant Impact with Mitigation Incorporated. The BAAQMD generally defines a sensitive receptor as a facility or land use that houses or attracts members of the population who are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Residential areas are considered sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Other sensitive receptors include retirement facilities, hospitals, and schools.

Sensitive Receptors identified for this project include the existing adjacent residences to the west and east, the residences surrounding the site, a large family daycare licensed for 14 children located north of the project site at 408 Belle Avenue (Edna's Daycare), a licensed daycare center located at 215 Mission Avenue (Canal Child Care Center) southeast of the project site, and San Rafael High School, located southeast of the project site.

Project construction and operation could introduce new sources of toxic air contaminants (TACs), which are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer). This could adversely affect sensitive receptors in the project vicinity or significantly exacerbate existing cumulative impacts related to TACs.

The Air Quality and Community Health Risk Assessments prepared for the Project conclude that the unmitigated project construction and operation community risks would exceed the BAAQMD single-source thresholds for increased cancer risk and PM2.5 concentration. However, with the implementation of Mitigation Measure AQ-1 above and Mitigation Measure AQ-2 below, risk levels would not exceed the BAAQMD significance thresholds, and sensitive receptors would not be exposed to substantial pollutant concentrations as a result of this Project. Implementation of Mitigation Measure AQ-1 and Mitigation Measure AQ- would also reduce the cumulative risks to a level below the significance thresholds. Therefore, impacts would be less than significant with mitigation.

Emergency Generator (Operational)

At the time the NOP and Initial Study were prepared, it was anticipated that the project would include a 500-kW emergency generator with an approximately 670 horsepower diesel engine. Since the time the NOP was released, the project sponsor has determined that the existing generator on the project site would be adequate to meet the requirements, and no additional emergency generator would be required.[1] No other substantial emission sources would be introduced during the operational phase of the project. Therefore, impacts related to the project's operational period would be less than significant.

Mitigation Measure AQ-2: **Selection of equipment during construction to minimize emissions.**

The project sponsor shall achieve a fleet-wide average reduction in DPM exhaust emissions from the onsite, off-road construction equipment by 65-percent or greater in order to stay below BAAQMD thresholds. One feasible way to achieve this reduction would include the following:

[1]Letter from Ilingworth & Rodkin, May 3, 2022

- All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 4 engines. Where Tier 4 equipment is not available, exceptions could be made for equipment that includes CARB-certified Level 3 Diesel Particulate Filters or equivalent. Equipment that is electrically powered or uses non-diesel fuels would also meet this requirement.
- All aerial lifts shall be compressed natural gas (CNG) powered.

Alternatively, the applicant can develop a different plan demonstrating that the off-road equipment used onsite to construct the project would achieve a fleet-wide average 65-percent reduction in diesel particulate matter (DPM) exhaust emissions or greater.
(Sources: 1, 2, 3, 5, 9, 16, 19, 27)

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

Discussion:
No Impact. The BAAQMD's Regulation 7, Odorous Substances, places general limitations on odorous substances and specific emission limitations on certain odorous compounds. Odors are also regulated under the BAAQMD Regulation 1, Rule 1-301, Public Nuisance, which states that "no person shall discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or the public; or which endangers the comfort, repose, health or safety of any such persons or the public, or which causes, or has a natural tendency to cause, injury or damage to business or property." Under the BAAQMD 's Rule 1-301, a facility that receives three or more violation notices within a 30-day period can be declared a public nuisance.

The project would generate localized emissions of diesel exhaust during construction equipment operation and truck activity. These emissions may be noticeable from time to time by adjacent receptors. However, they would be localized and are not likely to adversely affect people off-site. The project would not include any sources of significant odors that would be expected to cause complaints from surrounding uses. No mitigation is required.
(Sources: 1, 2, 3, 5, 9, 16, 19)

IV. BIOLOGICAL RESOURCES

Would the project:

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

Less Than Significant Impact with Mitigation Incorporated. The discussion below is based on a Biological Assessment of the project site and surrounding area performed in March 2022; and field assessments and maps contained in San Rafael General Plan 2040 and environmental impact report.

Environmental Setting: The project site and study area is located east of U.S. 101 in the central portion of the City of San Rafael, within an urbanized area just north and east of the city's Downtown Precise Plan Area. The project site has been fully developed as a retirement facility for many years and is surrounded by urban development, including single- and multi-family homes, a public high school, and commercial/retail centers. There are many mature trees on the site, most of them non-native, ornamental species (Japanese maple, juniper, crape myrtle, flowering plum, fruiting and fruitless mulberry); however, no natural vegetation exists on the site. The nearest natural environmental feature is San Rafael Creek, located approximately 0.25 mile to the south, and separated from the study area by prominent (high traffic) streets and commercial centers. No natural corridors connect to project site.

Special-Status Plant Species

No rare plant species were observed during the site visits. The site does not contain suitable habitat for special-status plant species known to occur in the vicinity due to the highly disturbed and developed conditions of the area. No natural or unmanaged areas are present that could support sensitive plants. Based upon a review of the resource databases (CNPS and CNNDB), a total of 67 special-status plant species have been documented within a 5-mile radius of the Study Area. None of those plants have the potential to occur on the project site for one or more of the following reasons:

- Edaphic (soil) conditions (e.g., mafic, serpentine, sandy) necessary to support the special-status plant species are not present in the study area;
- Topographic conditions (e.g., north-facing slope, montane, elevations, rock outcrops) necessary to support the special-status plant species are not present in the study area;
- Associated natural communities (e.g., chaparral, broadleaved upland forest, coastal dunes) necessary to support the special-status plant species are not present in the study area; or
- The study area is geographically isolated from the documented range of the special-status plant species.

Due to the highly developed and managed nature of the study area, and the additional reasons noted above, no special-status plant species are likely to occur.

Special-Status Wildlife Species

Based on the special-status wildlife species documented in the vicinity, it is unlikely that any have the potential to occur within the project area, including the project site, due to the lack of suitable habitat, previous site disturbance, adjacent urbanization, and barriers to wildlife movement. Of the 37 special-status wildlife species documented in the vicinity of the project, most were excluded based on a lack of habitat features. Features not found within the Study Area that are required to support special-status wildlife species include:

- Vernal pools
- Streams, marshes or wetland habitats;
- Stock ponds or other standing water;
- Riparian or other dense forest vegetation;
- Sand dunes or bare gravelly outcrops;
- Large burrows;
- Presence of specific host plants;
- Forest or other expanses of trees,

- Native grassland; or
- Caves, bridges, abandoned/dilapidated buildings.

Project activities are unlikely to disturb special-status species due to the distance (approximately 0.25 miles) between suitable habitat and the project area. The project site is located in an established neighborhood made up of mostly residential uses. No streams or creeks are located on the site or immediate vicinity. The project site does not contain habitat to support special-status species. Based on the absence of suitable feeding and breeding habitat, project-related activities are not expected to disturb special-status wildlife species.

However, given the extensive vegetation and trees on the project site, there is the potential for active bird nests to exist on the Project site. The project would require the removal of mature trees and other landscaping to make way for new buildings. A total of 77 trees are proposed to be removed, most of them non-native, ornamental species (Japanese maple, juniper, Crape myrtle, flowering plum, fruiting and fruitless mulberry), and one large palm tree along Mission Avenue is proposed to be relocated. The inadvertent loss of bird nests in active use would conflict with the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC). Implementation of **Mitigation Measure BIO-1** would reduce this potential impact to less than significant.

> **Mitigation Measure BIO-1: Avoidance of Nesting Birds.** Nests of native birds in active use shall be avoided in compliance with State and federal regulations. Vegetation clearing and construction shall be initiated outside the bird nesting season (February 1 through August 31) or preconstruction surveys shall be conducted by a qualified biologist within a minimum of 300 feet from the project site where access is feasible and no more than seven days prior to any disturbance. If active nests are encountered (i.e., one containing eggs or young), a work-exclusion buffer shall be implemented around the nest commensurate with the nest location and species. In some cases, buffers may be as small as 25 feet for hidden nests (e.g., in tree or building cavities) and/or for urban adapted species; buffers may also extend up to 300 feet for raptors or more sensitive species. No construction activity shall occur within the established buffer until it is determined by a qualified biologist that the young have fledged (that is, left the nest) or the nest has become otherwise inactive (e.g. due to predation). At that time the buffer may be removed and work within the buffer resume.

(Sources: 1, 2, 3, 4, 5, 7, 11, 26)

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

Discussion:

No Impact. The Project site is located within an established neighborhood just north of the City's Downtown Precise Plan Area, and is already completely developed with existing residential, administrative, and healthcare buildings connected by an extensive network of landscaped pedestrian paths and gardens. No streams or creeks are located on the site or within the immediate vicinity and no riparian vegetation was observed on the Project site or in the immediate Project area. Therefore, the project would not have a

substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.
(Sources: 1, 2, 3, 4, 5, 7, 11, 26)

c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

Discussion:
No Impact. No wetlands or non-wetland waters were observed on the Project site and none were mapped on resource maps prepared for General Plan 2040, or on resource maps referenced in the 2022 WRA Biological Report. The project would not result in any direct impacts on state or federally protected wetlands. Potential indirect impacts due to water quality would be mitigated by implementation of City policies. Indirect water quality-related issues are discussed further in Section X Hydrology and Water Quality.
(Sources: 1, 2, 3, 4, 5, 7, 11, 26)

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

Discussion:
Less Than Significant Impact. The City's General Plan 2040, adopted in 2021, contains policies aimed at protecting biological resources. The Conservation and Climate Change Element (Chapter 6) addresses the management of San Rafael's natural resources, including soil, minerals, water, air, vegetation, and wildlife. This element identifies environmentally sensitive areas in the city and includes policies for their long-term protection.

Policies C-1.12 through C-1.17 cover a variety of natural or sensitive species and habitats, including: natural habitats, special-status species, invasive plants, landscaping, urban forestry and tree management. Given that natural habitats are absent from the project site, and invasive plants are controlled through management of onsite landscaping, the most relevant policies relate to tree management. The City of San Rafael does not have an adopted tree preservation policy or ordinance. However, Program C-1.17A: Tree Preservation, recommends revisions to the San Rafael Municipal Code that defines protected and heritage trees and establishes permit requirements and procedures for tree protection, removal, and replacement. The regulations should strongly support the protection of California redwoods (Sequoia sempervirens) and other native trees.

The Project would require the removal of mature trees and other landscaping to make way for new buildings. An inventory of existing trees on the property identifies trees proposed to be removed at each of the four phases of site development. A total of 77 trees are proposed to be removed, most of them non-native, ornamental species (Japanese maple, juniper, Crape myrtle, flowering plum, fruiting and fruitless mulberry), and one large palm tree along Mission Avenue is proposed to be relocated. None of the trees to be removed are considered to have "significant" status per the San Rafael Municipal Code. While the total number of trees to be removed is substantial, removal of the trees would occur gradually over many years as required to

make way for the phased development, many are located within the interior of the site, many existing mature trees would remain, and new landscaping, including a variety of trees, is proposed. Furthermore, recommendations regarding management and preservation of on-site trees provided in the arborist's report will be required to be implemented as part of the project.

No creeks, wetlands or other sensitive resources are present that would require buffers, mitigation or further consideration under the City's general plan. Measures described above for nesting birds, the only sensitive biological resource potentially present would, comply with the applicable general plan policies.

For these reasons, the impact would be considered less-than-significant, and no mitigation is required.

(Sources: 1, 2, 3, 4, 5, 11, 26)

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

Discussion:
No Impact. The Project site does not overlap and is not in proximity to any area covered by a Habitat Conservation Plan. Therefore, the project would not conflict with such a plan. As such, there is no impact, and no mitigation is required.

In conclusion, based on the discussion above and the Biological Assessment of the project site and surrounding area, the proposed project does not have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal.
(Sources: 1, 2, 3, 4, 5, 11, 26)

V. CULTURAL RESOURCES - *PLEASE SEE CHAPTER 3 OF EIR*

VI. ENERGY

Would the project:

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐

Discussion:
Less Than Significant Impact:

Construction Period: Short-term energy demand would result from construction activities occurring as a result of construction. Energy use during construction would vary based on the stage of construction (i.e., demolition, grading, framing, etc.). The majority of construction equipment during demolition and grading would be gas or diesel powered, and other equipment during building construction would be electrically-powered. Construction worker vehicle trips, as well as haul trucks for the export of soil during grading would contribute to the short-term energy demand.

There would be no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in other parts of the state. In addition, the construction contractors are expected to minimize nonessential idling of construction equipment during construction, in accordance with California Code of Regulations, Title 13, Section 2449(d)(2) of Article 4.8, Chapter 9. Such required practices would limit wasteful and unnecessary energy consumption. Furthermore, construction vehicles for model years 2017 to 2025 are mandated by the CAFE standards, which include targets for gallons of fuel consumed per mile. Therefore, short-term construction activities that would occur as a result from the Project would not result in inefficient, wasteful, or unnecessary fuel consumption.

Operational Period: Long-term energy demand could increase from operation of the Project, primarily due to the net increase of 14 independent living units that would be constructed. Operational use of electricity and natural gas would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems; use of on-site equipment and appliances; and lighting. Operational use of gasoline and diesel would include motorized equipment such as emergency generators.

While the Project's electricity and natural gas demand could increase compared to existing conditions, the increase would be minimal. Furthermore, the Project would be required to comply with the current and future updates to the Building and Energy Efficiency Standards (California Code of Regulations, Title 24, Part 6) and the 2019 California Green Building Code (California Code of Regulations, Title 24, Part 11), which would contribute to reducing the energy demands. New and replacement buildings in compliance with these standards would generally have greater energy efficiency than existing buildings. Therefore, the long-term operation of the proposed Project would not result in inefficient, wasteful, or unnecessary fuel consumption and impacts are anticipated to be less than significant. No mitigation is required.
(Sources: 1, 2, 3, 4, 9, 12, 15, 16)

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Discussion:
Less Than Significant Impact: The project would be required to comply with the current and future iterations of the Building Energy Efficiency Standards and CALGreen, as well as General Plan 2040 includes Conservation and Climate Change Element goals, policies, and programs, which would support the statewide goal of transitioning the electricity grid to renewable sources. The net increase in energy demand associated with implementation of the would not impede the ability to implement California's

renewable energy goals. Therefore, the Project would not conflict with or obstruct implementation of California's Renewables Portfolio Standard program, and no impact would occur.

The City of San Rafael General Plan 2040 Conservation and Climate Change Element contains goals, policies, and programs that require local planning and development decisions to address efficient use of energy and energy conservation. In addition, the San Rafael Municipal Code (SRMC) includes various directives pertaining to energy use, conservation, and infrastructure. Most provisions related to energy impacts are included in Title 12, Building Regulations, and Title 14, Zoning. The project would be required to comply with the current and future updates to the Building and Energy Efficiency Standards (California Code of Regulations, Title 24, Part 6) and the 2019 California Green Building Code (California Code of Regulations, Title 24, Part 11), which would contribute to reducing the energy demands.

The San Rafael 2019 Climate Change Action Plan (CCAP) was approved and adopted by the City on May 20, 2019, to reduce GHG emissions and includes a variety of regulatory, incentive-based, and voluntary strategies to reduce emissions from existing and future development in the city. It contains policies and actions focused on the reduction of GHG emissions and energy conservation across both government and community sectors. Actions provided in the 2019 CCAP to meet the City's reduction targets involve initiatives focused on low-carbon transportation, energy efficiency, renewable energy, waste reduction, water conservation, sequestration and adaptation, and community engagement, all which serve to reduce energy use and ensure the efficient use of energy. The proposed project would not interfere with the goals and measures of the City's CCAP, and impacts would be less than significant.

Based on the above, the project would not conflict with or obstruct applicable State and local plans for promoting use of renewable energy and energy efficiency. Therefore, the impact is considered less than significant, and no mitigation is required.

Please also see Section VIII of this Initial Study, Greenhouse Gas Emissions.
(Sources: 1, 2, 3, 5, 9, 15)

VII. GEOLOGY AND SOILS

Would the project:

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

	Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact

Discussion:
Less than Significant: The site is not within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act, and no known active or potentially active faults exist on the site. Therefore, the risk of fault offset at the site from a known active fault is very low. The project is located in a seismically active area, and the remote possibility exists for future faulting in areas where no faults previously existed; however, the risk of surface faulting and consequent secondary ground failure from previously unknown faults is also very low. The impact would be less than significant. No mitigation is required.
(Sources: 1, 2, 3, 4, 5, 6, 7, 12, 18, 24)

ii) Strong seismic ground shaking?	☐	☒	☐	☐

Discussion:
Less Than Significant Impact with Mitigation Incorporated: The Project site is less than 12.5 miles (20 kilometers) from three major earthquake faults -- the Hayward, San Andreas and Rodger's Creek faults. Therefore, the potential exists for a large earthquake to induce strong to very strong ground shaking at the site is high. Strong shaking during an earthquake can result in ground failure such as that associated with soil liquefaction, lateral spreading, cyclic densification, and landsliding.

To reduce the potential impacts related seismic shaking to less than significant levels, the following mitigation measure is proposed:

> **Mitigation Measure GE0-1:** Prior to a grading or building permit submittal, the project sponsor shall prepare a final geotechnical investigation prepared by a qualified and licensed geotechnical engineer and submit the report to the City Engineer. Minimum mitigation includes design of new structures in accordance with the provisions of the current California Building Code or subsequent codes in effect when final design occurs. Recommended seismic design coefficients and spectral accelerations shall be consistent with the findings presented in Geotechnical Investigation prepared by Rockridge Geotechnical, August 31, 2020.

Implementation of **Mitigation Measure GE0-1** will reduce potential impacts to less than significant levels and no further mitigation measures will be required.
(Sources: 1, 2, 3, 4, 5, 6, 7, 12, 18, 24)

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

Discussion:
Less Than Significant. The Project site is located on the margin of two zones designated "moderate" and "very low" liquefaction susceptibility. However, the results of exploratory borings on the site indicate that bedrock is present 2.5 to 7 feet below existing grades. Bedrock is not susceptible to liquefaction. Furthermore, the soil present above the bedrock, much of which will be removed during excavation for the proposed buildings, was found to have sufficient cohesion to resist liquefaction. Therefore, the potential for liquefaction and associated hazards, such as lateral spreading, are very low and the impact would less than significant. No mitigation is required.
(Sources: 1, 2, 3, 4, 5, 6, 7, 12, 18, 24)

	Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
iv) Landslides?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact: The site slopes up to the north-northeast at an average gradient of less than 20 percent from Mission Avenue to Belle Avenue. Based on a review of available geologic maps and literature, the site is not located near an existing mapped landslide area or a mapped potential debris-flow hazard area. Based on this as well as observations made by the consulting geotechnical engineer during a site reconnaissance, the risk of large-scale landsliding at the site is low. Therefore, the impact is considered less than significant, and no mitigation is required.

(Sources: 1, 2, 3, 4, 5, 6, 7, 12, 18, 24)

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

Discussion:

Less Than Significant Impact. The Project site slopes up to the north-northeast at an average gradient of less than 20 percent from Mission Avenue to Belle Avenue. The results of borings on the property indicate the site is underlain by stiff to hard clay with varying amounts of sand and gravel and medium dense to very dense clayey sand with varying amounts of gravel, which is underlain by bedrock. Project development would cover most of the site with new buildings, hardscape and landscape improvements. Therefore, erosion is not considered to be a significant long-term geologic hazard.

Erosion control measures during and after construction would be required to conform to the City of San Rafael Department of Public Works (DPW) Grading and Construction Erosion and Sediment Control Plan Permit Application Package and the Regional Water Quality Control Board standards. Standard conditions of approval applied to the project would require that an erosion control plan shall be developed prior to construction per the current guidelines of the City of San Rafael Public Works Department (DPW) Grading and Construction Erosion and Sediment Control Plan Permit Application Package and the Regional Water Quality Control Board standards. This would reduce impacts from loss of soil or topsoil erosion to a less than significant level and no mitigation is required.

(Sources: 1, 2, 3, 4, 5, 6, 7, 12, 18, 24)

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

Discussion:

Less Than Significant Impact. As noted above, the results of exploratory borings on the site indicate that bedrock is present 2.5 to 7 feet below existing grades. Bedrock is not susceptible to liquefaction. Furthermore, the soil present above the bedrock, much of which will be removed during excavation for the proposed buildings, was found to have sufficient cohesion to resist liquefaction. Therefore, the potential for liquefaction and associated hazards, such as lateral spreading, are very low and the impact would less than significant. No mitigation is required.

(Sources: 1, 2, 3, 4, 5, 6, 7, 12, 18, 24)

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

Discussion:

Less Than Significant Impact. Based on test boring and lab testing of soil samples taken as part of the geotechnical investigation, the near-surface soils have low to high expansion potential. It is anticipated that the weathered claystone bedrock, where encountered, may also have moderate expansion potential. The effects of expansive soil can be mitigated by incorporating the recommendations identified in the geotechnical investigation related to foundation design and site preparation. Implementation of Mitigation Measure GEO-1 above, would reduce impacts related to expansive soils to less than significant. No additional mitigation is required.

(Sources: 1, 2, 3, 4, 5, 6, 7, 12, 18, 24)

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

Discussion:

No impact. No septic tanks would be used as part of the proposed project. The project will be required to connect to the existing San Rafael Sanitation District sanitary sewer. As a result, no impacts associated with the use of septic tanks would occur as part of the proposed project.

(Sources: 1, 2, 3, 4, 5)

f. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☒	☐	☐

Discussion:

Less Than Significant Impact with Mitigation Incorporated: The proposed project includes near-surface ground-disturbing activities, such as grading and trenching for construction of new buildings, and various site improvements for landscaping, driveways and utilities. The geology map of Marin County indicates the site is underlain by Holocene-aged alluvium and Franciscan Complex Melange. There is a possibility that paleontological resources could be encountered if excavation occurs in previously undisturbed soil and bedrock. Implementation of Mitigation Measure GE0-2, which requires that excavation activities be halted should a paleontological resource be encountered and the curation of any substantial find, would reduce this impact to a less-than-significant level.

> **Mitigation Measure GE0-2:** Should paleontological resources be encountered during project subsurface construction activities located in previously undisturbed soil and bedrock, all ground-disturbing activities within 25 feet shall be halted and a qualified paleontologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. For purposes of this mitigation, a "qualified paleontologist" shall be an individual with the following qualifications: 1) a graduate degree in paleontology or geology and/or a person with a demonstrated publication record in peer- reviewed paleontological journals; 2) at least two years of professional experience related to paleontology; 3) proficiency in recognizing fossils in the field and

determining their significance; 4) expertise in local geology, stratigraphy, and biostratigraphy; and 5) experience collecting vertebrate fossils in the field.

If the paleontological resources are found to be significant and project activities cannot avoid them, measures shall be implemented to ensure that the project does not cause a substantial adverse change in the significance of the paleontological resource. Measures may include monitoring, recording the fossil locality, data recovery and analysis, a final report, and accessioning the fossil material and technical report to a paleontological repository. Upon completion of the assessment, a report documenting methods, findings, and recommendations shall be prepared and submitted to the City for review. If paleontological materials are recovered, this report also shall be submitted to a paleontological repository such as the University of California Museum of Paleontology, along with significant paleontological materials. Public educational outreach may also be appropriate.

The project applicants shall inform its contractor(s) of the sensitivity of the project site for paleontological resources and shall verify that the following directive has been included in the appropriate contract specification documents:

> "The subsurface of the construction site may contain fossils. If fossils are encountered during project subsurface construction, all ground-disturbing activities within 25 feet shall be halted and a qualified paleontologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Project personnel shall not collect or move any paleontological materials. Fossils can include plants and animals, and such trace fossil evidence of past life as tracks or plant imprints. Marine sediments may contain invertebrate fossils such as snails, clam and oyster shells, sponges, and protozoa; and vertebrate fossils such as fish, whale, and sea lion bones. Vertebrate land mammals may include bones of mammoth, camel, saber tooth cat, horse, and bison. Contractor acknowledges and understands that excavation or removal of paleontological material is prohibited by law and constitutes a misdemeanor under California Public Resources Code, Section 5097.5."

Implementation of **Mitigation Measure GE0-2** would reduce impacts on paleontological resources to a less than significant level and no further mitigation is required.
(Sources: 1, 2, 3, 4, 5, 6)

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

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

Discussion:
Less Than Significant Impact. The project sponsor contracted with Illingworth & Rodkin to assess greenhouse gas (GHG) emissions associated with the proposed Project pursuant to the BAAQMD CEQA Air Quality Guidelines (BAAQMD 2017). The responses below are based on information contained in the Air Quality & Greenhouse Gas Assessment for Aldersly Retirement Community, prepared by Illingworth & Rodkin, dated October 22, 2020.

BAAQMD Climate Protection Program

The BAAQMD is the regional government agency that regulates sources of air pollution within the nine Bay Area counties. The BAAQMD established a climate protection program to reduce pollutants that contribute to global climate change and affect air quality in the San Francisco Bay Area Air Basin (SFBAAB). The climate protection program includes measures that promote energy efficiency, reduce VMTs, and develop alternative sources of energy, all of which assist in reducing emissions of GHGs and in reducing air pollutants that affect the health of residents. The BAAQMD also seeks to support current climate protection programs in the region and to stimulate additional effo1ts through public education and outreach, technical assistance to local governments and other interested parties, and promotion of collaborative efforts among stakeholders.

BAAQMD 2017 Clean Air Plan

The BAAQMD and other air districts prepare clean air plans in accordance with the state and federal Clean Air Acts. In April 2017, the BAAQMD adopted the 2017 Clean Air Plan: Spare the Air, Cool the Climate (2017 CAP), which is a comprehensive plan to improve Bay Area air quality and protect public health through implementation of a control strategy designed to reduce emissions and ambient concentrations of harmful pollutants. The 2017 CAP also includes measures designed to reduce GHG emissions.

City of San Rafael Climate Action Plan

The City of San Rafael adopted Climate Change Action Plan 2030 in May 2019, that establishes goals and measures to reduce greenhouse gas emissions 19% below 1990 levels by 2020 (equivalent to 31% below 2005 levels), and 42% below 1990 levels by 2030, which is enough to surpass the City and State goals for those years. However, the Plan does not have a specific metric ton GHG threshold for project-level construction or operation.

BAAQMD

The BAAQMD's CEQA Air Quality Guidelines do not use quantified thresholds for projects that are in a jurisdiction with a qualified GHG reductions plan (i.e., a Climate Action Plan). The Plan has to address emissions associated with the period that the project would operate (e.g., beyond year 2020). For quantified emissions, the guidelines recommended a GHG threshold of 1,100 metric tons or 4.6 metric tons (MT) per capita. These thresholds were developed based on meeting the 2020 GHG targets set in the scoping plan that addressed AB 32. Operation of the project would occur beyond 2020, so a threshold that addresses a future target is appropriate.

Although BAAQMD has not published a quantified threshold for 2030 yet, this assessment uses a "Substantial Progress" efficiency metric of 2.8 MT CO2e/year/service population and a bright-line threshold of 660 MT CO2e/year based on the GHG reduction goals of EO B-30-15. The service population metric of 2.8 is calculated for 2030 based on the 1990 inventory and the projected 2030 statewide population and employment levels. The 2030 bright-line threshold is a 40 percent reduction of the 2020 1,100 MT CO2e/year threshold.

Greenhouse Gas Emissions Analysis:

GHG emissions associated with development of the proposed project would occur over the short-term from construction activities, consisting primarily of emissions from equipment exhaust and worker and vendor trips. There would also be long-term operational emissions associated with vehicular traffic within the project

vicinity, energy and water usage, and solid waste disposal. Emissions for the proposed project are discussed below and were analyzed using the methodology recommended in the BAAQMD CEQA Air Quality Guidelines.

CalEEMod Modeling
Illingworth & Rodkin used the California Emissions Estimator Model (CalEEMod) Version 2016.3.2 to estimate GHG emissions from construction and operation of the site assuming full build-out of the project. The project land use type and size, anticipated construction schedule, and other project-specific information were input to the CalEEMod.

Energy
The electricity produced emission rate was modified in CalEEMod with a default emission factor of 641.3 pounds of $C0_2$ per megawatt of electricity produced, which is based on PG&E's 2008 emissions rate. The rate was adjusted to account for PG&E's projected 2020 CO_2 intensity rate. This 2020 rate is based, in part, on the requirement of a renewable energy portfolio standard of 33 percent by the year 2020. The derived 2020 rate for PG&E was estimated at 290 pounds of CO_2 per megawatt of electricity delivered. Marin Clean Energy (MCE) now provides electricity to 86 percent of Marin County, with 60 percent renewable and 100 percent being carbon free electricity by 2022. The 2017 CO_2 intensity rate provided by MCE was 109 pounds of CO_2 per megawatt of electricity delivered. The CO_2 intensity rate input into CalEEMod was adjusted to account for 86 percent of MCE's rate and 14 percent of PG&E's rate. This computed to 134 pounds of CO2 per megawatt of electricity delivered.

Service Population Emissions
The project service population efficiency rate is based on the number of future residents. For the proposed Project, the number of future residents was conservatively estimated by assuming one resident would live in each new senior dwelling unit. Since the project proposes 14 new dwelling units, the estimated service population is 14 people.

Construction Emissions
Illingworth & Rodkin concluded that GHG emissions associated with construction were computed to be 714 MT of C02e for the total construction period, which considers all four phases of project construction activities. These are the emissions from on-site operation of construction equipment, vendor and hauling truck trips, and worker trips. Neither the City nor BAAQMD have an adopted threshold of significance for construction-related GHG emissions, though BAAQMD recommends quantifying emissions and disclosing that GHG emissions would occur during construction. BAAQMD also encourages the incorporation of best management practices to reduce GHG emissions during construction where feasible and applicable.

Operational Emissions
The CalEEMod model was used to estimate daily emissions associated with operation of the site under the proposed project. Ilingworth & Rodkin calculated annual emissions resulting from operation of the fully developed site (all four phases) to be 37 MT of C02e for the opening operation year of 2028 and 36 MT of C02e for the year 2030. To be considered an exceedance, the project must exceed both the GHG significance threshold in metric tons per year and the service population significance threshold in the future year of 2030. The project would not exceed the annual emissions bright-line threshold of 660 MT CO2e/year in 2030 or

the per service population threshold of 2.8 MT of CO2e/year/service population in 2030. Therefore, the project would not be in exceedance for GHG emissions. No mitigation is required.
(Sources: 1, 2, 3, 4, 5, 9, 12, 15, 16)

b. Conflict with an applicable plan, policy or regulation for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Discussion:
Less Than Significant Impact. The proposed project would not conflict or otherwise interfere with the statewide GHG reduction measures identified in CARB's Scoping Plan nor would the project conflict with SB 100 goals. Proposed buildings would be constructed in conformance with CALGreen and the Title 24 Building Code, which requires high-efficiency water fixtures, water-efficient irrigation systems, and compliance with current energy efficacy standards. No mitigation is required.
(Sources: 1, 2, 5, 9, 12, 15, 16)

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

Discussion:
Less Than Significant Impact: The project, which includes demolition of six existing buildings, construction of three new buildings, and additions/renovations to four existing buildings, would result in fourteen (14) additional independent living units, an increase from 55 units to 69 units. The number of Assisted Living/Memory Care beds (35 beds) and Skilled Nursing beds (20 beds) would remain unchanged, and the overall operation and maintenance of the Aldersly Retirement Community would remain substantially the same. No hazardous materials would be included in the construction or long-term use of the property. Use of the subject property is not expected to transport, use, or dispose of significant amounts of hazardous materials. Hazardous materials would be limited to those associated with residential property maintenance, including common landscaping fertilizers, pesticides, paint, solvent, and petroleum products. These materials would be used in limited quantities and would not present a significant hazard to the public or the environment.

Some of the existing buildings that would be demolished were constructed in the 1940s. Demolition work could require transport and disposal of hazardous materials during construction activities. Removal of demolition debris may contain hazardous building materials such as asbestos-containing pipe, asbestos-containing materials, polychlorinated biphenyls, and lead containing paints. Prior to issuance of a demolition permit, the City Building Official will require the project sponsor to submit a hazardous building materials survey for the existing building to be demolished. Lead-based paint and asbestos-containing materials (ACM) are the most common hazardous building materials found in buildings of this age. If any hazardous building materials are identified, the City Building Official will require that they be removed by a certified

contractor prior to demolition of the building, in accordance with BAAQMD, California Division of Occupational Safety and Health (DOSH) and California Department of Toxic Substances Control (DTSC) regulations. This would reduce potential impacts from release of hazardous materials during building demolition to a less than significant level. No mitigation is required.
(Sources: 1, 2, 3, 4, 5, 11, 12)

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

Discussion:
Less Than Significant Impact. The Project site has been continuously used as a retirement community since 1921, though Aldersly has been transformed numerous times over its 100 years to meet the changing needs of residents and new concepts of community care. Other than the possibility of hazardous building materials, addressed in Response IX (a) above, there are no known hazardous materials on the project site. Impacts associated with the proposed project are, therefore, considered less than significant.
(Sources: 1, 2, 3, 4, 5, 11, 12, 24)

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

Discussion:
Less Than Significant Impact. As discussed in Response IX(a) and (b) above, the proposed project involves demolition of six existing buildings, construction of three new buildings, and additions/renovations to four existing buildings on the Aldersly Campus. The overall operation and maintenance of the Aldersly Retirement Community would remain substantially the same. The current and proposed uses do not include hazardous emissions or hazardous materials on site. The nearest schools are San Rafael and Madrone High Schools, located approximately 1,500 feet to the southeast; and the Canal Child Care Center is located approximately 150 feet southeast of the project site. There would be no hazardous emissions or the handling or hazardous or acutely hazardous substances or waste. Some hazardous materials could be used in the daily maintenance of the subject property, but not in quantity considered hazardous to sensitive receptors. Therefore, the impact is considered less than significant, and no mitigation is required.
(Sources: 1, 2, 4, 5, 11, 12, 24)

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

	Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact

Discussion:
No Impact: The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The proposed project involves demolition of six existing buildings, construction of three new buildings, and additions/renovations to four existing buildings on the Aldersly Campus. The overall use, operation and maintenance of the Aldersly Retirement Community would remain substantially the same. For these reasons, there would be no impact related to hazardous materials sites and no mitigation is required.
(Sources: 1, 2, 4, 5, 11, 12, 24)

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

Discussion:
No impact. The Project site is not within the safety zones (or Comprehensive Land Use area) of any airport, nor is it within an airport land use plan or within two miles of a public airport or public use airport. The nearest general aviation airport is the private Marin Ranch/San Rafael Airport located at 400 Smith Ranch Road in San Rafael, approximately 2.5 miles northeast of the subject property. Marin County Airport at Gnoss Field is located at 351 Airport Road in the City of Novato, approximately 11 miles north of the subject property. Therefore, no impact would result from implementation of the project and no mitigation is required.
(Sources: 1, 2, 4, 5, 12, 24)

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

Discussion:
No impact. The proposed project would not impair or physically interfere with an adopted emergency response or evacuation plan because the project does not include any actions that would interfere with emergency response and evacuation plan policies adopted by the City or other emergency agency responsible for emergency preparedness. The use, operation and maintenance of the Aldersly Retirement Community would remain substantially the same as existing. Vehicle access and delivery/loading areas to the site would be in approximately the same location as existing, but the location of driveways/curb cuts would be shifted slightly for both entry points along Mission Avenue. The existing delivery/loading area on Belle Avenue would be improved as part of Phase 2, which includes the construction of a new service building that would provide for an additional delivery area for mid-size trucks. The existing loading area that is parallel and adjacent to Belle Avenue would continue to be used for large truck deliveries; however, there would be no additional increase in the overall number or frequency of deliveries as a result of the proposed project.

Since some of the new buildings are proposed to be three stories, provision of adequate access for fire truck with a ladder ("ladder truck") was evaluated in the Traffic and Parking Study prepared by W-Trans. An AutoCAD program was used to simulate the travel path of a fire truck, based on the specifications for the ladder truck used by the City of San Rafael Fire Department (SRFD) and was determined to meet the

requirements for fire truck access. SRFD has reviewed the proposed access and site plan and has accepted the proposed ladder access to the new buildings as adequate.

The proposed Project has been reviewed by other City Departments, including Public Works, Fire, and Police and no concerns were raised regarding the City's ability to provide continuing services to the project site or that it would interfere with and adopted emergency response or evacuation plan. There would be no impact. ***(Sources: 1, 2, 4, 5, 11, 12, 24)***

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact: The project is located on a south-facing slope in an area identified by the City as a Wildland Urban Interface. This WUI area extends north across the wooded hillsides and San Pedro Ridge. The proposed Project would result in a significant impact if it would exacerbate wildfire risks due to site characteristics such as slope, prevailing winds, or vegetation.

General Plan 2040 Safety and Resilience Element and the Conservation and Climate Change Element contain goals, policies, and programs that require local planning and development decisions to consider the risk of wildfire hazards and includes goals, policies, and programs that would serve to minimize potential adverse impacts from wildfire hazards, including the following that focuses on new development in fire hazard areas:

> **Policy S-4.3: New Development in Fire Hazard Areas.** Design new development to minimize fire hazards. Densities, land uses, and site plans should reflect the level of wildfire risk and evacuation capacity at a given location.
>
> > **Program S-4.3A: Fire Hazard Mitigation in New Development**. Through the development review process, require appropriate mitigation measures such as fire preventive site design, landscaping and building materials, and the use of fire suppression techniques such as interior and exterior sprinklers. Before adopting new Code standards and requirements, consider and disclose their potential costs to applicants relative to the benefits they may provide.
> >
> > **Program S-4.3B: Development Review for Emergency Response.** Review development applications in fire prone areas to ensure adequate emergency vehicle access, and adequate water pressure and supply for fire-fighting purposes.
> >
> > **Program S-4.3C: Wildfire Prevention Funding**. Develop new partnerships, revenue opportunities, and funding avenues for wildfire prevention and hazard abatement.
>
> **Chapter 4.12 of the San Rafael Municipal Code (Wildland-Urban Interface - Vegetation Management Standards).** These requirements are standard conditions of project approval and ordinance standards required for all projects within the WUI.

	Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact

The proposed Project would be required to comply with all adopted local, regional, and State plans and regulations addressing wildfires. Compliance with these regulations would minimize the exposure of people living and working on the Project site to a significant risk of loss, injury, or death involving wildfires. In addition, the proposed project has been reviewed by City Departments, including the Fire Department, and no concerns have been raised about exposing people or structures to significant risk or loss, injury or death involving wildland fires. For these reasons, the impact is considered less than significant, and no mitigation is required.
(Sources: 1, 2, 3, 4, 5, 11, 12, 24, 28, 29)

X. HYDROLOGY AND WATER QUALITY

Would the project:

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐

Environmental Setting:
The project site is located within the San Rafael Creek Watershed, which encompasses 11 square miles of highly urbanized area of central San Rafael. San Rafael Creek originates in the hills above Tamalpais Cemetery and flows through highly urbanized areas before forming the San Rafael Canal in the vicinity of Second Street at US-101. The upper stream corridor consists of short stretches of open stream channels, underground culverts, and trapezoidal open channels. San Rafael Creek eventually enters San Rafael Bay at Pickleweed Park, located southeast of the project site. Elevations of the San Rafael Creek Watershed range from 1,100 feet in the hills above Tamalpais Cemetery to sea level at the San Rafael Bay. The project site itself is made up of three drainage tributary areas, all of which discharge to the existing storm drain system in Mission Avenue.

Discussion:
Less Than Significant Impact. The project involves the phased redevelopment of the Aldersly Retirement Community campus, which would include demolition of six existing buildings, construction of three new buildings, and additions/renovations to four existing buildings. The Project would result in a net increase of fourteen (14) additional independent living units, an increase from 55 units to 69 units. The number of Assisted Living/Memory Care beds (35 beds) and Skilled Nursing beds (20 beds) would remain unchanged. The number of on-site parking spaces would increase from 48 to 56 spaces at buildout of the Aldersly Development Plan.

The proposed project includes other site improvements, including landscaping, irrigation, and site drainage. The project would result in more than 5,000 square of impervious surface and is therefore considered a regulated project under Marin County Stormwater Pollution Prevention Program (MCSTOPPP) requirements. To minimize water quality impacts associated with the proposed project, construction activities would be required to provide a stormwater control plan and erosion control plan; and would be required to implement stormwater control measures such as Low Impact Development (LID) and Best Management

Practices (BMP's) in accordance with the City's Manual of Stormwater Quality Control Standards for New Development and Redevelopment.

Construction Phase

Buildout of the proposed Project would involve grading, construction, and operation of the proposed Project, that could generate pollutants affecting stormwater. Clearing, grading, excavation, and construction activities associated with the proposed Project have the potential to impact water quality through soil erosion and increasing the amount of silt and debris carried in runoff. Additionally, the use of construction materials, such as fuels, solvents, and paints, may present a risk to surface water quality. Finally, the refueling and parking of construction vehicles and other equipment onsite during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the storm drain system.

To minimize these potential impacts, the proposed Project would require compliance with the Construction General Permit (CGP) Water Quality Order 2009-0009- DWQ (as amended by Order No. 2010-0014-DWQ and 2012-006-DWQ), which includes the preparation and implementation of a Stormwater Pollution Prevention Program (SWPPP). A SWPPP requires the incorporation of BMPs to control sediment, erosion, and hazardous materials contamination of runoff during construction and prevent contaminants from reaching receiving water bodies. The State Water Resources Control Board (SWRCB) mandates that projects that disturb one or more acres of land must obtain coverage under the Statewide CGP. The CGP also requires that prior to the start of construction activities, the project applicant must file Permit Registration Documents (PRDs) with the SWRCB, which includes a Notice of Intent, risk assessment, site map, annual fee, signed certification statement, SWPPP, and postconstruction water balance calculations. The construction contractor is required to maintain a copy of the SWPPP at the site and implement all construction BMPs identified in the SWPPP during construction activities. Prior to the issuance of a grading permit, the project applicant is required to provide proof of filing of the PRDs with the SWRCB.

Submittal of the PRDs and implementation of the SWPPP throughout the construction phase of development will address anticipated and expected pollutants of concern from construction activities. Furthermore, the proposed Project shall abide by the requirements of SRMC Chapter 9.30, which specifies construction-phase BMPs to prevent the discharge of contaminants to stormwater during construction and requires an Erosion and Sediment Control Plan (ESCP) to be prepared for review and approval by the City. As a result, water quality impacts associated with construction activities would be less than significant and no mitigation is required.

Operational Phase

The proposed Project has the potential to create new sources for runoff contamination. The development of new or replacement impervious surfaces on the project site could result in the discharge of associated pollutants. Runoff from new landscaped areas may contain residual pesticides and nutrients, and occupants of the building and associated foot traffic could increase the amount of trash and debris entering the stormwater drainage system. Based on the Preliminary Hydrology Study prepared for the Project by CSW/Stuber-Stroeh Engineering Group, Inc., dated September 30, 2020, the amount of impervious surface would increase from 88,014 sq. ft. (existing) to 100,302 sq. ft. (Project buildout); an increase of 12,288 sq. ft. Plans submitted for the Project indicate that roof storm water drainage on the new building would be collected and treated in engineered bioretention basins before being piped into the public storm drain system.

Storm water runoff from site pavements would be directed through landscape areas before collection and conveyance to adjacent city storm drains.

A standard condition of approval will require that a stormwater control plan be submitted and approved by the City of San Rafael Department of Public Works prior to the issuance of a grading or building permit, and in accordance with MCSTOPPP post-construction requirements. In addition, the Project sponsor will be required to enter into a stormwater facilities maintenance agreement prior to issuance of a certificate of occupancy for the new building. This will ensure that the post-construction stormwater stormwater quality control measures comply with the requirements of the current Phase II Small MS4 Permit issued by the State Water Board, including but not limited to: the following:

- Designing BMPs into Project features and operations to reduce potential impacts to surface water quality and to manage changes in the timing and quantity of runoff associated with operation of the project. These features shall be included in the design-level drainage plan and final development drawings.
- The proposed project shall incorporate site design measures and Low Impact Development design standards, including minimizing disturbed areas and impervious surfaces infiltration, harvesting, evapotranspiration, and/or bio-treatment of stormwater runoff.
- The Project applicant shall establish an Operation and Maintenance Plan. This plan shall specify a regular inspection schedule of stormwater treatment facilities in accordance with the requirements of the Phase II Small MS4 Permit; and
- Funding for long-term maintenance of all BMPs shall be specified.

The standard conditions of approval identified above would ensure that impacts related to water quality would be less than significant because they would minimize the potential for discharge of pollutants that could impact water quality during construction activities and during the ongoing operation of the project site. No mitigation is required.

(Sources: 1, 2, 3, 4, 5, 7, 11, 12, 24)

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact: The project is located within the Marin Municipal Water District (MMWD) and would utilize domestic water provided by the MMWD. As a result, the proposed project would not substantially deplete groundwater supplies. MMWD has reviewed the project plans and provided their comments in a letter to the City with the finding that there is adequate water supply to service the proposed project; however, the purchase of additional water entitlement will be required because the current annual water entitlement for the Aldersly campus would not be sufficient for the expanded use, which includes 14 additional independent living units. There are no active wells at the site, and according to the Preliminary Geotechnical Investigation prepared for the Project, groundwater was not encountered in test borings, which were drilled on February 24 and 25, 2020. For these reasons, the impact on groundwater supplies would be less than significant.

	Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact

Since the proposed new buildings and parking area would replace existing structures and surface parking, the amount of impervious surface area would not substantially change from existing conditions. Based on the Preliminary Hydrology Study prepared by CSW/Stuber-Stroeh Engineering Group, Inc., dated September 30, 2020, the amount of impervious surface would increase from 88,014 sq. ft. (existing) to 100,302 sq. ft.; an increase of 12,288 sq. ft. As discussed in Response X(a) above, surface runoff would be required to meet Marin County Stormwater Pollution Prevention Program (MCSTOPP) standards and regulations for stormwater runoff as required by the City of San Rafael. Therefore, the proposed project would not interfere substantially with ground water recharge. For these reasons, the potential impact is considered less than significant, and no mitigation is required.
(Sources: 1, 2, 3, 4, 6, 7)

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐

Discussion:
Less Than Significant Impact. See Response X(a) above. The proposed Project would result in an increase in impervious surfaces. Based on the Preliminary Hydrology Study prepared by CSW/Stuber-Stroeh Engineering Group, Inc., dated September 30, 2020, the amount of impervious surface would increase from 88,014 sq. ft. (existing) to 100,302 sq. ft.; an increase of 12,288 sq. ft. This increase, in turn, could result in an increase in stormwater runoff, higher peak discharges to drainage channels, and the potential to cause erosion or siltation in drainage swales and streams. Increases in tributary flows can exacerbate creek bank erosion or cause destabilizing channel incision. The project will be required to implement construction-phase BMPs as well as post-construction site design, source control measures, and treatment controls in accordance with the requirements of the Bay Area Stormwater Management Agencies Association (BASMAA) Post-Construction Manual. Typical construction BMPs include silt fences, fiber rolls, catch basin inlet protection, water trucks, street sweeping, and stabilization of truck entrance/exits. The proposed Project will also be required to prepare and submit a SWPPP to the SWRCB that describes the measures to control discharges from the construction site. In addition, the City requires preparation and submittal of an ESCP for review prior to the issuance of grading permits.

Based on the above potential impacts from erosion or siltation are considered less than significant and no mitigation is required.
(Sources: 1, 2, 3, 4, 5, 6, 7)

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐

	Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact

Discussion:

Less Than Significant Impact: The preliminary hydrology study prepared for the proposed Project analyzed both the existing and proposed conditions of the site. The study also analyzes the 25- and 100-year storm events for peak drainage flow on the Project site.

Under both the existing and proposed conditions, discharge points would be to an existing storm drain within the Mission Avenue right-of-way. The proposed Project would result in an increase in peak discharge rate to the existing storm drain system in Mission Avenue.

Marin County and the City of San Rafael require that proposed development not increase the discharged storm drain peak flow and volume. Because a significant portion of the site is currently covered with structures and paved areas, redevelopment of the site with the proposed project would not substantially change the flow and volume of storm drain run-off discharged from the site. Bioretention basins have been incorporated into the site plan, landscape and drainage plans in order to eliminate impacts to water quality and quantity downstream. Construction level plans will be required for each phase of development to satisfy the City of San Rafael Urban Runoff Pollution Prevention Ordinance. This will ensure that no new net run-off or pollutants from stormwater runoff will result from the proposed development project. As result, there would be no substantial increase in runoff that could result in flooding on- or off-site.

The project site is located in FEMA (Federal Emergency Management Agency) Flood Hazard Zone X, Area of Minimal Flood Hazard. Areas to the east, west and south have are located within Flood Hazard Zone X, 0.2 Percent Chance Flood Hazard.

Furthermore, the project would be required to minimize impacts from construction activities in accordance with requirements of MCSTOPP and the City of San Rafael, which includes implementation of best management practices (BMPs) and low-impact development (LID). For these reasons, the impact would be considered less than significant, and no mitigation would be required.
(Sources: 1, 2, 3, 4, 5, 6, 7, 17, 24)

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐

Discussion:

Less Than Significant Impact: As discussed in Section X(a-c) above, the proposed Project Based on the Preliminary Hydrology Study prepared by CSW/Stuber-Stroeh Engineering Group, Inc., dated September 30, 2020, the amount of impervious surface would increase from 88,014 sq. ft. (existing) to 100,302 sq. ft.; an increase of 12,288 sq. ft. would not result in a substantial increase in impervious surfaces, which could result in increases in stormwater runoff, which in turn could exceed the capacity of existing or planned stormwater drainage systems. The proposed Project would be required to comply with the Phase II Small MS4 permit requirements and follow the BASMAA Post-Construction Manual when designing on-site stormwater treatment facilities. The project site design and landscape plan include several bioretention areas that would minimize increases in peak flow rates or runoff volumes, thus reducing stormwater runoff to the

storm drain system. In addition, the SRMC Chapter 9.30 states that predevelopment stormwater runoff rates should be maintained whenever possible for new development projects. Finally, as part of the permitting process, the Project sponsor will be required to pay public utility fees, as per SRMC Chapter 3.32, which finances improvements to the municipal storm drain system to accommodate increased flows. For these reasons, the Project would not cause a significant increase in stormwater runoff to the City's storm drain system.

The proposed Project would not create substantial additional sources of polluted runoff. During the construction phase, the Project would be required to prepare SWPPPs and ESCPs, thus limiting the discharge of pollutants from the site. During operation, projects must implement BMPs and LID measures that minimize the amount of stormwater runoff and associated pollutants. With implementation of these control measures and regulatory provisions to limit runoff from new development sites, the proposed Project would not result in significant increases in runoff that would provide substantial sources of polluted runoff, and the impact is less than significant and no mitigation is required.
(Sources: 1, 2, 3, 4, 5, 6, 7, 12, 17, 24)

iv) Impede or redirect flood flows?	☐	☐	☒	☐

Discussion:
Less Than Significant Impact: The project site and surrounding area is located in FEMA (Federal Emergency Management Agency) Flood Hazard Zone X, Area of Minimal Flood Hazard. Areas to the east, west and south have are located within Flood Hazard Zone X, 0.2 Percent Chance Flood Hazard.

The discussion under Item Section X.c.i above regarding on- and off-side flooding is also applicable to the analysis of impeding or redirecting flood flows. Since the proposed Project is required to comply with E.12 provisions of the Phase II Small MS4 Permit and retain stormwater on-site via the use of bioretention facilities, any flood flows would also be retained for a period of time on-site, which would minimize the potential for flooding impacts. Based on these discussions, impacts related to impeding or redirecting flood flows are considered less than significant. No mitigation is required.
(Sources: 1, 2, 3, 4, 5, 6, 7, 17, 24)

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐

Discussion:
Less Than Significant Impact. As noted above, the project site is located within FEMA (Federal Emergency Management Agency) Zone X, Area of Minimal Flood Hazard.

Seiche and tsunamis are short duration, earthquake-generated waves in large, enclosed bodies of water and the open ocean, respectively. The extent and severity of a seiche or tsunami would be dependent upon ground motions and fault offset from nearby active faults. Given the history of tsunamis in the San Francisco Bay Area, the risk of flooding due to a tsunami event is considered to be unlikely for the City of San Rafael. Tsunami hazards in the San Pablo and San Francisco Bays are much smaller than along the Pacific Coast because the bays are enclosed body of waters. A review of General Plan 2040 Hazard Maps and the Final EIR, the Project site is not located within the mapped tsunami inundation zone for San Rafael Creek.

	Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact

Therefore, the likelihood of inundation of the site by seiche or tsunami is low and the impact would be considered less than significant. No mitigation is required.
(Sources: 1, 2, 3, 4, 6, 7, 24)

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Discussion:
Less Than Significant Impact. There are no active wells at the Project site, and according to the Preliminary Geotechnical Investigation prepared for the Project, groundwater was not encountered in test borings, which were drilled on February 24 and 25, 2020. The proposed Project would not use groundwater supplies or interfere with groundwater recharge. Furthermore, the proposed Project would be required to comply with City development standards, including the City of San Rafael Urban Runoff Pollution Prevention Ordinance, to ensure that no new net run-off or pollutants from stormwater runoff from the site would result from the proposed project. Furthermore, the project would be required to satisfy BMPs and LID standards. For these reasons, the impact would be considered less than significant. No mitigation is required.
(Sources: 1, 2, 3, 4)

XI. LAND USE AND PLANNING

Would the project:

a. Physically divide an established community?	☐	☐	☒	☐

Discussion:
Less Than Significant Impact. The is located within the Montecito/Happy Valley Neighborhood, one of San Rafael's oldest neighborhoods. The area surrounding the Aldersly campus contains a mix of residential, retail, and community services. The Aldersly campus is located just north of the Montecito Commercial Sub-Area of the Downtown Precise Plan Area.

Founded in 1921 as a retirement community for Danish immigrants, the Project site has been transformed numerous times over its 100 years as the Aldersly Retirement Community. None of the original buildings of the Aldersly campus remain, and the existing buildings on the campus represent a variety of styles reflecting the four periods of redevelopment in the 1940s, 1960s, 1990s and early 2000s. The most recent major development on the campus is the 30-unit assisted living facility and attached parking garage (Rosenborg), completed in 2004.

New fencing is proposed along the perimeter of the property; however, no gates or other barriers are proposed that would impair access to public sidewalks or street. The proposed Project includes changes to the internal site circulation (pedestrian pathways). Access to the public sidewalk along the north side of Mission Avenue adjacent to the project site may be temporarily limited during the construction phase of the development project; however, no long-term changes to the public sidewalks or streets would occur, and these temporary impacts are considered less than significant. No mitigation is required.
(Sources: 1, 2, 3, 4, 5, 12)

	Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Discussion:
Less Than Significant Impact. The City of San Rafael has adopted numerous plans and policies for the purpose of avoiding or mitigating an environmental effect, including but not limited to policies contained in the City's General Plan 2040, the City's Manual of Stormwater Quality Control Standards for New Development and Redevelopment, and the San Rafael Climate Change Action Plan 2030.

The proposed project would require amendments to the approved PD Development Plan (Zoning Amendment) and the Master Use Permit approved for the Aldersly Campus. Neither of these amendments, or the proposed Project, would cause a significant environmental impact due to a conflict with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, as explained further below.

The proposed Project would not result in a significant environmental impact because: 1) it would be similar to and consistent with the multi-family residential uses that exist on properties to north and east of the project site; 2) it would be consistent with the mix of existing land uses in the project area; 3) it would not result in population or housing levels that are substantially different from those foreseen in regional planning efforts; and 4) it would not significantly affect regional vehicle miles traveled. In addition, the project would need to be consistent with plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect, to the extent they are applicable.

Based on the above, the impact is considered less than significant. No mitigation is required.
(Sources: 1, 2, 3, 4, 5, 11, 12)

XII. MINERAL RESOURCES

Would the project:

	Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒

Discussion:
No Impact. No known mineral resources have been identified on the Project site. The project site is located in the Montecito/Happy Valley Neighborhood, one of San Rafael's oldest neighborhoods and is not identified in the City's General Plan 2040 as a mineral resource recovery site. There would be no impact.
(Sources: 1, 2, 3, 4)

	Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Discussion:
No Impact. The project site is located in the Montecito/Happy Valley Neighborhood and is not identified in the City's General Plan 2040 as a mineral resource recovery site. There would be no impact.
(Sources: 1, 2, 3, 4)

XIII. NOISE

Would the project result in:

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐

Discussion:
Less Than Significant Impact with Mitigation Incorporated. The project site located at 326 and 308 Mission Avenue in one of the oldest neighborhoods in San Rafael. The property has been used as a retirement community for the last 100 years, and currently provides a mix of independent living, assisted living and skilled nursing for its residents. The area surrounding the site includes a mix of single family residential, multifamily residential, and commercial uses.

The primary noise sources that affect the project site is vehicular traffic along Mission and Belle Avenues which are both local roads with low traffic volumes; and activities associated with adjacent residential use. The major arterials nearest to the project site are Irwin Street, approximately 1,580 feet west of the project site, and Third Street approximately 1,050 feet to the south. US-101 is located approximately 1,600 feet west of the site. None of the major roadways are a significant noise source at the project site given their distance and intervening buildings and topography.

Construction Phase Noise Impacts
Project construction would involve three phases over which demolition of existing structures, site preparation, grading and trenching, foundation, and building construction will occur. No pile driving is proposed.

During Phase 1 of construction, activities will be at the southern side of the project site near the adjacent homes to the east and west of the project property line and the homes across Mission Avenue.

During Phase 2 and Phase 3, construction activities will occur at the north and west side of the project site, closer to homes along Belle and Ridge Avenues, and the project's west property line.

Construction will temporarily increase noise levels on the project site and at adjacent properties. Most demolition and construction noise falls within the range of 80 to 90 dBA at a distance of 50 feet from the source. Based on the noise study prepared for the project, construction equipment noise from Phase 1 is calculated to be up to 95 dBA at the homes abutting the project's east and west property lines. Construction noise from Phase 2 would be up to 75 dBA at the nearest residences. Construction noise from Phase 3 would be up to 95 dBA at the nearest homes. The City's municipal code limits construction noise to 90 dBA. The noisiest equipment used at the site will likely be concrete saws which generate an Lmax of 90 dBA at 50 feet. During the construction of Phase 1 and Phase 3, there are homes along the project's east and west property lines that may be subject to noise levels greater than 90 dBA. There would also be residences on the Aldersly campus located within the 90 dBA construction noise contour.

The hauling of excavated materials and construction materials would also generate truck trips on local roadways. Site grading and off-haul trips for the planned improvements would vary with each phase, with most of the site grading and off-haul trips occurring during Phase 1. These truck trips would occur during the permitted construction hours (7AM to 6PM on weekdays and 9AM to 6PM on Saturdays) and would not result in a substantial increase in ambient noise levels.

Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time. All proposed construction and demolition activities would be subject to the requirements of San Rafael Municipal Code Section 8.13.050, which limits construction activities and deliveries to between 7AM and 6PM on weekdays, and 9AM to 6PM on Saturdays (no construction activities are permitted on Sundays and holidays). This would avoid the most noise-sensitive times of the day. In addition, Municipal Code Section 8.13.050 requires the posting of signs at all construction site entrances clearly stating construction hours and construction noise limits.

During Phases 1 and 3, due to the proximity of surrounding residences, construction noise is expected to reach over 90 dBA and up to 95 dBA which exceeds the 90 dBA L_{eq} noise level established in the City's Municipal Code. This potential impact can be mitigated to less than significant with implementation of Mitigation Measure NOI-1, below.

> **Mitigation Measure NOI-1: Construction Noise.** Prior to the issuance of a grading permit or building permit, the project sponsor shall submit a Construction Noise Management Plan

(CNMP) prepared by a qualified acoustical consultant. The CNMP shall identify noise attenuation measures to further reduce potential impacts related to construction noise. Noise attenuation measures include, but are not limited to, the following:

a. Installation of a temporary noise barrier along the east and west property lines of the site. The barrier can be constructed with plywood or another appropriate material with cracks or no gaps. The purpose of the barrier is to provide a noticeable reduction of the noise and meet 90 dBA at residential receivers on neighboring properties along the common east and west property lines, where reasonably feasible. The height of the noise barrier, which may be up to 12 feet at certain locations, shall take into account the height of the construction noise sources and site grading and shall be specified in the Construction Noise Management Plan.
b. All construction equipment shall be equipped with mufflers and sound control devices (e.g., intake silencers and noise shrouds) that are in good condition and appropriate for the equipment.
c. Maintain all construction equipment to minimize noise emissions.
d. Stationary equipment shall be located on the site to maintain the greatest possible distance to the existing residences, where feasible.
e. Unnecessary idling of internal combustion engines shall be strictly prohibited.
f. Provide advance notification to surrounding land uses disclosing the construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period.
g. The construction contractor shall provide the name and telephone number of an on-site construction liaison. If construction noise is found to be intrusive to the community (complaints are received), the construction liaison shall investigate the source of the noise and require that reasonable measures be implemented to correct the problem.
h. Schedule high noise-producing activities during times when they would be least likely to interfere with the noise sensitive activities of the neighboring land use, when possible.
i. Use noise control blankets on temporary fencing that are used to separate construction areas from occupied on-site areas.
j. Temporarily relocate residents of on-site dwelling units that are very close to the construction activities.
k. Consider upgrading windows to reduce construction noise at on-site dwelling units closest to the construction activities.

With implementation of **Mitigation Measure NOI-1,** noise impacts attributable to construction activities would be less than significant.

Operational Phase Noise Impacts

The project proposes phased improvements that include demolition and renovation of existing buildings, and construction of three new buildings on the Aldersly Campus. The project would result in fourteen (14) additional independent living units, an increase from 55 units to 69 units. The number of Assisted Living/Memory Care beds (35 beds) and Skilled Nursing beds (20 beds) would remain unchanged.

The Aldersly project site is exposed to existing noise levels up to L_{dn} 62 dBA, which is considered "conditionally acceptable" by City of San Rafael General Plan standards. Noise associated with increased traffic along surface streets is expected to increase by zero to 2.5 decibels for the next 20 years. The proposed new buildings, including the 14 additional independent living units and additional staff (2.4 FTE) associated with the project would not substantially change existing operations. A slight increase in external ambient noise associated with new HVAC equipment is expected, but this increase can be minimized with the implementation of noise control efforts in **Mitigation Measure NOI-2**, below. These measures include the selection of quieter mechanical equipment, relocation of equipment and/or installation of a noise reducing screen in order to comply with the City's municipal code requirements per Section 8.13.040. Analysis of noise reduction measures shall be completed prior to building permit issuance.

Additional vehicle trips resulting from new residents and staff would not substantially increase transportation-related noise. The increase in traffic noise due to project-generated trips would be less than 0.5 dBA (L_{dn}) and would not be discernable to the human ear. Therefore, no substantial changes to ambient noise levels are expected with operation of the proposed Project. The noise environment would continue to be compatible with adjacent land uses.

> **Mitigation Measure NOI-2: Mechanical Equipment Noise.** Prior to issuance building permits for each phase of the Project (Phases 1-3), the project sponsor shall submit for review and approval by the City of San Rafael, a noise analysis prepared a qualified acoustical consultant that includes the following:
>
> a. Specifications and noise output calculations for all on-site stationary mechanical equipment to be installed during each phase of the project. The selection of quieter mechanical equipment, and/or alternate locations for mechanical equipment should be addressed in this noise analysis.
> b. Specifications for installation of a noise reducing screen or other noise control measures shall be identified if required to comply with the City's Municipal Code requirements per Section 8.13.040.

Based on the above and with implementation of **Mitigation Measure NOI-2** above, noise impacts attributable to the long-term operation of the Aldersly Retirement Community would be less than significant.

(Sources: 1, 2, 3, 4, 5, 8, 11, 12, 25)

	Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
b. Generation of excessive ground borne vibration or ground borne noise levels?	☐	☒	☐	☐

Discussion:

Less Than Significant Impact with Mitigation Incorporated. City of San Rafael's General Plan does not specify a construction vibration limit. Based on the thresholds provided by Caltrans, a construction vibration limit of 0.3 inches/second PPV (peak particle velocity) would minimize damage at buildings of normal conventional construction. A significant impact would occur if buildings adjacent to the proposed construction site were exposed to vibration levels in excess of 0.3 in/sec PPV.

The construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g. jackhammers, hoe rams) are used. Construction activities would include site demolition work, grading and foundation work, and new building framing and finishing.

During Phases 1 and 3, construction is expected to be taking place (at closest) within ten (10) and nine (9) feet from adjacent residents, respectively. This has the potential to create vibrations exceeding 0.3 in/sec PPV which surpasses the guideline vibration damage potential threshold of 0.3 inches/second for older residential structures. However, the generation of ground borne vibrations will be mitigated to less than significant impact with implementation of **Mitigation Measure NOI-3** below, which requires that a vibration analysis be completed prior to issuance of a demolition, grading or building permit and that measures are implemented to avoid impacts from vibration during construction.

Mitigation Measure NOI-3: Construction Vibration Reduction Measures. Prior to the issuance of a demolition, grading or building permit, a construction vibration analysis prepared by a qualified acoustical consultant shall be submitted for review and approval by the City of San Rafael. The analysis shall take into account project specific construction information, including the location of the various types of equipment used during each phase of the project, relative to buildings on adjacent property and shall identify measures to avoid potential building damage, including but not limited to the following:

a. Demolish the existing structures gradually. The structures will be demolished using an excavator. Ground vibration levels can be reduced by limiting the impact forces of the excavator shovel hitting the structures and by carefully taking down the structure in sections, bit-by-bit. The goal is to limit the height from which material falls and hits the ground and to move the shovel slowly when breaking up the building materials as opposed to using fast, sharp impacts. If possible, larger debris pieces should be moved away from the property line (a distance of at least 25 feet) before the excavator or hoe-ram is used to break up the larger pieces.

b. Limit the movement of tracked vehicles near existing buildings. Ideally tracked vehicles should be at least 25 feet from the existing buildings. If they are closer than this distance the movements should be limited and slow.

c. Vibratory rollers should be kept at least 20 feet from existing buildings. If they must be used closer, consider using smaller models or at lower vibration settings.

d. Conduct construction vibration monitoring. Establish warning and stop work thresholds for monitoring. Implement visual and audible signals that are triggered by a vibration monitor when exceedances of warning and stop work thresholds occur.

e. Prepare an existing conditions study. If the construction vibration analysis finds that there are no feasible and practical methods to eliminate the potential for damage, structural engineer or other appropriate professional shall, with the consent of affected property owners, undertake an existing conditions study of any structures that may experience damage. The existing conditions study shall be undertaken directly before the vibration-producing construction activity is scheduled to occur and will establish the baseline condition of these structures, including, but not limited to, the location and extent of any visible cracks or spalls. The existing conditions study shall include written descriptions and photographs. Immediately upon completion of the applicable phase, the structures previously inspected will be resurveyed, and any new cracks or other changes shall be compared to pre-construction conditions and a determination shall be made as to whether the proposed project caused the damage. If it is determined that project construction has resulted in damage to the structure, the damage shall be repaired to the pre-existing condition by the project sponsor, provided that the property owner approves of the repair.

Impacts of ground borne noise and vibration would be less than significant with the implementation of the above mitigation.
(Sources: 1, 2, 3, 4, 5, 8, 11, 12, 25)

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

Discussion:
No Impact. A significant impact would occur if the project would expose people residing or working in the project area to excessive aircraft noise levels.

There are no airports located within a 2-mile radius of the project site. The project is also not located within the nearest airport's noise contour as shown San Rafael General Plan 2040 Noise Contour Maps (Appendix I). Therefore, there is no impact.
(Sources: 1, 2, 3, 4, 24)

XIV. POPULATION AND HOUSING

Would the project:

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

Discussion:
Less Than Significant Impact. The project proposes phased improvements over the next ten years that include demolition and renovation of existing buildings, and construction of new buildings on the Aldersly Campus. The project would result in fourteen (14) additional independent living units, an increase from 55 units to 69 units. The number of Assisted Living/Memory Care beds (35 beds) and Skilled Nursing beds (20 beds) would remain unchanged. The number of residents is expected to increase by 14-20 residents and 2.4 full time staff equivalents (FTE).

The proposed Project would not require or trigger the need to extend any roadways or infrastructure, including water or sewer service, nor would it require expansion of any of these services in a fashion that would remove a barrier to growth. Based on the above, impacts related to the proposed Project would be less than significant. No mitigation is required.
(Sources: 1, 2, 3, 4, 5, 12)

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

Discussion:
Less Than Significant Impact. The proposed Project would include the demolition of six existing buildings, which may require the temporary relocation of some of the Aldersly residents until the new building is ready for occupancy. During this time, the Aldersly management would be responsible for ensuring that any residents who are temporarily displaced during demolition and construction are provided temporary housing on the campus to the extent possible. These impacts would be temporary and would not necessitate the construction of replacement housing elsewhere. Therefore, impacts would be less than significant. No mitigation is required.
(Sources: 1, 2, 3, 4, 5, 12)

	Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact

XV. PUBLIC SERVICES

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

a. Fire protection?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. The Project site is currently served by the San Rafael Fire Department (SRFD). The nearest fire station is Station #52, located approximately 0.1 miles to south of the project site at 52 Union Street. This station is also a SRFD training facility.

The project proposes phased improvements over the next ten years that include demolition and renovation of existing buildings, and construction of new buildings on the Aldersly Campus. The project would result in fourteen (14) additional independent living units, an increase from 55 units to 69 units. The number of Assisted Living/Memory Care beds (35 beds) and Skilled Nursing beds (20 beds) would remain unchanged. It is expected that the Project will result in 14 -20 additional residents and 2.4 full-time staff (2.4 FTE).

The proposed Project would not result in new development of a scale that would require new or physically altered government facilities, nor would it impact the quality of service, response times or other performance objectives for any of the public services. For these reasons, impacts associated with the proposed Project would be less than significant. No mitigation is required.

(Sources: 1, 2, 3, 4, 11, 12)

b. Police protection?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. The Project site is currently served by the San Rafael Police Department (SRPD). The City's main police station is located at 1375 Fifth Avenue in the City of San Rafael Public Safety Center, approximately one mile to west of the project site.

The Project proposes phased improvements over the next ten years that include demolition and renovation of existing buildings, and construction of new buildings on the Aldersly Campus. The project would result in fourteen (14) additional independent living units, an increase from 55 units to 69 units. The number of Assisted Living/Memory Care beds (35 beds) and Skilled Nursing beds (20 beds) would remain unchanged. It is expected that the Project will result in 14 -20 additional residents and 2.4 full-time staff (2.4 FTE).

The proposed Project would not result in new development of a scale that would require new or physically altered government facilities, nor would it impact the quality of service, response times or other performance objectives for police protection. For these reasons, impacts associated with the proposed Project would be less than significant. No mitigation is required.
(Sources: 1, 2, 3, 4, 11, 12)

c. Schools? ☐ ☐ ☒ ☐

Discussion:
Less Than Significant Impact. Mitigation for impacts on schools is governed by Government Code Section 65995(h), which states that the payment or satisfaction of a fee, charge, or other requirement levied or imposed pursuant to Section 17620 of the Education Code is deemed to be full and complete mitigation of the impacts for the planning, use, development, or the provision of adequate schoo1 facilities. Likewise, Section 65996(b) states that the provisions of the Government Code provide full and complete school facilities mitigation. The City collects school impact fees prior to the issuance of building permits.

The Aldersly Retirement Community is located in the Montecito/Happy Valley Neighborhood, which is served by the San Rafael Unified School District. The Project proposes phased improvements over the next ten years that include demolition and renovation of existing buildings, and construction of new buildings on the Aldersly Campus. The overall goal of the project is to keep Aldersly a boutique residential community for older people. The Project would result in fourteen (14) additional independent living units for older adults, an increase from 55 units to 69 units. The number of Assisted Living/Memory Care beds (35 beds) and Skilled Nursing beds (20 beds) would remain unchanged. Given that Aldersly will continue to be a retirement community for older adults, school-age children are not expected to be a significant part of the resident population.

For the reasons above, impacts associated with the proposed project would be less than significant. No mitigation is required.
(Sources: 1, 2, 3, 4, 11, 12)

d. Parks? ☐ ☐ ☒ ☐

Discussion:
Less Than Significant Impact. Within the City of San Rafael corporate limits, there are a total of 25 parks and three community centers. Existing San Rafael City parks and recreation facilities within close proximity to the project site in East San Rafael include Beach Park along the San Rafael Creek channel to the west, Pickleweed Park and the Canal Community Garden to the east, and the Jean & John Starkweather Shoreline Park to the south.

The Project proposes phased improvements over the next ten years that include demolition and renovation of existing buildings, and construction of new buildings on the Aldersly Campus. The overall goal of the Project is to keep Aldersly a boutique residential community for older people. The Project would result in fourteen (14) additional independent living units for older adults, an increase from 55 units to 69 units. The

number of Assisted Living/Memory Care beds (35 beds) and Skilled Nursing beds (20 beds) would remain unchanged.

The proposed Project could result in an increased demand for public services such as parks. However, given the relatively small increase in residents (14-20) and staff (2.4 FTE) that would result from the Project, demand for access to existing parks in the area is not expected to substantially increase over existing use patterns and would not result in substantial adverse physical impacts. For these reasons, the impact would be considered less than significant, and no mitigation is required.
(Sources: 1, 2, 3, 4, 11, 12)

e. Other public facilities?	☐	☐	☒	☐

Discussion:
Less Than Significant Impact. Although the project is expected to result in 14-20 additional residents and 2.4 full-time staff (2.4 FTE), demand for new public facilities is not anticipated. Access and demand for existing public facilities in this area would not substantially increase over existing use patterns. Therefore, no substantial adverse physical impacts would result. For these reasons, the impact would be considered less than significant. No mitigation is required.
(Sources: 1, 2, 3, 4, 11, 12)

XVI. RECREATION

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

Discussion:
Less Than Significant Impact. See Response XIV(d) above. The proposed project's impact on existing neighborhood and regional parks would be less than significant. Further, the proposed project would not result in an increase in the use of recreational facilities such that physical deterioration would occur or be accelerated. Therefore, the impact of the proposed project on existing parks and recreation facilities would be less than significant. No mitigation is required.
(Sources: 1, 2, 3, 4, 11, 12)

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

Discussion:
Less Than Significant Impact. See Response XV(d) and XVI(a) above. The Project proposes phased improvements over the next ten years that include demolition and renovation of existing buildings, and construction of new buildings on the Aldersly Campus. The Project would result in fourteen (14) additional

independent living units for older adults, an increase from 55 units to 69 units. The number of Assisted Living/Memory Care beds (35 beds) and Skilled Nursing beds (20 beds) would remain unchanged.

The overall goal of the project is to keep Aldersly a boutique residential community for older people, which includes maintaining its garden setting and providing improved on-site recreation opportunities and other amenities for residents. The Project includes improvements on the Aldersly campus that would improve residents' accessibility to outdoor space on the site, create new outdoor activity areas for residents, create more indoor space for wellness and other amenities, expansion of community space, and improvements to the central courtyard. None of these proposed improvements would have an adverse physical effect on the environment.

As part of project approvals, the project would be required to comply with all City of San Rafael fees required for permit issuance. For these reasons, the impact would be considered less than significant, and no mitigation is required.
(Sources: 1, 2, 3, 4, 11, 12)

XVII. TRANSPORTATION

Would the project:

a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?	☐	☐	☒	☐

The following is a summary of programs, plans, ordinances and policies related to the circulation system within the vicinity of the project:

San Rafael General Plan 2040 Mobility Element
The Circulation Element designates Mission Avenue east of US 101 as a minor arterial. Belle, Ridge, and Marinita Avenues are designated as local streets. The following policies contained in the Mobility Element are applicable to the proposed project:

Policy M-3.1: VMT Reduction Standard. Achieve State-mandated reductions in Vehicle Miles Traveled (VMT) by requiring development and transportation projects to meet specific VMT metrics. In the event a proposed project does not meet these metrics, require measures to reduce the additional VMT associated with the project, consistent with thresholds approved by the City Council.

> **Program M-3.1A: VMT Analysis Guidelines.** Develop local guidelines for calculating the projected VMT associated with future development projects and transportation improvements. The guidelines also should cover administration, screening criteria, and appropriate Transportation Demand Management measures and monitoring procedures. All VMT metrics should be reassessed at least once every four years and revised as needed to reflect changing conditions.

Policy M-3.2: Using VMT in Environmental Review. Require an analysis of projected Vehicle Miles Traveled (VMT) as part of the environmental review process for projects with the potential to significantly increase VMT. As appropriate, this shall include transportation projects and land use/policy plans as well as proposed development projects.

Program M-3.2A: Screening Criteria for VMT Analysis. Adopt and maintain screening criteria for different land uses and project types to determine when a VMT analysis is required as part of the environmental review process. Screening criteria should be revisited over time to ensure that they are appropriate. The criteria should include exemptions for projects with substantial VMT benefits, such as mixed use and infill development in Downtown San Rafael.

Program M-3.2B: Thresholds for Determining a Significant VMT Impact. Adopt and maintain thresholds to determine if a VMT impact may be considered "significant" under the California Environmental Quality Act (CEQA).

Program M-3.2C: Mitigation Measures for VMT Impacts. Develop and implement mitigation measures that can be applied to projects with potentially significant VMT impacts in order to reduce those impacts to less than significant levels (see Policy M-3.3 and Program M-3.3A).

General Plan Policy M-5.6: Truck Impacts. Manage truck traffic and deliveries in residential areas to avoid conflicts with local auto traffic, pedestrian and bicycle safety, parking, and adjacent uses.

Program M-5.6A: Trucking Routes and Transportation Permits. Continue to designate specific streets as trucking routes and maintain permit requirements for vehicles that exceed weight limits on non-designated routes.

Policy M-7.6: Off-Street Parking Standards. Maintain off-street parking standards that adequately respond to demand, minimize adverse effects on neighborhoods, avoid future parking problems, and sustain local businesses.

Program M-7.6A: Adjustments to Parking Standards. Periodically adjust off-street parking requirements to respond to data on parking needs, and trends in vehicle design, car ownership, and travel behavior.

Program M-7.6B: Parking Reductions. Allow reduced parking subject to findings that a project will have lower vehicle ownership rates (for example, for senior housing or housing in the Downtown area).

Policy M-7.8: Parking for Alternative Modes of Transportation. Designate parking spaces to incentivize and encourage carpooling, electric vehicles, and other more sustainable modes of travel.

Policy LU-3.7: On-Street Parking. Manage on-street parking in a way that meets resident and business needs, minimizes potential conflicts with emergency vehicles, and avoids future conflicts, safety issues, and shortages.

Program LU-3.7A: Neighborhood Parking Measures. In neighborhoods with excessive on-street parking demand or where a proposed project would result in a substantial increase in demand:

a. Work with property owners to add off-street parking and allow shared parking during off-peak hours.
b. Where feasible, require additional off-street parking as a condition of approval for expansion or remodels.
c. Update permit parking programs and on-street parking time limits to improve their effectiveness.

Although many of the above General Plan policies and programs relate to parking, it is noted that in 2010 "parking availability" was eliminated from the CEQA Guidelines Appendix G checklist by the Governor's Office of Planning and Research, which is the entity charged with drafting guidelines to help agencies

implement CEQA. Accordingly, the adequacy of parking as it relates to the proposed project is not discussed further in this environmental document but will be considered when conformance with general plan policies are addressed as part of the project merits.

San Rafael Municipal Code

The San Rafael Municipal Code (SRMC) includes various directives pertaining to transportation. Most provisions related to transportation impacts are in Title 5, Traffic Regulations, Title 11, Public Works, and Title 14, Zoning.

- Chapter 5.52, Restricted Use of Certain Streets. This chapter designates truck routes in the city.
- Chapter 5.81, Trip Reduction and Travel Demand Requirements. Requires the City to implement a trip reduction and travel demand ordinance (Ordinance 1657 Section 1 (part), 1994).
- Chapter 11.04, Encroachments in the Public Right-of-Way. Requires any persons encroaching in the public right-of-way that involves temporary closures for construction or other purposes to obtain a permit that describes how traffic will be safely managed during the closure.
- Chapter 14.18, Parking Standards. Requires the provision of off-street parking as specified by land use type and specifies parking design parameters.

San Rafael Bicycle and Pedestrian Master Plan

The San Rafael Bicycle and Pedestrian Master Plan (BPMP), updated in 2018, has a goal of connecting the entire city of San Rafael through a continuous biking and walking transportation network. The BPMP inventories existing active transportation infrastructure and identifies constraints, including gaps in pathways, neighborhoods lacking pathways, and safety issues. The BPMP then provides and ranks priorities for the active transportation network and identifies projects and programs that can help the City achieve its goal of having continuous biking and walking pathways.

San Rafael Climate Change Action Plan (CCAP)

As discussed in Section VIII of this checklist (Greenhouse Gas Emissions), the City of San Rafael CCAP, adopted in 2019, focuses on measures to reduce GHG emissions and establishes targets similar to the State's GHG emission goals. Actions provided in the CCAP to meet the City's reduction targets involve initiatives focused on low carbon transportation, amongst others. Low carbon transportation actions would provide 38 percent of the total GHG reductions.

Environmental Setting:

The project site is located on Mission Avenue, east of U.S. 101, near its intersection with Mary Street. The project site extends north to Belle Avenue near its intersection with Ridge and Marinita Avenues. Existing bicycle facilities in the project vicinity are limited to Class III bike routes (on-street routes where bicyclists and automobiles share the road) along Grand Avenue (located west of project site) and Fourth Street (located south of the project site). Class II (on-street bike lane) or Class III bicycle routes are planned for Grand Avenue and Third Street/Point San Pedro Road. Sidewalks exist on both sides of Mission Avenue and Mary Street; however, as with many of the older neighborhoods in San Rafael, sidewalks on other local streets in the area (Union Street, Belle, Ridge and Marinita Avenues) are either non-existent or discontinuous.

The site is served by local bus service, Marin Transit, which provides service along Mission Avenue with bus stops nearby at the corner of Mission Avenue and Mary Street. The San Rafael Transit Center is located

at Hetherton Street between Second Street and Third Street. Sonoma-Marin Area Rail Transit (SMART) provides passenger rail service in Marin and Sonoma counties. SMART's rail corridor includes stations from the Larkspur Landing Ferry Terminal to the south, to the Sonoma County Airport in Santa Rosa to the north. The SMART Downtown San Rafael Station is located approximately 0.4 miles southwest of the project site and is located north of the San Rafael Transit Center.

Discussion:
The project would not conflict with applicable programs, plans, ordinances or policies addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities. The project is consistent with the High-Density Residential land use designation in the City's General Plan 2040 and substantially conforms with applicable programs, plans and policies that address mobility and the circulation system, including transit, roadways, bicycle and pedestrian facilities. The project would not conflict with the San Rafael Bicycle and Pedestrian Master Plan (BPMP) and would not cause a substantial inconvenience for users of existing bicycle or pedestrian travel facilities in the project vicinity, or substantially reduce access or safety for bicyclists or pedestrians in the project vicinity. The proposed project is anticipated to generate an additional 28 vehicle trips per day, which is well below the 110 trips per day threshold that are presumed to have a less than significant impact with respect to transportation impacts. No changes to the roadway system are expected or proposed, except for street repaving/restriping, new curb & gutter, utilities, sidewalks and other improvements typically required along frontage. Furthermore, the project shall be required to comply with all City of San Rafael policies related to work within the public right-of-way.

Vehicle access to the site would remain substantially the same as existing, except that the east driveway on Mission Avenue would be shifted approximately 30 feet to the east toward Union Street. As noted in Chapter 2 of this Draft EIR, the existing loading and delivery area on Belle Avenue would remain and would continue to be used for larger truck deliveries. A new delivery area for medium-size trucks is proposed as part of the new service building included in Phase 2 improvements. Even with the 14 net new additional Independent Living units that would result from the project, the frequency and approximate schedule of pick-ups and deliveries (mostly food deliveries) to the Aldersly campus are expected to remain the same as existing.

For these reasons, the impact would be considered less than significant, and no mitigation is required.
(Sources: 1, 2, 3, 4, 5, 12, 25, 28, 29)

b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐

Discussion:
Less Than Significant Impact. CEQA Guidelines Section 15064.3, Subdivision (b) contains guidelines for analyzing potential impacts using Vehicle Miles Travelled (VMT) as a threshold of significance.

The Traffic and Parking Study prepared by W-Trans follows guidance provided by the California Governor's Office of Planning and Research (OPR). This guidance is contained in the publication *Transportation Impacts (SB743) CEQA Guidelines Update and Technical Advisory, 2018*. The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017. The proposed project is anticipated to generate an additional 28 trips per day, with one additional trip occurring during the AM peak period, and one during

the PM period. These trips are associated with the proposed 14 net new Independent Living units that would result from the Project. The OPR guidance document indicates that projects that generate fewer than 110 trips per day can be presumed to have a less than significant impact with respect to VMT. Since the project is expected to generate an estimated 28 trips per day, the trips generated by the proposed Project would be well below the 110 trips per day threshold. This conclusion was verified by the City of San Rafael Department of Public Works, who accepted the Traffic and Parking Study prepared by W-Trans as complete and confirmed that the projected VMT of 28 trips per day was below the threshold requiring any additional transportation analysis.

Furthermore, the OPR guidance and CEQA Guidelines Section 15064.3(b)(1) indicate that generally projects within 1/2 mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Aldersly is located approximately 0.4 miles from the SMART Downtown San Rafael Station and the San Rafael Transit Center, and both stations are accessible to/from the site by local bus routes, walking or bicycling.

For the reasons stated above, the project would not conflict with conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Therefore, impacts would be less than significant. No mitigation is required.
(Sources: 1, 2, 3, 4, 5, 12, 25)

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

Discussion:
Less Than Significant Impact. The project site is located on Mission Avenue, east of U.S. 101. Mission Avenue east of US 101 is designated as a minor arterial in General Plan 2040. No changes to the geometrics of public streets are proposed. Furthermore, all project improvements would be required to comply with San Rafael design guidelines.

As noted in Chapter 2 of this Draft EIR, vehicle access to the site would be in approximately the same location as existing. The main entry and parking area on Mission Avenue (horseshoe-shaped driveway) would be reconfigured in approximately the same location to improve accessibility. The east driveway on Mission Avenue that provides access to Rosenborg parking garage would shift approximately 30 feet to the east toward Union Street, and the existing loading and delivery area on Belle Avenue would remain and would continue to be used for larger truck deliveries. A second delivery area for medium-size trucks is proposed adjacent to the existing loading and delivery area as part of the new service building included in Phase 2 improvements. Even with the 14 net new additional Independent Living units that would result from the project, the frequency and approximate schedule of pick-ups and deliveries (mostly food deliveries) to the Aldersly campus are not expected to increase and would remain the approximately the same as existing.

To maintain clear sight lines along all vehicular access points to the site, all landscaping and signs must be designed to ensure that adequate sight lines would be maintained. Sight distances were evaluated in the Traffic and Parking Study prepared by W-Trans based on stopping sight distance criteria contained in the

Highway Design Manual published by Caltrans. The speed limit on Mission Avenue is 25 miles per hour (mph). For a design speed of 25 mph, the minimum stopping distance is 150 feet. Westbound vehicles on Mission Avenue approaching the project driveways are required to stop at the all-way, stop-controlled intersection at Mission Avenue and Union Street, approximately 160 feet east of the proposed Project driveway. For vehicles turning from Union Street to travel westbound on Mission Avenue, the sight distance would be approximately 120 feet. Since Union Street is stop-controlled, vehicle speeds would be expected to be slower than the posted speed, approximately 15 mph according to the highway design manual, and stopping sight distance for vehicles traveling at 15 mph is 100 feet. As a result, sight distance was determined to be adequate. Furthermore, standard conditions of approval would be included to ensure specific project design features comply with City of San Rafael requirements. Therefore, the impact is considered less than significant. No mitigation is required.
(Sources: 1, 2, 3, 4, 5, 12, 25, 28, 29)

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

Discussion:
Less Than Significant Impact. As noted above, access and circulation patterns would remain largely unchanged with the proposed new development on the Project site. As noted above and in Chapter 2 of this Draft EIR, the existing loading and delivery area on Belle Avenue would remain and would continue to be used for larger truck deliveries. A new delivery area for medium-size trucks is proposed as part of the new service building included in Phase 2 improvements. The frequency and approximate schedule of pick-ups and deliveries (mostly food deliveries) to the Aldersly campus are expected to remain the same as existing.

Proposed ingress and egress, including required fire access, and fire lanes, have been reviewed by City departments, including the San Rafael Fire Department. It has been determined that the proposed project would have adequate emergency access, including adequate fire truck ladder access for three-story buildings. Based on the reasons stated above, the impact is considered less than significant. No mitigation is required.
(Sources: 1, 2, 3, 4, 5, 12, 25, 28, 29)

XVIII. TRIBAL CULTURAL RESOURCES - *PLEASE SEE CHAPTER 3 OF EIR*

	Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment facilities or storm water drainage, electric power, natural gas or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. The project site is served by the San Rafael Sanitation District (SRSD), which provides sanitary sewer service to the southern portion of the City. The SRSD would continue to provide service to the project site, although the proposal would result in an increase in intensity of development over existing uses. The SRSD has reviewed and commented on the project, and will require that all sanitary sewer related work be performed in accordance with SRSD Standards, including connections to existing sewer pipes in the Mission and Belle Avenue rights-of-way, and that all sewer connection fees be paid prior to submittal of a building permit. As such, the proposed project would not conflict with the existing capacity of wastewater delivery to SRSD or the ability of the wastewater treatment facility to treat the additional wastewater generated by the Project. For these reasons, the impact is considered less than significant, and no mitigation is required.

(Sources: 1, 2, 3, 4, 12, 20)

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. See discussion in Section XIX(a), above. Local water service is currently provided to the Project site by Marin Municipal Water District (MMWD) for the existing Aldersly campus. MMWD stated that the proposed Project will not impair the District's ability to continue service to site. However, MMWD has determined that the property's current annual water entitlement may be insufficient for the new uses and the purchase of additional water entitlement may be required for the 14 additional Independent Living units, as well as compliance with all indoor and outdoor requirements of District Code Title 13 for water conservation. This requirement will be implemented as a condition of approval; with this condition, the impact is considered less than significant and no mitigation is required.

(Sources: 1, 2, 3, 4, 12, 20)

c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected	☐	☐	☒	☐

	Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact

demand in addition to the provider's existing commitments?

Discussion:

Less Than Significant Impact. See discussion in Section XIX(a) and (b), above. The SRSD would provide wastewater services to the proposed project and has adequate facilities to accommodate the proposed use at the project site. Wastewater generation and impacts on the SRSD have been addressed in the San Rafael General Plan. The continuation of existing service to the project site would not result in impacts to the SRSD facilities. As discussed in Section XIX(a) above, there is adequate capacity in the SRSD wastewater facility to service the project. The SRSD has reviewed the project and provided comments, indicating that the proposed project is required to submit fees for additional new plumbing fixtures as required. Thus, no additional impacts to wastewater treatment capacity would result from the proposed project and impacts would be considered less than significant. No mitigation is required.

(Sources: 1, 2, 3, 4, 12)

d. Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. Most of the solid waste collected within Marin County, including the City of San Rafael, is disposed of at two landfills: the Redwood Landfill and Potrero Hills Landfill.

- Redwood Landfill. This landfill currently accepts approximately 54 percent of the solid waste generated by the county. The landfill is operated by Waste Management and is located on a 420-acre site at 8950 Redwood Highway north of Novato and east of US-101. Approximately 220 acres are dedicated to landfill operations, and the remaining 200 acres support composting, recycling, and reuse services as well as open space and a freshwater lagoon for migratory waterfowl. In 2017, a plant was constructed at the landfill that converts landfill gas to clean, renewable electricity for use by Marin Clean Energy customers. Waste Management also operates the largest composting facility in Marin County and offers recycled compost and mulch as WM EarthCare products. The landfill is licensed as a Class III nonhazardous disposal facility. It has a maximum permitted throughput of 2,300 tons/day and a remaining capacity of 26 million tons. The estimated closure date is July 1, 2024.
- Potrero Hills Landfill. This landfill accepts approximately 41 percent of the waste generated by the county. The landfill is operated by Waste Connections Company and is located on a 526-acre site at 3675 Potrero Hills Lane, a few miles south of Suisun City in the hills of Suisun Marsh in Solano County. A compost facility and a landfill-gas-to-energy plant is also operated at this site. The landfill has a maximum permitted throughput of 4,330 tons/day and a remaining capacity of 13,872,000 tons. The closure date is estimated to be February 14, 2048.

Although Redwood and Potrero Hills landfills are scheduled to close in 2024 and 2048, respectively, other landfills have been identified that have an excess capacity that would easily accommodate the projected demand for the buildout of the City of San Rafael, based on General Plan 2040, adopted August 2, 2021.

The proposed use is consistent with the High-Density Residential land use designation for the site, as depicted on the General Plan 2040 Land Use Map and would remain substantially the same as the existing use, with 14 additional Independent Living units and an additional 2.4 full time equivalent staff. The amount of waste generated by the Project would represent a small percentage of the remaining capacity at designated landfills.

With continued compliance with the applicable regulations, leading to increased recycling and waste diversion and adherence to and implementation of the proposed General Plan 2040 goals, policies, and programs, anticipated rates of solid waste disposal from the proposed project would be less than significant with respect to permitted landfill capacity. No mitigation is required.
(Sources: 1, 2, 3, 4, 5, 12, 25)

	Significant Impact	Less-than-Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. See discussion in Section XIX(d), above. Solid waste collection for the project site would be handled by Marin Sanitary Service.

Zero Waste Marin is the formal name for the Marin County Hazardous and Solid Waste Management Joint Powers Authority (JPA), which was formed in 1997 and consists of city and town managers from Belvedere, Corte Madera, Fairfax, Larkspur, Mill Valley, Novato, Ross, San Anselmo, San Rafael, Sausalito, Tiburon, and Marin County. This JPA ensures the County's compliance with State recycling mandates and provides information on household hazardous waste collection, recycling, composting, and waste disposal. The Marin County Department of Public Works/Waste Management administers Zero Waste Marin.

The goal of Zero Waste Marin is to help residents and businesses in Marin County meet the County's goal of 94 percent diversion from landfills by 2025 by reducing and recycling their solid waste and safely disposing of hazardous wastes.

Zero Waste Marin, which serves the project site, complies with State requirements to reduce the volume of solid waste through recycling and organic waste diversion. The proposed Project will be required to comply with Section 4.408 of the 2019 CALGreen. Therefore, the project would comply with all applicable federal, State, and local solid waste regulations, and impacts would be less than significant. No mitigation is required.

(Sources: 1, 2, 3, 4, 5, 12)

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

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. As discussed in Section IX, Hazards and Hazardous Materials, above, the proposed project would not impair an adopted emergency response or evacuation plan because the project does not include any actions that would interfere with emergency response and evacuation plan policies adopted by the City or other emergency agency responsible for emergency preparedness. The use, operation and maintenance of the Aldersly Retirement Community would remain substantially the same as existing. Vehicle access to the site would remain substantially the same as existing, except that the east driveway on Mission Avenue would be shifted approximately 30 feet to the east toward Union Street. As noted in Chapter 2 of this Draft EIR, the existing loading and delivery area on Belle Avenue would remain and would continue to be used for larger truck deliveries. A new delivery area for medium-size trucks is proposed as part of the new service building included in Phase 2 improvements.

The project was determined to meet the requirements for fire truck ladder access for the proposed three-story Mission Avenue Independent Living building. The City of San Rafael Fire Department (SRFD) has reviewed the proposed access and site plan and has accepted the proposed ladder access to the new buildings as adequate. There would be no impact.
(Sources: 1, 2, 3, 4, 5, 11, 12, 24)

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. As discussed in Section IX above, Hazards and Hazardous Materials, above, the project site is located on a south-facing slope in an area identified by the City as a Wildland Urban Interface. This WUI area extends north across the wooded hillsides surrounding San Pedro Ridge. The proposed project would result in a significant impact if it would exacerbate wildfire risks due to site characteristics such as slope, prevailing winds, or vegetation.

The proposed project would be required to comply with all adopted local, regional, and State plans and regulations addressing wildfires. Compliance with these regulations would minimize the exposure of people living and working on the project site to a significant risk of loss, injury, or death involving wildfires. In addition, the proposed project has been reviewed by City Departments, including the Fire

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

Department, and no concerns have been raised about exposing people or structures to significant risk or loss, injury or death involving wildland fires. For these reasons, the impact is considered less than significant, and no mitigation is required.
(Sources: 1, 2, 3, 4, 5, 11, 12, 24)

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐

Discussion:
Less Than Significant Impact. As discussed in Section IX above, Hazards and Hazardous Materials, above, the Project site is located on a south-facing slope in an area identified by the City as a Wildland Urban Interface. This WUI area extends north across the wooded hillsides and San Pedro Ridge. The proposed project has been reviewed by City Departments, including the Fire Department, and no new infrastructure such as fire roads, emergency water sources, or other utilities were identified as being required that could exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. For these reasons, the impact is considered less than significant, and no mitigation is required.
(Sources: 1, 2, 3, 4, 5, 11, 12, 24)

	Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes	☐	☐	☒	☐

Discussion:

Less Than Significant Impact. The Project site is located on a south-facing slope in an area identified by the City as a Wildland Urban Interface. This WUI area extends north across wooded hillsides at a higher elevation up to San Pedro Ridge. Catastrophic wildfire can create favorable conditions for other hazards, such as flooding and landslides during the rainy season. A project would result in a significant impact if—due to slopes, drainage patterns, or post-fire slope instability—it would expose people or structures to significant risks from landsides, debris flows, or flooding.

As noted above under Checklist Item VII.a.*iv*, based on a review of geologic maps and literature available for the Project area, as well as observations made by the consulting geotechnical engineer during a site reconnaissance, the risk of large-scale landsliding at the site is low. As noted under Checklist Item X.c. above, the project site is located in FEMA (Federal Emergency Management Agency) Flood Hazard Zone X, Area of Minimal Flood Hazard. Areas to the east, west and south have are located within Flood Hazard Zone X, 0.2 Percent Chance Flood Hazard.

The project will be required to comply with adopted local, regional, and State plans and regulations addressing wildfire prevention which would minimize risks of potential wildfires and post-fire hazards. One of the main goals of these regulations is to minimize risks from downslope or downstream flooding or landslides as a result of post-fire slope instability. Based on the low potential for landslides and flooding of the project site and compliance with applicable regulatory requirements, impacts from post-fire instability would be less than significant. No mitigation is required.

(Sources: 1, 2, 3, 4, 5, 6, 7, 11, 12, 17, 24)

	Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
e. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐

Discussion Cumulative Impacts:
As summarized throughout this checklist, the project would have minor potential environmental impacts which can mitigated to less than significant levels, except for the impacts on historic resources, which is addressed in Chapters 3 and 4 of the EIR. Potential cumulative impacts are limited due to the small scale of the development and site improvements. The project will maintain the existing use of the site as a residential retirement community with an expansion of 14 new Independent Living units and new staff of 2.4 FTE. The proposed project would be considered "in-fill" development and would not result in any impacts that are cumulatively considerable.
(Sources: 1-29)

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

Discussion of Potential Indirect Impacts:
Less Than Significant Impact. As summarized throughout this checklist, the project would not result in substantial environmental effects on human beings. Mitigation measures are identified in this checklist to reduce potentially significant impacts related to air quality and geology and soils that would reduce potential impacts to human beings. The proposed project would be considered "in-fill" development and would not have a substantial development impact either directly or indirectly on human beings.
(Sources: 1-29)

SOURCE REFERENCES

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

1. City of San Rafael General Plan 2040 and Appendices, adopted August 2, 2021.

2. Final EIR for San Rafael General Plan 2040 & Downtown Precise Plan, State Clearinghouse Number: 2019039167, certified by the San Rafael City Council on July 19, 2021.

3. City of San Rafael Zoning Ordinance, adopted September 1992; as amended May 1996.

4. Marin County GIS; Marin Map; www.marinmap.org, accessed March 2021.

5. Application Packet prepared by Perkins Eastman, including site plan, civil plans landscape plans, architectural plans and additional materials and exhibits submitted February 17, 202, and revised plans and additional information submitted May 17, 2022.

6. Geotechnical Investigation for Aldersly, Rockridge Geotechnical, August 31, 2020.

7. Preliminary Hydrology Study Aldersly Continuing Care Retirement Community, Phase 2, CSW/Stuber-Stroeh Engineering Group, Inc., September 30, 2020.

8. Environmental Noise Study for Aldersly Retirement Community, RGD Acoustics, November 6, 2020.

9. Air Quality & Greenhouse Gas Assessment for Aldersly Retirement Community, Illingworth & Rodkin, October 22, 2020.

10. California Native American Heritage Commission (NAHC)Tribal Consultation List, June 14, 2021

11. Site Inspections conducted March 10, 2021, September 16, 2021 and November 5, 2021

12. Inter-departmental and Agency Memoranda: 1) Public Works Department, March 16, 2021; 2) Fire Prevention, May 3, 2019; 3) San Rafael Sanitation District, May 17, 2021; 4) Marin Municipal Water District; comment letter, Joseph Eischens, December 10, 2020.

13. Formal Notices Inviting Tribal Consultation on Aldersly Retirement Community, San Rafael, CA, City of San Rafael Planning Division, dated May 5, 2021 (FIGR) and July 12, 2021 (Guidiville Rancheria).

14. Record of Meeting with Federated Indians of Graton Rancheria, via Zoom, June 15, 2021.

15. City of San Rafael Greenhouse Gas Reduction Strategy Compliance Checklist.

16. CEQA Air Quality Guidelines, Bay Area Air Quality Management District, 2017.

17. Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM). Community Panel No. 06041CO457E, effective March 16, 2016.

18. Association of Bay Area Governments, Alquist-Priolo Earthquake Fault Zoning and Hazard Maps.

19. BAAQMD website: http://www.baaqmd.gov/

20. MCSTOPP: https://www.marincounty.org/depts/pw/divisions/creeks-bay-and-flood/mcstoppp

21. City of San Rafael Historical/Architectural Survey, 1986

22. Archaeology Sensitivity Map, adopted October 2001 and PastFinder Archaeological Database, Archaeological Sensitivity Report, generated May 1, 2019.

23. Historic Resource Evaluation and Project Impact Analysis, Page & Turnbull, December 21, 2020

24. City of San Rafael Local Hazard Mitigation Plan, 2018.

25. Traffic and Parking Study for the Aldersly Senior Living Community Project, W-Trans, February 10, 2021.

26. Biological Report for the Aldersly Retirement Community Redevelopment Project, WRA Environmental Consultants, April 14, 2022.

27. Air Quality Supplemental Letter, Illingworth & Rodkin, May 3, 2022

28. Truck Turning Exhibit, CSW/ST2, February 28, 2022

29. Truck Delivery Data, Peter Lin, Greenbrier Development, March 3, 2022.