MITIGATED NEGATIVE DECLARATION

Marin County Environmental Review

Pursuant to Section 21000 et. seq. of the Public Resources Code and Marin County Environmental Impact Review Guidelines and Procedures, a Negative Declaration is hereby granted for the following project.

1. Project Name: Permanent Farmers Market and Center for Food and Agriculture at the Marin Civic Center Campus

2. Location: 3501 Civic Center Drive, San Rafael, CA 94903

3. Project Summary:

   The Agricultural Institute of Marin (AIM), in partnership with Marin County, is proposing to develop a portion of the Marin Civic Center Campus as a permanent location for the Marin Farmers Market and a new Center for Food and Agriculture. The Project location is the "Christmas Tree Lot," a currently undeveloped portion of the Civic Center Campus located at the intersection of Peter Behr Drive and Civic Center Drive, in the northwesternmost part of the Campus. The Project would develop permanent facilities for AIM, including a covered market stall area, a visitor center, a small office building, a commercial kitchen, an educational building, restrooms, a food-storage container, and a walk-in refrigerator.

4. Project Sponsor: Agricultural Institute of Marin (AIM)

5. Finding:

   Based on the attached Initial Study and without a public hearing, it is my judgment that:

   ☐ The project will not have a significant effect on the environment.

   ☒ The significant effects of the project noted in the Initial Study attached have been mitigated by modifications to the project so that the potential adverse effects are reduced to a point where no significant effects would occur.

Rachel Reid

Date: November 15, 2023

Rachel Reid
Environmental Planning Manager

Based on the attached Initial Study, a Mitigated Negative Declaration is granted.

[ ] Board of Supervisors
See approval resolution following project approval on _____

1. Mitigation Measures:

   ☐ No potential adverse impacts were identified; and therefore, no mitigation measures are required.

   ☒ Please refer to mitigation measures in the attached Initial Study.

2. Preparation:

   This Mitigated Negative Declaration was prepared by Dan Sicular, Environmental Consultants on behalf of the Marin County Community Development Agency - Planning Division. Copies may be obtained at the address listed below.

   Marin County Community Development Agency
   Planning Division
   3501 Civic Center Drive, Suite 308
   San Rafael, CA 94903
   (415) 473-6269
   Check with the Planning Department for information about business hours and/or reviewing copies of the document at the front counter.

   An electronic version is also available for review on the County of Marin Environmental Planning website.

MARIN COUNTY COMMUNITY DEVELOPMENT AGENCY
PLANNING DIVISION

INITIAL STUDY

PERMANENT FARMERS MARKET AND CENTER FOR FOOD AND AGRICULTURE AT THE MARIN CIVIC CENTER CAMPUS

I. BACKGROUND

A. Project Sponsor's Name and Address:
Agricultural Institute of Marin
2169 Francisco Blvd. Suite A
San Rafael CA 94901-5574

B. Lead Agency Name and Address:
Marin County Community Development Agency, Planning Division
3501 Civic Center Dr., Suite 308
San Rafael, CA 94903

C. Agency Contact:
Rachel Reid
(415) 473-6863
rreid@marincounty.org

D. Document Preparer:
Dan Sicular
Sicular Environmental Consulting

II. PROJECT DESCRIPTION

A. Project Title:
Permanent Farmers Market and Center for Food and Agriculture at the Marin Civic Center Campus
(Project ID P3584)

B. Project Location:
3501 Civic Center Drive, San Rafael, CA
Assessor's Parcel 179-270-11

C. General Plan Designation
Public - Quasi-Public

D. Zoning:
P/QP – Public/Quasi-Public District

E. Description of Project:

II.E.1 Introduction and Summary

The Agricultural Institute of Marin (AIM), in partnership with Marin County, is proposing to develop a portion of the Marin Civic Center Campus as a permanent location for the Marin Farmers Market and a new Center for Food and Agriculture. The Project location is the "Christmas Tree Lot," a currently undeveloped portion of the Civic Center Campus located at the intersection of Peter Behr Drive and Civic Center Drive, in the northwesternmost part of the Campus, in the City of San Rafael (Figures II-1 and II-2). AIM is a 501(c)(3) non-profit organization that currently operates a Farmers Market elsewhere on the Civic Center Campus two days per week. The Project would develop permanent facilities for AIM, including a covered market stall area, a visitor center, a small office building, a commercial kitchen, an educational building, restrooms, a food-storage container, and a walk-in refrigerator. The Project includes relocating the current Marin Farmers Market, which operates on Thursday and Sunday at parking lots within the Civic Center Campus, to the new location, and adding a third weekly market. When not in use, the market stall area would serve as a parking lot. The proposed buildings would house the Center for Food and Agriculture ("CFA") and would be used for educational and other activities. These activities would include classes on food preparation and other topics related to food and agriculture, training workshops for producers, and an educational speakers series with chefs and farmers, with indoor capacity capped at 75 attendees. No activities would be allowed that would compete with activities at the Marin Center, described in the next section.

II.E.2 Project Location and Environmental Setting

The Christmas Tree Lot is so named because the County has for many years leased this portion of the Civic Center Campus to a private vendor for seasonal sale of holiday trees. The Christmas Tree Lot is roughly triangular, encompassing about 3.7 acres, and is nearly flat (Figure II-3). It lies at an elevation between 10 and 15 feet above mean sea level,[1] and, except around its perimeter, is devoid of vegetation, with a compacted, graveled surface. Adjacent to and west of the Christmas Tree lot is a vegetated drainage swale that empties into South Fork Gallinas Creek. South Fork Gallinas Creek originates in the hills west of US 101 and is carried beneath the freeway and the Project site in a culvert before daylighting east of Civic Center Drive and flowing to the Bay. The US 101 freeway runs just west of the Project site and the drainage swale. To the North of the Project site are the Sonoma-Marin Area Rail Transit (SMART) tracks. The Marin Civic Center SMART station is just west of and beneath US 101. To the north and east, across Civic Center Drive, is the Marin Center Campus, including the Veterans Memorial Auditorium, the Marin County fairgrounds, Lagoon Park, and the Exhibit Hall ("Marin Center") and meeting rooms. The Santa Venetia neighborhood is to the east. The Thursday Farmers Market is currently held in the parking lot of the Veterans Memorial Auditorium. To the

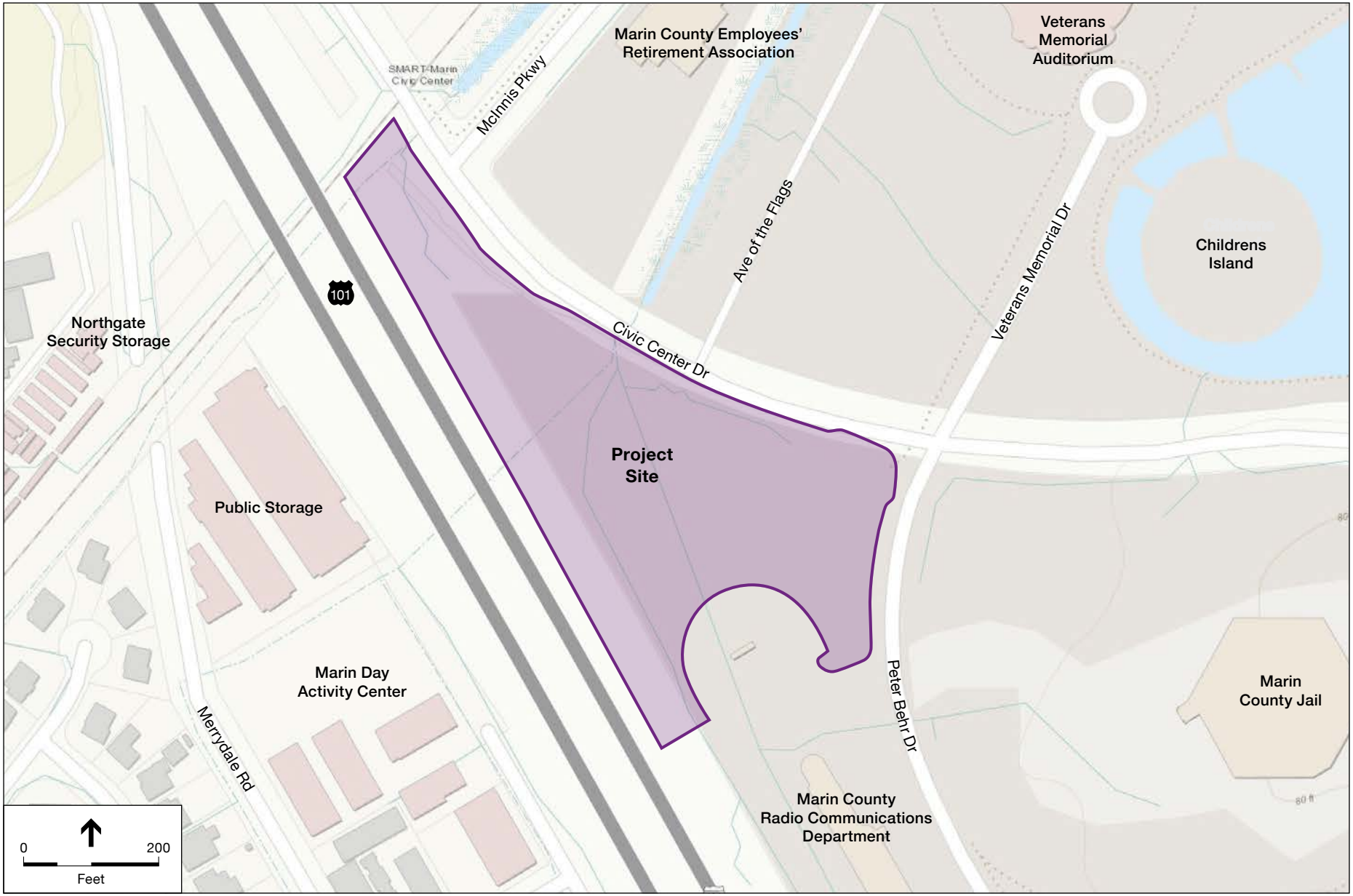
[1] All elevations above sea level cited in this document are referenced to the North American Vertical Datum of 1988 (NAVD88).

PERMANENT FARMERS MARKET AND CENTER FOR FOOD AND AGRICULTURE AT THE MARIN CIVIC CENTER CAMPUS, INITIAL STUDY

Figure II-1

Source: Royston Hanamoto Alley & Abey, 2005; MarinMap, 2022

Project Location



PERMANENT FARMERS MARKET AND CENTER FOR FOOD AND AGRICULTURE AT THE MARIN CIVIC CENTER CAMPUS, INITIAL STUDY

Figure II-2

Source: MarinMap, 2022

Project Site (Map)

PERMANENT FARMERS MARKET AND CENTER FOR FOOD AND AGRICULTURE AT THE MARIN CIVIC CENTER CAMPUS, INITIAL STUDY

Figure II-3

Source: MarinMap, 2022

Project Site (Aerial)

southeast are the County General Services Building and parking lot, the County jail, and the two main Civic Center buildings, the Hall of Justice and the Administration Building. West, Across US 101, is a commercial and residential district, part of the Terra Linda neighborhood in the City of San Rafael.

The Civic Center Campus, including the Hall of Justice and the Administration Building, were designed by the visionary American architect, Frank Lloyd Wright. The Hall of Justice and the Administration Building, the Lagoon, the United States Post Office, and grounds around these facilities, , including a small portion of the Christmas Tree Lot, comprise an Historic District listed in the National Register of Historic Places. Furthermore, the Civic Center Campus is designated as California Historic Landmark number 999.

II.E.3 Project Background

Currently, depending on the season, weather, and other factors, AIM's Marin Farmers Market draws approximately three to five thousand patrons for the Thursday market, and approximately twelve to fifteen thousand patrons for the Sunday market. Based on this success and the longevity of the Marin Farmers Market, AIM sought a permanent home within the Civic Center Campus. As far back as August 2008, when the County issued a Request for Proposal for a State of California certified farmers market, the County and AIM have agreed that the Christmas Tree Lot should be the site of the permanent home for a Marin Farmers Market.

A county voter initiative from 1992, the "Marin Civic Center Open Space Ordinance" was passed with the intent to preserve the aesthetic quality of the Frank Lloyd Wright Civic Center buildings and grounds. The ordinance requires approval by a majority vote of the County electorate prior to construction of any building over 250 square feet within the "Civic Center grounds." The Civic Center grounds, as defined in the Ordinance, include "the land owned by the County of Marin and generally bordered by North San Pedro Road to the south, U.S. Highway 101 to the west, the railroad right of way to the north, and Civic Center Drive to the east." Most of the Project site is within the Civic Center grounds.

Pursuant to the 1992 Marin Civic Center Open Space Ordinance, a measure was placed on the June, 2014 ballot to allow a permanent place for a farmers market on the Civic Center campus, including a market canopy and a market building of up to 30,000 square feet in size. Measure B, titled "Marin County Local Farmers Market Enhancement," asked,

> To enhance local farmers' contributions to our economy and provide Marin residents access to healthy, locally-grown food, shall Marin County: permit the Agricultural Institute of Marin to create a permanent home for the Farmers Market at Marin Civic Center including a market canopy designed to respect Frank Lloyd Wright's building, accessible to pedestrians, bikes and public transit; and an eco-friendly indoor market building not to exceed 30,000 square feet at no cost to Marin taxpayers?

Measure B passed with nearly 82% support of the vote.

AIM, which has operated the Marin Farmers Market on the Civic Center Campus for several years, has been working with Marin County, through the Office of the County Administrator and the Department of Cultural Services, to bring the permanent location for the Farmers Market to fruition. AIM has led extensive outreach to the public and has held workshops with Farmers Market shoppers, neighbors, and producers. As a result of these efforts, AIM developed a "Marin Farmers Market Masterplan" for the Project at the Christmas Tree Lot (AIM, 2020).

The objectives of the Project are to establish a permanent location for the Marin Farmers Market that provides 250 market stalls for farmers and producers, that includes ADA-friendly restrooms, seating, drinking water, and shelter from sun, rain and wind; that provides office space for AIM staff and a facility for events and classes focused on food and sustainable agriculture; that produces zero waste; and that incorporates a transportation hub with ample bicycle parking, electric vehicle charging stations, and easy access to a SMART Station. AIM is committed to the goal of zero greenhouse gas emissions and climate positive design in the new buildings and site plan. The Center for Food & Agriculture was endorsed by the MarinCAN (formerly Marin Drawdown Project) as one of seven countywide solutions for reducing greenhouse gases (GHGs) (Marin County, 2020a) and is included in the Marin County Climate Action Plan 2030 as a measure for mitigating agricultural emissions and amplifying carbon sequestration on natural and working lands. (Marin County, 2020b).

II.E.4. Proposed Project

Following completion of the AIM Masterplan for the Project at the Christmas Tree Lot, AIM and Marin County continued to discuss and refine the Project, resulting in a revised site plan and architectural details. The proposed site design (Figure II-4) includes a cluster of three buildings arrayed around a plaza at the northern end of the site, making up the physical facilities of the CFA (Figure II-5). Pedestrian entry to the CFA area from Civic Center Drive would be along a meandering path that passes through landscaped and garden areas, including a "Demonstration Regenerative Farm Garden" featuring a greenhouse, composting bins, and biodigester; and a "Learning Yurt/Family Sanctuary."

The three CFA buildings would be pre-fabricated structures manufactured by Lindal Cedar Homes. The designs are inspired and informed by Frank Lloyd Wright's "Usonian[2]" homes, and are licensed by the Frank Lloyd Wright Foundation to Lindal Cedar Homes (Figure II-6). Frank Lloyd Wright described Usonian design as, "the natural materials, open floor plans and walls of glass work synergistically together to achieve the sense of

[2] According to Wikipedia, "Usonian" is derived from an acronym, Usona, which stands for United States of North America. It was coined as an alternative name for America (since the USA shares North America with Canada and Mexico). Usonia was used by Frank Lloyd Wright to refer to the United States in general, and more specifically to his vision for the landscape of the country, including the planning of cities and the architecture of buildings. Wright proposed the use of the adjective Usonian to describe the particular New World character of the American landscape as distinct and free of previous architectural conventions (Wikipedia, 2022).

spaciousness and vista we desire in order to liberate the people living in the house." The three buildings would house a visitor center ("Mesquite" model, single story, 900 sf), AIM offices ("Silverton" model, 2 stories, 3,010 sf), and CFA kitchen facilities and meeting rooms ("Willoughby" model, 2 stories, 2,725 sf). The Visitor Center would be open during AIM's Operating Hours Monday through Friday and on Sundays during the Farmers Market, and would include the sale of coffee and merchandise from 6 a.m. to 3 p.m., Monday through Friday with an anticipated average 150 patrons daily, the majority walk-ins. Total floor area of the three buildings combined would be 6,635 sf.

The market area would provide 252 10 ft by 10 ft market stalls (Figures II-4 and II-7). The stalls would be on both sides of three rows of varying length running roughly west to east (paralleling Civic Center Drive), with additional stalls arrayed around the perimeter of the market area. Vendor truck parking would be provided in the middle of the rows between the stalls, with additional vendor parking behind the perimeter stalls. Wide paths between and around each row would provide pedestrian circulation, and allow vehicle access for vendors' setup and takedown. The two longest rows would be covered with shade canopies.

Throughout AIM's master planning process, it was determined that providing shade and rain protection were critical goals of the permanent Farmers Market, to provide comfort and protection to both vendors and shoppers during inclement or hot weather, and to extend the market season and increase attendance. AIM engaged multiple stakeholders in obtaining feedback on the possible canopy design for the market, including County staff, the Frank Lloyd Wright Civic Center Conservancy,[3] farmers and other vendors, market patrons, and AIM's Board of Directors, management, and staff. The selected design features a simple curved fabric canopy, intended to reflect the arches and curves used throughout the Civic Center Campus. The selected design is shown in Figure II-8. A rendering of the market area with shade canopies is shown in Figure II-7. The shade canopies would use a white opaque ETFE fabric[4] stretched over a gray steel frame, supported by either a double column of steel posts, as shown in the architectural drawings in Figure II-8, or with a single column, as shown in the rendering in Figure II-8. The canopies would have a minimum vertical clearance of 19 feet to accommodate vendor trucks and emergency vehicles.

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[3] The Frank Lloyd Wright Civic Center Conservancy is a County commission under the County Board of Supervisors with the charge "to preserve and protect the magnificent buildings and their appointments as tangible manifestations of the incomparable genius of Frank Lloyd Wright" (Resolution No 97-09) . The Conservancy Board of Directors review projects that would affect the appearance of the Civic Center, and advise the Board of Supervisors on the maintenance of the Civic Center complex consistent with the Civic Center's status as a National and State Historic Landmark. Duties of the Conservancy include overseeing preservation and restoration of the Administration Building/Hall of Justice complex, including landscaped grounds.

[4] **Ethylene tetrafluoroethylene** (**ETFE**) is a fluorine-based synthetic fabric with high corrosion resistance and strength over a wide temperature range. It is also known under the brand name **Tefzel**. ETFE has a relatively high melting temperature and excellent chemical, electrical and high-energy radiation resistance properties (Wikipedia, 2022).

0 80
Feet

PERMANENT FARMERS MARKET AND CENTER FOR FOOD AND AGRICULTURE AT THE MARIN CIVIC CENTER CAMPUS, INITIAL STUDY

Figure II-4

Source: SWA, 2023

Proposed Site Plan

PERMANENT FARMERS MARKET AND CENTER FOR FOOD AND AGRICULTURE AT THE MARIN CIVIC CENTER CAMPUS, INITIAL STUDY

Figure II-5

Source: April Philips Design Works, 2022

Rendering of Center for Food and Agriculture Area

Figure 6a: Rendering of “Mesquite” Model

Figure 6b: Rendering of “Silverton” Model

Figure 6c: Rendering of “Willoughby” Model

Figure II-6

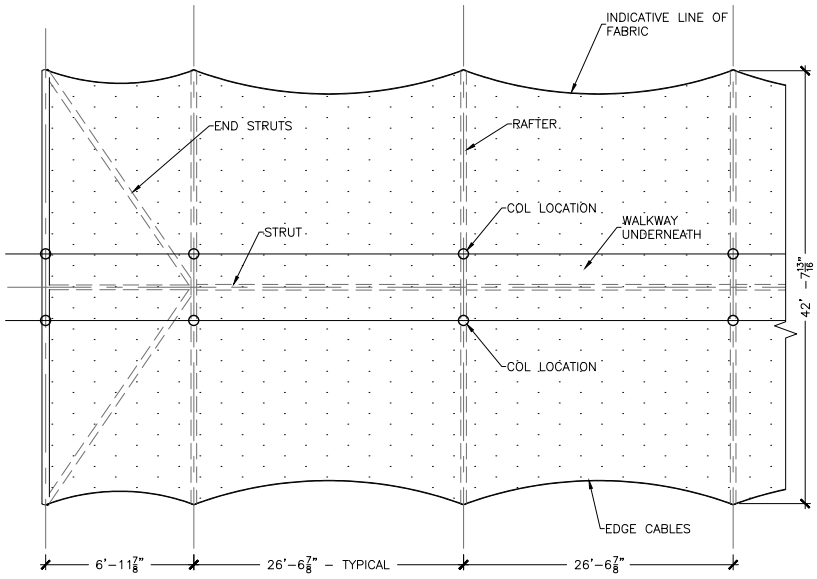
Renderings of Lindal Cedar Homes
Usonian Buildings

View from market entrance from Civic Center Drive, looking south

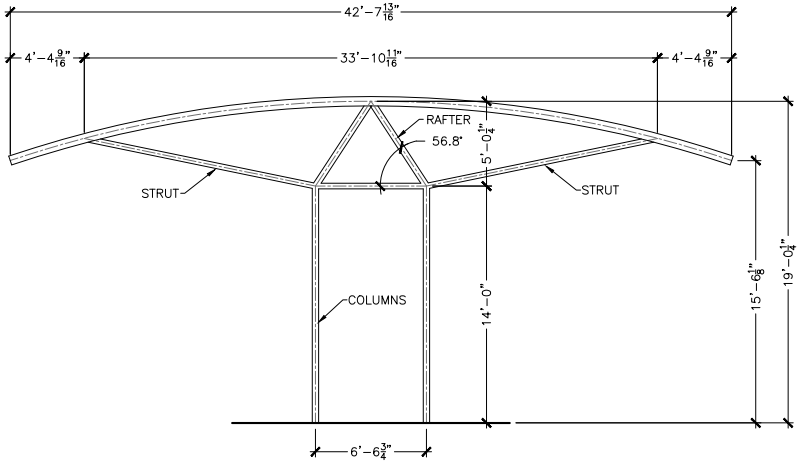
Figure II-7

Source: April Philips Design Works, 2023

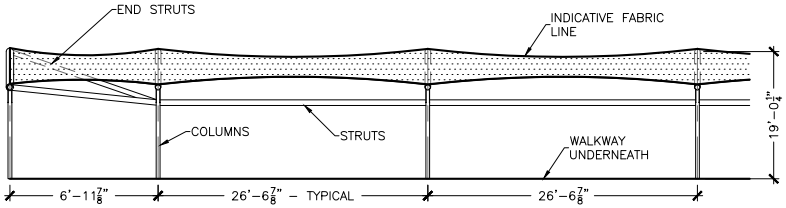
Rendering of Farmers Market Area



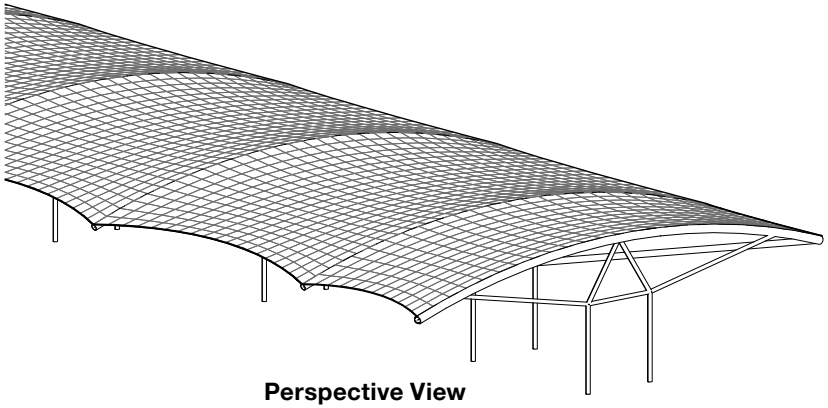
Plan



Typical Frame Section



Side Elevation



Perspective View

PERMANENT FARMERS MARKET AND CENTER FOR FOOD AND AGRICULTURE AT THE MARIN CIVIC CENTER CAMPUS, INITIAL STUDY

Figure II-8

Source: Fabritecture, 2022

Shade Canopy Design

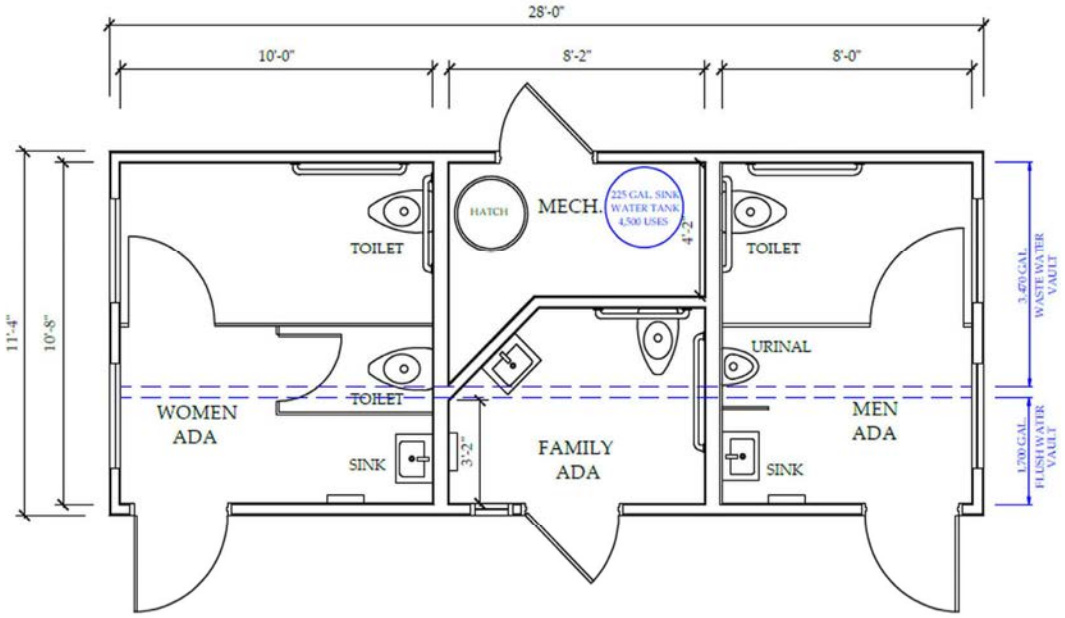
The Project also includes installation of three prefabricated, ADA-compliant restroom structures, each with a floor area of about 320 sf, and each containing five toilet stalls (including one urinal) (Figure II-9). Two restroom structures would be placed in the CFA plaza area (one public, one for offices and events), and one in the market area (Figure II-4). Other structures and facilities would include a walk-in refrigerator and storage area for market vendors; ice storage; an outdoor classroom; and a kiosk with an electric board with market information (Figure II-4). To support AIM's goal of a "zero waste" market, waste collection stations would include separate bins for trash, recycling, and compostable organic materials.

Landscaping would include retention of the recently installed landscape trees, light standards, and hardscaping along Civic Center Drive and Peter Behr Drive. Landscaping of the Project site itself would include planting about 100 36" box trees (London planetree or similar) in the market stall area and 48" box trees (valley oak or similar) in the CFA plaza area. About 26 24" box fruit trees would be planted in the CFA garden area. Other landscaping features would include planter boxes or beds of shrubs around the perimeter of the site and at the ends of the rows of market stalls, and plantings of rush and sedge in vegetated bioswales, for a total of about one acre of plantings. Irrigation lines supplying recycled water would be installed to plantings requiring watering.

Utilities, including water supply, electricity, storm drains, and sanitary sewers, currently pass by the Project site. There are no existing utility connections within the Project site. The Project proposes to extend utilities to the CFA area and the market area, including electrical, water, recycled water, and sewer lines. Electrical outlets would be provided throughout the market stall area to minimize the required lengths of electrical cords and to eliminate the need for generators. All electric lines would be run underground. Sanitary sewer lines to the restrooms and CFA buildings would be routed via a lift station to a sewer main beneath Civic Center Drive. Recycled water would be used for irrigation for landscaping, and for toilet flushing. Electrical and water supply connections would be made to existing lines beneath Peter Behr Drive. The recycled water connection would be to an existing line beneath Civic Center Drive.

Paving would use a combination of permeable and impermeable paving materials, including pervious concrete in the drive aisles between rows of market stalls, impermeable eco concrete in the market stall areas, permeable concrete pavers in the CFA plaza area, and decomposed granite pathways in the CFA garden area.

For site drainage, the paved areas would be underlain with a pervious base consisting of a 3-4" layer of ¾" crushed drain rock over a 9" layer of coarse aggregate. The impervious pavement areas would be sloped to drain to the pervious areas, where stormwater would infiltrate into the pervious base and then into the ground. The CFA building roofs would drain via downspouts, which would be routed to stormdrains leading to bioswales. The bioswales would overflow to the existing drainage ditch that runs between the Project site and the freeway. The intent of the drainage plan is to manage



PERMANENT FARMERS MARKET AND CENTER FOR FOOD AND AGRICULTURE AT THE MARIN CIVIC CENTER CAMPUS, INITIAL STUDY

Figure II-9

Source: Green Flush Restrooms, 2022

Floorplan and Rendering of Greenflush Modular Restroom

most stormwater through infiltration, and to reduce stormwater runoff relative to the existing pre-development condition.

The proposed Project also includes installation of rooftop photovoltaic (solar) panels on some or all of the CFA buildings, with the intent to generate sufficient electricity to meet total CFA demand. Electrical stub-outs for future additional photovoltaic arrays would be provided within the market area.

Operating Hours

The Marin Farmers Market would be held three days per week. The Sunday and Thursday markets would continue to be held from 8am - 1pm, with setup and breakdown extending two hours before and two hours after the market. A third market would be added, probably on Tuesdays, likely with the same hours, but in any case during working hours The AIM offices would be used from 8:30 a.m. to 6 p.m. daily, Monday through Friday and during the Sunday market on weekends. Other activities at the CFA, such as classes and workshops, would be held during working hours, and occasionally on weekends. Special events, such as fundraising lunches or dinners, would be held on days or evenings when there are no events occurring at the Veterans Memorial Auditorium.

Access and Vehicle Parking

Access to the CFA and market area would be via pedestrian paths connecting to the sidewalk along Civic Center Drive. Vendor vehicle access would be via two driveways, one from Civic Center Drive, and one from Peter Behr Drive. Parking within the Project site would include spaces for 57 vendors' trucks within the stall rows; 46 spaces for vendors' cars and small trucks, 3 ADA spaces, and 7 spaces reserved for chefs. Fourteen parking spaces would be equipped with electric vehicle charging stations, with electrical wiring leading to an additional 43 spaces to make them "EV ready." There would also be several bicycle racks around the perimeter of the market area, and a curbside pickup area on Peter Behr Drive. Farmers Market shoppers would park at the Veterans Memorial Auditorium lot across Civic Center Drive, or other parking lots on the Civic Center Campus on days when County government offices are closed. On non-market days, the market area would be available for general Civic Center parking or parking for events held at the Veterans Memorial Auditorium. The market stall rows would be used for parking, with 248 parking stalls available.

There are several means by which the Project site can be accessed regionally: the Civic Center SMART train station is a short walk away; there is a Marin Transit bus stop on Civic Center Drive adjacent to the Project site; there are bicycle lanes along Civic Center Drive connecting to regional bicycle trails and arterial bicycle lanes; and sidewalks along Civic Center Drive provide grade-separated pedestrian access to other parts of the Civic Center Campus, the SMART station, and the surrounding neighborhoods.

Project Construction

Construction is anticipated to be carried out in three phases over a two-year period. Phase I, tentatively scheduled to take place in 2024, would involve site preparation, including clearing, grading, paving, utilities, some initial planting of landscaping, signage, and installation of the first Greenflush modular restroom. Phase II, tentatively scheduled for 2025, would include construction of trellises, canopies, and other site structures; and installation of site furnishings, additional plantings and irrigation, and the second Greenflush restroom. In Phase III, also planned for 2025, the CFA area would be built-out, including construction of the three proposed buildings, additional planting and irrigation, and installation of the third Greenflush restroom.

All equipment and material staging and storage would be within the Project site. Construction traffic would likely access the site via US 101, the Freitas Parkway exit, and Civic Center Drive. Site preparation would include grading to increase elevation of a portion of the site and improve drainage. Earthwork volume would consist of 3,780 cubic yards of cut and 4,750 cubic yards of fill, requiring importation of 970 cubic yards of earthen material for fill . The site would be graded so that it slopes gently from the southeast to the northwest, with final elevations of 17 feet msl along Peter Behr Drive and 14 feet msl in the CFA plaza area. Total disturbed area is calculated to be 150,000 square feet.

II.E.5. Required Project Approvals

While the Project site is within the City of San Rafael, the Civic Center Campus is under the County's jurisdiction. Therefore, the Project does not require City of San Rafael approval. Project approval would require the adoption by the Board of Supervisors of a resolution approving the Project design and allowing its construction and operation. Prior to considering such action, the Board of Supervisors must comply with California Environmental Quality Act (CEQA) requirements to conduct an environmental review of the Project's potential environmental consequences, resulting in either the adoption of a Mitigated Negative Declaration or certification of an Environmental Impact Report.

References

Agricultural Institute of Marin (AIM), 2020. Masterplan Phase 2 Summary Report: Creating a World Class Farmers Market and Learning Center. Prepared by April Philips Design Works for the Agricultural Institute of Marin. Final Draft, July 20, 2020.

Marin County, 2020a. Drawdown: Marin Strategic Plan. Prepared by County of Marin Sustainability Team. December 2020. https://www.marincounty.org/depts/cd/divisions/sustainability/climate-and-adaptation/marincan/documents?tabnum=1

Marin County, 2020b. Climate Action Plan 2030. Adopted by the Board of Supervisors December 2020. www.marincounty.org/depts/cd/divisions/sustainability/climate-and-adaptation

III. CIRCULATION AND REVIEW

This Initial Study/Mitigated Negative Declaration is being circulated for a 30-day review and comment period pursuant to CEQA Guidelines Table 15073. It is being circulated to all agencies that have jurisdiction over the subject property or the natural resources affected by the project and to consultants, community groups, and interested parties to attest to the completeness and adequacy of the information contained in the Initial Study as it relates to the concerns which are germane to the agency's or organization's jurisdictional authority or to the interested parties' issues.

Marin County Agencies:

- Marin County Community Development Agency
- Marin County Office of the County Administrator
- Marin County Department of Public Works (DPW)
- Frank Lloyd Wright Civic Center Conservancy

Trustee and Responsible Agencies:

- California Department of Fish and Wildlife
- California Regional Water Quality Control Board

Local Agencies

- City of San Rafael Planning Division
- San Rafael Fire Department
- Transportation Authority of Marin County
- Marin Municipal Water District
- Las Gallinas Valley Sanitation District

IV. EVALUATION OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Pursuant to Section 15063 of the State CEQA Guidelines, and the County EIR Guidelines, Marin County will prepare an Initial Study for all projects not categorically exempt from the requirements of CEQA. The Initial Study evaluation is a preliminary analysis of a project which provides the County with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration. The points enumerated below describe the primary procedural steps undertaken by the County in completing an Initial Study checklist evaluation and, in particular, the manner in which significant environmental effects of the project are made and recorded.

A. The determination of significant environmental effect is to be based on substantial evidence contained in the administrative record and the County's environmental data base consisting of factual information regarding environmental resources and environmental goals and policies relevant to Marin County. As a procedural device for reducing the size of the Initial Study document, relevant information sources cited and discussed in topical sections of the checklist evaluation are incorporated by reference into the checklist (e.g. general plans, zoning ordinances). Each of these information sources has been assigned a number which is shown in parenthesis following each topical question and which corresponds to a number on the data base source list provided herein as Attachment 1. See the sample question below. Other sources used or individuals contacted may also be cited in the discussion of topical issues where appropriate.

B. In general, a Negative Declaration shall be prepared for a project subject to CEQA when either the Initial Study demonstrates that there is no substantial evidence that the project may have one or more significant effects on the environment. A Negative Declaration shall also be prepared if the Initial Study identifies potentially significant effects, but revisions to the project made by or agreed to by the applicant prior to release of the Negative Declaration for public review would avoid or reduce such effects to a level of less than significance, and there is no substantial evidence before the Lead County Department that the project as revised will have a significant effect on the environment. A signature block is provided in Section VII of this Initial Study to verify that the project sponsor has agreed to incorporate mitigation measures into the project in conformance with this requirement.

C. All answers to the topical questions must take into account the whole of the action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts. Significant unavoidable cumulative impacts shall be identified in Section V of this Initial Study (Mandatory Findings of Significance).

D. A brief explanation shall be given for all answers except "Not Applicable" answers that are adequately supported by the information sources the Lead County Department cites following each question. A "Not Applicable" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "Not Applicable" answer shall be discussed where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

E. "Less Than Significant Impact" is appropriate if an effect is found to be less than significant based on the project as proposed and without the incorporation of mitigation measures recommended in the Initial Study.

F. "Potentially Significant Unless Mitigated" applies where the incorporation of recommended mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The Lead County Department must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

G. "Significant Impact" is appropriate if an effect is significant or potentially significant, or if the Lead County Department lacks information to make a finding that the effect is less than significant. If there are one or more effects which have been determined to be significant and unavoidable, an EIR shall be required for the project.

H. The answers in this checklist have also considered the current State California Environmental Quality Act Guidelines and Appendix G contained in those Guidelines.

Environmental Factors Potentially Affected

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

- ☒ Aesthetics
- ☐ Agriculture and Forestry Resources
- ☒ Air Quality
- ☒ Biological Resources
- ☒ Cultural Resources
- ☐ Energy
- ☐ Geology and Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards and Hazardous Materials
- ☐ Hydrology and Water Quality
- ☐ Land Use and Planning
- ☐ Mineral Resources
- ☒ Noise
- ☐ Population and Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☐ Tribal Cultural Resources
- ☐ Utilities and Service Systems
- ☐ Wildfire
- ☐ Mandatory Findings of Significance

Environmental Impact Checklist

1. Aesthetics

Except as provided in Public Resources Code Section 21099, would the Project:	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) 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?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Setting

Existing Views from the Project Site

Looking southeast from within and around the Project site, there are partial views of the Frank Lloyd Wright Civic Center buildings, including portions of the Administration Building and the spire, set against the backdrop of the forested slopes and grassy openings of San Pedro Ridge (Figure IV.1-1). The hill within which the County jail is located stands between the Project site and the Civic Center buildings, partially obscuring them. A similar view is available to pedestrians, bicyclists, and motorists traveling south on Civic Center Drive as they pass the Project site (Figure IV.1-2). From farther southeast within the Project site, toward Peter Behr Drive, less of the spire and the Administration Building are visible (Figure IV.1-3).

Figure IV.1-1: View from approximate center of the Project site looking southeast (Source: Sicular Environmental Consulting)

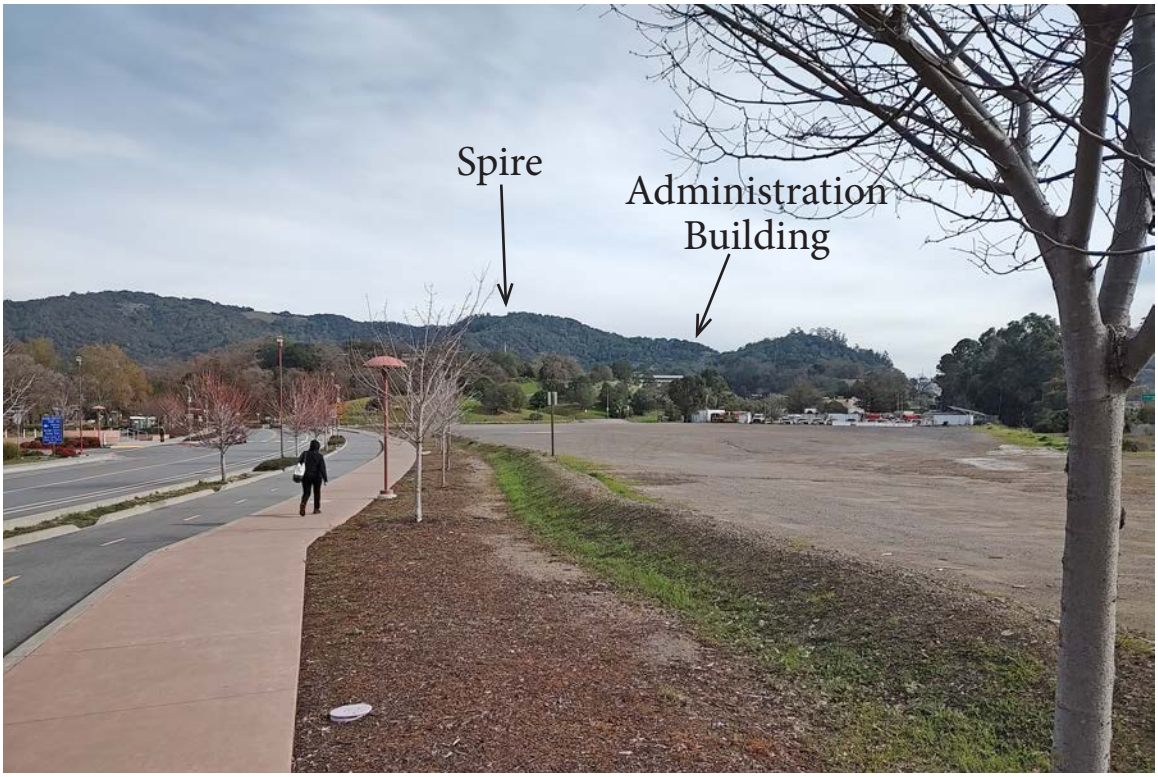


Figure IV.1-2: View from Civic Center Drive sidewalk adjacent to the Project site looking southeast (Source: Sicular Environmental Consulting)

Figure IV.1-3: View from northern portion of the Project site looking southeast (Source: Sicular Environmental Consulting)

Figure IV.1-4: View from approximate center of the Project site looking southwest (Source: Sicular Environmental Consulting)

Figure IV.1-5: View from approximate center of the Project site looking north (Source: Sicular Environmental Consulting)

Figure IV.1-6: View from approximate center of the Project site looking northeast (Source: Sicular Environmental Consulting)

Looking southwest from the Project site, the berm of the US 101 freeway is in the foreground, with the hills of Terra Linda-Sleepy Hollow Divide in the middle distance, and the peak of Mt. Tamalpais in the far distance (Figure IV.1-4). To the north is Civic Center Drive set against the backdrop of wooded hills partially developed with large commercial buildings, and undeveloped hills in the distance (Figure IV.1-5). To the northeast are Civic Center Drive and the roundabout at the intersection with Peter Behr Drive and Memorial Drive, and beyond, channelized but largely naturalized portions of South Fork Gallinas Creek, the Marin Veterans Memorial Auditorium, its parking lot, and Avenue of the Flags (Figure IV.1-6).

The Project site itself is devoid of aesthetic merit: it is a vacant, level, gravel-surface lot, largely unvegetated.

Regulatory Setting

Marin County policies regarding protection of scenic views and scenic quality within the Civic Center Campus, focusing on the Frank Lloyd Wright Civic Center buildings and other resources contributing to the National Historic District, are contained in the Marin County Civic Center Master Design Guidelines (Royston Hanamoto Alley & Abey, 2005; henceforth "Master Design Guidelines").

The Master Design Guidelines state that, "There are many spectacular views through and to the Civic Center site. Views help to define the site and orient visitors thereby enhancing their overall experience of the landscape and buildings." The Master Design Guidelines identify nine important views, or "View Corridors" from within and toward the Civic Center Campus. Views of and from the Civic Center buildings comprise the majority of the important View Corridors. Other scenic elements noted in the description of the View Corridors include, within the Civic Center Campus, the lagoon and Lagoon Park, and, as backdrops, Mt. Tamalpais and San Pedro ridge.

The Master Design Guidelines, "…provide a framework for future development [within the Civic Center Campus] that recognizes the need to maintain the visual prominence of Frank Lloyd Wright's Civic Center Building, within a setting that engenders an overall sense of openness." Guidelines to achieve this include the following:

> Orient buildings, wherever possible, to create a clear line of sight toward the Civic Center spire - acknowledging it as the focal point for the Civic Center Campus.
>
> Where it may be difficult to create a line of sight to the Civic Center spire, the building should nevertheless acknowledge the Civic Center as the center of the Campus.
>
> Where views of the Civic Center buildings are obstructed due to tall trees, replacing the trees with smaller species should be considered. Careful attention must be paid to the historic character of the site when selecting replacement trees; drastic changes should be made only after careful consideration.

Though the Project site is within the City of San Rafael, plans and policies contained in the City's General Plan 2035 do not apply within the Civic Center Campus; land use authority within the Campus is retained by the County.

Impact Analysis

a) Would the Project have a substantial adverse effect on a scenic vista?

None of the View Corridors delineated in the Master Design Guidelines are from within or immediately around the Project site, nor toward it; the proposed Center for Food and Agriculture (CFA) buildings, shade canopies, and other structures that would be built within the Project site would not interfere with, block, or substantially alter any of the View Corridors.

While the Master Design Guidelines do not identify an important View Corridor from or through the Project site, the site organization guidelines emphasize the importance of maintaining lines of sight to the Civic Center buildings, and particularly the spire, from throughout the Civic Center Campus. Proposed development of the Project site, including the CFA buildings, two of which are proposed to be 2-story, site landscaping (especially as it matures), and the canopies in the market stall area all have the potential to block the existing partial, distant views of the Civic Center buildings from the Project site, as well as from Civic Center Drive as pedestrians, bicyclists, and motorists approach the Civic Center from the north.

The market stall rows, however, are proposed to be oriented roughly northwest to southeast, in line with views toward the spire. As shown in **Figure IV.1-7**, views toward the spire would be maintained from the pedestrian corridors between the rows. The CFA buildings would open onto the CFA Plaza area, where there would be opportunities to view the spire looking southeast between the market stall rows. Keen-eyed market patrons looking southeast from the CFA Plaza and from between the market stalls would catch glimpses of the spire and the Administration Building, reminding them that they are within the Civic Center Campus. This would be consistent with the Master Design Guidelines' emphasis on acknowledging the spire and Civic Center buildings as the center of the Campus; the occasional blocking of existing views by the proposed buildings would be minimal. Pedestrians and vehicles traveling south on Civic Center Drive would still be able to catch occasional glimpses of the Civic Center buildings. Impacts of the proposed new buildings and other structures on existing scenic views would therefore be less than significant.

The proposed planting plan for the Project includes planting of numerous London planetrees (*Platanus x acerifolia*) or similar large shade trees around the perimeter of the market stall area and at the ends of the rows of market stalls (Figure II-IV in Section II, Project Description). London planetrees, which are commonly used as street trees, are fast-growing hybrids capable of reaching 75-100 feet in height, with an 80-foot spread

Figure IV.1-7

Source: April Philips Design Works, 2023

Rendering of View of Civic Center Spire from the Market Area

(Arbor Day Foundation, 2023). As these plantings mature, they are likely to diminish and eventually to block views of the Spire and Administration Building from the Project site and from Civic Center Drive. This would be inconsistent with the Master Design Guidelines' emphasis on maintaining lines of site toward the center of the Campus, including use of smaller tree species to improve existing lines of site. This could result in a significant impact.

Mitigation Measure AESTHETICS-1: Alter Planting Plan to Preserve views of the Civic Center buildings

The Project sponsor, Agricultural Institute of Marin (AIM), shall revise the proposed Planting Plan to select smaller tree species, where larger species could eventually grow large enough to obscure views of the Civic Center spire and Administration Building from within the Project site and along Civic Center Drive.

Significance after Mitigation

Substituting smaller tree species, consistent with the Master Design Guidelines, would maintain scenic views from within the Project site and from Civic Center Drive. With implementation of Mitigation Measure AESTHETICS-1, the impact would be less than significant.

Monitoring Measure AESTHETICS-1

The County Administrator's Office will oversee AIM's revision of the planting plan. The Frank Lloyd Wright Civic Center Conservancy Board will review the revised planting plan, and will consider whether to recommend approval to the Board of Supervisors.

b) Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

There are no State scenic highways in proximity to the Project site (CalTrans, 2023). The Project would therefore have no impact on scenic resources within a State scenic highway.

c) Would the Project 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?

The Project includes new landscaping and structures that would improve the aesthetics of the Project site itself (Figures II-5 and II-7 in Section II, Project Description and Figure

IV.1-7). As discussed below in Section IV.5, Cultural Resources, Topic a (Historical Resources), the designs of the proposed new CFA buildings would meet the requirements in the Master Design Guidelines and the Secretary of the Interior's Standards for the Treatment of Historic Properties for architectural compatibility and differentiation of any new buildings in the MCCC historic district, in order to reduce adverse visual effects while relating any new development to the historic context. The Project therefore would not degrade the existing visual character or quality of public views of the site and its surroundings.

d) Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The Project site currently has no nighttime lighting. With its bare gravel surface, it is a minor source of daytime glare. Development of the Project would result in new landscaping, which would tend to reduce glare. Windows in the proposed new CFA buildings would add a source of glare and reflected light, but given the relatively small size of the buildings, the deep eves incorporated in their design, and the planned surrounding landscaping, these are not expected to be a substantial source of daytime glare. Neither are the semi-transparent canopies over the market stall rows expected to be a substantial source of glare that would adversely affect views in the area.

Vehicles travelling on the US 101 freeway are currently a major source of nighttime light in the area around the Project site. The Project site itself is unlit, except for light cast from streetlights along Civic Center Drive and Peter Behr Drive. Landscape lighting is planned for the Project site, with new outdoor lighting placed around the perimeter of the site, in the CFA area, and at the ends of the market stall rows. Outdoor lighting systems would be subject to requirements in Marin County's Green Building Code for reduction of light pollution: lighting must be designed and installed to comply with the minimum requirements in the California Energy Code, including maximum backlight, uplight, and glare (BUG) ratings shown in CALGreen Table 5.106.8. Selection of light fixtures would be consistent with guidance in the Master Design Guidelines.

Occasional use of the CFA buildings for nighttime events would produce a new nighttime light source. Given the relatively small size of the buildings, and the surrounding landscaping (particularly landscape trees, as they mature), nighttime lighting is not expected to be a substantial new source that would adversely affect nighttime views in the area. The impact would therefore be less than significant.

References:

Agricultural Institute of Marin, 2020. The Center for Food and Agriculture & Marin Farmers Market Masterplan: Masterplan Phase 2 Summary Report, Final Draft. Prepared by April Phllips Design Works, Inc., July 20, 2020.

California Department of Transportation (CalTrans), List of Designated and Eligible State Scenic Highways. August, 2019.

Royston Hanamoto Alley & Abey, 2005. Marin County Civic Center Master Design Guidelines. Final Report, December 20, 2005.

2. Agriculture and Forestry Resources

Would the Project:	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
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 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land of 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?	☐	☐	☐	☒

a) Would the Project 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) Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

c) Would the Project 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 51104(g))?

d) Would the Project result in the loss of forest land of conversion of forest land to non-forest use?

e) Would the Project 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?

The Project site is in an urban area, and is not zoned as agricultural land or forest land. There are no agriculture uses practiced within the Project site, and there are no forests. The Marin County Important Farmlands map classifies the entire Marin County Civic Center Campus, including the Project site, as Urban and Built-up Land (California Department of Conservation, 2018). Surrounding areas also have the same classification. The Project site is not under a Williamson Act contract. The Project would promote local sustainable agriculture and direct sale of local produce to consumers, which may help maintain the viability of farming enterprises in the County, thus conserving farmland. For these reasons, the Project would have no impact related to conversion of or loss of agricultural land or timberland.

References:

California Department of Conservation, Farmland Mapping and Monitoring Program, 2018. Marin County Important Farmland, 2018.

3. 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:	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard.	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

The Air Quality analysis was prepared by Dan Jones and Paul Miller of RCH Group, on behalf of Sicular Environmental Consulting.

a) Would the Project conflict with or obstruct implementation of the applicable air quality plan?

The Project site is within the San Francisco Bay Area (Bay Area) Air Basin. Air quality in the Bay Area Air Basin is governed by the Bay Area Air Quality Air Management District (BAAQMD). The BAAQMD has developed air quality plans to attain and maintain air quality standards within designated timeframes. The BAAQMD plans estimate future emissions in the Bay Area Air Basin and contain strategies necessary for emissions reductions through regulatory controls. Emissions projections are based on population, vehicle, and land use trends typically developed by the BAAQMD, Metropolitan Transportation Commission (MTC), and the Association of Bay Area Governments (ABAG).

In April of 2017, the BAAQMD adopted the Final 2017 Clean Air Plan/Regional Climate Protection Strategy (CAP/RCPS; BAAQMD, 2017b). The 2017 CAP/RCPS provides a roadmap for BAAQMD's efforts over the next few years to reduce air pollution and protect public health and the global climate. The CAP/RCPS includes the Bay Area's first-ever comprehensive Regional Climate Protection Strategy, which identifies potential rules, control measures, and strategies that the BAAQMD can pursue to reduce greenhouse gas (GHG) emissions in the Bay Area. Measures included in the 2017 CAP/RCPS that address the transportation sector are in direct support of Plan Bay Area, which was prepared by ABAG and MTC and includes the region's Sustainable Communities Strategy and the 2040 Regional Transportation Plan.

Any project that would not support the 2017 CAP/RCPS goals would be considered inconsistent with the 2017 CAP/RCPS. The recommended measure for determining project support of these goals is consistency with BAAQMD CEQA thresholds of significance (BAAQMD, 2023). As presented in the subsequent impact discussions, the Project would not exceed the BAAQMD significance thresholds; therefore, the Project would support the primary goals of the 2017 CAP/RCPS, and would not conflict with the Plan or obstruct its implementation. Therefore, the Project would have No Impact with respect to conflicting with or obstructing implementation of the applicable air quality plan.

b) Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?

Air pollutants of concern include carbon monoxide (CO), reactive organic compounds (ROG), nitrogen oxides (NO_x), sulfur dioxide (SO_2), particulate matter equal to or less than 10 micrometers (coarse particulates or PM_{10}), and particulate matter equal to or less than 2.5 micrometers (fine particulates or $PM_{2.5}$). NOx and ROG are precursors to the formation of ozone. The Bay Area Air Basin is currently designated nonattainment for State and national (1-hour and 8-hour) ozone standards, for the State annual and 24-hour PM_{10} standards, and for State annual and national 24-hour $PM_{2.5}$ standards (BAAQMD, 2017a). The Bay Area Air Basin is designated attainment or unclassifiable with respect to the other ambient air quality standards.

The Project would generate pollutant emissions during construction and operations.

Construction Emissions

The emissions generated from construction activities include:

- Dust (including PM_{10} and $PM_{2.5}$) primarily from "fugitive" sources (i.e., emissions released through means other than through a stack or tailpipe) such as grading, material handling, and travel on paved and unpaved surfaces;
- Combustion emissions of criteria air pollutants and precursors (ROG, NO_x, CO, SO_2, PM_{10}, and $PM_{2.5}$) primarily from operation of heavy off-road construction

equipment, haul trucks, (primarily diesel-operated), and construction worker automobile trips (primarily gasoline-operated); and

- Fugitive ROG emissions from architectural coating.

To determine the significance of the Project's impact from air pollutant emissions, Marin County utilizes the significance criteria provided in the BAAQMD CEQA Air Quality Guidelines (BAAQMD, 2023), which are shown in **Table IV.3-1**. The California Air Pollution Control Officers (CAPCOA) California Emissions Estimator Model (CalEEMod), Version 2022.1.1.16 (CAPCOA, 2022) was used to model construction-related emissions. The results are also displayed in Table IV.3-1. Construction would include site preparation, grading, building construction, paving, and coating. In accordance with the BAAQMD CEQA Air Quality Guidelines, construction emissions are evaluated based upon average daily construction emissions, including mobile, area, stationary, and fugitive sources.

Table IV.3-1: Estimated Unmitigated Average Daily Construction Emissions (pounds)

Condition	ROG	NOx	PM_{10}[2]	$PM_{2.5}$[2]	CO
Average Daily Construction Emissions[1]	0.77	7.01	0.32	0.30	8.00
Significance Threshold	54	54	82	54	---
Significant (Yes or No)?	No	No	No	No	No

Note: 1. Based on an estimated 263 construction days.
2. PM_{10} and $PM_{2.5}$ are exhaust emission only, per BAAQMD guidance.
Source: CAPCOA, 2022.

In Table IV.3-1, average daily construction period emissions (i.e., maximum annual construction emissions divided by an estimated 263 construction days) were compared to the BAAQMD significance thresholds. All construction-related emissions would be below the BAAQMD significance thresholds.

BAAQMD's CEQA Air Quality Guidelines recommend the implementation of all Basic Construction Mitigation Measures, whether or not construction-related emissions exceed applicable thresholds of significance. The BAAQMD measures are also required by Marin County Development Code §22.20.040 (B). While the Development Code does not apply to the Project, since it is not within the unincorporated County area, the County still considers Development Code standards to be County policy within the Civic Center Campus. Nevertheless, to ensure their implementation, the Basic Construction Mitigation Measures are included here as formal mitigation; see below.

Operational Emissions

Project operations would generate combustion emissions of air pollutants (ROG, NO_x, CO, SO_2, PM_{10}, and $PM_{2.5}$) primarily from motor vehicle trips, as well as minor emissions sources such as the reapplication of coatings, use of cleaners/solvents, and operation of landscaping equipment.

The CalEEMod Version 2022.1.1.16 (CAPCOA, 2022) was used to model the Project's operational-related emissions. **Tables IV.3-2** and **IV.3-3** display the estimated daily and annual emissions from Project operations, and compare them to BAAQMD's thresholds of significance for operations. As shown in **Table IV.3-2 and IV.3-3**, air pollutant emissions from Project operations would not exceed BAAQMD significance criteria, and would therefore be less than significant.

Table IV.3-2: Estimated Average Daily Operational Emissions (pounds)

Condition	ROG	NOx	PM_{10}	$PM_{2.5}$	CO
Summer Operational Emissions	5.76	3.72	8.33	2.16	40.6
Winter Operational Emissions	5.49	4.38	8.33	2.15	39.6
Significance Threshold	54	54	82	54	---
Significant (Yes or No)?	No	No	No	No	No

Source: CAPCOA, 2022.

Table IV.3-3: Estimated Annual Operational Emissions (tons)

Condition	ROG	NOx	PM_{10}	$PM_{2.5}$	CO
Annual Operational Emissions	0.99	0.76	1.48	0.39	6.94
Significance Threshold	10	10	15	10	---
Significant (Yes or No)?	No	No	No	No	No

Source: CAPCOA, 2022.

Mitigation Measure AQ-1: Basic Construction Mitigation Measures

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, and graded areas, and unpaved access roads) shall be watered two times a 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 a maximum of 15 miles per hour.
5. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of California of Regulations). Clear signage shall be provided for construction workers at all access points.
6. 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.

Significance after Mitigation:

The BAAQMD Basic Construction Mitigation Measures would reduce emissions from Project construction, as shown in **Table IV.3-1**. With implementation of these measures, criteria pollutant emissions from Project construction would not exceed BAAQMD significance criteria, and would therefore be less than significant.

Mitigation Monitoring Measure AQ-1

The Basic Construction Mitigation Measures shall be included as Building Permit conditions, and the Project sponsor shall notate that these conditions have been met on the Building Permit submittal plans in compliance with this mitigation measure. Oversight of their implementation will be the responsibility of Marin County's Project Manager.

c) Would the Project expose sensitive receptors to substantial pollutant concentrations?

The BAAQMD has established thresholds of significance for exposure to toxic air contaminants (TACs) based on the projected increase in human health risk. Projects that would result in increased cancer risk of greater than 10 in a million or increased non-cancer risk greater than a Hazard Index of 1.0 are considered to have a significant impact. In addition, an increase in annual average ambient $PM_{2.5}$ concentrations in excess 0.3 micrograms per cubic meter would be considered a significant impact. The BAAQMD recommends that lead agencies assess the incremental TAC exposure risk to all sensitive receptors within a 1,000-foot radius of a project's fence line (BAAQMD, 2023). Sensitive receptors include residences, hospitals, schools, day care facilities, and nursing homes. The nearest sensitive receptors are residential land uses approximately 700 feet west of the Project's western fence line and approximately 850 feet north of the Project's northern fence line.

Project operation would not result in a substantial quantity of new TAC emissions because it would not require the use of on-site heavy-duty equipment. Furthermore, motor vehicles associated with the Project would be primarily passenger vehicles, which do not generate substantial TAC emissions. However, Project construction activities would result in the temporary emission of diesel particulate matter (DPM) from use of diesel-powered trucks and equipment. DPM is a TAC, with both carcinogenic and non-carcinogenic health effects.

The dose to which receptors are exposed is the primary factor affecting health risk from exposure to TACs. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. According to the California Office of Environmental Health Hazard Assessment (OEHHA), health risk

assessments, which determine the exposure of sensitive receptors to TAC emissions, should be based on a 70-year exposure period when assessing TACs (such as DPM) that have only cancer or chronic non-cancer health effects.

Construction of the Project is anticipated to be carried out in three phases over a two-year period. Emissions modeling results indicate that DPM emissions (Exhaust PM_{10}) would average 0.32 pounds per construction day (0.070 tons over the construction period), and $PM_{2.5}$ emissions would average 0.30 pounds per construction day (0.60 tons over the construction period) (**Table IV.3-1**). Given the relatively small amount of DPM emissions, the short exposure time, and the distance to the nearest residences from the Project site, the Project would not be expected to substantially increase cancer or non-cancer health risks for nearby sensitive receptors. However, certain individuals, such as pregnant women and their fetuses, infants, and children, are more sensitive to the adverse health effects of TACs (OEHHA, 2015). Even short-term exposure to TACs could result in an increased risk of adverse health effects. To address this potential impact, Mitigation Measure AQ-2 is specified below. Mitigation Measure AQ-2 requires the use of diesel engines for off-road equipment that meet Tier 4 Final Emissions Standards, which would reduce exhaust $PM_{2.5}$ emissions by approximately 86 percent below unmitigated emissions, as shown in **Table IV.3-4**. With implementation of Mitigation Measure AQ-2, construction TAC emissions impacts on sensitive receptors would be less than significant.

Table IV.3-4: Unmitigated and Mitigated Average Daily DPM Emissions (pounds)

Condition	Unmitigated	Mitigated	Percent Reduction
Average Daily Construction $PM_{2.5}$ Emissions	0.30	0.04	86%

Source: CAPCOA, 2022.

Mitigation Measure AQ-2: Diesel Exhaust Emissions Reduction. During Project construction, all off-road diesel-powered equipment with engines greater than 25 horsepower shall meet Tier 4 Final Emissions Standards.

Mitigation Monitoring Measure AQ-2: The Project sponsor shall notate on the Building Permit submittal plans that all off-road diesel-powered equipment with engines greater than 25 horsepower shall meet Tier 4 Final Emissions Standards. Marin County's Project Manager shall verify that the provisions of the measure have been implemented.

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

BAAQMD Guidance includes screening distances for projects that are potential odor sources such as landfills, transfer stations, and refineries (BAAQMD, 2017c). Farmers markets are not listed by BAAQMD as a potential odor source and farmers markets are not known to pose odor issues or produce objectionable odors. Therefore, operation of the Project would not be expected to produce offensive odors that would result in odor

complaints. During construction, diesel powered vehicles and equipment used on-site would create localized odors, but these would be temporary and would dissipate quickly. Odor impacts would therefore be less than significant.

References

Bay Area Air Quality Management District (BAAQMD), 2017a. Air Quality Standards and Attainment Status. http://www.baaqmd.gov/about-air-quality/research-and-data/air-quality-standards-and-attainment-status#five Accessed January 5, 2023.

BAAQMD, 2017b. Final 2017 Clean Air Plan. April 19, 2017.

BAAQMD, 2023. CEQA Air Quality Guidelines. April 2023. https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines

California Air Pollution Control Officers Association (CAPCOA), 2022, California Emissions Estimator Model User's Guide. May 2022. http://www.caleemod.com/

California Office of Environmental Health Hazard Assessment (OEHHA), 2015. Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. February 2015.

4. Biological Resources

Would the Project:	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
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?	☐	☒	☐	☐
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 U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐

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

The Biological Resources section was prepared by Biologists Brian Pittman and Liza Ryan of Environmental Science Associates, on behalf of Sicular Environmental Consulting.

Setting

Special status species

Special-status species with potential to occur on the Project site or in the surrounding area were identified from field reconnaissance and database searches (CNPS, 2022; CNDDB, 2022: iPaC, 2022). An analysis of species potential to occur on-site is provided in **Table IV.4.1**. Figure II-4 in Section II, Project Description, shows the site plan for the Project.

Table IV.4-1: Special-Status Species With Potential to Occur in the Project Area

Name	Listing Status	General Habitat Requirements	Potential for Species Occurrence Within the Project Area
Invertebrates			
Western bumblebee *(Bombus occidentalis)*	--/SC	Found in a range of habitats, including mixed woodlands, farmlands, meadows and suburbs with abundant floral resources and soil for burrows.	**Low.** The site is largely packed gravel with limited weedy vegetation in perimeter areas.
Monarch butterfly *(Danaus plexippus)*	FC/--	Winter in colonies along the coast in groves of tall trees, often eucalyptus, Monterey pine, or Monterey cypress.	**Low.** While individual butterflies may occur locally, wintering colony habitat is not present at the site.
Reptiles and Amphibians			
Western pond turtle (*Actinemys marmorata*)	--/SSC	Ponds, marshes, rivers, streams, and irrigation ditches with aquatic vegetation <6,000' in elevation. Require basking sites and upland habitat for egg laying (sandy banks and open, grassy fields)	**Low.** Breeding habitat (undisturbed upland habitat adjacent to waterways) is limited in the Gallinas watershed, but turtles may infrequently be present in the creek.
California giant salamander (*Dicamptodon ensatus*)	--/SSC	Vernal or temporary pools in annual grasslands, or open stages of woodlands. Typically adults use mammal burrows.	**Absent.** Suitable habitat not found in Project area.
California red-legged frog (*Rana draytonii*)	FT/SSC	Streams, freshwater pools, and ponds with overhanging vegetation, also woods adjacent to streams. Requires permanent or ephemeral water sources and slow moving streams with pools of >0.5 m depth for breeding.	**Low**. Breeding habitat in Gallinas Creek is limited by high salinity and the absence of suitable vegetated ponds or backwaters.

Name	Listing Status	General Habitat Requirements	Potential for Species Occurrence Within the Project Area
Foothill yellow-legged frog (*Rana boylii*)	--/SSC	Partly-shaded, shallow streams & riffles with a rocky substrate in a variety of habitats; requires at least some cobble-sized substrate for egg-laying.	**Absent.** Suitable habitat not found in Project area.
Fish			
Tidewater goby (*Eucyclogobius newberryi*)	FE/SSC	Found in shallow lagoons and lower stream reaches, they need fairly still but not stagnant water & high oxygen levels	**Absent.** Presumed extirpated from watershed.
Coho salmon – central California coast ESU (*Oncorhynchus kisutch*)	FE/SE	The Sacramento-San Joaquin River Delta, including the entire Delta, Suisun Bay, and five sloughs. Require beds of loose, silt-free, coarse gravel for spawning. Also need cover, cool water & sufficient dissolved oxygen.	**Absent.** Presumed extirpated from watershed.
Chinook salmon – Central Valley fall run (*Oncorhynchus tshawytscha*)	--/SSC	Migrate through San Pablo Bay from spawning grounds in Central Valley rivers. Require beds of loose, silt-free, coarse gravel for spawning. Also need cover, cool water & sufficient dissolved oxygen.	**Absent.** Occasional Chinook may stray into Gallinas Creek from San Pablo Bay but habitat conditions are not suitable near the Civic Center
Steelhead – central California Coast DPS (*Oncorhynchus mykiss*)	FT/--	Aquatic streams and drainages with gravel bed for spawning, and cool, well-oxygenated water.	**Low.** May occasionally enter Gallinas Creek from San Pablo Bay but are unlikely to come upstream as far as Civic Center.
Longfin smelt (*Spirinchus thaleichthys*)	FC/ST	Euryhaline, nektonic & anadromous. Found in open waters of estuaries, mostly in middle or bottom of water column. Prefer salinities of 15-30 ppt, but can be found in completely freshwater to almost pure seawater.	**Low.** Individuals may occasionally enter Gallinas Creek from San Pablo Bay but are unlikely to come upstream as far as Civic Center.
Eulachon *(Thaleichthys pacificus)*	FT/--	Anadromous, spawns in tidally-influenced water with gravel substrate in 4-10 degree C water, and migrates to ocean.	**Low.** Individuals may occasionally enter Gallinas Creek from San Pablo Bay but are unlikely to come upstream as far as Civic Center.
Birds			
Tricolored blackbird (*Agelaius tricolor*)	--/CE	Nest communally in wetlands or agricultural fields; forage over fields, feedlots and wetlands.	**Moderate.** May forage over lower Gallinas Creek or nest in larger marsh areas along San Pablo Bay.
Short-eared owl (*Asio flammeus*)	--/SSC	Found in swamp lands, both fresh and salt; lowland meadows; irrigated alfalfa fields. Tule patches/tall grass needed for nesting/daytime seclusion. Nests on dry ground in depression concealed in vegetation.	**Low.** Suitable open habitat is not present in the Project area.
Burrowing owl (*Athene cunicularia*)	--/SSC	Nests and forages in low-growing grasslands with burrowing mammals.	**Low**. Project site lacks suitable burrowing habitat, but species may forage from nearby habitat at Las Gallinas Sanitary District.
Western snowy plover (*Charadrius alexandrines nivosus*)	FT/SSC	Sandy beaches, salt pond levees & shores of large alkali lakes. Needs sandy, gravelly or friable soils for nesting.	**Low.** Suitable habitat not found in the Project area.

Name	Listing Status	General Habitat Requirements	Potential for Species Occurrence Within the Project Area
Northern harrier (*Circus cyaneus*)	--/SSC	Nests on ground in shrubby vegetation, usually at marsh edge; nest built of a large mound of sticks in wet areas.	**Low.** May forage over Gallinas creek marshlands to the east.
White-tailed kite (*Elanus leucurus*)	--/CFP	Nests in shrubs and trees adjacent to grasslands, forages over grasslands and agricultural lands	**Low.** May forage over Project area grassland. Nesting habitat is not present at the site.
American peregrine falcon (*Falco peregrinus anatum*)	BCC/CFP	Nest consists of a scrape or a depression on rock, cliff or building ledge over an open site.	**Low.** Project area lacks suitable nesting habitat.
Saltmarsh common yellowthroat (*Geothlypis trichas sinuosa*)	BCC/SSC	Requires thick, continuous cover down to water surface for foraging; tall grasses, tule patches, willows for nesting.	**Low.** Project area lacks suitable marshland habitat.
California black rail (*Laterallus jamaicensis*)	BCC/ST/CFP	Found in salt, brackish and freshwater marsh with dense vegetation for nesting habitat.	**Low.** No suitable habitat in Project area but known to occur in Las Gallinas and Santa Venetia.
Alameda song sparrow (*Melospiza melodia pusillula*)	BCC/SSC	Salt marshes. Inhabits *Salicornia* marshes; nests low in *Grindelia* bushes (high enough to escape high tides) and in *Salicornia*.	**Absent.** Project Area is outside the range of this subspecies.
San Pablo song sparrow (*Melospiza melodia samuelis*)	BCC/SSC	Inhabits tidal sloughs in the *Salicornia* marshes; nests in *Grindelia* bordering slough channels.	**Moderate.** Suitable habitat is present in Gallinas Creek tidal marshes to the east; may occasionally use drainage habitat on western perimeter of site.
Ridgway's rail [California clapper rail] (*Rallus obsoletus*)	FE/SE/CFP	Found in salt and brackish marsh with well-defined tidal channels and dense growth of pickleweed; feeds on invertebrates in mud-bottomed sloughs.	**Low.** No suitable habitat in Project area but known to occur in Las Gallinas and Santa Venetia.
Northern spotted owl (*Strix occidentalis caurina*)	FT/ST	In California, the northern spotted owl inhabits a mix of primary and secondary forests, featuring dense canopy of mature trees, abundant logs, standing snags, and live trees with broken tops.	**Absent.** Suitable forest habitat not present.
Mammals			
Pallid bat (*Antrozous pallidus*)	--/SSC	Grasslands, shrublands, woodlands, and forests. Common in arid regions with rocky outcroppings, particularly near water. Roosts in rock crevices, buildings, and under bridges. Very sensitive to disturbance.	**Low.** Local area is highly disturbed.
Townsend's big-eared bat (*Corynorhinus townsendii*)	--/SSC	Herbaceous, shrub, and open stages of most habitat types with dry, friable soils. Prefers to roost in caves.	**Low.** Local area is highly disturbed and lacks suitable roost habitat.
San Pablo vole (*Microtus californicus sanpabloensis*)	--/SSC	Subspecies of California vole found in coastal marshlands, where it constructs networks of burrows in soft soil and feeds on grasses, sedges and herbs.	**Low.** No suitable habitat in Project area but marsh habitat present to the east in tidal channels.

Name	Listing Status	General Habitat Requirements	Potential for Species Occurrence Within the Project Area
Salt marsh harvest mouse (*Reithrodontomys raviventris*)	FE/SE/CFP	Pickleweed is primary habitat, but may occur in other marsh vegetation and in adjacent upland areas. Does not burrow, builds loosely organized nests. Requires adjacent uplands for escape from high tides.	**Low.** Fragments of pickleweed in Project area not sufficient for this species, but suitable pickleweed habitat is present in tidal channels to the east, and species is known to occur nearby.
Suisun shrew (*Sorex ornatus sinuosus*)	--/SSC	Occurs in tidal marshes of northern San Pablo and Suisun bay, preferentially *Spartina* and *Salicornia* (pickleweed).	**Low.** No suitable habitat in Project area but marsh habitat present to the east in tidal channels.
Salt-marsh wandering shrew (*Sorex vagrans halicoetes*)	--/SSC	Medium high marsh 6-8 ft. above sea level where abundant driftwood is scattered among *Salicornia* (pickeleweed).	**Low.** No suitable habitat in Project area but marsh habitat present to the east in tidal channels.
Plants			
Franciscan onion (*Allium peninsulare var. franciscanum*)	--/--/1B.2	Volcanic clay, often serpentinite, cismontane woodland, valley and foothill grassland. May – June. 52- 305 m.	**Absent.** Suitable habitat not present in Project Area.
Napa false indigo (*Amorpha californica var. napensis*)	--/--/1B.2	Broadleafed upland forest, chaparral, or cismontane woodland. Perennial deciduous shrub. April - July. 30 – 735m	**Absent.** Suitable habitat not present in Project Area.
Bent-flowered fiddleneck (*Amsinckia lunaris*)	--/--/1B.2	Observed in Marin County in cismontane woodland, valley and foothill grassland, or coastal bluff scrub. March - June. 3 – 500m	**Low.** Suitable habitat not present in Project Area.
Mt. Tamalpais manzanita (*Arctostaphylos montana* ssp. *montana*)	--/--/1B.3	Observations recorded in Marin and Humboldt County. Chaparral, valley and foothill grassland. Perennial evergreen shrub. February - April. 150 – 680m	**Absent.** Suitable habitat not present in Project Area.
Marin manzanita (*Arctostaphylos virgata*)	--/--/1B.2	Chaparral, mixed evergreen forest, redwood forest, closed-cone pine forest in Marin County on sandstone or granite. Perennial evergreen shrub. Endemic to CA. January - March. 1-800m	**Absent.** Suitable habitat not present in Project Area.
Alkali-milk vetch (*Astragalus tener* var. *tener*)	--/--/1B.2	Alkali playa and flats, valley, annual, and foothill grassland, vernal pools, low ground, and flooded lands. March – June. 1-170 m.	**Low.** Suitable habitat not present in Project Area.
Sonoma sunshine (*Blennosperma bakeri*)	FE/SE/1B.1	Valley and foothill grassland, mesic; vernal pools. March – May. 10 – 110 m.	**Low.** Suitable habitat not present in Project Area.
Thurber's reed grass (*Calamagrostis crassiglumis*)	--/--/2B.1	Freshwater wetlands, wetland-riparian. Perennial rhizomatous herb May - August. 10-60m	**Low.** Freshwater marsh habitat is lacking in the Project Area.

Name	Listing Status	General Habitat Requirements	Potential for Species Occurrence Within the Project Area
Tiburon mariposa lily (*Calochortus tiburonensis*)	FT/ST/1B.1	Valley and foothill grassland on open, rocky, slopes in serpentine grassland. March – June. 50-150m	**Absent.** Endemic to Ring Mtn. Preserve on the Tiburon Peninsula.
Tiburon paintbrush (*Castilleja affinis* var. *neglecta*)	FE/ST/1B.2	Open serpentine grassland slopes. April – June. 60-400m	**Absent.** Suitable habitat not present in Project Area.
Point Reyes bird's-beak (*Chloropyron maritimum* ssp. *palustre*)	--/--/1B.2	Recorded in the San Francisco Bay Area in the South Bay, East Bay, and North Bay and as far south as San Luis Obispo County, as well as north in Humboldt County. Coastal salt marsh, wetland-riparian. Annual herb (hemiparasitic). June- October. 0 – 10 m.	**Low.** Salt marsh plants present in the Project Area, but in a small, fragmentary and disturbed area.
Soft bird's-beak (*Chloropyron molle* ssp. *molle)*	FE/SR/1B.2	Coastal salt marshes and swamps. June – November. Annual herb (hemiparasitic). 0-3 m.	**Low.** Salt marsh plants present in the Project Area, but fragmentary and disturbed.
San Francisco Bay spineflower (*Chorizanthe cuspidata* var. *cuspidata*)	--/--/1B.2	Observed as far south as Monterey County, but most recordings are in the San Francisco Bay Area. Coastal strand, coastal prairie, northern coastal scrub. Annual herb. 3-215 m. April – July.	**Low.** Suitable habitat is not present in the Project Area.
Sonoma spineflower (*Chorizanthe valida*)	FE/SE/1B.1	Sandy coastal prairie. June-August. Annual herb. 10-305 m.	**Absent.** Suitable habitat not present in Project Area.
Mt. Tamalpais thistle (*Cirsium hydrophilum* var. *vaseyi*)	--/--/1B.2	Observations recorded in San Francisco and Marin County in mixed evergreen forest, chaparral, wetland-riparian. Perennial herb. 240-620 m.	**Low.** Suitable habitat not present in Project Area.
Western leatherwood (*Dirca occidentalis*)	--/--/1B.2	Broadleafed upland forest, chaparral, closed-cone coniferous forest, cismontane woodland, north coast coniferous forest, riparian forest, riparian woodland. On brushy slopes, mesic sites; mostly in mixed evergreen & foothill woodland communities. 25-425 m.	**Low.** Suitable habitat not present in Project Area.
Tiburon buckwheat *(Eriogonum luteolum* var. *caninum*)	--/--/1B.2	Observations recorded in the San Francisco Bay Area include the East Bay and North Bay up to Mendocino County. Coastal prairie, chaparral, and valley grassland. Annual herb. May-September. 0-700m	**Low.** Suitable habitat not present in Project Area.
Minute pocket moss (*Fissidens pauperculus*)	--/--/1B.2	Observations recorded from Santa Cruz County to Del Norte, and east in Butte County. Moss grows on damp soil along the coast and in dry streambeds/streambanks. 10-1024 m.	**Low.** Suitable habitat not present in Project Area.

Name	Listing Status	General Habitat Requirements	Potential for Species Occurrence Within the Project Area
Fragrant fritillary *Fritillaria liliacea*	--/--/1B.2	Coastal scrub, valley and foothill grassland, coastal prairie. Often on serpentine; usually on clay soils, in grassland. February- April. 3-410 m.	**Absent.** Suitable habitat not present in Project Area.
Marin checker lily (*Fritillaria lanceolata* var. *tristulis*)	--/--/1B.1	Perennial bulbiferous herb. Observations recorded in San Mateo and Marin County in canyons to riparian areas and serpentine rock outcrops. February – May. 15-150m	**Absent.** Suitable habitat not present in Project Area.
Dark-eyed gilia (*Gilia millefoliata*)	--/--/1B.2	Coastal dunes. April –July. Annual herb. 2-30 m.	**Absent.** Suitable habitat not present in Project Area.
Diablo helianthella (*Helianthella castanea*)	--/--/1B.2	South Bay, East Bay, and North Bay in chaparral, foothill woodland, Northern coastal scrub, and valley grassland. Perennial herb. 60- 1300 m.	**Low.** Suitable habitat not present in Project Area.
Congested-headed hayfield tarplant (*Hemizonia congesta* ssp. *congesta*)	--/--/1B.2	Primarily found in the South Bay, North Bay, and north to Del Norte. Grassy valleys and hills, often in fallow fields; sometimes along roadsides. April – November. 20-560 m.	**Low.** Suitable habitat not present in Project Area.
Marin western flax (*Hesperolinon congestum*)	FT/ST/1B.1	Alameda, San Mateo, San Francisco, Marin County and Colusa County in chaparral and valley grassland. Annual herb. 60-370 m.	**Low.** Suitable habitat not present in Project Area.
Santa Cruz tarplant (*Holocarpha macradenia*)	FT/SE/1B.1	Monterey and Santa Cruz County, as well as the North Bay and East Bay in coastal prairie and valley grassland. Annual herb. June – October. 10-220 m.	**Low.** Suitable habitat not present in Project Area.
Thin-lobed horkelia (*Horkelia tenuiloba*)	--/--/1B.2	San Luis Obispo, Monterey County, Marin to Mendocino County and east to Colusa County in chaparral. Perennial herb. 50- 500 m.	**Low.** Suitable habitat not present in Project Area.
Contra costa goldfields (*Lasthenia conjugens*)	FE/--/1B.1	Mesic cismontane woodland, alkaline playa, valley and foothill grassland, vernal pools. March – June. 0-470 m.	**Low.** Suitable habitat not present in Project Area.
Tamalpais lessingia (*Lessingia micradenia* var. *micradenia*)	--/--/1B.2	Marin and Lake County and chaparral and valley grassland. Usually on serpentine, in grassland or chaparral. Often on roadsides. Annual herb. June – October. 60-305 m.	**Low.** Suitable habitat not present in Project Area.
Pitkin marsh lily (*Lilium pardalinum* ssp. *pitkinense*)	FE/SE/1B.1	Mesic, sandy cismontane woodland, meadows and seeps, freshwater marshes and swamps. June – July. 35-65 m.	**Low.** Suitable habitat not present in Project Area.

Name	Listing Status	General Habitat Requirements	Potential for Species Occurrence Within the Project Area
Marsh microseris (*Microseris paludosa*)	--/--/1B.2	Found along the west coast from San Luis Obispo County to Mendocino County. Occurs in northern coastal scrub and closed-cone pine forest. Perennial herb. April – June. 5-300 m.	**Low.** Suitable habitat not present in Project Area.
Baker's navarretia (*Navarretia leucocephala* ssp. *bakeri*)	--/--/1B.1	Mesic cismontane woodland, lower montane coniferous forest, meadows and seeps, valley and foothill grassland, vernal pools. April – July. 5- 1740 m.	**Low.** Suitable habitat not present in Project Area.
Marin County navarretia (*Navarretia rosulata*)	--/--/1B.2	Marin and Napa County in chaparral, dry, open rocky places, including closed-cone pine forest. In serpentine soils. Annual herb. May – July. 200-635m	**Low.** Suitable habitat not present in Project Area.
White-rayed pentachaeta (*Pentachaeta bellidiflora*)	FE/SE/1B.1	Annual herb. Along the west coast from Monterey County to Marin excluding SF County, in valley grassland. March – May. 35-610m.	**Absent.** Species is likely extirpated from Marin.
Hairless popcornflower (*Plagiobothrys glaber*)	--/--/1A	South and East Bay from Santa Clara County to Alameda County, and Marin County in coastal salt marsh, wetland-riparian meadows, salt-marsh, coastal. Occurs almost always under natural conditions in wetlands. Annual herb. March – May. 5-125m.	**Absent.** Presumed extinct in California.
North Coast semaphore grass (*Pleuropogon hooverianus*)	--/ST/1B.1	North Bay, including Marin to Mendocino County. Farthest north in Del Norte County in mixed evergreen forest, north coastal coniferous forest, freshwater wetlands, wetland-riparian in meadows and vernal-pools. Usually occurs in wetlands, but occasionally found in non-wetlands. Perennial rhizomatous grass. April-June. 10-671 m.	**Low.** Suitable habitat not present in Project Area.
Marin knotweed (*Polygonum marinense*)	--/--/3.1	North Coast of California from Humboldt to Alameda. Found in coastal salt or brackish marshes and swamps. 0 – 10 m. Annual herb. May-August.	**Low.** Salt marsh plants present in the Project Area, but fragmentary and disturbed.
Tamalpais oak (*Quercus parvula* var. *tamalpaisensis*)	--/--/1B.3	Marin County only. Lower montane habitats. Perennial evergreen. 100-750 m. March- April.	**Low.** Project area outside of known elevation range.
Point Reyes checkerbloom (*Sidalcea calycosa* ssp. *rhizomata*)	--/--/1B.2	North Bay counties – Marin, Sonoma, and Mendocino in coastal salt marsh or wetland-riparian. Primary habitat is freshwater-marsh. Occurs almost always under natural conditions in wetlands. Perennial rhizomatous herb. 3-75 m. April – September.	**Low.** Project area salt marsh area is disturbed and fragmentary.
Marin checkerbloom (*Sidalcea hickmanii* ssp. *virdis*)	--/--/1B.2	Serpentine soils in chaparral habitats. May – June. 50-430m.	**Low.** Suitable habitat not found in Project Area.

Name	Listing Status	General Habitat Requirements	Potential for Species Occurrence Within the Project Area
Two-fork clover (*Trifolium amoenum*)	FE/--/1B.1	South Bay (Santa Clara/San Mateo), East Bay and North Bay in valley grassland, wetland-riparian. Sometimes on serpentine soil, open sunny sites, swales, roadsides and eroding cliff faces. Annual herb. 5-415m. April-June.	**Low.** Suitable habitat not found in Project Area.
Saline clover (*Trifolium hydrophilum*)	--/--/1B.2	Mesic, alkaline sites. April-June. 1-335 m.	**Low.** Suitable habitat not found in Project Area.
Coastal triquetrella (*Triquetrella californica*)	--/--/1B.2	Grows within 30m from the coast in coastal scrub, grasslands and in open gravels on roadsides, hillsides, rocky slopes, and fields. On gravel or thin soil over outcrops. Moss. 10-100 m.	**Low.** Suitable habitat not found in Project Area.

Status Codes:

USFWS (U.S. Fish and Wildlife Service)
- FE = Listed as Endangered by the Federal Government
- FT = Listed as Threatened by the Federal Government.
- FC = Listed as Candidate
- BBC = USFWS Bird of Conservation Concern

CDFW (California Department of Fish and Wildlife)
- SE = Listed as Endangered by the State of California
- ST = Listed as Threatened by the State of California
- SR = Listed as Rare by the State of California
- CT = Candidate Threatened by the State of California
- CFP = California Fully Protected species
- SSC = Species of Special Concern
- WBWG = Western Bat Working Group

California Native Plant Society:

List 1A=Plants presumed extinct in California
List 1B=Plants rare, Threatened, or Endangered in California and elsewhere
List 2= Plants rare, Threatened, or Endangered in California but more common elsewhere
List 3= Plants about which more information is needed
List 4= Plants of limited distribution
An extension reflecting the level of threat to each species is appended to each rarity category as follows:
- .1 – Seriously endangered in California
- .2 – Fairly endangered in California
- .3 – Not very endangered in California

Potential to Occur Categories:

Absent = The Project site and/or immediate vicinities do not support suitable habitat for a particular species. Project site may be outside of the species' known range.
Low = The Project site and/or immediate vicinities only provide limited habitat. In addition, the species' known range may be outside of the Project sites.
Moderate = The Project site and/or immediate vicinities provide suitable habitat.
High = The Project site and/or immediate vicinity provide ideal habitat conditions or the species has been observed in the vicinity.
Present = The species has been observed in the Project Area.

SOURCES: California Department of Fish and Wildlife (CDFW), California Natural Diversity Data Base for San Rafael, San Quentin, Novato and Petaluma Point 7.5 minute quads, 2022; California Native Plant Society, Inventory or Rare, Threatened and Endangered Plants of California, 2022; U.S. Fish and Wildlife Service (USFWS), iPac Information for Planning and Conservation, 2022.

As shown in Section II, Project Description, Figure II-3, the interior of the site is disturbed and supports a packed gravel area presently used for overflow parking. A few ornamental trees occur at the site perimeter, including coast redwoods (*Sequoia sempervirens*) and

eucalyptus (*Eucalyptus* sp.). Due to the high level of site disturbance and ongoing site uses, no special-status plants or wildlife are expected to occur within these portions of the site. A small drainage is present between the site and Highway 101 (Figure IV.4-1). This drainage flows south-to-north and contains a small area of pickleweed (*Salicornia virginica*), Harding grass (*Phalaris aquatica*) and saltbush (*Atriplex prostrata*). The remainder of the drainage contains primarily non-native mixed weedy vegetation. Habitat within the site drainage is too small and isolated to host special-status wildlife, though general wildlife may disperse through the area. There is moderate potential for birds to forage in the drainage, but nesting is unlikely due to sparse, exposed vegetation, as well as noise and disturbance from the nearby freeway. No rare plants are likely to be present within the weedy vegetation or patchy alkali vegetation. The potential for special-status species to occur on the site is considered in Table IV.4-1.

Figure IV.4-1 Pickleweed and saltbush in channel along western perimeter of site

While the Project site generally does not provide habitat for special-status plants or wildlife species, Las Gallinas Creek and associated wetlands across Civic Center Drive have potential to host special-status species, including federal and state endangered Ridgway's rail (*Rallus obsoletus*) and salt marsh harvest mouse (*Reithrodontomys raviventris*); state threatened California black rail (*Laterallus jamaicensis*); and state species of special concern San Pablo song sparrow (*Melospiza melodia pusillula*) and saltmarsh common yellowthroat (*Geothlypis trichas sinuosa*). State species of special concern western pond turtle (*Actinemys marmorata*) and the federal threatened steelhead (*Oncorhynchus mykiss*) also have moderate potential to be found in Las Gallinas Creek, along with other special-status birds, mammals, and plants. However, all of these species have low potential to occur on the Project site, which is separated from the creek by Civic Center Drive and the culvert beneath the site.

Natural Communities and Wetlands

The majority of the site consists of packed gravel and is devoid of vegetation. Project activities would be limited to the gravel area, outside of the drainage. Fragmentary areas of salt marsh are present along the western perimeter near the culvert, but these areas would not be disturbed by Project construction or operations.

Vegetation communities in and around the Project site include the following:

Non-native Annual Grassland

Annual grassland occurs along the sides of the drainage and at the perimeter of the site among the ornamental trees. Grassland areas are dominated by weedy non-native species, including wild oat (*Avena barbata*), milk thistle (*Silybum marianum)*, wild mustard (*Brassica nigra*), prickly lettuce (*Lactuca serriola),* and trefoil (*Acmispon* sp.) Non-native annual grassland is not a sensitive vegetation community.

Developed/Landscaped

The majority of the site is disturbed and contains no vegetation. Landscaped areas include sidewalks and site perimeters planted with ornamental trees, including redwood and eucalyptus. Landscaped areas are not a sensitive vegetation community.

Alkali Drainage

The drainage along the western perimeter of the site contains vegetation typical of northern coastal salt marsh, which occurs along lower Gallinas Creek and in Santa Venetia Marsh Preserve east of the Project site. Those salt marshes contain dense vegetation and invertebrate populations which provide forage for wetland bird species, as well as supplying nutrients and organic matter to the mudflats and open water of the bay. The alkali marsh remnant onsite is a result of periodic tidal flows through the drainage culvert from the Las Gallinas Creek channel across Civic Center Drive from the Project site. The area of pickleweed and saltbush in the channel along the western perimeter of the site is small (Figure IV.4-1) and unlikely to provide habitat for special-status salt marsh species.

Sensitive Natural Communities

The drainage along the west side of the site contains wetland vegetation and a small water channel. This area may be a jurisdictional wetland. The federal government defines and regulates waters, including wetlands, in Section 404 of the Clean Water Act (CWA). Wetlands are “areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support (and do support, under normal circumstances) a prevalence of vegetation typically adapted for life in saturated soil conditions” (33 CFR 328.3[b] and 40 CFR 230.3). The U.S. Army Corps of Engineers (USACE) has primary federal responsibility for administering regulations that concern waters of the U.S. and

requires a permit under CWA Section 404 if a project proposes the discharge of fill and/or the placement of structures within waters of the U.S. (U.S. Army Corps, 1987).

a) Would the Project 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?

Construction of the Project components would take place on disturbed land presently used for overflow parking that does not support special-status plant or wildlife species. The alkali drainage on the west side of the site is unlikely to support special-status salt marsh species and would be avoided by the Project. No sensitive habitats would be impacted by construction, but some ornamental trees and vegetation at the perimeter of the site may be removed to accommodate the Project. Removal of these trees would have potential to impact nesting birds protected by the Migratory Bird Treaty Act and California Fish 7 Game Code 3503.5. Implementation of Mitigation Measure BIO-1 below would reduce this impact to a less than significant level, by requiring pre-construction nesting bird surveys and application of suitable buffers around any active nests. Removal of perimeter trees would not impact wintering habitat for monarch butterfly (*Danaus plexippus*) because this species prefers larger groves of trees for shelter.

Indirect impacts to special-status or migratory birds in the drainage or in the wetlands across Civic Center Drive are unlikely; the wetlands of Las Gallinas Creek adjacent to the Marin Civic Center provide poor quality nesting habitat with frequent human disturbance. In addition, the Gallinas Creek channel is 100 feet from the active construction area for this Project, which would reduce potential impacts from noise, and birds are likely to avoid areas with active construction when selecting nest sites.

Mitigation Measure BIO-1: Nesting Birds

Within two weeks prior to any tree trimming or vegetation removal in nesting season (February 1 to August 31), a qualified biologist shall conduct a nesting bird survey within each area where work will take place and all areas within 250 feet. Nesting birds with active nests in the vicinity of the construction area shall be avoided by a minimum buffer of 100 feet, or as determined by the qualified biologist in communication with CDFW. Construction work may continue outside of the no-work buffer.

Mitigation Monitoring Measure BIO-1

The Agricultural Institute of Marin shall be responsible for hiring a biologist prior to any tree trimming and the biologist shall provide a biological assessment monitoring report to Marin County's Project Manager for review in compliance with this mitigation measure.

b) Would the Project 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 U.S. Fish and Wildlife Service?

Construction of the Project components would avoid the drainage on the western perimeter of the site, and would take place on disturbed land presently used for overflow parking. Therefore, no riparian habitat or sensitive natural communities would be impacted by the Project.

c) Would the Project 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?

The drainage along the west side of the site between the parking lot and the berm along Highway 101 contains some wetland vegetation and a small channel of water. This area is connected to Gallinas Creek and is a potentially jurisdictional wetland. Wetlands and channels would be avoided during construction with a suitable buffer. Stormwater Best Management Practices, as described in Section IV.10, Hydrology and Water Quality, topic a, would minimize indirect impacts, such as accumulation of sediment, that could accrue to wetlands during Project construction and operation. Thus, impacts on adjacent and nearby tidal wetlands would be less than significant, with no mitigation required.

d) Would the Project Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The Project site is sparsely vegetated and isolated from valuable wildlife habitat areas, such as Gallinas Creek, by culverts and major roads. Terrestrial wildlife may stray onto the site via the culvert along the western perimeter, which connects to Gallinas Creek, or utilize the drainage ditch between the site and US 101 for foraging or other activities, but there is no access to additional, higher quality habitat through the site. The Project would not interfere with the drainage, and the work site does not support established corridors or nursery sites. Thus, the proposed Project would not interfere substantially with the movement of any native resident or migratory fish or any native resident or migratory wildlife species. Furthermore, unfenced portions of the site such as the market vendor area would remain open for sporadic wildlife passage, as under existing conditions. Thus, impacts would be less than significant.

e) Would the Project Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The Project site is located within the City of San Rafael, but jurisdiction over land use is retained by the County outside of the Civic Center Drive right-of-way. The existing ornamental trees along the site perimeter adjoining Civic Center Drive lie within the right-of-way and would be subject to City of San Rafael Tree Ordinance (11.12.050), which

requires a permit to cut or prune street trees. The remaining trees on the site are not subject to the city tree ordinance, but may adhere to Marin County Code (Section 22.62.040), which defines protected trees as native trees larger than 6 or 10 inches, depending on the species, and heritage trees as trees greater than 18 or 30 inches, depending on species.

The Project sponsor has not yet identified which trees would be removed. If any trees fall under the City of San Rafael tree ordinance as described above, removal would require obtaining a permit from the City and complying with terms, according to Mitigation Measure BIO-2a below. For trees outside of the Civic Center Drive right-of-way and thereby subject to County protection, removal may trigger tree replacement or protection provisions identified in Mitigation Measure BIO-2b. Compliance with this mitigation measure would reduce the impact of tree removal to a less-than-significant level.

MM BIO-2 Secure Permits for Tree Removal

a) For any trees along Civic Center Drive which are subject to City of San Rafael tree ordinance (11.12.050) that are planned to be removed, a written permit shall be obtained from the City and all associated measures shall be observed.

b) For trees not within the Civic Center Drive right-of-way, the Project sponsor shall determine whether any trees are protected (native trees larger than 6 or 10 inches, depending on the species) or heritage-sized trees (greater than 18 or 30 inches, depending on species) that meet the County definition for protection. Any such trees to be removed shall be re-planted with the same species, or payment made into an in-lieu compensation fund as discussed under Marin County Code (Section 22.62.040).

Mitigation Monitoring Measure BIO-2

The Project sponsor, Agricultural Institute of Marin, will be responsible for securing the tree removal permits from the City of San Rafael (or showing proof via the City of San Rafael Municipal codes and regulations that the trees are exempt) and shall submit permit issuance or other similar verification to Marin County's Project Manager prior to any tree removal.

f) Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Habitat Conservation Plans or Natural Community Conservation Plans cover the Project site. Thus, the proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, and there would be no impact to habitat conservation plans from the Project.

References

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California Native Plant Society. 2022. Inventory of Rare, Threatened and Endangered Plants of California. http://www.rareplants.cnps.org/

U.S. Army Corps of Engineers. 1987. Corps of Engineers Wetland Delineation Manual, January 1987, Final Report, Department of the Army Waterways Experiment Station, Vicksburg, Mississippi. http://www.cpe.rutgers.edu/Wetlands/1987-Army-Corps-Wetlands-Delineation-Manual.pdf

United States Department of Agriculture (USDA). 2016. National Agriculture Imagery Program (NAIP) aerial imagery for Marin County, California. Produced by the USDA Farm Service Agency (FSA). Available on ArcGIS Online server.

U.S. Fish and Wildlife Service (USFWS). 2022. Information for Planning and Conservation (iPaC). USFWS Official Species List. https://ecos.fws.gov/ipac/

5. Cultural Resources

Would the Project:	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

a) Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

The analysis of historical resource impacts was conducted by Architectural Historian Brad Brewster of Brewster Historic Preservation, on behalf of Sicular Environmental Consulting. The potential for the Project to impact scenic views, including views of the historic Civic Center buildings, is discussed in Section IV.1, Aesthetics. The current topic examines the potential for the Project to negatively impact the integrity of historic resources, including the Civic Center buildings.

Historic Setting

Marin County Civic Center National Historic Landmark District. National Historic Landmarks, such as the Marin County Civic Center National Historic Landmark District (NHLD; Figure IV.5-1), are nationally significant historic places that have exceptional ability to illustrate and interpret American cultural heritage and are recognized as such by the United States government. The National Park Service administers the NHL program on behalf of the Secretary of the Interior. Properties listed on or eligible for listing on the National Parks Service's National Register of Historic Places (NRHP) are historic places worthy of preservation.

The Marin County Civic Center NHLD was designated a National Historic Landmark under criterion 3, as an outstanding example of design or construction, on July 17, 1991. The Marin County Civic Center NHLD is listed on the NRHP (#91002055) under criterion C for

Figure IV.5-1

National Historic Landmark District Boundary

embodying the distinctive characteristics of a type, period, or method of construction, possessing high artistic values, and as the work of master architect Frank Lloyd Wright. The portion of the Civic Center Campus within the boundary of the NHLD is also California Historical Landmark #999 and is listed on the California Register of Historical Resources (CRHR) under criterion 3, for embodying the distinctive characteristics of a type, period, region, or method of construction, for representing the work of an important creative individual, and for possessing high artistic values.

The entire site was master planned by renowned architect Frank Lloyd Wright who, at the age of 90, received the commission from the Marin County Board of Supervisors in 1957. The County government buildings were Wright's last major work and his largest constructed project. They consist of two buildings, the 580-foot-long Administration Building (completed in 1962) and the 880-foot-long Hall of Justice (completed in 1970), which are set at a slight angle to each other and joined together by a central rotunda with a golden spire serving as the symbolic center of the Campus. The rounded ends of the two buildings are built into the sides of hills, where they are not merely placed on parcels of land, but are integrally connected to the landscape.

The Marin County Civic Center NHLD encompasses an 81.5-acre site within the greater Civic Center Campus and contains six contributing elements: 1) the Administration Building, 2) the Hall of Justice, 3) the U.S. Post Office Building (completed in 1962), 4) the lagoon and associated features, 5) landscaping, and 6) circulation features. The NHLD also contains four non-contributing elements: 1) the County General Services Building near the western edge of the Campus along Highway 101, 2) the Marin Veterans' Memorial Auditorium (VMA) near the northern edge of the lagoon, 3) the Exhibit Hall Building that includes the fairgrounds and associated storage buildings, and 4) the Marin County Jail situated in the hill adjacent to the Hall of Justice and generally concealed from view.

Although the Project site has not been identified as a contributor to the NHLD, and no historic resources have been recorded within it, the southern portion of the Project site is within the boundaries of the NHLD (Figure IV.5-1).

Evaluation

While the proposed Project does not have the potential to directly impact any of the contributors of the Marin County Civic Center NHLD, and the Project site is not a contributor to the NHLD, it does have the potential to indirectly alter the setting and visual qualities of the NHLD. Per State CEQA *Guidelines* §15064.5(b), a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. A substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired. When alterations are made that have the potential to impact a historic property, adverse impacts

can be avoided by identifying the important design characteristics of the historic property to ensure that newly introduced features or the rehabilitation of existing features are consistent with the historic design, are visually subordinate to the historic properties, and are recognized as modern features.

All of the proposed permanent structures described in Section II, Project Description, including the three CFA buildings, two restrooms, and walk-in refrigerator/storage/kiosk structures, would fall outside, and to the north of, the NHLD boundaries. Those portions of the Project that would fall inside of the NHLD boundaries, at the southern end of the Project site, would include portions of the rows of market stalls and their associated shade canopies and landscaping.

In 2005, the Marin Civic Center Master Design Guidelines (Royston Hanamoto Alley & Abey, 2005; "Master Design Guidelines") were prepared to provide a standard for future development and the criteria necessary to protect the architectural character of the Marin County Civic Center NHLD, preserve historic structures, and reduce adverse visual effects while relating any new development to the historic context. The guidelines, which apply to the entire Civic Center Campus, not just the portion within the NHLD, are intended to ensure that future projects will meet the Secretary of the Interior Standards for the Treatment of Historic Properties, comply with the 1992 Civic Center Open Space Ordinance (see Section IV.11, Land Use and Planning, Setting discussion), and build on the design principles set out by Frank Lloyd Wright. These guidelines also suggest that all future development be designed sustainably in accordance with green building practices. The Master Design Guidelines define design parameters for the following elements:

- Site organization to include views, parking locations and capacities, and traffic;
- Buildings and architecture;
- Landscape and site elements to include planting, irrigation, paving, site furniture, riparian environments, lagoon, park areas, streetscapes, parking lot design, lighting, and signage.

Site Organization

The Project would not alter any of the roads surrounding the Project site, including Civic Center Drive. The Project site is currently used for overflow parking, but would continue to be available for this purpose on non-market days and in the evening. The Project site is minimally visible from the Civic Center buildings and from other contributing resources within the NHLD, due to its distance and intervening topography and vegetation. Potential effects on scenic views are discussed in Section IV.1, Aesthetics, topic a, which finds that none of the important View Corridors defined in the Master Design Guidelines would be affected by the Project (scenic views from the Project site, including views of the partially-visible Civic Center buildings are also discussed in Section IV.1).

The proposed siting of the CFA buildings, near the northern extent of the Project site, intentionally places them as far as possible from the Civic Center buildings, as discussed in the Masterplan Report for the Project (Agricultural Institute of Marin, 2020): “Its siting… at the far corner of the Farmers Market--ensures that it will act as a “background building”, and will not compete with the Center. In fact, there are no vantage points from which the two buildings [i.e., the Civic Center buildings and the CFA buildings] will be seen together” (ibid, p. 48). The Masterplan Report also discusses the designer’s attempt to place the CFA buildings in the context of the historic Civic Center buildings, without detracting from them; “the placemaking aspects of the design takes the Marin County Civic Center [buildings] relationship into consideration… by orienting the building volumes and entrances inward to the plaza open space between the structures as a unified compound. The “v” shape of the space opens up to the farmers market and to the Civic Center in a symbolic gesture” (ibid, p.50). Consequently, the Project structures would not substantially alter the historic setting or visually detract from the Civic Center buildings, allowing their historic significance to remain intact. The proposed Project would not have a significant effect on site organization.

Buildings and Architecture

The designs of the proposed new structures would meet the requirements in the Master Design Guidelines for architectural compatibility and differentiation of any new buildings in the Marin Civic Center Campus NHLD, all of which are intended to reduce adverse visual effects while relating any new development to the historic context. The proposed new buildings would adhere to many of the design recommendations identified in the Master Design Guidelines, including an emphasis on horizontality, a reduction in the box-like nature of new buildings by making walls transparent and screen-like with human-scaled openings, a reduction in the number of building components in order to allow light, air and views to permeate and unify the buildings, as well as the use of uniform materials as much as possible to emphasize the form of the building, making it clearer and more expressive. The shade canopies would feature a simple curved fabric canopy, intended to reflect the arches and curves used throughout the Civic Center Campus. The historic Civic Center buildings are at a considerable distance from the Project site, and views of them are partially obscured by topography and vegetation. The proposed permanent structures would therefore be subordinate to the historic properties, and would not compete with them.

Given these considerations, the proposed permanent structures would be consistent with the historic design of the Civic Center Campus, would be visually subordinate to the historic properties within the Marin Civic Center Campus NHLD, and would be recognized as modern features. Therefore, the Project would have no significant effect on historic buildings or architecture.

Landscape and Site Elements

Finally, the proposed Project would have no significant impact on landscape and site elements as the Project site is currently devoid of any such features that could be affected by the proposed Project. It is assumed that landscape and site elements would be designed according to the Master Design Guidelines.

For these reasons, the proposed Project would have a less-than-significant impact on historic architectural resources. No mitigation measures would be required.

b) Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA *Guidelines* §15064.5?

A Cultural Resources Assessment Report (CRAR) was prepared for this Initial Study by Achasta Archaeological Services (Achasta), under contract to Sicular Environmental Consulting (Wheelis and Morley, 2023).[5] The CRAR was prepared to determine the potential for archaeological resources to be present within the Project area and to provide recommendations about their potential significance, using the criteria for eligibility for listing on the California Register of Historical Resources (CRHR), in accordance with the criteria in State CEQA *Guidelines* §15064.5.

Achasta conducted a review of published literature, historic maps, and aerial photographs that revealed that the Project site previously consisted of marshlands that were filled between 1942 and 1947.

Achasta requested a records search of the California Historical Resources Information System, Northwest Information Center (NWIC) at Sonoma State University in Rohnert Park. The search included the Project site and a ¼ mile radius around it. The records search reported that ten previous cultural resource studies have been conducted that included the Project site. The search returned no previously recorded archaeological sites or other cultural resources within the Project site itself, but three previously recorded pre-contact archaeological resources were identified within the ¼ mile search radius

Achasta requested a Sacred Lands File search from the Native American Heritage Commission (NAHC) for known Native American cultural resources within the study area and a list of Native American individuals or groups with a cultural affiliation to the study area. The Sacred Lands File search request returned positive results for Tribal Cultural Resources within the Project area and provided a list of three contacts with an interest in the Project area. All three were contacted to request comment and additional information

[5] Because it contains sensitive information on the location of archaeological resources, the CRAR is kept confidential in the Marin County Community Development Agency files.

regarding traditional landscapes or areas of cultural significance in the Project area, but no response was received.[6]

Achasta senior archaeologist Brenna Wheelis conducted a pedestrian archaeological survey of accessible portions of the Project site on September 26, 2022. No pre-contact or historic period archaeological sites or other cultural resources were identified in the survey.

The Project site is currently capped with approximately one to four feet of imported fill material. The proposed grading plan for the Project includes 440-cubic yards of cut and 7,810-cubic yards of fill. The likelihood that cultural resources may be discovered during the grading work is considered low, due to the shallow depths of proposed excavation and the vertical extent of fill that presently overlays the Project site. However, to date, a geotechnical evaluation of the Project site's soil and geological conditions has not been conducted and the actual depth of the Project's required grading activities remain unknown. Additionally, trenching for underground utilities could potentially extend through the fill into the native soils below.

Although no archaeological resources or site indicators were observed during the field assessment, the Project site's level of sensitivity is considered moderate to high, due to its proximity to three previously recorded precontact resources, the positive results of the NAHC Sacred Lands File search, and the proximity of the Project site to Gallinas Creek. Finally, because the Project's grading and utility plans have not been finalized, and because of the absence of soil testing within the Project site, there remains the potential for adverse impacts to unknown subsurface cultural deposits. An archaeological subsurface testing program, evaluation, and response is therefore included as a mitigation measure to reduce this impact to less than significant; see below.

Marin County Code §22.20.040 (E) addresses potential accidental discovery of archaeological, historical, and paleontological resources during construction. This Code section states that, in the event that archaeological, historic, or paleontological resources are discovered during any construction, construction activities shall cease, and the Community Development Agency shall be notified so that the extent and location of discovered materials may be recorded by a qualified archaeologist, and disposition of artifacts may occur in compliance with State and Federal law.

Marin County Code §5.32 requires a permit for excavation of "Indian middens" (i.e., Native American shellmounds). Permits require sixty days to allow archaeological excavation of the site.

As discussed in Section IV.11, Land Use and Planning, the Marin County Code applies only to the unincorporated areas of the County, and therefore not to the Civic Center

[6] As discussed in Section IV.18, Tribal Cultural Resources, the County subsequently consulted with one of the Tribes regarding Tribal Cultural Resources.

Campus, which is entirely within the City of San Rafael. The County, however, considers the County Codes to set standards for development within the Civic Center Campus. Since accidental discovery of previously unrecorded archaeological resources could cause a significant impact, the mitigation measures CUL-3 and CUL-4, intended to be consistent with the applicable section of the County Code and current practice for outdoor construction projects in the County, are identified to reduce the potential for accidental discovery of previously unrecorded archaeological resources to less than significant.

Mitigation Measure CUL-1: Archaeological Subsurface Testing Program

Following the development of the Project design and prior to the issuance of permits, the Project applicant shall retain a qualified archaeological consultant to conduct an archaeological subsurface testing program at the Project site to determine if subsurface cultural materials exist in the Project site, and, if applicable, to identify the nature and extent of the subsurface cultural materials. Testing may be conducted concurrently with the required geotechnical investigations of the Project site, if feasible.

The subsurface testing program shall be preceded by an archaeological testing plan (ATP) prepared by a qualified archaeologist in collaboration with the Marin County Community Development Agency (Community Development Agency) and a Native American Tribe registered with the Native American Heritage Commission (NAHC) for Marin County that is traditionally and culturally affiliated with the geographic area as described in Public Resources Code §21080.3 (NAHC-listed Tribe). The ATP shall outline the goals and methods of the testing program (including consideration of ground penetrating radar (GPR) and Human Remains Detection (HRD) dogs, mechanical coring, and mechanical backhoe trenching), the cultural context of the testing area, and the anticipated resources within the testing area. A final report documenting the results of the archaeological testing program shall be prepared by a qualified archaeologist for review by a NAHC-listed Tribe and the Community Development Agency within one month of the completion of the testing program.

The final archaeological testing results report may include provisions for monitoring during construction and an archaeological monitoring plan (AMP) shall be prepared by a qualified archaeologist. The AMP shall include the construction activities to be monitored, construction work stoppage procedures, and notification protocols in case significant resources are encountered requiring further treatment. A final report documenting the results of monitoring shall be prepared by a qualified archaeologist for review by a NAHC-listed Tribe and the Community Development Agency within two months of the completion of monitoring.

If the Community Development Agency determines, based on recommendations from a qualified archaeologist and a NAHC-listed Tribe, that any identified resource may qualify as a historical resource or unique archaeological resource (defined in CEQA Guidelines §15064.5) or a tribal cultural resource (defined in PRC §21080.3), the resource shall be avoided, if feasible. This may be accomplished through planning construction to avoid the

resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement.

If the resource cannot be avoided, an archaeological data recovery and treatment plan (ADRTP) shall be developed by a qualified archaeologist in collaboration with a NAHC-listed Tribe and the Community Development Agency. The ADRTP shall identify how the proposed data recovery program will preserve significant information, including research questions applicable to the resource context, the data classes the resource is expected to possess, how the data classes would address the research questions, the methods of field recovery, and the analysis and treatment of recovered materials. Final treatment of all identified resources shall be completed in accordance with a treatment plan provided by a NAHC-listed Tribe. In accordance with PRC §21083.2(d), data recovery shall be limited to the portions of the resource that would be adversely affected by the Project. Destructive data recovery methods shall be avoided if nondestructive methods of recovery are applicable.

Mitigation Monitoring Measure CUL-1

Marin County's Project Manager will oversee and ensure implementation of Mitigation Measure CUL-1. The Project sponsor, Agricultural Institute of Marin, will be responsible for ensuring preparation and implementation of the ATP and a subsequent archaeological data recovery program (if applicable), which shall be completed prior to commencement of Project construction.

Mitigation Measure CUL-2: Interpretive Program

In consultation with a local Tribal organization the Project sponsor shall implement a cultural resources interpretive program. A cultural resources interpretive program shall be developed prior to implementation. The program would identify, as appropriate, proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, cultural displays and interpretation, gardens and landscaping, and educational panels or other informational displays. In consultation and collaboration with the local Tribal organization, the interpretive program shall be implemented by the Project sponsor.

Mitigation Monitoring Measure CUL-2

The Project sponsor, Agricultural Institute of Marin, will be responsible for ensuring the implementation of Mitigation Measure CUL-2, which shall be completed prior to Project opening, and will submit the cultural resources interpretive program to Marin County's Project Manager prior to final inspection.

Mitigation Measure CUL-3: Cultural Resources Sensitivity Training

A cultural resource sensitivity training led by a Secretary of the Interior-qualified archaeologist and a representative from a local Tribal organization shall be conducted for all construction personnel prior to any ground-disturbing activities. The training program will include relevant information regarding sensitive cultural resources and tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The training program will also describe appropriate avoidance and minimization measures for resources that have the potential to be located in the Project site and will outline what to do and who to contact if any potential cultural resources or tribal cultural resources are encountered. The training program will emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance to Native Americans.

Mitigation Monitoring Measure CUL-3

The Project sponsor, Agricultural Institute of Marin, will be responsible for ensuring the implementation of Mitigation Measure CUL-3, and will submit a copy of the outline of the training to Marin County's Project Manager prior to the scheduled training session.

Mitigation Measure CUL-4: Inadvertent Discovery of Cultural Resources

If pre-contact or historic-era archaeological resources are encountered during Project implementation, all construction activities within 100 feet shall halt, and a Secretary of the Interior-qualified archaeologist shall inspect the find within 24 hours of discovery and notify the County of their initial assessment. If the find is deemed pre-contact, a NAHC-listed Tribe will be invited to evaluate the find. Pre-contact archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-era materials might include building or structure footings and walls, and deposits of metal, glass, and/or ceramic refuse.

If the County determines, based on recommendations from a Secretary of the Interior-qualified archaeologist and a NAHC-listed Tribe (if the resource is Native American related), that the resource may qualify as a historical resource or unique archaeological resource (defined in CEQA Guidelines Section 15064.5) or a tribal cultural resource (defined in PRC Section 21080.3), the resource shall be avoided, if feasible. This may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement.

If avoidance is not feasible, the County shall work with a Secretary of the Interior-qualified archaeologist and a NAHC-listed Tribe (if the resource is Native American-related) to

determine treatment measures to avoid, minimize, or mitigate any potential impacts or adverse effects to the resource. This shall include documentation of the resource and may include data recovery, if deemed appropriate, or other actions such as treating the resource with culturally appropriate dignity and protecting the cultural character and integrity of the resource.

Mitigation Monitoring Measure CUL-4

The Project sponsor, Agricultural Institute of Marin, will be responsible for ensuring the implementation of Mitigation Measure CUL-4, and will report any accidental discovery of potential cultural resources to Marin County's Project Manager immediately.

c) Would the Project disturb any human remains, including those interred outside of formal cemeteries?

Ground disturbing activities associated with site preparation, grading, and construction activities could also disturb human remains, including those interred outside of formal cemeteries. The potential to uncover Native American human remains exists in locations throughout California. Given the relative proximity of three previously recorded precontact archaeological sites and the environmental context of the Project site, there is the potential for accidental discovery of human remains during Project construction. If not properly treated, this could result in a significant impact.

Section 7050.5(b) of the California Health and Safety code requires certain procedures to be implemented if human remains, or possible human remains, are discovered. Section 7050.5(b) states:

> In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code.

The County Coroner, upon recognizing the remains as being of Native American origin, is responsible to contact the Native American Heritage Commission (NAHC) within 24 hours. The Commission has various powers and duties, including the appointment of a Most Likely Descendant (MLD) to the Project. The MLD, or in lieu of the MLD, the NAHC, has the responsibility to provide guidance as to the ultimate disposition of any Native American remains.

With adherence to Section 7050.5(b) of the California Health and Safety code, the potential for the disturbance of human remains during Project construction would be less than significant. However, to ensure compliance with Section 7050.5(b), and therefore to ensure that the potential impact is adequately mitigated, Mitigation Measure CUL-5 is added.

Mitigation Measure CUL-5: Training for Accidental Discovery of Human Remains.

The archaeological training specified in Mitigation Measure CUL-3 shall include training on identification of human remains or potential human remains, and on the procedures to follow in the event of such discovery.

Mitigation Monitoring Measure CUL-5:

See Monitoring Measure CUL-3.

References

Agricultural Institute of Marin, 2020. The Center for Food and Agriculture & Marin Farmers Market Masterplan: Masterplan Phase 2 Summary Report, Final Draft. Prepared by April Philips Design Works, Inc., July 20, 2020.

Royston Hanamoto Alley & Abey, 2005. Marin County Civic Center Master Design Guidelines. Final Report, December 20, 2005.

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6. Energy

Would the Project:	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

a) Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?

The Project would use energy during both construction and operation. During construction, energy use would be primarily in the form of electricity and diesel fuel required to power a variety of construction equipment, as well as gasoline associated with car trips from construction workers driving to and from the site each day. Operation of the site would use energy primarily in the form of electricity for the CFA buildings, market stalls (each of which would have an electrical outlet), restrooms, and vendor facilities such as a walk-in refrigerator. Energy in the form of liquid fossil fuels and electricity would also be used by vendors and patrons for transportation to and from the market.

The CalEEMod emissions model, which was used to estimate Project air emissions (see Sections IV.3, Air Quality and IV.8, Greenhouse Gas Emissions) was also used to estimate Project energy use, as shown in Table IV.6-1.

The Project would require a building permit from Marin County Community Development Agency for construction of the CFA buildings. The buildings would therefore be required to meet the minimum standards of the Marin County Green Building Code (Title 19 Marin County Building Code, Subchapter 2 – Green Building) and California Title 24 (the CalGreen building code). The Green Building Code was last updated in 2022. The Green Building Requirements include energy efficiency standards that would minimize energy use in the buildings, ensuring that they do not use energy wastefully. Furthermore, the Green Building Requirements prohibit use of natural gas appliances in new construction. AIM, the Project

sponsor, also plans to install solar photovoltaic panels that would produce enough power to cover needs of the CFA buildings with this renewable energy source.

Table IV.6-1: Energy Usage

Energy Source	Amount	Unit
Construction (Total)		
Diesel	28,870	Gallons
Gasoline	2,416	Gallons
Operations (Annual)		
Electricity use	159,966	kWh/yr
Gasoline	164,679	Gal/yr

Sources: CalEEMod model run (Appendix B)
U.S. Energy Information Administration, Carbon Dioxide Emissions Coefficients, February 2, 2016. https://www.eia.gov/environment/emissions/co2_vol_mass.php

Currently at the Marin Farmers Market, market stalls do not have electrical outlets, so some vendors must use portable generators for power for refrigeration, an inefficient use of energy. Provision of electrical outlets at the market stalls would result in much more efficient use of energy.

The Marin Farmers Market emphasizes local produce for local residents, an inherently energy efficient strategy for provision of food in urban areas. Furthermore, the market itself would be energy efficient because, as an open-air, daytime market, it would depend on natural lighting and ventilation. Energy-efficient transportation to the Project site would be by rail, bus, bicycle, and on foot (see Section IV. 17, Transportation).

Overall, minor amounts of energy would be used for the Project and energy would not be used in wasteful, inefficient, or unnecessary ways. This impact would therefore be less than significant.

b) Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Marin County's Green Building Code and the State-wide CalGreen Green Building Code are the primary local and state plans and policies on renewable energy and energy efficiency that apply to the Project's buildings. As noted above, the Project would be required to obtain a building permit from Marin County that enforces the standards contained in the building codes.

The Marin County Climate Action Plan 2030 (Marin County, 2020) contains policies and programs to achieve numerical targets for greenhouse gas (GHG) reduction consistent with the Statewide goal, established by Senate Bill 32 of 2016, to reduce emissions 40 percent below 1990 levels by 2030. Many of the strategies contained in Climate Action Plan 2030 address energy efficiency. While Climate Action Plan 2030 applies to the unincorporated areas of the County, one strategy for agricultural and working lands directly pertains to the Project: **Strategy AG-C8: Agricultural Institute of Marin's Center for Food and Agriculture** states that

the Center for Food and Agriculture and the Farmers Market will be the connection point between those who need quality, nutrient-dense foods and those who make their livelihood providing it in a way that mitigates the climate crisis, and that regenerates healthy soils, healthy pastures, and healthy seas.

Given that the Project would be required to comply with State and local Green Building Codes, and the consistency of the Project with Climate Action Plan 2030, the Project would have no impact with regard to conflicting with or obstructing a State or local plan for renewable energy or energy efficiency.

References

Marin County, 2020. Climate Action Plan 2030. Adopted by the Board of Supervisors December 2020. Available at: https://www.marincounty.org/depts/cd/divisions/sustainability/climate-and-adaptation.

X

7. Geology and Soils

Would the Project:	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
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.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

The Geology and Soils section of this Initial Study was prepared by Peter G. Hudson, Certified Engineering Geologist, of Sutro Science LLC, on behalf of Sicular Environmental Consulting.

a) Would the Project 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.

Earthquake faults that are delineated under the Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act) are typically considered sufficiently active and well-defined and have experienced displacement within Holocene time (about the last 11,000 years) (Bryant and Hart, 2007). Faults that are zoned under the Alquist-Priolo Act can rupture at the surface during an earthquake causing considerable damage to structures and utilities. There are no faults zoned under the Alquist-Priolo Act beneath the Project site or in the near-vicinity. The closest Alquist-Priolo zone to the Project site is the San Andreas Fault Zone, located 10 miles to the southwest.

Two “Quaternary faults” have been mapped in the Project vicinity: one just north of the Project site and one 0.56-miles to the east (Rice et.al, 1976, MarinMap, 2023). These faults are assumed to be buried beneath Quaternary-aged deposits (200 to 1.6 million years old). No evidence of recent or Holocene displacement has been found for these faults and they are not considered active (Rice et.al, 1976).

The absence of faults zoned under the Alquist-Priolo Act at the Project site indicates that the potential for surface fault rupture is very low and thus this impact is less than significant.

ii) Strong seismic ground shaking?

Marin County will likely experience ground shaking from a major regional earthquake during the life of the Project. The 2014 Working Group on California Earthquake Probabilities concluded from its updated 30-year earthquake forecast for California that there is a 72-percent probability of at least one earthquake of magnitude 6.7 or greater occurring somewhere in the San Francisco Bay region before 2043 (USGS, 2016). The Project site would be most affected by earthquakes on the San Andreas fault and Hayward-Rodgers Creek fault. There is a 22 percent chance of a magnitude 6.7 earthquake occurring between now and 2043 on the San Andreas fault and a 33 percent chance on the Hayward-Rodgers Creek fault (USGS, 2016).

The Project site is located in an area mapped as having the highest degree of ground shaking amplification because this area is underlain by alluvium[7] and unconsolidated artificial fill placed over Bay mud[8] (Rice et.al; MarinMap, 2023). Seismic waves are amplified in these materials far more than they are in consolidated deposits or bedrock. Structural damage and injury during an earthquake are inherent risks in seismically active regions such as Marin County. Ground shaking could cause some structural damage and possibly injure those at the Project site. However, Marin County and California building code requirements are developed to address projected structural response to ground shaking and the resulting seismic design criteria required for new construction and renovations ensure that the risk of structural collapse is greatly reduced. This also applies to the three proposed pre-fabricated CFA structures, which would be required to comply with federal, state, and local building codes. While earthquake ground shaking would be felt at the Project site, seismic design criteria as prescribed in the California Building Code would reduce the risk of building collapse and injury to visitors. This impact would therefore be less than significant.

iii) Seismic-related ground failure, including liquefaction?

As discussed above, based on available geologic mapping, the Project site is underlain by mixtures of Quaternary-age alluvium and artificial fill materials, which overlie Bay mud (Rice, et.al 1976; MarinMap, 2023). Depending on the level of saturation and content of the sand and gravel, the artificial fill and Bay mud deposits can be susceptible to liquefaction[9] during an earthquake. The Project site

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[7] Alluvium is unconsolidated deposits of clay, silt, sand, and gravel underlying the bottom lands of the main stream valleys, consisting of materials transported and deposited by streams (Rice et.al, 1976).
[8] Bay muds are thick, unconsolidated layers of saturated silty clay that occur at the margins of the San Francisco, San Pablo, and Richardson Bays. In many locations on the San Francisco Bay margin, artificial fill was placed on these Bay mud deposits in efforts to reclaim bay lands for development.
[9] Liquefaction occurs when saturated sandy or gravelly materials become liquified due to ground shaking during an earthquake. Liquefaction causes a material to lose bearing strength and can result in differential settlement and consolidation, which, in turn, can damage structures and utilities.

is located in a zone of high to very high liquefaction potential (MarinMap, 2023). The building permit process for the Project would require a comprehensive geotechnical evaluation prior to construction. Such an evaluation would determine the degree of liquefaction potential and, if a hazard exists, would recommend standard, industry-accepted geotechnical engineering methods that would minimize or eliminate adverse effects of soil failure. Remedial methods could include removal of problematic soils and replacement with competent fill, installation of vertical foundation piles that are founded in deeper, non-liquifiable materials, or soils stabilization through in-situ soil improvement techniques (e.g., in-situ densification using vibro-compaction or compaction grouting) (CGS, 2008). While liquefaction hazards may exist at the Project site, they can be reduced or eliminated through standard geotechnical remedies and thus this impact is less than significant.

iv) Landslides?

The Project site is relatively level with minimal relief and contains no sloping ground susceptible to downslope failure. The California Geological Survey classifies the Project site and immediate vicinity as Zone 1, which is described as the most stable slope category (Rice et.al, 1976). Slope failure resulting in landslides does not represent a potential geologic hazard and thus, there is no impact.

b) Would the Project result in substantial soil erosion or the loss of topsoil?

Post-construction, the Project site would be occupied by buildings, canopies, and hardscape (pathways, concrete and asphalt), which would not leave soils exposed to erosion, except those in actively managed and properly drained landscaped and garden areas. Temporary erosion of surface soils and fill stockpiles is possible during the construction phase of the Project when soil is disturbed and exposed to precipitation. However, under the Construction General Permit (CGP) (discussed in detail in Section IV.10, Hydrology and Water Quality), the permit applicant or their contractor(s) would implement stormwater controls [(aka Best Management Practices (BMPs)], as set forth in a detailed Stormwater Pollution Prevention Plan (SWPPP). SWPPPs must describe the specific erosion control and stormwater quality BMPs needed to reduce erosion and minimize pollutants in stormwater runoff with adequate details of their placement and proper installation. Under the CGP, there is a low potential that the Project site would be impacted by a substantial degree of erosion.

The site surface is currently covered with compacted fill material and gravel. The Natural Resource Conservation Service (NRCS) classification for soils on the Project site is 203, Xerorthents, Fill (MarinMap, 2023). These soils are not considered by the NRCS as Prime Farmland soils or Soils of Statewide Importance nor do the soils currently support agriculture. Therefore, the proposed development of the Project site would not result in a substantial loss of valued topsoil. This impact is less than significant.

c) Would the Project 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?

The Project site is underlain by mixtures of alluvium and artificial fill that have been placed on Bay mud (Rice, 1976; MarinMap, 2023). Under its current condition, the Project site is stable. During an earthquake, however, it would likely experience strong ground shaking and some areas of the site could be subjected to liquefaction-related ground failure (subsidence, settlement, collapse), as discussed above under topic a.ii.[10] Once the site is developed under the proposed Project, the geotechnical ground improvements required by the California Building Code for building foundations, common areas, and pavements would improve the overall site stability under both static (non-earthquake) and earthquake conditions. The required ground improvements could include removal, strengthening, or avoidance (i.e., the use of driven foundation piles) to remedy problematic soils. Recommendations for the necessary geotechnical ground improvements would be provided by a licensed geotechnical engineer following a design-level geotechnical investigation. The Project site would undergo geotechnical ground improvements resulting in greater soil stability than the parcel's current conditions and thus, this impact is less than significant.

d) Would the Project 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?

Expansive soils contain clays that swell when they are wet and shrink when desiccated. The seasonal shrink and swell cycles can, over time, damage foundations and utilities. As stated above, the soils at the Project site are mapped as alluvium and artificial fills placed over Bay mud. The geologic mapping indicates that the degree of soil expansiveness at the Project site is "nil" and thus, these soils are not considered expansive (MarinMap, 2023). Soil samples that would be obtained during the design-level geotechnical investigation for the Project would determine the fraction and characteristics of the clay in the underlying soils to verify whether the soils are expansive. If expansive soils are identified on the Project site, recommendations to remedy them using standard, industry-accepted geotechnical methods would be provided by the geotechnical engineer. Geotechnical methods could include soil removal and replacement or stabilization through in-situ treatment. Because there is a low likelihood for the presence of expansive soils within the Project site, and any expansive soils found during future site investigations would be addressed during the required geotechnical investigation, this impact is less than significant.

[10] It is unlikely that the Project site would be susceptible to landsliding and lateral spreading because those ground failure mechanisms occur on slopes. The Project site is nearly flat with little relief.

e) Would the Project 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?

The Project proposes to route the sanitary sewer lines from the restrooms and CFA buildings into the municipal sewer via a lift station to a sewer main beneath Civic Center Drive. Septic systems or alternative wastewater systems are not necessary for the Project and so there is no impact of this kind.

f) Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

As discussed above, available geologic mapping reveals that the soils on the Project site consist of mixtures of unconsolidated alluvium and artificial fills overlying Bay mud (Rice et.al, 1976; MarinMap, 2023). The artificial fill materials were reworked when excavated, imported, and placed on the parcel and thus, there is a low probability that those materials contain intact paleontological resources such as fossilized remains. Geologically young and unconsolidated alluvium deposits rarely, if ever, contain fossilized remains. Given the young age and the nature of the artificial fill and alluvial materials, there is a low probability that the shallow construction excavations necessary during Project site development would encounter fossilized remains.

The Project site is currently a flat-lying vacant lot and does not contain a unique geologic feature. This impact is therefore less than significant.

References

California Geological Survey (CGS), 2008. Guidelines for Evaluating and Mitigating Seismic Hazards in California. Special Publication 117A.

Bryant William A, Hart E. W., 2007 Fault-Rupture Hazard Zones in California. Alquist-Priolo Earthquake Fault Zoning Act With Index to Earthquake Fault Zones Maps. California Department of Conservation, California Geological Survey. Special Publication 42, Interim Revision.

MarinMap 2023, Geographic Information System for Marin County California. Accessible at https://www.marinmap.org/Html5Viewer/Index.html?viewer=smmdataviewer. Accessed January 10, 2023.

Rice, Salem J., Smith T., and Strand R.,1976. (Rice et.al 1976) Geology for Planning: Central and Southeast Marin County, CDMG Open File Report 76-2 California Geological Survey (CGS) 1976. [formerly the California Department of Conservation, Division of Mines and Geology (CDMG)].

USGS, 2016. Earthquake Outlook for the San Francisco Bay Region 2014-2041. Fact Sheet 2016-3020, Revised August 2016 (version 1.1). Accessible at: https://pubs.er.usgs.gov/publication/fs20163020 Accessed January 19, 2023.

8. Greenhouse Gas Emissions

Would the Project:	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

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

The CalEEMod model was used to estimate greenhouse gas (GHG) emissions during Project construction and operation. The results are shown in Table IV.8-1.[11] The modeling assumed use of photovoltaic panels to power the CFA buildings.

Table IV.8-1: Estimated Greenhouse Gas Emissions

Source	GHG Emissions (Metric Tons CO_2 Equivalent)
Construction GHG Emissions (Total)	
Construction equipment, worker vehicles	314.8
Operational GHG Emissions (Annual)	
Energy use	9.4
Mobile	1,464.0
Solid Waste	13.5
Water/Wastewater	3.04
Total:	**1,490**

Source: CalEEMod model run (Appendix B)

The Bay Area Air Quality Management District (BAAQMD) recently revised its significance thresholds for greenhouse gas (GHG) emissions and climate change impacts (BAAQMD, 2022). The BAAQMD now recommends that land use projects demonstrate a "fair share" contribution to meeting the State's 2045 carbon neutrality goal, established by Governor Brown in Executive Order B-55-18, and more recently codified by Governor Newsom's

[11] New landscaping proposed for the Project site, especially the planned planting of larger tree species, would sequester carbon as the plantings grow, resulting in offset of a small portion of the annual emissions.

signing of AB 1279 in September 2022. The BAAQMD's new threshold states that a project's fair share of implementing the carbon neutrality goal can be met by demonstrating either A or B in the following:

A. Projects must include, at a minimum, the following project design elements:

1. Buildings

a. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).

b. The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines [Energy analysis].

2. Transportation

a. Achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:

i. Residential projects: 15 percent below the existing VMT per capita

ii. Office projects: 15 percent below the existing VMT per employee

iii. Retail projects: no net increase in existing VMT

b. Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.

B. Projects must be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b).

The BAAQMD's justification report for this policy (BAAQMD, 2022) states that, "If a project is designed and built to incorporate these design elements, then it will contribute its portion of what is necessary to achieve California's long-term climate goals—its "fair share"—and an agency reviewing the project under CEQA can conclude that the project will not make a cumulatively considerable contribution to global climate change. If the project does not incorporate these design elements, then it should be found to make a significant climate impact because it will hinder California's efforts to address climate change."

Table IV.8-2: Conformance with BAAQMD Criteria for Project's Fair Share Contribution to Achieving Carbon Neutrality Goal

Criterion	Analysis	Conclusion: Meets Criteria? (Yes/No)
A. Project Design Elements		
1. Buildings		
a. Natural Gas Appliances/Plumbing	The Project sponsor has indicated their intent to use natural gas in the CFA buildings. However, Marin County's Green Building Code requires all newly-constructed buildings, residential and non-residential, to be all-electric, and the Project will be required to comply with Building code requirements.	Yes
b. Energy Usage	As discussed in Section IV.6, Energy, topic a, the Project would not result in any wasteful, inefficient, or unnecessary energy usage.	Yes
2. Transportation		
a. VMT Reduction	Section IV.17, Transportation, topic b, analyzes the Project's projected VMT and finds the Project consistent with the local Senate Bill 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA.	Yes
b. EV Charging	The Marin County Green Building Code, which would set the requirements for the Project's building permit for the CFA buildings, incorporates the requirements of CalGreen Tier 2, including provision of EV charging capability. In addition, the Project plans include 14 EV charging stalls for use by market vendors, and by others on non-market days. Another 43 stalls would be "EV ready."	Yes
B. Consistency with a local GHG reduction strategy	See discussion under topic b in this section.	Yes

As shown in Table IV.8-2, the Project would meet both approach A and B for demonstrating a fair share contribution to achieving the carbon neutrality goal. Both for the Project Design Elements approach and the Conformance with a GHG reduction strategy, meeting the criteria is dependent on application of the County Green Building Code, which requires all new construction to be all-electric, without natural gas plumbing or service. Since the Project would contribute its fair share toward achieving carbon neutrality, carbon emissions associated with Project operation would be less than significant.

a) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

- The Marin County Climate Action Plan 2030 (Marin County, 2020) contains policies and programs to achieve numerical targets for greenhouse gas (GHG) reductions consistent with the Statewide goal, established by Senate Bill 32 of

2016, to reduce emissions 40 percent below 1990 levels by 2030. Climate Action Plan 2030 applies to the unincorporated areas of the County, but one strategy for agricultural and working lands directly pertains to the Project: **Strategy AG-C8: Agricultural Institute of Marin's Center for Food and Agriculture** states that the Center for Food and Agriculture and the Farmers Market will be the connection point between those who need quality, nutrient-dense foods and those who make their livelihood providing it in a way that mitigates the climate crisis, and regenerates healthy soils, healthy pastures, and healthy seas.

- In 2022, Marin County added an all-electric requirement for new construction to the Green Building Code, prohibiting use of natural gas heating, water heating, cooking, and other appliances, natural gas plumbing, and new natural gas service. While the Project sponsor has not stated their intent to use all-electric appliances in the CFA buildings, construction of the buildings would require a building permit from Marin County Building Department, and so would be required to meet this standard.
- With adherence to the Green Building Code, the Project would have a less-than-significant impact with regard to conflicts with applicable plans, policies, and regulations adopted for the purpose of reducing the emissions of greenhouse gases.

References

Bay Area Air Quality Management District (BAAQMD), 2022. Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans. April 2022. https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines

Marin County, 2020. Climate Action Plan 2030. Adopted by the Board of Supervisors December 2020. Available at: https://www.marincounty.org/depts/cd/divisions/sustainability/climate-and-adaptation.

9. Hazards and Hazardous Materials

Would the Project:	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

a) Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b) Would the Project 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?

c) Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The Project does not propose to construct or operate a facility that mainly stores, handles or processes flammable or combustible chemicals or other hazardous materials or waste. Any use of hazardous materials would be incidental to Project construction and future use of the Project site.

The Project would involve construction activities that use limited quantities of hazardous materials, such as paint, solvents, oil and grease, concrete, and petroleum hydrocarbons. Any use of such materials carries the risk of accidental spill or release. The Project, however, would be subject to federal, State, and local laws and regulations governing hazardous material transport, storage, use, and disposal.

As discussed further in Section IV.10, Hydrology and Water Quality, topic a), the Project would be required to comply with federal National Pollutant Discharge Elimination System (NPDES) regulations by applying for coverage under the State Construction General Permit. Under the Construction General Permit, the Project would be required to implement construction BMPs as set forth in a detailed Stormwater Pollution Prevention Program. These would include measures for storage, use, and disposal of hazardous materials. As a result, the Project would not result in a significant impact related to accidental released of hazardous substances during Project construction.

Operation of the site, that is, post-construction use for the Farmers Market, Center for Food and Agriculture, and, on non-market days, as a parking lot, would also result in the use, storage, and handling of small quantities of hazardous materials associated with routine cleaning, maintenance, repair, and landscaping. Such materials may include petroleum products, cleansers, paints, batteries, and electronics. Risk of release of such materials in quantities and concentrations that could have a substantial adverse effect on the environment or human health is, however, low. Regarding disposal of small quantities of hazardous waste, Marin County operates a Household Hazardous Waste Collection Facility at 565 Jacoby Drive in San Rafael. The facility accepts hazardous materials from businesses on a fee basis.

A search of the area around the Project site using Google Maps identified no schools within ¼ mile. The closest school identified is Miss Nicky's Preschool and Toddler Center,

located at 159 Merrydale Road, located about 1,500 feet (about .29 miles) south of the Project site, across the US 101 Freeway. Other schools in the area at somewhat greater distance are the Acqua Montessori School at 8 North San Pedro Road, Ramirez Child Care at 227 El Prado Ave., and Abbey Montessori School, the Phoenix Academy, the Marin School, Brandeis Marin, and Venetia Valley School, all in the Santa Venetia neighborhood. According to the Marin County Community Development Agency, Planning Division and the City of San Rafael Community Development Department, Planning Division, there are currently no proposed schools in the vicinity of the Project site (Marin County Community Development Agency, 2023; City of San Rafael Community Development Department, 2023).

Given the limited amount of hazardous materials that would be used during Project construction and operation, the low risk of release of such materials through accidental spill or upset, and the availability of a facility for disposal of hazardous wastes, the Project would have a less-than-significant impact with regard to hazardous materials. As there are no schools existing or planned within ¼ mile of the Project site, and the Project would not result in hazardous emissions or handle acutely hazardous materials, there would be no impact with regard to potential effects of hazardous materials use on nearby schools.

With regard to hazardous air emissions during construction, please see the discussion of DPM emissions in Section IV.3, Air Quality, which finds that hazardous emissions would be less than significant with mitigation.

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?

A search of Government Code Section 65962.5 lists (Cortese List Data Resources) and the Geotracker database revealed no hazardous materials sites within or adjacent to the Project site (California EPA, 2023; California State Water Resources Control Board, 2023). There would be no impact of this kind.

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?

There are two airports within Marin County: Gnoss Field, a County airport about 10 miles north of the Project site, and San Rafael Airport, a private airport about one mile northeast of the Project site. San Rafael Airport does not have an adopted land use plan. The Project site is outside of the Basic Safety Zones for the San Rafael Airport (City of San Rafael, 2009, Figure 10-1), and so increased use of the Project site would not exacerbate existing safety hazards. As shown in Map 3-16 (San Rafael Airport Noise Contours) of the Marin Countywide Plan Noise Element (Section 3.10), the Project site is located outside the 55 dB, CNEL aircraft noise contour. Therefore, people working at or visiting the Project site

would not be exposed to excessive noise levels. This impact would therefore be less than significant.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

None of the roads within the Marin Civic Center Campus are designated evacuation routes. In the area around the Civic Center Campus, North San Pedro Road and Los Ranchitos Road are designated primary evacuation routes (MarinMap, 2023). As discussed in Section IV.17, Transportation, topic d, the Project would not interfere with emergency access to the Project site or surrounding area. The Project therefore would not impair implementation or physically interfere with an adopted emergency response plan or emergency evacuation plan.

References

City of San Rafael, 2009. San Rafael Airport Recreational Facility, Draft Environmental Impact Report. SCH No. 2006012125. Prepared by Lamphier-Gregory.

California Environmental Protection Agency, 2023. Cortese List Data Resources. https://calepa.ca.gov/sitecleanup/corteselist/. Accessed February 16, 2023.

California State Water Resources Control Board, 2023. GeoTracker database. https://geotracker.waterboards.ca.gov/ Accessed February 16, 2023.

MarinMap, 2023. Evacuation Routes layer. Accessed Feb. 16, 2023. www.marinmap.org.

10. Hydrology and Water Quality

Would the Project:	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
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;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
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	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	☐	☐	☒	☐

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

a) Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

The 3.7-acre Project site is located within the lower reaches of the 5.6-square-mile Gallinas Creek watershed at elevations of between 10 and 15 feet above mean sea level. Gallinas Creek and South Fork Gallinas Creek are the main drainages within the watershed and flow eastward from semi-rural headwaters through urban areas and tidal wetlands into San Pablo Bay. South Fork Gallinas Creek originates in the hills west of US 101 and is carried beneath the freeway and the Project site in a culvert before daylighting east of Civic Center Drive and flowing to the Bay. Adjacent to and west of the Project site is a vegetated drainage swale that empties into South Fork Gallinas Creek. Gallinas Creek is listed as an "impaired water body" on the San Francisco Regional Water Quality Control Board's (RWQCB) 303d list (list of impaired water bodies, pursuant to section 303d of the federal Clean Water Act) for high concentrations of the pesticide diazinon, a pesticide that is not proposed for use as part of the Project. A Total Maximum Daily Load (TMDL), essentially a pollutant prevention plan, has been established for Gallinas Creek by the RWQCB (RWQCB, 2018).

Construction of the Project would include earthwork activities (i.e., grading, excavation, and other soil-disturbing activities, such as landscaping). Stormwater runoff from construction activities is a common source of pollutants (mainly sediment) to receiving waters. Earthwork activities can loosen soils making them more susceptible to erosion from stormwater runoff, causing them to migrate to storm drains and downgradient water bodies. Increased sediment in South Fork Gallinas Creek could degrade water quality and/or exceed water quality standards. In addition, Project construction would likely involve the use of various materials typically associated with construction activities such as paint, solvents, oil and grease, petroleum hydrocarbons, concrete and associated concrete wash-out areas. If improperly handled, these materials could be released and transported offsite by stormwater runoff (nonpoint source pollution) where they could degrade receiving water quality.

Because the Project exceeds one acre of disturbance by construction activities, it would be required to comply with National Pollutant Discharge Elimination System (NPDES) regulations and obtain coverage under the State Construction General Permit (CGP). Compliance with the CGP is required by law and has proven effective in protecting water quality at construction sites. Under the requirements of the CGP, the permit applicant or their contractor(s) would implement stormwater controls, referred to as construction Best Management Practices (BMPs), as set forth in a detailed Stormwater Pollution Prevention

Plan (SWPPP). SWPPPs are a required component of the CGP and must be prepared by a California-certified Qualified SWPPP Developer (QSD) and implemented by a California-certified Qualified SWPPP Practitioner (QSP). SWPPPs must describe the specific erosion control and stormwater quality BMPs needed to minimize pollutants in stormwater runoff and detail their placement and proper installation. The BMPs are designed to prevent pollutants from contacting stormwater and to keep all products of erosion (i.e., sediment) and stormwater pollutants from migrating offsite into receiving waters.

Typical BMPs implemented at construction sites include placement of sediment barriers around storm drains, the use of fiber rolls or gravel barriers to detain small amounts of sediment from disturbed areas, and temporary or permanent stockpile covers to prevent rainfall from contacting the stockpiled material. In addition to erosion control BMPs, SWPPPs also include BMPs for preventing the discharge of other pollutants such as paint, solvents, concrete, and petroleum products to downstream waters. BMPs for these pollutants include routine leak inspections of equipment, maintaining labelling and inspecting integrity of containers, and ensuring that construction materials are disposed of in accordance with manufacture's recommended disposal practices and applicable hazardous waste regulations. Under the direction of the QSD, the QSP is required to conduct routine inspections of all BMPs, conduct surface water sampling, when necessary, and report site conditions to the State Water Resources Control Board (SWRCB) using the Stormwater Multi-Application Reporting and Tracking System (SMARTS).

Following the completion of construction (i.e., post-construction), the Project would be subject to compliance with the Phase II Stormwater NPDES Permit for small municipal separate storm sewer systems (MS4s) covering Marin's cities, towns and unincorporated areas. Provision E.12 of the MS4 Permit, the "Post-Construction Stormwater Management Program," is administered locally under the Marin County Stormwater Pollution Prevention Program (MCSTOPPP). Under MCSTOPPP post-construction requirements, the Project would be required to implement an approved Stormwater Control Plan consistent with the BASMAA post-construction manual (BASMAA, 2019), which specifies design guidance for stormwater treatment and control for projects in Marin.

Consistent with MCSTOPPP requirements, the Project includes design features that incorporate stormwater treatment and management as well as implementation of Low Impact Design (LID) stormwater measures. As described in Section II, Project Description, the site would be paved with a combination of permeable and impermeable paving materials, including pervious concrete in the drive aisles between rows of market stalls, impermeable eco concrete in the market stall areas, permeable concrete pavers in the CFA plaza area, and decomposed granite pathways in the CFA garden area. The paved areas would be underlain with a pervious base consisting of a three-to-four-inch layer of three-quarter-inch crushed drain rock over a nine-inch layer of coarse aggregate. The impervious pavement areas would be sloped to drain to the pervious areas, where stormwater would infiltrate into the pervious base and then into the ground. The CFA building roofs would drain via downspouts, which would be routed to

stormdrains leading to bioswales. The bioswales would overflow to the existing drainage ditch that runs between the Project site and the freeway. The entire site would be graded to promote drainage. The intent of the drainage plan is to manage most stormwater through infiltration, and to reduce stormwater runoff relative to the existing pre-development condition.

Required compliance with the prescriptions set forth by the CGP, SWPPP, and the post-construction requirements of MCSTOPPP, including application of BASMAA design guidelines, as well as implementation of associated BMPs, LID design features, and pollutant source controls, would prevent the discharge of pollutants to surface waters or groundwater and minimize or eliminate the potential for degradation of surface water or groundwater quality resulting from implementation of the Project. Water quality impacts related to violation of water quality standards or degradation of water quality would therefore be less than significant.

b) Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

Project construction of utilities and foundations would involve subsurface excavation. If shallow groundwater were encountered during excavation activities, it would have to be pumped out of the construction trench to create a dry work area. If excavations intersect shallow groundwater and dewatering activities are required, dewatering would be temporary, highly localized, and would typically involve the extraction of low volumes of shallow groundwater from excavation trenches. Because of its short-term nature, construction dewatering would not affect local groundwater levels or volumes. As described under topic a, above, permeable paving materials and bioswales would promote stormwater infiltration into the ground. Therefore, the Project would not decrease groundwater supplies through direct withdrawals or interfere with groundwater recharge as a result of added impervious surfaces, and impacts related to groundwater supply and management would be less than significant.

c) Would the Project 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;

Regulations governing development and stormwater recognize the relationship between land-use changes and runoff and typically prescribe requirements (such as use of pervious paving for facilitating infiltration) relating to stormwater management that minimizes concentration of site runoff and increased offsite discharges. Regulations also typically protect water quality and require treating stormwater runoff via physical or biological systems (such as vegetated bioswales)

and minimizing disturbance areas. As described under topic a, above, during construction of the Project, the Applicant would be required to comply with the NPDES regulations and apply for coverage under the CGP. Under the CGP, the Applicant would be required to prepare a SWPPP. The SWPPP must include site-specific erosion and sedimentation control practices. Compliance with the requirements of the CGP, SWPPP, and the implementation of associated BMPs would prevent erosion and siltation on- and off-site during construction. Following the completion of construction (i.e., post-construction), the Project would be subject to compliance with MCSTOPPP requirements, including source controls of stormwater volumes and implementation of BMPs for stormwater quality management. As noted above, proposed BMPs include vegetated bioswales and pervious paving materials. Compliance with the requirements of the CGP, SWPPP, and MCSTOPPP, and the implementation of associated BMPs and LID design features, would prevent erosion and siltation on- and off-site during and following construction; impacts related to erosion and/or siltation due to altered drainage patterns would be less than significant.

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

The Project site is not located within a flood hazard risk area associated with a 100-year flood (Marin County, 2023) and, as described under topic c.i, above, Project implementation would not result in substantially altered on-site drainage patterns of the generally flat site due to the use of pervious paving materials. Grading work would result in minor elevation changes to promote drainage towards stormwater management features, resulting in only minor changes to drainage patterns. Impacts related to flooding due to altered drainage patterns or increased stormwater runoff resulting from the addition of impervious surfaces would therefore be less than significant.

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

As described under topics a and c.i, above, the stormwater management system design mimics existing conditions (i.e., a generally flat pervious gravel lot hydrologically connected to an adjacent vegetated drainage swale) while incorporating LID design features to treat and control stormwater runoff. The design of the Project would ensure that stormwater runoff volumes and discharges from the Project site would not substantially increase as compared to baseline conditions, and that Project implementation would not result in additional sources of polluted runoff; impacts would be less than significant.

iv) Impede or redirect flood flows?

The Project site is not located within the 100-year flood hazard zone designated by the Federal Emergency Management Agency (FEMA) (Marin County, 2023) and, therefore, Project features would not impede or redirect flood flows. Implementation of the proposed Project would not involve the direct alteration of a stream or river and would not substantially alter the existing drainage pattern of the Project site; stormwater runoff during construction and following completion of the Project would continue either to infiltrate into underlying soils onsite or flow downgradient to the vegetated bioswale. Impacts related to impeding or redirecting flood flows would therefore be less than significant.

d) In flood hazard, tsunami, or seiche zones, would the Project risk release of pollutants due to Project inundation?

As described under topic c.iv, above, the Project site is not located within the 100-year flood hazard zone designated by the FEMA. The Project site is not in a tsunami hazard inundation zone (CGS, 2023). A seiche is caused by oscillation of the surface of a large enclosed or semi-enclosed body of water due to an earthquake or large wind event. The Project site is not located near a large enclosed or semi-enclosed body of water (the nearest enclosed body of water is at Lagoon Park, approximately 450 feet from the Project site). Therefore, impacts related to the release of pollutants due to inundation of the Project by flood waters would be less than significant.

e) Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The RWQCB's Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan; RWQCB, 2019) is the principal water quality planning document for the region. The Basin Plan water quality objectives are designed to preserve and enhance water quality and protect the beneficial uses[12] of all regional terrestrial surface water bodies (e.g., creeks, rivers, streams, and lakes) and groundwaters within the RWQCB's jurisdictional area. As discussed above under topics a, b, and c, the proposed Project would not cause water quality degradation, polluted runoff, or groundwater impacts. As described under topic a, the proposed Project would have a less-than-significant impact on surface water and groundwater quality on-site and off-site. The Project would comply with the requirements of the CGP under the NPDES Permit program, including implementation of BMPs and other requirements of a SWPPP, as well as MCSTOPPP stormwater management requirements, including incorporation of LID design features, all of which are designed to ensure that stormwater discharges associated with construction and use of the Project

[12] Beneficial uses are those resources, services, and/or qualities of aquatic systems that are to be maintained and are the ultimate goals for protecting and achieving high water quality. Beneficial uses identified for Gallinas Creek include cold and warm freshwater habitat, wildlife habitat, habitat for the preservation of rare and endangered species, and both contact and non-contact water recreation.

site comply with the Basin Plan water quality standards. Further, the Project would not require substantial groundwater withdrawals or reduce groundwater recharge, as discussed under topic b, and therefore would not conflict with or obstruct implementation of a sustainable groundwater management plan. Impacts relating to conflict or obstruction of implementing a water quality control plan or sustainable groundwater management plan would therefore be less than significant.

References

Bay Area Stormwater Management Agencies Association (BASMAA), 2019. BASMAA Post-Construction Manual. Design Guidance for Stormwater Treatment and Control for Projects in Marin, Sonoma, Napa, and Solano Counties.

California Geologic Survey, 2023. Marin County Tsunami Hazard Areas (Map Viewer). Accessed online on January 19, 2023 at: https://www.conservation.ca.gov/cgs/tsunami/maps/marin

Marin County, 2023. MarinMap Map Viewer. Accessed online on January 19, 2023 at: https://www.marinmap.org/Html5Viewer/Index.html?viewer=smmdataviewer

Regional Water Quality Control Board San Francisco Bay Region (RWQCB), 2019. San Francisco Bay Basin (Region 2) Water Quality Control Plan (Basin Plan). Incorporating all amendments approved by the Office of Administrative Law as of November 5, 2019. Accessed online on January 19, 2023 at: https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/planningtmdls/basinplan/web/docs/ADA_compliant/BP_all_chapters.pdf

RWQCB, 2018. Final California 2018 Integrated Report (CWA Section 303(d) List / 305(b) Report).

11. Land Use and Planning

Would the Project:	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Physically divide an established community (including a low-income or minority community)?	☐	☐	☐	☒
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?	☐	☐	☒	☐
c) Result in substantial alteration of the character or functioning of the community, or present planned use of an area?	☐	☐	☐	☒
d) Conflict with applicable General Plan designation or zoning standards?	☐	☐	☐	☒

Setting

City of San Rafael Land Use Designation and Zoning

The Project site, and the entire Marin Civic Center Campus, is within the City of San Rafael. Land use authority within the Civic Center Campus is, however, retained by the County, with the exception of the Civic Center Drive right of way. The San Rafael General Plan 2040 Land Use Element designates the Civic Center Public/Quasi-Public. As described in the General Plan,

> This designation denotes public schools, libraries, post offices, churches, public hospitals, and institutional facilities such as Dominican University and Marin Academy. It also is applied to major utility properties and public facilities. The maximum FAR is 1.0,[13] although this level of intensity is not appropriate in all instances. Additionally, exemptions from development standards may be granted if findings are made that a higher FAR is necessary for public health or safety purposes. While housing is not envisioned on land with this designation, it may be

[13] FAR is an acronym for "floor area ratio" which is the ratio of a the floor area of a building to the total area of the lot on which it is located.

> acceptable in circumstances prescribed by the General Plan or zoning regulations. In such instances, net densities should be compatible with prevailing allowable densities in the vicinity and existing improved open space should be retained for public use where possible.

The City of San Rafael Zoning Ordinance zones the Civic Center Campus P/QP: Public/Quasi-Public. Land uses permitted by right in the P/QP district include community gardens, public facilities, public agency administrative offices, libraries, museums, and other cultural facilities, safety facilities, sewage or water treatment facilities, and others.

Marin County Civic Center Master Design Guidelines

The principal planning document containing policies that are applicable to the Project site is the Marin County Civic Center Master Design Guidelines (Royston Hanamoto Alley & Abey, 2005; henceforth, "Master Design Guidelines"). The Master Design Guidelines were created to provide a framework for future development within the Civic Center Campus that recognizes the need to maintain the visual prominence of Frank Lloyd Wright's Civic Center buildings within a setting that engenders an overall sense of openness. As discussed in Section IV.5, Cultural Resources, topic a, the Master Design Guidelines provide a standard for future development and the criteria necessary to protect the architectural character of the Marin County Civic Center National Historic Landmark District (NHLD), preserve historic structures, and reduce adverse visual effects while relating any new development to the historic context. The Master Design Guidelines, which apply to the entire Civic Center Campus, not just the portion within the NHLD, are intended to ensure that future projects will meet the Secretary of the Interior Standards for the Treatment of Historic Properties, comply with the 1992 Civic Center Open Space Ordinance (see below), and build on the design principles set out by Frank Lloyd Wright. These guidelines also suggest that all future development be designed sustainably in accordance with green building practices.

The Master Design Guidelines define design parameters for the following elements:

- Site organization including views, parking locations and capacities, and traffic;
- Buildings and architecture;
- Landscape and site elements, including planting, irrigation, paving, site furniture, riparian environments, lagoon, park areas, streetscapes, parking lot design, lighting, and signage.

As explained in the Master Design Guidelines,

> Architectural guidelines are provided for possible future development that relate to the character of any new building in terms of context, function, visual impact, massing, and materials. These architectural guidelines attempt to capture Wright's definition of "organic architecture" which required respecting the site, the nature of the building materials and creating an honest expression of buildings function. They also relay his sensitivity in relating a building to its context through orientation, scale,

> and building height. They also recommend an overall approach to the visual impact of new buildings that respect the Civic Center's pre-eminence. These include guidelines relevant to new facilities such as building form, roof treatment, materials, colors, and lighting, to more generic guidelines for the Civic Center landscape, streetscape, park areas, paving, and parking. (Master Design Guidelines, p. 3.)

Marin Civic Center Open Space Ordinance and Measure B

Approved in 1992, the intent of the Marin Civic Center Open Space Ordinance is to preserve the aesthetic quality of the Frank Lloyd Wright Civic Center buildings and grounds. The ordinance requires approval by a majority vote of the County electorate prior to construction of any building over 250 square feet within the "Civic Center grounds." The Civic Center grounds, as defined in the 1992 Open Space Ordinance, include "the land owned by the County of Marin and generally bordered by North San Pedro Road to the south, U.S. Highway 101 to the west, the railroad right of way to the north, and Civic Center Drive to the east." Most of the Project site is within the Civic Center grounds.

Pursuant to the Marin Civic Center Open Space Ordinance, a measure was placed on the June, 2014 ballot allowing for a permanent place for a farmers market on the Civic Center campus, including a market canopy and a market building of up to 30,000 square feet in size. Measure B, titled "Marin County Local Farmers Market Enhancement," asked,

> To enhance local farmers' contributions to our economy and provide Marin residents access to healthy, locally-grown food, shall Marin County: permit the Agricultural Institute of Marin to create a permanent home for the Farmers Market at Marin Civic Center including a market canopy designed to respect Frank Lloyd Wright's building, accessible to pedestrians, bikes and public transit; and an eco-friendly indoor market building not to exceed 30,000 square feet at no cost to Marin taxpayers?

Measure B passed with nearly 82% support of the vote.

a) Would the Project physically divide an established community (including a low-income or minority community)?

Given its location wholly within the Civic Center Campus, the Project does not have the potential to divide an established community. There would be no impact of this kind.

b) Would the Project 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?

As discussed above under Setting, the Civic Center Campus, while within the City of San Rafael, is not subject to City land use authority; that authority is retained by the County. The proposed use of the Project site is, however, consistent with City of San Rafael zoning and General Plan land use designation, as discussed below under topic d.

Also as discussed under Setting, with passage of Measure B in 2014, the Project has already received approval from Marin County Voters, and so is consistent with the Marin Civic Center Open Space Ordinance.

Regarding the Master Design Guidelines, the discussion of potential historic resources impacts in Section IV.5, Cultural Resources, topic a, concludes that the Project would be consistent with the Master Design Guidelines to the extent that there would not be a significant impact on the NHLD.

As discussed in Section IV.1, Aesthetics, the Master Design Guidelines include guidelines for "orienting new structures to maintain the visual prominence of Frank Lloyd Wright's Civic Center Building, within a setting that engenders an overall sense of openness." Guidelines include the following:

> Orient buildings, wherever possible, to create a clear line of sight toward the Civic Center spire - acknowledging it as the focal point for the Civic Center campus.
>
> Where it may be difficult to create a line of sight to the Civic Center spire, the building should nevertheless acknowledge the Civic Center as the center of the campus.

Section IV.1, Aesthetics, topic a, finds that the proposed Project design would maintain the existing, partial views of the Civic Center spire and building, and so would not conflict with these guidelines. The proposed planting plan for the Project, however, includes planting of numerous trees that, as they mature, are likely to diminish and eventually to block views of the Civic Center spire and buildings from the Project site and from Civic Center Drive. This would be inconsistent with the Master Design Guidelines' emphasis on maintaining lines of site toward the center of the Campus, and on the guidance to select smaller trees to maintain or improve existing lines of site. Mitigation Measure AESTHETICS-1 requires that the Project Applicant alter the planting plan to avoid this impact, and to preserve views of the Civic Center buildings. As concluded in the discussion of topic a in Section IV.1, Aesthetics, with implementation of Mitigation Measure Aesthetics-1, the Project would be consistent with the Master Design Guidelines, and the impact on aesthetic resources would be less than significant.

The Master Design Guidelines also contain detailed guidance on landscaping, including lighting, paving, landscape planting, signage, and wayfaring. Current Project plans do not include details of these features, and the level of design review necessary to consider the Project's consistency with these guidelines is beyond the scope of CEQA review. The Frank Lloyd Wright Civic Center Conservancy, which reviews all proposals for new development within the Civic Center Campus, is tasked with reviewing the design of the Project, and it is assumed that the Conservancy will ensure consistency of design details with the guidance contained in the Master Design Guidelines.

As the Project, with incorporation of Mitigation Measure AESTHETICS-1, would be consistent with the broad guidelines for development within the Civic Center Campus contained in the Master Design Guidelines, and because the Project has already been

approved by Marin County voters in accordance with the Civic Center Open Space Ordinance, the Project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and this impact would be less than significant.

Other plans, policies, and regulations adopted for the purpose of avoiding or mitigating environmental effects, are discussed in other sections in this Initial Study.

c) Would the Project result in substantial alteration of the character or functioning of the community, or present planned use of an area?

A permanent location for the Marin Farmers Market has been considered for the Project site for many years. No other uses are currently being considered for development of the Project site. The Marin Farmers Market already operates in other locations within the Civic Center Campus two days per week. The Project would shift the location of the market and add the CFA function, but would not alter the character or functioning of the community, or interfere with any other planned uses for the Project site or surroundings. There would be no impact of this kind.

d) Would the Project Conflict with applicable land use designation or zoning standards?

As noted in the "Setting" discussion, the Project site is within the City of San Rafael. The proposed use of the site, as a permanent location for the Marin Farmers Market and Center for Food and Agriculture, is consistent with the Public/Quasi-Public land use designation and zoning of the site.

The Master Design Guidelines identify the Project site as "site 4" and describe it as a suitable site for future development within the Civic Center Campus:

> The site has high visibility from highway 101. A building on the site could significantly impact views to Marin Center and requires voter approval…. The site is currently underutilized and could be designed sensitively to accommodate future needs while addressing the visual impacts of development. Uses such as parking, farmers market and multi-purpose open space should remain in consideration. In addition, should development needs require additional building space, site 4 should be further evaluated for its building potential. It is recommended that this site remain in consideration for future development.

References

City of San Rafael, 2021. San Rafael General Plan 2040. Adopted August 2, 2021.

Royston Hanamoto Alley & Abey, 2005. Marin County Civic Center Master Design Guidelines. Final Report, December 20, 2005.

12. Mineral Resources

Would the Project:	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

a) Would the Project 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?

b) Would the Project 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?

As stated in Section IV.7, Geology and Soils, the Project site is underlain by alluvium and unconsolidated artificial fill placed over Bay mud. It contains no known valuable mineral resources. The Project site is not mapped as an important mineral resource recovery site in the Marin Countywide Plan or the City of San Rafael General Plan 2040, and is not categorized as an area of significant aggregate resources by the California State Mining and Geology Board (California State Mining and Geology Board, 2018). The Project therefore does not have the potential to result in the loss of availability of a known regional mineral resource or locally important mineral resource recovery site. There would be no impact with respect to mineral resources.

References

California State Mining and Geology Board, 2018. Updated Designation of Regionally Significant Aggregate Resources in the North San Francisco Bay Production-Consumption Region, Marin, Napa, Sonoma, and Southwestern Solano Counties, California. SMGB Designation Report No. 17. California State Department of Conservation, Natural Resources Agency, January 2018. https://www.conservation.ca.gov/smgb/reports/Documents/Designation_Reports/Designation-Report-17-No.SF-Bay.pdf

City of San Rafael, 2021. San Rafael General Plan 2040. Adopted August 2, 2021.

13. Noise

Would the Project result in:	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
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?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Setting

Sound is mechanical energy transmitted by pressure waves through a medium such as air. Noise is defined as unwanted sound. Sound pressure level has become the most common descriptor used to characterize the “loudness” of an ambient sound level. Sound pressure level is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 to 140 dB corresponding to the threshold of pain. Decibels are measured using different scales, and it has been found that A-weighting of sound levels best reflects the human ear’s reduced sensitivity to low frequencies, and correlates well with human perceptions of the annoying aspects of noise. The A-weighted decibel scale (dBA) is cited in most noise criteria. All references to decibels (dB) in this report will be A-weighted unless noted otherwise.

Several time-averaged scales represent noise environments and consequences of human activities. The most commonly used noise descriptors are the equivalent A–weighted sound level over a given time period (Leq)[14]; average day–night 24-hour average sound level (Ldn)[15] with a nighttime increase of 10 dB to account for sensitivity to noise during the nighttime; and community noise equivalent level (CNEL),[16] also a 24-hour average that includes both an evening and a nighttime sensitivity weighting. **Table IV.13-1** identifies decibel levels for common sounds heard in the environment.

Table IV.13-1. Typical Noise Levels

Noise Level (dB)	Outdoor Activity	Indoor Activity
90+	Gas lawn mower at 3 feet, jet flyover at 1,000 feet	Rock Band
80-90	Diesel truck at 50 feet	Loud television at 3 feet
70-80	Gas lawn mower at 100 feet, noisy urban area	Garbage disposal at 3 feet, vacuum cleaner at 10 feet
60-70	Commercial area	
40-60	Quiet urban daytime, traffic at 300 feet	Large business office, dishwasher next room
20-40	Quiet rural, suburban nighttime	Concert hall (background), library, bedroom at night
10-20		Broadcast / recording studio
0	Lowest threshold of human hearing	Lowest threshold of human hearing

Source: (modified from Caltrans Technical Noise Supplement, 1998a)

Noise Attenuation

Stationary point sources of noise, including construction equipment, attenuate or decrease at a rate of 6 to 7.5 dB per doubling of distance from the source, depending on ground absorption. Soft sites attenuate at 7.5 dB per doubling because they have an absorptive ground surface such as soft dirt, grass, or scattered bushes and trees. Hard sites have reflective surfaces (e.g., parking lots or smooth bodies of water) and therefore have less attenuation (6.0 dB per doubling). A street or roadway with moving vehicles (known as a "line" source), typically attenuate at a lower rate, approximately 3 to 4.5 dB each time the distance doubles from the source, also depending on ground absorption (Caltrans, 1998b). Physical barriers located between a noise source and the noise receptor, such as berms or sound walls, increase the attenuation that occurs by distance alone.

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[14] The Equivalent Sound Level (Leq) is a single value of a constant sound level for the same measurement period duration, which has sound energy equal to the time–varying sound energy in the measurement period.

[15] Ldn is the day–night average sound level that is equal to the 24-hour A-weighted equivalent sound level with a 10-decibel penalty applied to night between 10:00 p.m. and 7:00 a.m.

[16] CNEL is the average A-weighted noise level during a 24-hour day, obtained by addition of 5 decibels in the evening from 7:00 to 10:00 p.m., and an addition of a 10–decibel penalty in the night between 10:00 p.m. and 7:00 a.m.

Regulatory Context

Marin Countywide Plan Noise Element (Section 3.10)

While the Project site is within the City of San Rafael, land use authority within the Civic Center Campus is retained by the County. While Countywide Plan policies only apply within the unincorporated areas of the County, the County nevertheless considers them for new development within the Civic Center Campus.

The Noise Section (3.10) of the Built Environment Element of the Marin Countywide Plan (Marin County, 2007) contains policies and programs intended to maintain appropriate noise levels and protect noise-sensitive land uses in the County. The following goals and policies are relevant to the Project.

> Goal NO-1: Protection from Excessive Noise. Ensure that new land uses, transportation activities, and construction do not create noise levels that impair human health or quality of life.
>
> Policy NO-1.1: Limit Noise from New Development. Direct the siting, design, and insulation of new development to ensure that acceptable noise levels are not exceeded.
>
> Policy NO-1.i: Regulate Noise Sources. Sections 6.70.030(5) and 6.70.040 of the Marin County Code establish allowable hours of operation for construction-related activities (Monday through Friday 7 a.m. to 6 p.m., Saturday 9 a.m. to 5 p.m.). As a condition of permit approval for projects generating significant construction noise impacts during the construction phase, construction management for any project shall develop a construction noise reduction plan and designate a disturbance coordinator at the construction site to implement the provisions of the plan.

The Noise Section of the Countywide Plan includes benchmarks for allowable noise exposure from stationary noise sources (**Table IV.13-2**), and states that these standards shall apply to new stationary noise-generating development proposed near existing residential or other noise-sensitive land uses.

Marin County Municipal Code

The Marin County Municipal Code applies to the unincorporated areas of the County, but standards within the Code are considered for development within the Civic Center Campus. Municipal Code §6.70.030(5) establishes allowable hours of operation for construction-related activities.

a. Hours for construction activities and other work undertaken in connection with building, plumbing, electrical, and other permits issued by the community agency shall be limited to the following:

    i. Monday through Friday: 7 a.m. to 6 p.m.

Table IV.13-2. Benchmarks for Allowable Noise Exposure from Stationary Sources

	Daytime (7 A.M. to 10 P.M.)	Nighttime (10 P.M. to 7 A.M.)
Hourly Leq, dB	50	45
Maximum Level, dB	70	65
Maximum Level, dB (Impulsive Noise)	65	60

Notes:
Leq ("Equivalent Sound Pressure Level") is the constant sound energy that would produce the same noise level as actual sources that are fluctuating during the specified time period (one hour).
1. The measurements are made at the property line of the receiving land use. The effectiveness of noise mitigation measures should be determined by applying the standards on the receptor side of noise barriers or other property line noise mitigation measures.
2. The nighttime standards apply only when the receiving land use operates or is occupied during nighttime hours.
3. Sound-level measurements to determine maximum level noise shall be made with "slow" meter response.
4. Sound-level measurements for impulsive noise sources shall be made with "fast" meter response. Impulsive noises are defined as those that have sharp, loud peaks in decibel levels but that quickly disappear. Examples include a dog's bark, a hammer's bang, and noise with speech or music content.
5. The allowable noise level standard shall be raised to the ambient noise level in areas where the ambient level already exceeds the standards shown in this table. For example, if the neighborhood already experiences daytime hourly noise levels of 60 dBA as an ambient condition, the noise level standard shall be raised to 60 dBA.
6. The allowable noise level shall be reduced 5 dB if the ambient hourly Leq is at least 10 dB lower than the noise-level standard shown in this table. For example, if the neighborhood experiences daytime hourly noise levels of 40 dBA as an ambient condition, the noise level standard shall be lowered to 45 dBA.
SOURCE: Marin Countywide Plan, Section 3.10 Noise Element, Figure 3-43

ii. Saturday: 9 a.m. to 5 p.m.

iii. Prohibited on Sundays and Holidays (New Year's Day, President's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.)

b. Loud noise-generating construction-related equipment (e.g., backhoes, generators, jackhammers) can be maintained, operated, or serviced at a construction site for permits administered by the community development agency from 8 a.m. to 5 p.m. Monday through Friday only.

c. Special exceptions to these limitations may occur for:

i. Emergency work as defined in § 22.130.030 of the Municipal Code provided written notice is given to the community development director within forty-eight hours of commencing work;

ii. Construction projects of city, county, state, other public agency, or other public utility;

iii. When written permission of the Community Development Director has been obtained, for showing of sufficient cause;

iv. Minor jobs (e.g., painting, hand sanding, sweeping) with minimal/no noise impacts on surrounding properties;

v. Modifications required by the review authority as a discretionary permit condition of approval.

Sensitive Receptors

Some land uses are considered more sensitive to ambient noise levels than others due to the amount of noise exposure, in terms of both duration and insulation from noise, and the types of activities typically involved. Residences, hospitals, schools, and nursing homes are generally more sensitive to noise than commercial and industrial land uses. The Noise Section (3.10) of the Marin Countywide Plan is primarily concerned with impacts to noise-sensitive residential development. This analysis will also consider schools, libraries, churches, hospitals, and nursing homes as noise-sensitive receptors. The nearest noise sensitive receptors are the residences on Vista Marin Drive (approximately 900 feet northeast) and Marin Health Urgent Care (approximately 950 feet north).

Methodology and Existing Noise Environment

To quantify existing ambient noise levels, ten short-term (10-minute) noise measurements were taken in and around the Project site using a Larson Davis SoundTrack LxT Sound Level Meter. **Table IV.13-3** summarizes the noise measurement results. Noise measurements were taken on a Thursday when the current Farmers Market was open. **Figure IV.13-1 s**hows the noise measurement locations. Based on observations from the short-term measurements, the main source of existing noise in the Project vicinity is noise from the Marin Thursday Farmers Market (i.e., live music, people talking, vendor vehicles), traffic noise on Highway 101, traffic noise on Civic Center Drive, and traffic noise on Vista Marin Drive.

Significance thresholds

Appendix G of the *CEQA Guidelines* states that a Project would result in a significant impact to Noise if it would:

- Generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
    - Temporary construction noise impacts would be potentially significant if Project construction conflicts with Marin County's adopted construction hours. Construction is allowed weekdays between the hours of 7:00 a.m. and 6:00 p.m. and on Saturdays between the hours of 9:00 a.m. and 5:00 p.m. No construction is permitted on Sundays or on holidays.
    - Operational noise impacts would be potentially significant if the Project's stationary equipment exceeds noise limits for mechanical equipment in **Table IV.13-2**. As stated in Table IV.13-2, stationary equipment shall not exceed a daytime hourly (7:00 a.m.–10:00 p.m.) outdoor noise level of 50 dB, Leq or a nighttime hourly (10:00 p.m.–7:00 a.m.) outdoor noise level of 45, dB Leq as measured at the receiving property.

FIGURE IV.13-1. NOISE MEASUREMENT LOCATIONS

Source: RCH Group and Google Earth,

Table IV.13-3. Existing Noise Levels

Location	Time Period	Noise Levels (dB)	Noise Sources
Site 1: Western boundary of Project site, approximately 60 feet east of Highway 101.	Thursday June 9, 2022 10:50 a.m. to 11:00 a.m.	5-minute Leq's: 65, 65	The only audible noise was traffic from Highway 101 which was up to 70 dB. No audible noise from Marin Thursday Farmers Market.
Site 2: Eastern boundary of Project site, approximately 150 feet south of Marin Thursday Farmers Market.	Thursday June 9, 2022 11:02 a.m. to 11:12 a.m.	5-minute Leq's: 64, 63	Traffic on Civic Center Drive up to 73 dB. Noise from people at the Marin Thursday Farmers Market 58 dB.
Site 3: North boundary of Project site, approximately 100 feet east of Highway 101.	Thursday June 9, 2022 10:39 a.m. to 10:49 a.m.	5-minute Leq's: 64, 65	Traffic on Highway 101 up to 68 dB. Traffic on Civic Center Drive up to 65 dB.
Site 4: Approximate center of Marin Thursday Farmers Market	Thursday June 9, 2022 11:14 a.m. to 11:24 a.m.	5-minute Leq's: 62, 62	Noise from the Marin Thursday Farmers Market included live music up to 60 dB, people talking 55 dB, noise from vendor vehicles 53 dB.
Site 5: Approximately 60 feet east of the Marin Thursday Farmers Market, adjacent to Memorial Drive.	Thursday June 9, 2022 11:30 a.m. to 11:40 a.m.	5-minute Leq's: 57, 54	Noise from the Marin Thursday Farmers Market up to 59 dB.
Site 6: Intersection of Civic Center Drive and Memorial Drive, approximately 50 feet east of Marin Thursday Farmers Market.	Thursday June 9, 2022 11:45 a.m. to 11:55 a.m.	5-minute Leq's: 56, 53	Traffic on Civic Center Drive up to 63 dB. Noise from the Marin Thursday Farmers Market up to 55 dB.
Site 7: Parking lot used for the Marin Thursday Farmers Market, approximately 200 feet north of Marin Thursday Farmers Market.	Thursday June 9, 2022 12:00 p.m. to 12:10 p.m.	5-minute Leq's: 62, 62	Noise from cars slamming doors 63 dB, distant noise from the Marin Thursday Farmers Market up to 53 dB.
Site 8: Commercial Parking lot, approximately 800 feet north of the Marin Thursday Farmers Market.	Thursday June 9, 2022 12:15 p.m. to 12:25 p.m.	5-minute Leq's: 57, 54	Noise from parking lot activities up to 55 dB. No audible noise from the Marin Thursday Farmers Market
Site 9: Residential area on Vista Marin Drive, approximately 900 feet northeast of the Marin Thursday Farmers Market.	Thursday June 9, 2022 12:30 p.m. to 12:40 p.m.	5-minute Leq's: 55, 56	Vehicles driving on Vista Marin Drive 59 dB. No audible noise from the Marin Thursday Farmers Market.
Site 10: Marin Health Urgent Care Hospital Parking lot, approximately 950 feet north of the Marin Thursday Farmers Market	Thursday June 9, 2022 12:50 p.m. to 1:00 p.m.	5-minute Leq's: 56, 54	Birds chirping 56 dB. Parking lot noise up to 54 dB. No audible noise from the Marin Thursday Farmers Market.

Source: RCH Group, 2022

- Generate excessive groundborne vibration or groundborne noise levels; or
    - For vibration, a peak particle velocity (ppv) threshold of 0.5 inches per second or greater can cause architectural damage and minor structural damage. Caltrans recommends a vibration threshold of 0.5 ppv (inches per second) for modern residential and commercial structures (Caltrans, 2002). Vibration generated from construction in excess of Caltrans recommended thresholds would result in a potentially significant vibration impact.
- 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, expose persons residing or working in the project area to excessive noise levels.

a) Would the Project result in 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?

Construction Impacts

Construction would result in a temporary increase in ambient noise levels in the vicinity of the Project. Construction activities would require the use of numerous pieces of noise-generating equipment, such as excavating machinery (e.g., excavators, loaders, etc.) and other construction equipment (e.g., scrapers, dozers, compactors, trucks, etc.). The noise levels generated by construction equipment would vary greatly depending upon factors such as the type and specific model of the equipment, the operation being performed, the condition of the equipment, and the prevailing wind direction.

The maximum noise levels for various types of construction equipment that would be used during Project construction are provided in **Table IV.13-4**. Maximum noise levels generated by construction equipment used for the Project would range from 74 to 89 dB, Lmax at a distance of 50 feet, and reduced to lower levels (attenuated) at locations further away from the construction equipment.

The Marin County Municipal Code restricts construction activities to between the hours of 7 a.m. to 6 p.m., Monday through Friday, and 9 a.m. to 5 p.m. on Saturdays. Since the Municipal Code does not apply within the Civic Center Campus, Project construction could occur outside these hours, which could cause a significant noise impact. This requirement is therefore imposed as a mitigation measure; see below.

Operational Impacts

As shown in Table IV.13-3, ambient noise measurements from the existing Thursday Farmers Market were 62 dB, Leq at the approximate center of the market and approximately 53-62 dB, Leq at areas directly adjacent to the market. As shown in Table IV.13-3, activities from the Thursday Farmers Market were not audible at the nearest

Table IV.13-4. Typical Noise Levels from Construction Equipment (Lmax)

Construction Equipment	Noise Level (dB, Lmax at 50 feet)
Air Compressor	78
Concrete Saw	90
Backhoe	78
Excavator	81
Dozer	82
Front End Loader	79
Compactor	83
Water Truck	80
Crane	81
Manlift	75
Welder/Torch	74
Pneumatic Tools	85
Scraper	85
Dump Truck	76
Vibratory Concrete Mixer	80
Concrete Mixer Truck	79
Jackhammer	89
Front End Loader	79

Notes:
L_{max} = maximum sound level
Source: Federal Highway Administration (FHWA) Roadway Construction Noise Model User's Guide, 2006.

sensitive locations (homes on Vista Marin Drive and the Marin Health Urgent Care Hospital). The noise generated by the Project would be expected to be similar to the noise recorded from the Thursday Farmers Market. The Project could, however, include large vent fans used for commercial kitchens that would generate noise. Based on the distance between the Project site and the nearest sensitive receptors (approximately 900 feet away), noise from the Project site would be substantially less than existing traffic noise from local roadways (i.e., Civic Center Drive, Memorial Drive, and Vista Marin Drive) at the nearest sensitive receptors. Thus, the Project would not generate noise levels that would conflict with the noise standards in Table IV.13-2. Therefore, operational noise would be a less-than-significant impact.

Mitigation Measure NOISE-1: Construction Hours

a. Hours for construction activities and other work undertaken in connection with building, plumbing, electrical, and other permits issued by the community agency shall be limited to the following:

   i. Monday through Friday: 7 a.m. to 6 p.m.

   ii. Saturday: 9 a.m. to 5 p.m.

   iii. Prohibited on Sundays and Holidays (New Year's Day, President's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.)

b. Loud noise-generating construction-related equipment (e.g., backhoes, generators, jackhammers) can be maintained, operated, or serviced from 8 a.m. to 5 p.m. Monday through Friday only.

Significance after Mitigation

With implementation of Mitigation Measure NOISE-1, construction noise would be limited to the hours established in the Marin Countywide Plan and Municipal Code. The impact of construction noise would therefore be reduced to less than significant.

Mitigation Monitoring Measure NOISE-1

The limitations on construction hours will be stated in the building permit issued by the County, and will be monitored and enforced by the Marin County Project Manager.

b) Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?

Construction activities have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. Project construction is not expected to require significant sources of vibration such as pile driving or blasting. In most cases, vibration induced by typical construction equipment does not result in adverse effects on people or structures (Caltrans, 2013). Vibrational effects from typical construction activities are only a concern within 25 feet of existing structures (Caltrans, 2002). There are no structures within 25 feet of the Project site. Therefore, vibration would be a **less-than-significant impact.**

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?

The Project site is approximately 0.9 miles southwest of the San Rafael Airport. There is not an adopted airport land use plan for the San Rafael Airport. However, the Project site is not within any noise contours shown in Map 3-16 (San Rafael Airport Noise Contours) of the Marin Countywide Plan Noise Element (Section 3.10). The contours shown in Map 3-16 indicate that the Project site is located outside the 55 dB, CNEL aircraft noise contour. Therefore, people working in the Project area would not be exposed to excessive noise levels and aircraft noise would be a **less-than-significant impact.**

References

California Department of Transportation (Caltrans). 1998a. *Technical Noise Supplement*.

California Department of Transportation (Caltrans). 1998b. *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects.*

California Department of Transportation (Caltrans). 2013. *Technical Noise Supplement*.

California Department of Transportation (Caltrans). 2002. *Transportation Related Earthborne Vibrations*.

County of Marin. 2007. *Marin Countywide Plan, Built Environment Element, Section 3.10 Noise.*

Federal Highway Administration (FHWA). 2006. *Roadway Construction Noise Model User's Guide.*

14. Population and Housing

Would the Project:	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Increase density that would exceed official population projections for the planning area within which the Project site is located as set forth in the Countywide Plan and/or community plan?	☐	☐	☐	☒
d) Displace existing housing, especially affordable housing?	☐	☐	☐	☒
e) Result in any physical changes which can be traced through a chain of cause and effect to social or economic impacts?	☐	☐	☐	☒

a) Would the Project 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)?

b) Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

c Would the Project increase density that would exceed official population projections for the planning area within which the Project site is located as set forth in the Countywide Plan and/or community plan?

d) Would the Project displace existing housing, especially affordable housing?

The Project neither proposes to construct new housing, nor to demolish or displace existing housing. The Project therefore would not displace substantial numbers of people, or necessitate the construction of new housing elsewhere. Project construction would increase demand in the short-term for construction workers, but it is anticipated that the local labor force could fill this demand, such that construction workers from elsewhere would not need to be housed locally. Project operation would mostly involve shifting existing activities from nearby locations, and would not increase employment substantially; there would not be a substantial demand for new labor. Therefore, there would be no impact of these kinds.

e) Would the Project result in any physical changes which can be traced through a chain of cause and effect to social or economic impacts?

The Project would improve the aesthetic value and productive use of the Project site, with few adverse environmental effects. Relocation of the Marin Farmers Market from existing locations in other parking lots on the Civic Center Campus would not result in adverse physical changes to these areas; they would revert to their original intended use as parking lots. There are no foreseeable circumstances in which the Project could trigger or result in physical changes that could be traced through a chain of cause and effect to adverse social and economic impacts. There would be no impact of this kind.

15. Public Services

Would the Project:	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) 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:				
i) Fire protection?	☐	☐	☐	☒
ii) Police protection?	☐	☐	☐	☒
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities including roads?	☐	☐	☐	☒

a) 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:

i) Fire protection?

Fire protection is currently provided to the Civic Center Campus by the Marin Fire Department. The closest fire station is Station 57, at 3530 Civic Center Drive, across from the Civic Center buildings and about ¼ mile from the Project site. Fire Station 57 was recently upgraded, with work completed in 2019 (Marin Independent Journal, 2019). Since the Project would mostly entail relocation of existing functions from elsewhere within the Civic Center Campus and the City of San Rafael (AIM's offices are currently within San Rafael, and would be relocated

to one of the proposed new Center for Food and Agriculture buildings), the Project would result in little incremental increase in the demand for fire protection services. Existing facilities can be expected to serve the Project's need for fire protection services without the need for new or expanded facilities, and so there would be no impact of this kind with respect to fire protection.

ii) Police protection?

The City of San Rafael Police Department maintains authority over the City of San Rafael including the Civic Center Campus. The Marin County Sheriff's Department also maintains a mutual aid agreement with the San Rafael Police Department (SRPD) for emergency response. Police protection and traffic enforcement within the City San Rafael is provided by the SRPD, located in City Hall, at 1400 Fifth Avenue in San Rafael, about two miles south of the Project site. The SRPD is supplied with additional assistance from adjacent law enforcement agencies; regional or statewide sources are also available, as necessary. The Marin County Sheriff's Office is headquartered at 1600 Los Gamos Dr., San Rafael, about 1.5 miles north of the Project site. Response time for either agency to the Civic Center Campus is variable depending on where a patrol car may be at any given moment.

The California Highway Patrol (CHP) has jurisdiction and law enforcement powers on all County roads and State highways outside the incorporated cities. The CHP's Marin County office is located in Corte Madera. The CHP's Golden Gate Communications Center in Benicia is the dispatch center for the Marin office (California Highway Patrol, 2023).

Since the Project would mostly entail relocation of existing functions from elsewhere within the Civic Center Campus and the City of San Rafael, the Project would result in little incremental increase in the demand for police protection services. Existing facilities can be expected to serve the Project's need for police protection services without the need for new or expanded facilities, and so there would be no impact of this kind with respect to police protection.

iii) Schools?

As the Project would not construct or require new housing or result in population growth (see Section IV.14, Population and Housing), it would not have an effect on school enrollment, and therefore would not require new or expanded school facilities. There would be no impact of this kind.

iv) Parks?

The Project site is not a park and is not used for recreation; the Project would not displace any existing parks. Lagoon Park is located nearby the Project site, within the Civic Center Campus. As the Project would not construct or require new housing or population (see Section IV.14, Population and Housing), it would not

result in an increased demand for parks, and therefore would not require new or expanded park facilities. There would be no impact of this kind.

v) Other public facilities including roads?

As discussed in Section IV.17, Transportation, the Project site is adequately served by the existing road system, which provides motor vehicle, bicycle, and pedestrian access. Civic Center Drive was recently improved past the Project site. The Project would not result in need for new roads or other public facilities, and there would therefore be no impact of this kind.

References

California Highway Patrol, 2023. Golden Gate Division. https://www.chp.ca.gov/find-an-office/golden-gate-division

Marin Independent Journal, 2019. San Rafael marks new fire station, chief's retirement. November 20, 2019

16. Recreation

Would the Project:	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

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?

The closest park to the Project site is Lagoon Park, located within the Civic Center Campus across Civic Center Drive. Also within the Civic Center Campus is the Field of Dreams dog park. Other parks and open spaces in the area include McInnis Park, Santa Margarita Island Preserve, Santa Venetia Marsh Preserve, China Camp State Park, San Pedro Mountain Open Space Preserve, and Terra Linda-Sleepy Hollow Open Space Preserve.

Since the Project would mostly entail relocation of existing functions from elsewhere within the Civic Center Campus and the City of San Rafael, the Project would result in little incremental increase in the use of neighborhood and regional parks and other recreational facilities. Physical deterioration of existing facilities would not be expected to occur or accelerate. This impact would therefore be less than significant.

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?

The Project would include creation of new outdoor public spaces, including the CFA plaza area, demonstration gardens, and the market area itself. As discussed elsewhere in this Initial Study, however, all adverse physical impacts can be mitigated to less than

significant. Therefore, construction and use of the Project's planned recreational facilities would not have a significant adverse physical effect.

17. Transportation

Would the Project:	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

The transportation analysis below was prepared by Parisi Transportation Consulting on behalf of Sicular Environmental Consulting. A Transportation Technical Report and supplemental memoranda are included in Appendix C.

Setting

Existing Roadway Network

The following describes the roads in the area around the Project site according to functional classification, number of vehicular travel lanes, on-street parking, sidewalks, and bicycle facilities.

US Highway 101 is a major freeway that runs south/north connecting San Francisco in the south and Sonoma County to the north. In the Project vicinity, US Highway 101 is an eight-lane freeway, with access restricted to interchange on- and off-ramps. The interchanges at Manuel T Freitas Parkway and North San Pedro Road both serve the Project site from approximately 0.75 miles away.

Civic Center Drive is a north-south two-lane roadway that extends from North San Pedro Road to Manuel T Freitas Parkway, with a posted speed limit of 25 miles per hour directly adjacent to the Project site between McInnis Parkway and Peter Behr Drive / Memorial

Drive, and 30 mph on remaining sections. The corridor in the study area along the Project site frontage includes sidewalks and a bike lane on both sides of the street, and on-street parking is restricted. South of the roundabout at the intersection with Peter Behr Drive / Memorial Drive, sidewalks are not present, bike facilities transition to a bike route, and on-street parking is permitted.

The section of Civic Center Drive along the Project site frontage was the primary beneficiary of a 2016 Marin County project to improve the roadway. Improvements at this time included installation of roadway striping, 8-foot-wide sidewalks, 5-foot-wide landscape buffers between the roadway and the sidewalks, curb and gutter, buffered bike lanes, two-way cycle path, and the roundabout at the intersection of Civic Center Drive and Peter Behr Drive / Memorial Drive.

Peter Behr Drive is a two-lane roadway that extends from the roundabout interchange with Civic Center Drive, winds past the Hall of Justice and through the arch of the Administration building, and connects again with Civic Center Drive just north of North San Pedro Road. The roadway from the Project site to Vera Schultz Drive is designated as a bicycle route, has a sidewalk on the east side of the street, and is parking restricted.

Memorial Drive is a divided four-lane roadway that extends from the roundabout interchange with Civic Center Drive to the Marin Veterans' Memorial Auditorium and serves primarily as an access road to the auditorium parking lot. On-street parking is permitted, and a sidewalk runs on the west side of the roadway separated from the parking lot.

Avenue of the Flags is a two-lane roadway that extends from Civic Center Drive northward beyond the Marin Veterans' Memorial Auditorium to the Exhibit Hall and Marin County Fairgrounds. The roadway also serves as access to the auditorium parking lot from the west. The roadway has perpendicular on-street parking on both sides. No sidewalks or bicycle facilities are present.

Pedestrian and Bicycle Conditions

Pedestrian facilities around the Project site include sidewalks, multi-use pathways, and crosswalks. The 2016 Civic Center Drive improvement project included installation of a new striped crosswalk at the intersection of Civic Center Drive and Avenue of the Flags, and crosswalks at the Civic Center Drive and Peter Behr Drive / Memorial Drive intersection roundabout. Civic Center Drive west of the roundabout to McInnis Parkway has also been upgraded with a two-way cycle track, bike lanes, and new sidewalks on both sides of the street.

There are some remaining gaps in sidewalk connectivity, including a stretch along Civic Center Drive east of Peter Behr Drive / Memorial Drive, and on the west side of Peter Behr Drive. Sidewalk connection from the roundabout to the Civic Center buildings is provided along the east side of Peter Behr Drive, which was also installed in 2016.

Pedestrian access to parking at the Marin Veterans' Memorial Auditorium parking lot, which is proposed to be used by the Project for Farmers Market customers, is provided via crosswalk from the Project site across Civic Center Drive at Avenue of the Flags, where a decorative set of stairs and wheelchair ramp provide connection between the sidewalk and the parking lot. Similar parking lot pedestrian access is not provided at the corner of Civic Center Drive and Memorial Drive, where numerous informal pedestrian-worn pathways through the hedges between the parking lot and sidewalk exist.

Bicycle paths, lanes and routes are typical examples of bicycle transportation facilities, which are defined by Caltrans as being in one of the following four classes:

- Class I – paved trails that are completely separated from roadways, designed for the exclusive use of bicyclists and pedestrians. Crossing points are typically minimized.
- Class II – restricted right-of-way designated lane for the exclusive or semi-exclusive use of bicycles. Bike lanes are designated for bicycle use by striping, pavement legends, and signs.
- Class III – a right-of-way designated for bicycle use by signs or permanent markings, but without a separate lane. Bicycle use of the roadway is shared with motorists.
- Class IV – an adjacent bicycle lane or bikeway that is physically separated from motor vehicle traffic.

A Class IV two-way bikeway exists on the south side of Civic Center Drive between Peter Behr Drive / Memorial Drive and McInnis Parkway. In addition, Class II bike lanes with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane are also present on both sides of this section of Civic Center Drive. Civic Center Drive and Peter Behr Drive from the Project site to the Civic Center are both designated as Class III bicycle routes.

Transit Facilities

The Project site is served by Sonoma-Marin Area Rail Transit (SMART) and Marin Transit. Two Golden Gate Transit bus stops are located at the interchanges of US Highway 101 with Manuel T Freitas Parkway and with North San Pedro Road, however, walking distance to both stops from the Project site is greater than 0.75 miles and they are not considered to be within the study area.

Sonoma-Marin Area Rail Transit (SMART) provides passenger rail service on a dedicated right-of-way along a 45-mile corridor from Santa Rosa to Larkspur, with a future expansion planned northward to Cloverdale. SMART operates trains from 5 AM – 9 PM with 30–60-minute frequencies on weekdays, and from 7 AM – 9 PM with service every 90 – 120 minutes on weekends. Bikes are allowed onboard SMART trains. The Civic Center

SMART station is less than 0.25 miles from the Project site, which is between the station and the Civic Center itself.

Marin Transit provides fixed-route bus service throughout Marin County. The bus stop at Civic Center Drive and McInnis Parkway is on the north edge of the Project site, includes benches and bus shelters, and hosts routes 35 and 49 connecting San Rafael and Novato. Route 35 operates between 7 AM – 9 PM with 30-minute service intervals between 10 AM – 3 PM on weekdays, and hourly service intervals during other time periods and on weekends. Route 49 operates between 7 AM – 9 PM, with 30-minute service intervals on weekdays and 60-minute service intervals on weekends.

Parking

The Civic Center Campus has numerous areas for vehicular parking. Employees and visitors to the site are allowed to park vehicles in any of the available parking lots and spaces. The Marin Veterans' Memorial Auditorium parking lot is across Civic Center Drive from the Project site, and contains approximately 268 standard parking spaces, as well as 23 ADA-accessible spaces on the north end of the parking lot, closest to the Auditorium. Approximately 85 perpendicular vehicle parking spaces exist along Avenue of the Flags between Civic Center Drive and Memorial Drive. A bicycle rack provides 18 bicycle parking spaces along Memorial Drive.

The Project involves relocating the current Marin Farmers Market, which operates on the Marin Veterans' Memorial Auditorium parking lot or the Civic Center remote parking lot south of Peter Behr Drive. When not in use, the proposed Project market stall area would serve as a parking lot itself with approximately 252 standard parking spaces, 7 ADA-accessible parking spaces, and 15 electric vehicle charging parking spaces.

Regulatory Setting

Regional Plans and Policies

Plan Bay Area 2050 (2021); In 2021, the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) adopted Plan Bay Area 2050 as the official regional long-range transportation and land use plan for the Bay Area (MTC and ABAG, 2021). Plan Bay Area 2050 seeks to make the region more affordable, connected, diverse, healthy, and vibrant, and relies on providing a shared vision and partnership with local agencies as well as advocacy groups and the private sector. Strategies in this plan include encouraging land use patterns that foster shared transportation modes, protect open space, lessen the share of single-occupancy work commutes, and reduce greenhouse gas emissions.

Transportation Authority of Marin (TAM) is the congestion management agency for Marin County and develops and updates its mandated short-range Congestion Management Program (CMP) every two years. The CMP describes strategies to assess and monitor the performance of the county's transportation system, address congestion,

and improve performance of a multimodal system among local jurisdictions (Transportation Authority of Marin, 2021). Major developments that generate a net increase of more than 100 PM peak hour vehicle trips are subject to a CMP analysis and traffic impact study.

Local Plans and Policies

The County of Marin has land use authority over the Civic Center Campus. However, the Project site is within the city limits of San Rafael, and Civic Center Drive, which runs adjacent to the Project site, is a City right-of-way. As the Project interacts with the City's overall circulation and access goals within its city limits, this section reviews several pertinent San Rafael plans and policies (San Rafael General Plan 2040, San Rafael Bicycle and Pedestrian Master Plan, and San Rafael Civic Center Station Area Plan). These are provided as a reference for understanding related guidance, strategies, and intended outcomes, even though strict application of these plans and policies is limited to the Civic Center Drive right-of-way.

Marin County Civic Center Master Design Guidelines (Royston Hanamoto Alley & Abey, 2005) is the principal document that provides a framework for future development on the Civic Center Campus. These guidelines recognize the need to maintain the visual prominence and special environment of Frank Lloyd Wright's Civic Center layout and building design, and to steward the site in recognition of the National Historic Landmark status that was granted in 1991. Five design principles of sustainability, access, historical consideration, strategies for the future, and commitment to children, families and seniors are presented within design guidelines for site organization, buildings and architecture, and landscape and other site elements. The Project site is identified in the document as a potential future development site.

The guidelines recognize the importance of a multimodal access network within the Civic Center Campus as well as connection to adjacent neighborhoods as critical to the site's success as a recreational, cultural, and civic destination. The document emphasizes the importance of non-automobile transportation and includes guidelines addressing public transportation, pedestrian, and bicycle circulation. Proposed locations of pedestrian pathways and bicycle lanes near the Project site include the full length of Peter Behr Drive from Civic Center Drive in the north to Civic Center Drive in the south. Specific circulation guidelines that apply to the immediate Project vicinity include:

- Sidewalks along primary and secondary streets are preferred site-wide in order to strengthen connections between buildings and recreational features on the site. Signage and nighttime lighting should also be included. Sidewalks will improve overall pedestrian safety and access to alternative parking lots for events.
- Civic Center Drive and other primary streets should have striped bike lanes and should meet all City, County and State standards.
- Bicycle access via bike paths or multi-use paths throughout the open space area

is encouraged. Care should be taken in designing these paths to avoid user conflicts and safety problems.

- Coordination with and support of the SMART project and station at the Civic Center is encouraged.

San Rafael General Plan 2040 (City of San Rafael, 2021) provides a vision and framework for shaping San Rafael's future. Chapter 10 in the plan includes the Mobility Element, which describes existing multi-modal access and planned improvements in support of the City's environmental quality, economic vitality, and social equity goals. The Mobility Element is rooted in data to understand current individual circulation patterns and challenges and to forecast effectiveness of local investments to achieve mobility objectives in context and relation to other General Plan Elements such as Land Use, Neighborhoods, Conservation and Climate Change, and Safety and Resilience. Several goals and policies identified in the Mobility element are relevant to the Project, including:

- Policy M-2.1A: Complete Streets. Consistent with State "Complete Streets" requirements, maintain street design and engineering standards that plan for the needs of all travelers and minimize conflicts between competing modes.
- Policy M-3.5: Alternative Transportation Modes. Support efforts to create convenient, cost-effective alternatives to single passenger auto travel.
- Goal M-5: Safe, Attractive Streets that Connect the Community. Provide a transportation system that minimizes negative impacts on neighborhoods while maximizing access and connectivity in the community.
- Goal M-7 (Well Managed Parking): Manage parking in a way that meets resident, business, and visitor needs while supporting the City's goal of a more sustainable transportation system.

San Rafael Bicycle and Pedestrian Master Plan (2018) lays the framework for connecting San Rafael residents, workers, and neighborhoods through a continuous bicycle and pedestrian network (City of San Rafael, 2018). A list of policies and objectives is identified to meet goals of safety, connectivity, coordination, universal design, and bicycling and walking programs over the coming years. The Plan's projects are prioritized according to ten criteria; the highest priority roadways for implementation were found to coincide with the SMART right of way. Proposed projects in the vicinity of the Project site include the North/South Greenway, a multi-use trail connecting downtown San Rafael with the Civic Center and a multi-use path along Civic Center Drive, connecting Peter Behr Drive and North San Pedro Road. Projects identified in the Plan that have recently been completed include a Multi-Use Path along Civic Center drive from the SMART station to Peter Behr Drive, and installation of bicycle parking at the Civic Center SMART station.

San Rafael Civic Center Station Area Plan (2012) offers a community vision for the vicinity of the SMART Civic Center station, which was not yet constructed at the time that this document was developed (City of San Rafael, 2012). The plan describes strategies

for connecting neighboring communities and increasing circulation and access between land uses and the rail transit station. The following recommendations are relevant to the proposed Project:

- Complete the sidewalk network, including portions of Civic Center Drive, such that all streets have adequate facilities on both sides of the street.
- Complete the citywide bicycle network, as identified in the San Rafael Bicycle and Pedestrian Master Plan.
- Provide adequate bike parking at the SMART station and at new development. The demand for bike parking should be monitored over time and additional space provided if needed.

Approach to Analysis

Senate Bill 743, signed into law in 2013, mandated a change in California Environmental Quality Act (CEQA) guidelines to utilize vehicle miles traveled (VMT), as opposed to vehicle flow or traffic congestion, as a more appropriate metric for assessing impacts associated with projects, in line with goals of helping to achieve climate commitments, improving health and safety, and prioritizing co-located land uses. VMT is calculated based on the sum of individual vehicle trips generated and their associated trip lengths. The use of VMT as a performance measure allows for the evaluation of fuel consumption by motor vehicles for distances traveled and impacts associated with greenhouse gas (GHG) emissions.

In December 2018, the Governor's Office of Planning and Research (OPR) published its *Technical Advisory on Evaluating Transportation Impacts in CEQA* ("Technical Advisory"; Governor's Office of Planning and Research, 2018). These guidelines direct lead agencies on how to evaluate project transportation impacts on the basis of VMT, as required by Senate Bill 743. The Transportation Authority of Marin (TAM) has made available a memo that includes suggestions for VMT thresholds of significance to be incorporated into its travel demand forecasting model for use by local lead agencies (Transportation Authority of Marin, 2020).

The State of California gives the lead agency discretion in selecting an appropriate methodology and significance threshold for VMT impacts. Based on State CEQA *Guidelines* §15064.3, Subdivision (b), VMT exceeding an applicable threshold of significance may indicate a significant impact. As Marin County has not yet established VMT significance thresholds for CEQA analysis, thresholds consistent with the OPR *Technical Advisory* as described in this section will be applied to the Project.

VMT Screening Criteria

In its *Technical Advisory*, the OPR includes guidelines for agencies to establish VMT screening thresholds to facilitate rapid identification of projects that are expected to cause

a less-than-significant impact. If projects meet any of the screening criteria, they are considered to be "screened-out," and it is presumed that VMT impacts for the project would be less-than-significant; a detailed VMT analysis is not required for transportation CEQA analysis purposes. The following screening thresholds are applied to the VMT analysis:

- Small projects: projects that generate fewer than 110 vehicle trips per day;
- Projects located in low-VMT generating areas: residential and office projects located in areas with average VMT less than 15 percent below the existing County average;
- Projects near transit stations: projects within ½ mile of high-quality transit (either a rail station, or a bus stop with service at least every 15 minutes during the AM and PM peak periods);
- Affordable residential development: projects containing 100 percent affordable residential development;
- Local-serving retail projects: projects consisting of less than 50,000 square feet of development and determined to be local-serving.

VMT Thresholds of Significance

If none of the screening thresholds are met, a detailed VMT analysis is undertaken. As the Project consists of retail land use development, the following threshold of significance for the detailed VMT analysis is applied:

- For projects other than office or residential uses: a proposed project that results in a net increase in daily VMT may indicate a significant transportation impact.

Impact Discussion

a) Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

The state, regional, and local plans and policies referred to above are consulted as part of the assessment to evaluate against applied principles and efforts to mitigate environmental effects.

The Project ensures compliance with Senate Bill 743 by following the CEQA *Guidelines* and California OPR *Technical Advisory* in applying VMT as opposed to vehicle flow or traffic congestion as a more appropriate metric for assessing impacts associated with projects. The Project's provision of facilities to host a locally sourced and local-serving retail program near rail transit is in line with emission reduction and land use diversification objectives of Plan Bay Area 2050 (Metropolitan Transportation Commission and ABAG, 2013). As Project uses would be open primarily in the morning and not during the PM peak

hour of vehicle street traffic, the Project would generate fewer than 100 PM Peak Hour vehicle trips (see discussion of trip generation under topic b, below) and is not subject to a CMP analysis as per TAM guidelines.

Project use of an empty lot on the Civic Center Campus, which is a significant employment location, serves to improve transportation efficiency. Access to the Project site by multi-use paths and other pedestrian and bicycle infrastructure and proximity to the SMART station are in line with local plans and policies, and coordination of site design principles and land use within the Civic Center Campus are in accordance with the Civic Center Master Design Guidelines.

Because the Project does not conflict with applicable policies, plans, or programs regarding transportation, the impact is less-than-significant.

b) Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

VMT Screening Assessment

The results of the VMT screening assessment are displayed in Table IV.17-1, and associated description for each screening criteria are included in this section.

Table IV.17-1: VMT Screening Analysis Results

Screening Criteria	Screening Criteria Description	Screening Criteria Met?
Small Project	Project generates less than 100 daily vehicle trips	No
Low-VMT Area	Project is located within a low-VMT area	Yes
Near Transit Station	Project is located within 0.5 mile of major transit stop	Yes
Affordable Housing	Project consists of 100 percent affordable housing	N/A
Local Serving Retail	Project consists of local serving retail uses	Yes

Source: Parisi Transportation Consulting, 2022

Small Projects Screening

Projects that generate fewer than 110 vehicle trips per day generally may be assumed to cause a less-than-significant transportation impact.

To estimate vehicle trip generation, the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* was used to approximate the number of trips the Project would generate (ITE, 2021). The *Trip Generation Manual* categorizes rates for various land use types, but does not include a category specifically for farmers markets. Instead,

the analysis applied rates for supermarkets as the primary land use associated with the Project (Land Use Code 850). Gross floor area square footage is applied as the independent variable that relates to the size of a supermarket and is directly causal for the variation in trips generated.

The listed average daily vehicle trip rate for a supermarket is 93.84 trips per 1,000 square feet. Based on an estimated Project maximum area use of 64,000 square feet for market operations, this results in over 6,000 daily vehicle trips. As the Project extends the opening hours of the market by one additional day per week, the increase in vehicle trips due to the Project would exceed an average of 100 vehicle trips per day. As a result, the Project does not meet the screening criteria for small projects.

Low-VMT Area Screening

Projects located in an area with low VMT and incorporating similar land use characteristics and multi-modal transportation accessibility exhibited by the existing built environment can be presumed to cause a less-than-significant transportation impact. Comparison with the thresholds of significance is made according to the Project transportation analysis zone (TAZ) as defined by TAM. A metric of work-based VMT per employee is used for screening and is compared to 15 percent below the Marin County average.

Average 2020 daily VMT per employee for Marin County and the proposed Project TAZ based on data from TAM is included in Table IV.17-2, below.

Table IV.17-2: Results for Low-VMT Area Screening Criteria

	2015 VMT per Employee		
Project Location	**County Average**	**Threshold of Significance**	**Project TAZ**
Marin County Civic Center	20.7	17.6	16.5

Source: Transportation Authority of Marin, 2022

The average 2015 daily VMT per employee in the Project TAZ is 16.5 miles, which is below the threshold of significance (15 percent below the regional average) of 17.6 miles. As such, the Project meets screening criteria based on location within a low-VMT area, and so based on this screening criterion, the Project would have a less-than-significant impact on VMT.

Near Transit Station Screening

Projects proposed within 0.5 miles of an existing major transit stop or existing stop along a high-quality transit corridor are presumed to have a less-than-significant impact on VMT. The CEQA Statute[17] defines a Major Transit Stop as containing any of the following:

a) An existing rail or bus rapid transit (BRT) station.

b) A ferry terminal served by either a bus or rail transit service.

c) The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

The entire Project site is located within 0.25 miles of the Civic Center SMART rail station, well within the distance of 0.5 miles for a major transit stop for screening purposes.

The *Technical Advisory* guidelines suggest that determination of less-than-significant impact presumption for Projects near transit stations is valid by comparison against other VMT generating indicators. If the Project is described by any of the indicators in Table IV.17-3, it is presumed that the Project may still generate significant levels of VMT.

Table IV.17-3: VMT Generating Indicators for Near Transit Station VMT Screen

VMT Generating Indicator	Conclusion	Significant VMT Generated?
Floor Area Ratio (FAR) less than 0.75	This study concludes that FAR is not an effective VMT generating indicator for the Project	N/A
Project includes more parking than required	The Project reduces existing parking, and no parking is developed as part of the Project.	No
Inconsistent with Sustainable Communities Strategy (MTC and ABAG, 2021)	The Project is not inconsistent with the Sustainable Communities Strategy	No
Replaces affordable housing with a fewer number of moderate or high-income residential units	There is no existing residential use on the Project site; this indicator is therefore inapplicable to the Project	N/A

Source: Parisi Transportation Consulting, 2022

Floor Area Ratio (FAR) is used as an indicator to ensure that projects do not induce increased vehicle travel patterns through excessive parking allocation or large setbacks from alternative transportation access. The Project involves infill development of an

[17] California Public Resources Code, Division 13, §21064.3.

existing open lot, as such, the Project increases the land use intensity of the existing site. No parking is developed as part of the Project, rather, parking for the market is shared with existing uses at the Civic Center, and the developed land reduces excess existing parking. The Project plans call for market patron circulation use of shared aisles, and educational and program use of outdoor areas and gardens, which serve as productive floor area in addition to buildings. Given typical association of FAR with residential or office developments, this study concludes that FAR as a VMT generating indicator is not appropriate for Project screening purposes.

As the nearest SMART station and the nearest bus stop are both within 0.5 miles of the Project site, and Project-specific information shown in Table IV.17-3 does not indicate that significant levels of VMT would be generated, the Project meets the screening criteria for being near a major transit station, and it is determined that the Project would have a less-than-significant impact on VMT.

Affordable Housing Screening

The Project does not include a residential development component, and as such this screening indicator is not relevant in determining potential impact.

Local Serving Retail Screening

The OPR *Technical Advisory* states that "new retail development typically redistributes shopping trips rather than creating new trips." This premise leads to the conclusion that if shopping trips of longer length are redistributed to retail uses that serve a population within a smaller catchment, this results in shorter trip lengths and an overall reduction in VMT. Conversely, regional-serving retail projects are comprised of large developments that attract customers from a wide geographic range, hence increasing VMT. OPR recommends that retail floor area smaller than 50,000 square feet generally be considered local-serving retail.

The Project sponsor's website describes the Thursday Marin Farmers Market as a place where shoppers and food establishments shop for ingredients from "100 local farmers, specialty food purveyors, and a handful of artisans" (AIM, 2023). The Project facilities would facilitate expansion to an additional weekday market, adding this retail opportunity into the existing urban fabric and diversifying land use adjacent to a sizeable office location at the Civic Center. Customer information provided by the Project sponsor shows that 86% of Marin County customers of the existing Marin Farmers Market register a home address in a municipality within eight miles of the Civic Center, indicating that most trips associated with the Project would be shorter in length.

Lastly, the overall square footage of the site to be utilized for the market is estimated at a maximum of 64,000 square feet on Sundays, though this includes approximately 15,000 square feet of market producer truck parking that would typically not be included in calculation of an indoor market leasable floor area. On weekdays this is anticipated to be

considerably less, and the flexibility of the market arrangement accommodates standard weekday market arrangements sized approximately between 33,000 to 56,000 square feet, inclusive of excess market truck parking. These figures indicate that the weekday market introduced by the Project is estimated to contain market floor area below the regional-serving size threshold guidance of 50,000 square feet.

The Project is advertised as showcasing goods from local purveyors; it is widely understood as a local-serving market; available data indicate that existing customers are from a local catchment; and the Project market size is within the range of typical local-serving retail floor area. As such, it is determined that the Project meets the Local-Serving Retail Screening threshold, and the Project would therefore result in a less-than-significant transportation impact.

VMT Analysis Summary

Meeting one of the above screening thresholds would determine that the Project results in a less-than-significant transportation impact according to the CEQA Guidelines and OPR's *Technical Advisory*. This VMT screening assessment concludes that the Project meets three of the VMT screening thresholds applied: Low-VMT Area Screening, Near Transit Station Screening, and Local-Serving Retail Screening. As such, a detailed VMT analysis is not required, and the Project is presumed to result in a less-than-significant transportation impact on the basis of VMT.

c) Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The geometric configuration of the surrounding roadway network meets requirements and has been recently updated. The proposed Project would not substantially alter the existing geometric configuration of the circulation network in the immediate vicinity. Future visitors would utilize the recently upgraded transportation infrastructure for access to the site by vehicle, bicycle, or on foot.

Though the Project would result in a land use change at the Project site, the Marin Farmers Market currently operates on other parking lot locations on the Civic Center Campus. Various vehicles associated with market operation, such as market producer trucks and vans, already traverse the roadway network within the Campus for the existing markets. Access to the Project site would be provided off of Civic Center Drive and Peter Behr Drive sufficient for circulation and maneuverability of proposed uses. As such, the Project would not represent an incompatible use in conflict with existing conditions.

Other transportation safety aspects of the Project are described in Appendix C, Transportation Technical Report. No potentially significant impacts requiring mitigation to motorist, bicyclist, or pedestrian safety are identified.

As the Project does not alter the existing geometric configuration of the circulation network, access on the Project site is sufficient for the intended use, and the Project does not present an incompatible roadway use, the Project results in a less-than-significant impact with respect to roadway hazards.

d) Would the Project result in inadequate emergency access?

Emergency access requirements applicable to the Project are included in the Fire Code of the City of San Rafael (City of San Rafael, 2023), which adopts the California Fire Code and International Fire Code with amendments. Primary access to the Project site is from Civic Center Drive, and the buildings associated with the Project would be approximately 75 – 200 feet from the roadway. Emergency access would be provided from the proposed driveways. Fire apparatus access to the Project site must be included in a fire safety plan and undergo review and approval from the San Rafael Fire Department.

Project construction is anticipated to be carried out in three phases over a two-year period, during which time access to the roadway network in the Project area would remain open. Potential impacts to roadway emergency access during construction would be addressed through a construction traffic control plan, which would be reviewed and approved by appropriate County departments. Emergency service providers would be notified prior to commencing construction to ensure that local access and emergency services would not be impacted.

Adequate emergency access is required as part of the Fire Code of the City of San Rafael. Project plans have been provided to San Rafael Fire Department for review. Preliminarily, the Fire Department provided standard conditions required for building fire safety and site access for emergency vehicles, but provided no comment on the specific (preliminary) Project plans they reviewed (Sinnott, 2023). As the Fire Department would continue to be involved in reviewing Project plans, and Fire Department comments would be incorporated into later phases of Project design, it can be assumed that the Project would have a less-than-significant impact with respect to emergency access to the Project site.

Parisi Transportation Consulting examined whether increased traffic along Civic Center Drive from the Farmers Market would result in a substantial increase in emergency response times for emergency vehicles travelling past the Project site (Appendix C.3). As the Project site is located between San Rafael Fire Department #57 and potential response locations to the north with access from Civic Center Drive, the analysis addressed emergency vehicles traveling northbound on Civic Center Drive from the Fire Station to response locations north of the proposed Project site. The Fire Station is located at 3530 Civic Center Drive, 0.4 miles south of the Project site.

The analysis focused on the Civic Center Drive and Peter Behr Drive/Memorial Drive roundabout intersection, where traffic pattern changes are expected due to the Project. Sunday morning from 10:15 a.m. to 11:15 a.m. was identified as the peak hour for market operations. Based on traffic counts conducted on Sunday, September 10, 2023, and

computer modeling of additional vehicle trips through the roundabout due to the relocation of the Sunday Farmers Market to the Project site, Parisi found that normal traffic would experience increased travel time of 2.3 seconds through the roundabout. Parisi also found that existing roadway shoulders, parking lanes, bike lanes and red-painted curbs on the northbound approach to the roundabout allow space for traffic to clear a path for emergency vehicles. Assuming regular vehicles clear a path for approaching emergency vehicles by exiting the roundabout if necessary and pulling to the side of the road, emergency vehicles would have the same opportunities to bypass stopped traffic on Civic Center Drive and proceed through the roundabout under Project conditions as they have under existing conditions. Based on this analysis, the Project would have a less-than-significant impact on emergency response times.

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18. Tribal Cultural Resources

Would the Project:	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☐	☒	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape,

sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

In 2014, the California legislature passed, and Governor Brown signed into law Assembly Bill 52 (AB 52), which amended the Public Resources Code to add new requirements to CEQA regarding Tribal Cultural Resources to be documented in environmental review documents. By requiring consideration of Tribal Cultural Resources early in the CEQA process, the Legislature intended to ensure that local and tribal governments, public agencies, and project proponents would have information available early in the project planning process to identify and address potential adverse impacts to Tribal Cultural Resources. By taking this proactive approach, the Legislature also intended to reduce the potential for delay and conflict in the environmental review process. Public Resources Code Section 21084.2 states that "[a] project with an effect that may cause a substantial adverse change in the significance of a Tribal Cultural Resource is a project that may have a significant effect on the environment."

Section 21074 of the Public Resources Code states that "Tribal Cultural Resources" are: (1) sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe that are listed, or determined to be eligible for listing, in the national or state register of historical resources, or listed in a local register of historic resources; or (2) resources that the lead agency determines, in its discretion, are Tribal Cultural Resources.

To determine whether a project may have such an adverse effect on Tribal Cultural Resources, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and that is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. Per Public Resources Code Section 21080.3.2, if a lead agency determines that a project may cause a substantial adverse change to Tribal Cultural Resources, the lead agency must consider measures to mitigate that impact, including consideration of measures to avoid or minimize the impact.

As described in Section IV.5, Cultural Resources, while there are no known or recorded archaeological resources within the Project site, the Project site's level of sensitivity for the potential presence of previously undiscovered archaeological resources is considered moderate to high, due to its proximity to three previously recorded precontact resources, the positive results of the Native American Heritage Commission Sacred Lands File search, and the proximity of the Project site to Gallinas Creek. The Cultural Resources section therefore identifies a significant impact of the Project that could occur if previously undiscovered archaeological resources are inadvertently discovered during Project construction. Mitigation measures to avoid or reduce impacts include a subsurface testing program (Mitigation Measure CUL-1) and accidental discovery response requirements (Mitigation Measures CUL-3, CUL-4, and CUL-5). In addition, Mitigation Measure CUL-2 requires a cultural resources interpretive program to be incorporated into the Project.

On January 18, 2023, Marin County Community Development Agency staff contacted representatives of the Federated Indians of Graton Rancheria (FIGR) and the Ione Band of Miwok Indians, the two federally-recognized tribes that have previously requested notification of proposed projects in Marin County, as well as the Coast Miwok Tribal Council of Marin, a non-federally recognized tribal group, to determine whether they had any interest in the Project, and to provide them with an opportunity for formal consultation. FIGR requested consultation. Marin County staff participated in two consultation meetings with the FIGR Tribal Historic Preservation Officer. The consultation was concluded by the County on June 28, 2023, without the Tribe identifying any specific Tribal Cultural Resources within the Project site. The Tribe did, however, review draft Cultural Resources mitigation measures and requested changes, which were incorporated into the final version of the measures. The mitigation measures provide a comprehensive program to attempt to detect, and, if detected, avoid or mitigate impacts to previously undiscovered archaeological resources, which may themselves be, or indicate the presence of, Tribal Cultural Resources as well.

Tribal consultation resulted in no identification of Tribal Cultural Resources within the Project site. The Project would therefore not have a significant adverse effect on known Tribal Cultural Resources. The mitigation measures included in Section II.5, Cultural Resources, including a pre-construction subsurface testing program and accidental discovery measures, would also reduce the potential for the Project to impact currently unknown Tribal Cultural Resources to less than significant. No additional mitigation is necessary.

19. Utilities and Service Systems

Would the Project:	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
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 demand in addition to the provider's existing commitments?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

a) Would the Project require or result in the relocation or construction of new or expanded water, wastewater or storm water drainage, electric power,

natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The information below is taken from a technical civil engineering memo (Arcadis, 2010) describing existing utilities around the Project site. The memo was prepared in support of an analysis of alternative locations within the Civic Center Campus for an emergency operations facility, which included consideration of the Christmas Tree Lot as one alternative. Conditions may have changed, particularly with the improvements to Civic Center Drive completed after the memo was drafted, though that project did not include relocation or other major changes to existing utility lines (Marin County Department of Public Works, 2014).

Water: there is an existing 12-inch main in Civic Center Drive and an existing 8-inch main in Peter Behr Drive.

Sewer: there is an existing 24-inch sewer main located southeast of the Project site.

Storm Drain: an existing 7-foot by 10- foot box culvert currently runs beneath the northwestern portion of the site, under Civic Center Drive, and along Avenue of the Flags.

Recycled Water: there is an existing 10-inch recycled water line in Civic Center Drive.

Gas: there are existing natural gas service lines in joint trenches in Civic Center Drive and Peter Behr Drive.

Electricity: electrical lines currently run in joint trenches in Civic Center Drive and in Peter Behr Drive. The existing electrical service in Peter Behr Drive is 12 kilovolt (kV) and the existing service in Civic Center Drive is likely the same capacity. There is an existing temporary service panel at the Project site, near the access driveway to Peter Behr Drive.

Communications: telephone and cable lines run in the existing joint trench line in Peter Behr Drive.

As demonstrated in the foregoing, existing utility lines run adjacent to the Project site, but no laterals or service lines extend into the Project site, with the exception of a temporary electrical service panel. The Project would require connections for all utility services which would require trenching, connections to utility lines, and running of conduit, pipes, and wiring to various locations within the Project site. Drainage improvements, including the Project's proposed stormwater management system, are described in Section II, Project Description and evaluated in Section IV.10, Hydrology and Water Quality, topic, c.iii. Trenching for utility lines, along with other ground disturbance activities, has the potential to encounter previously unrecorded cultural resources, as discussed in Section IV.5, Cultural Resources, topics b and c. As discussed in that section, impacts would be less than significant with implementation of identified mitigation measures. No other significant impacts would occur.

b) Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?

Water supply to the Marin Civic Center is provided by Marin Municipal Water District (MMWD). According to MMWD's 2020 Urban Water Management Plan, MMWD expects available supplies to be sufficient to meet projected demands within its service area in all hydrologic conditions, including a five-year drought period, and considering the impacts of climate change (MMWD, 2021). Potential water quality issues are not expected to affect the quality of water served to the District's customers (ibid). The Project's impact on water supplies would therefore be less than significant.

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 demand in addition to the provider's existing commitments?

The Civic Center Campus is within the Las Gallinas Valley Sanitary District. The District's wastewater treatment and recycling facilities are located on over 400 acres on San Pablo Bay. The District currently serves over 30,000 people in communities north of central San Rafael.

In 1955, the District's original wastewater treatment plant was constructed to address health problems from failing septic tanks in Santa Venetia. New development in north San Rafael resulted in annexation of Terra Linda in 1956, followed by other areas including San Rafael Meadows, Marinwood, Lucas Valley, and other communities. Major plant expansions were completed in 1958, 1972, 1984, and 2022. The 2022 expansion increased capacity to 3.2 million gallons per day with ponds to hold treated wastewater and spray fields that allow the District to withhold discharge in summer months to San Francisco Bay via Miller Creek. The District's Secondary Treatment Plant Upgrade and Recycled Water Expansion Project increased capacity to better serve the present and future residents and address maintenance, efficiency and regulatory issues (Las Gallinas Valley Sanitary District, 2023).

Given the recent upgrade to the wastewater treatment facility serving the Project, it is likely that there would be sufficient capacity to meet the needs of the Project. The impact would be less than significant.

d) Would the Project 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?

e) Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Solid waste and recycling collection service is provided to the Civic Center Campus by Marin Sanitary Service. Collected materials are taken to the Marin Resource Recovery Center, operated by Marin Sanitary Service and located on Jacoby Drive in San Rafael. There, recyclable materials are processed for market and compostable and disposed materials are transferred to the Redwood Landfill, located north of Novato just east of US 101. Redwood Landfill is permitted to accept 1,390 tons per day of refuse for disposal, and has sufficient capacity through approximately 2040, given the most likely scenario for future waste receipts (R3 Consulting, 2018). The EarthCare Composting Facility, located on the landfill site, is permitted to receive up to 514 tons per day of material for composting (CalRecycle, 2023).

Solid waste generated during Project construction would be subject to the CalGreen requirement, enforced through the building permit, to divert at least 65% of construction and demolition waste from landfill. Both the Marin Resource Recovery Center and Redwood Landfill are Certified Facilities for Construction and Demolition Waste recycling, meaning that they ensure proper recycling of construction and demolition debris materials in conformance with the CalGreen requirement (Zero Waste Marin, 2023).

The Project sponsor, the Agricultural Institute of Marin (AIM) has a goal of producing zero waste from CFA and market operations, and plans to have on-site, conveniently located stations for trash, recycling, and organic waste collection, as well as facilities for donated fresh produce that would be distributed to community members in need. A composting station in the garden would demonstrate how organic waste can be turned into nutrients for healthy soil. The small amount of solid waste that would not be recycled or composted would be collected and disposed through the existing system. Any impact related to solid waste generation would therefore be less than significant, and the Project would be in compliance with federal, state, and local management and reduction statutes and regulations related to solid waste.

References

Arcadis, 2010. Memo from William Beaman, PE and Hans Kramer, PE, Arcadis, to Dan Sicular, ESA, re: Marin County Proposed Emergency Operations Facility Utility Services, Marin County Civic Center, San Rafael, California. April 1, 2010.

CalRecycle, 2023. Solid Waste Information System: Redwood Landfill (21-AA-0001). https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/1727 Accessed February 22, 2023.

Las Gallinas Valley Sanitary District, 2023. Our Service Area. https://www.lgvsd.org/about-us/our-service-area/ Accessed February 22, 2023.

Marin County Department of Public Works, 2014. Marin Civic Center Drive Improvements Project, Draft Initial Study with Proposed Mitigated Negative Declaration. Prepared by ICF International, December 2014.

Marin Municipal Water District, 2021. 2020 Urban Water Management Plan for Marin Municipal Water District. Prepared for MMWD by EKI Environment & Water, June 2021.

R3 Consulting, 2018. Remaining Landfill Capacity Projections for Redwood Landfill. Memo from Emily Ginsburg, Senior Analyst, to Judith Silver, Marin County Public Works, March 30, 2018.

Zero Waste Marin, 2023. Construction and Demolition. https://zerowastemarin.org/businesses/about-zero-waste-commercial-programs/certified-construction-and-demolition-facilities/ Accessed February 22, 2023.

20. Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Significant or Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) 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?	☐	☐	☐	☒
b) 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?	☐	☐	☐	☒
c) 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?	☐	☐	☐	☒
d) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

a) Would the Project, 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?

b) Would the Project 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?

c) Would the Project 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?

d) Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

The Project site, like all of the Civic Center Campus, is not in a State Responsibility Area (MarinMap, 2023a). The Fire Hazard Severity Zone map classifies the Civic Center Campus as "Urban Unzoned," which is not a high severity zone (MarinMap, 2023b). Therefore, this topic does not apply to the Project, and there would be no impact related to wildfire.

References

MarinMap, 2023a. State Responsibility Area. Accessed February 21, 2023.

MarinMap, 2023b. Fire Hazard Severity Zones. Accessed February 21, 2023.

21. MANDATORY FINDINGS OF SIGNIFICANCE. Pursuant to Section 15065 of the State EIR Guidelines, a project shall be found to have a significant effect on the environment if any of the following are true:

	Yes	No	Maybe
a) Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐
b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐
d) Does the Project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	☐	☒	☐

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

Section IV.4, Biological Resources, finds that the Project could have an adverse impact on sensitive wildlife species. With the mitigation measures specified in that section, however, all impacts on biological resources would be reduced to less than significant, and the Project would not substantially degrade the quality of the environment or substantially impact sensitive plants or animals. Section IV.5, Cultural Resources, finds that the Project site has no known archaeological or historical resources present. Given the potential for the presence of previously unrecorded archaeological resources to be buried beneath the Project site, and the potential for their accidental discovery and disturbance during Project construction, mitigation measures are identified in Section IV.5 to require pre-construction subsurface testing, construction monitoring, and accidental discovery provisions. With these measures, the potential to impact previously unrecorded archaeological resources would be reduced to less than significant. With mitigation, the Project would not have the potential to cause a substantial adverse change in the significance of an archaeological or historical resource, and therefore would not have the potential to eliminate important examples of the major periods of California history or prehistory.

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

The cumulative impacts analysis considers whether the impacts of the Project could combine with impacts of other nearby past, present, and reasonably foreseeable future projects in a cumulative manner, and if so, whether the Project's contribution to the cumulative impact would be "cumulatively considerable" and therefore significant. Other projects considered in the cumulative analysis include current, recent, and foreseeable future projects in the vicinity of the Project site. Several such projects are listed at the Marin County Community Development Agency website (Marin County CDA, 2023) and the City of San Rafael Planning Division (City of San Rafael Planning Division, 2023). Those within one mile of the Project site are listed in Table IV.21-1, and considered in the cumulative impact analysis.

Table II.21-1. Cumulative Project List

Project Name	Project Location (and Distance from Project Site)	Project Description	Status	Schedule
Marin County Community Development Agency: North San Rafael (Unincorporated) Area Current Projects				
Lewis Richard Trust Design Review (P3807)	74 Circle Road San Rafael, CA 94903 Assessor's Parcel Number: 179-240-07. (3,800 feet)	On March 9, 2023, The Lewis Richard Trust Design Review was approved for the construction of 170 square feet (sf) of additions to an existing single-family dwelling, a new 2,400 sf detached garage, and a 429 sf addition to an existing outbuilding. On May 11, 2023, the Community Development Agency received a Design Review application proposing to amend the approved Design Review to allow construction of a new 630 sf carport.	In review	Not available.
Oppedal Design Review (P4090)	19 Indian Road San Rafael, CA 94903 (APN 179-242-75). (4,800 feet)	Design Review approval to construct an approximately 455 sf attached addition to be used as an Accessory Dwelling Unit (ADU), an attached 365 sf carport and a 64 sf detached shed within the required front yard setback on 64,820 sf (1.50-acre) lot. The proposed addition would result in 4,790 sf total building area and 4,250 sf of total floor area, resulting in a floor area ratio (FAR) of 6.56 percent. Various site improvements would also be entailed in the proposed development, including construction of a porch, patio, uncovered decks, and general grading to accommodate the proposed project.	Approved	Design Review approved July 31, 2023.
Ruiz Design Review and Tree Removal Permit (P4111	16 Crestview Way San Rafael, CA 94903 (APN: 180-192-076) (1 mile)	Design Review approval to replace an existing single-family dwelling with a new 3,469 sf single-family residence on a developed lot in San Rafael. 3,414 sf of the proposed development would be considered floor area and would result in a floor area ratio of 22 percent on the 15,480 sf lot. Various site improvements would also be entailed in the proposed development, including a new pool and pool equipment.	Approved	Design Review approved Sept. 29, 2023

Project Name	Project Location (and Distance from Project Site)	Project Description	Status	Schedule
		Project also includes a Tree Removal Permit to remove a total of five protected trees from the property including one 10-inch California Bay tree, one 6-inch Coast Live Oak trees, two 8-inch Coast Live Oak trees, one 12-inch Coast Live Oak tree.		
Nishinaga Design Review (P3919)	90 Oak Ridge Rd., San Rafael 94903 Assessor's Parcel 179-242-53 (4,300 feet)	Design Review approval to legalize an existing 130 sf shed and a 64 square foot shed with an attached 70 sf deck on a developed lot in San Rafael. The 264 sf of proposed development would not increase the existing floor area ratio of 6 percent on the 47,480 sf lot.	Approved	Design Review approved May 22, 2023
Schenebeck Design Review (P3715)	31 Washington Ave., San Rafael 94903 Assessor's Parcel: 179-126-01 (2,250 feet)	Design Review approval to construct a new 1,374 sf addition to a single-family dwelling on a developed lot in San Rafael The proposed development would result in a floor area ratio of 30 percent on the 15,246 sf lot. The addition would reach a maximum height of 23 feet above surrounding grade.	Approved	Design Review approved April 20, 2023
Gallinas Levee Upgrade	Santa Venetia Neighborhood, along South Fork Gallinas Creek (4,100 feet)	Project would upgrade the existing levee to provide flood protection for the Santa Venetia neighborhood through the year 2050.	In review	Not available.
City of San Rafael Planning Division – Major Planning Projects				
Northgate Town Square	5800 Northgate Dr, San Rafael 94903 (2,000 feet)	Redevelopment of Northgate Mall into an open-air 'main street experience', surrounded by mixed-use development of retail and up to 1,422 residences.	Under review. Draft EIR in preparation	Draft EIR to be released Fall, 2023
350 Merrydale Town Home Development	350 Merrydale Road / 3833 Redwood Highway, San Rafael 94903 (200 feet)	The project consists of a mixture of 45 for-sale town homes and stacked flats, and a multi-purpose community room, on an approximate 2.28-acre site. The Project site has primary access from Merrydale Road and secondary access from Redwood Highway.	Approved by San Rafael City Council Feb. 3, 2020	A final time extension was approved for the applicant to submit for permits by

Project Name	Project Location (and Distance from Project Site)	Project Description	Status	Schedule
				December 31, 2022, and for permits to be issued by June 30, 2023.
Northgate Walk	1005, 1010, 1020 and 1025 Northgate Drive, San Rafael 94903(3,800 feet)	Proposal to redevelop and subdivide two contiguous parcels, currently developed with an existing commercial building, gas station, and multi-room hotel building. The project proposes to demolish the existing buildings and construct a new 4-story, 30-unit, residential condominium building and two new 4-story, residential condominium buildings with 48 and 58 units. Total units proposed is 136 units.	Approved by Planning Commission January 25, 2022.	The applicant must receive building permits by July 25, 2023 or the Planning Commission approvals will expire.

Sources: Marin County Community Development Agency, 2023; City of San Rafael Planning Division, 2023

The largest project within one mile of the Project site is the Northgate Town Square project, a proposed redevelopment of the North Gate Mall in the Terra Linda area of San Rafael, located northwest of the Project site and across US 101. This project proposes redevelopment of Northgate Mall into an open-air 'main street experience', surrounded by mixed-use development of retail and up to 1,422 residences. The project proposes to reduce the existing commercial retail space from 775,677 sq. ft. to 225,100 square feet and construct high-density multifamily residential buildings in the form of townhome units and apartment buildings ranging in height from two to seven stories. An Environmental Impact Report is currently being prepared for this project.

Two nearby projects, also across US 101 from the Project site, are the 350 Merrydale Town Home Development and the Northgate Walk project. Both are residential development projects, the first on a vacant lot, and the second on lots currently developed with commercial uses. Together, the two projects propose 180 residential units.

Several small development projects in the unincorporated areas near the Project site, including unincorporated Terra Linda and Santa Venetia, are undergoing review by Marin County. All of these are residential additions or second units that are limited in size and scope, and sufficiently distant from the Project site that any impacts they may cause would not be expected to combine with Project effects in a cumulative manner. Marin County Flood Control and Water Conservation District is also planning to upgrade an existing flood control levee along the right bank of South Fork Gallinas creek, to provide greater flood control protection for portions of the Santa Venetia neighborhood.

The City of San Rafael General Plan 2040 Neighborhoods Element includes policies for the Terra Linda and Merrydale neighborhoods and the Northgate area, referred to as the “North San Rafael Town Center.” Policies appear to be supportive of the Northgate Town Square project and the residential development projects listed in Table IV-21-1. Policy NH-4.2 specifically addresses potential redevelopment of Northgate Mall:

> Policy NH-4.2: North San Rafael Town Center: Strengthen the role of the North San Rafael Town Center as an attractive, thriving heart for the North San Rafael community: an economically viable centerpiece of commerce and activity with diverse activities for persons of all ages. This should include revitalizing Northgate Mall and surrounding business areas….

The San Rafael General Plan 2040 Neighborhoods Element also incorporates policies from the SMART Civic Center Station Area Plan, which focuses on maximizing the benefits of the new station for surrounding neighborhoods, with focus on improving access to the station for pedestrians, bicycles, and transit users and leveraging the rail station for housing and economic development, while preserving the character of surrounding neighborhoods and protecting nearby creeks and wetlands (City of San Rafael, 2021).

The Project itself, with implementation of the mitigation measures included in this Initial Study, would not have any significant impacts on the environment. The potential for the Project to make a considerable contribution to a cumulative impact is, therefore, low.

Impacts related to several topical areas examined in the sections above, including Air Quality, Greenhouse Gas Emissions and Climate Change, Energy, and Transportation, are cumulative in nature: the conclusions of less-than-significant impacts with respect to these topical areas means that the Project would not contribute considerably or significantly to a cumulative impact of these kinds. Other topics, such as Aesthetics, Biological Resources, Cultural Resources, Geology and Soils, and Hazards and Hazardous Materials tend to be site-specific: less-than-significant impacts in these areas would not be expected to combine in a cumulative manner with impacts of other projects in different locations. Other less-than-significant impacts of the Project, such as Hydrology and Water Quality impacts, would be so minor or slight that they would not make a considerable contribution to cumulative impacts of these kinds. For other topical areas, this Initial Study reaches a conclusion of No Impact, precluding the potential for a considerable contribution to any cumulative impact.

In conclusion, the Project would not have the potential to result in impacts that are individually limited, but cumulatively considerable.

c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

As discussed in Section IV.3, Air Quality, the Project could have a significant adverse effect on human health, but Mitigation Measure AQ-1 (Diesel Exhaust Emissions Reduction Measures) would reduce this impact to less than significant. With this measure, the Project would not have a substantial adverse effect on human beings. Other potential direct or indirect impacts on human beings, such as from geologic hazards (Section IV.7, Geology and Soils), exposure to hazardous materials (Section IV.9, Hazards and Hazardous Materials), and construction noise (Section IV.13, Noise), would be less than significant, or less than significant with the implementation of identified mitigation measures, and would not have substantial adverse effects on human beings.

d) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?

As enumerated in Section II, Project Description, the Project's objectives are to establish a permanent location for the Marin Farmers Market that provides 250 market stalls for farmers and producers, that includes ADA-friendly restrooms, seating, drinking water, and shelter from sun, rain and wind; that provides office space for AIM staff and a facility for events and classes focused on food and sustainable agriculture; that produces zero waste; and that incorporates a transportation hub with ample bicycle parking, electric vehicle charging stations, and easy access to a SMART Station. The Marin Farmers Market is an asset to the Marin community, and the Project would enhance the benefits of providing healthy food to residents and supporting sustainable agriculture. While Project construction would have short-term environmental impacts that require mitigation, long-term operation of the Project would not result in any significant environmental impacts.

Therefore, the Project would not achieve short-term environmental benefits to the disadvantage of local, State, or global long-term environmental goals.

References

City of San Rafael, 2021. San Rafael General Plan 2040. Adopted August 2, 2021.

City of San Rafael Planning Division, 2023. Major Planning Projects. https://www.cityofsanrafael.org/major-planning-projects-2/ Accessed August 8, 2023.

Marin County Community Development Agency, 2023. Projects by Geographical Location. https://www.marincounty.org/depts/cd/divisions/planning/projects Accessed August 8, 2023.

V. PROJECT SPONSOR'S INCORPORATION OF MITIGATION MEASURES:

Acting on behalf of the Project sponsor or the authorized agent of the Project sponsor, I (undersigned) have reviewed the Initial Study for the Permanent Farmers Market and Center for Food and Agriculture at the Marin Civic Center Campus project and have particularly reviewed the mitigation measures and monitoring programs identified herein. I accept the findings of the Initial Study, including the recommended mitigation measures, and hereby agree to modify the proposed Project applications now on file with Marin County to include and incorporate all mitigation measures and monitoring programs set out in this Initial Study.

Andy Naja-Riese, CEO

(Project Sponsor's Name or Representative)

(Project Sponsor's Name or Representative)

(Project Sponsor's signature)

11/15/2023

Date

(Project Sponsor's signature)

Date

VI. DETERMINATION: (Completed by Marin County Environmental Planning Manager). Pursuant to Sections 15081 and 15070 of the State Guidelines, the forgoing Initial Study evaluation, and the entire administrative record for the Project:

[ ] I find that the proposed Project WILL NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

[X] I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the Project. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

Rachel Reid, Environmental Planning Manager — November 15, 2023 (Date)

Agricultural Institute of Marin – Permanent Farmers Market and Center for Food and Agriculture at the Marin County Civic Center

DOCUMENTS INCORPORATED BY REFERENCE

The following is a list of relevant information sources that have been incorporated by reference into the foregoing Initial Study pursuant to Section 15150 of the State CEQA Guidelines. These documents are both a matter of public record and available for public inspection either online or at the Planning Division office of the Marin County Community Development Agency (CDA), Suite 308, 3501 Civic Center Drive, San Rafael. The information incorporated from these documents shall be considered to be set forth fully in the Initial Study.

1. Agricultural Institute of Marin (AIM), 2022. Marin Farmers Market and The Center for Food & Agriculture. Project plans prepared by April Philips Design Works, July 2022.

2. Marin County Community Development Agency, 2007. Marin Countywide Plan.

3. Marin County Community Development Agency, 2023. Marin County Development Code, Title 22.

4. Marin County Department of Public Works, 2023. Marin County Development Standards, Title 24.

5. State of California, 2023. 2023 California Environmental Quality Act (CEQA) Statute and Guidelines. Published by the Society for Environmental Professionals. The CEQA Statute consists of Public Resources Code 21000–21189. The CEQA Guidelines consist of California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387.

Appendices

A. Mitigation Monitoring and Reporting Program

B. Air Quality Technical Report

C.1 Transportation Technical Report

C.2 Transportation Technical Report Update Memo

C.3 Transportation Technical Memo: Emergency Access

APPENDIX A
Mitigation Monitoring and Reporting Program

The purpose of this Mitigation Monitoring and Reporting Program (MMRP) is to ensure that mitigation measures necessary to reduce the Project's significant impacts to less than significant are implemented in a timely and effective manner. In addition to the text of each mitigation measure, the MMRP table includes a brief description of the associated monitoring measure, when the measure will be implemented, and by whom it will be monitored.

Environmental Impact	Mitigation Measures	Mitigation Monitoring and Reporting Measures	When Implemented	Verified by
Aesthetics				
As planted landscape trees mature, they are likely to diminish and eventually to block views of the Civic Center Spire and Administration Building from the Project site and from Civic Center Drive.	**Mitigation Measure AESTHETICS-1: Alter Planting Plan to Preserve views of the Civic Center buildings** The Project sponsor, Agricultural Institute of Marin (AIM), shall revise the proposed Planting Plan to select smaller tree species, where larger species could eventually grow large enough to obscure views of the Civic Center spire and Administration Building from within the Project site and along Civic Center Drive.	**Monitoring Measure AESTHETICS-1** The County Administrator's Office will oversee AIM's revision of the planting plan. The Frank Lloyd Wright Civic Center Conservancy Board will review the revised planting plan, and will consider whether to recommend approval to the Board of Supervisors.	During final Project design	County Administrator's Office
Air Quality				
Project would result in an increase in dust emissions.	**Mitigation Measure AQ-1: BAAQMD's Basic Construction Mitigation Measures**. 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, and graded areas, and unpaved access roads) shall be watered two times a 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 a maximum of 15 miles per hour. 5. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of California of Regulations). Clear signage shall be provided for construction workers at all access points. 6. 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.	**Mitigation Monitoring Measure AQ-1:** The Basic Construction Mitigation Measures shall be included as Building Permit conditions, and the Project sponsor shall notate that these conditions have been met on the Building Permit submittal plans in compliance with this mitigation measure. Oversight of their implementation will be the responsibility of Marin County's Project Manager	During construction	Marin County Project Manager
Short-term exposure to Toxic Air Contaminants (TACs) during Project construction could result in an increased risk of adverse health effects	**Mitigation Measure AQ-2: Diesel Exhaust Emissions Reduction.** During Project construction, all off-road diesel-powered equipment with engines greater than 25 horsepower shall meet Tier 4 Final Emissions Standards.	**Mitigation Monitoring Measure AQ-2:** The Project sponsor shall notate on the Building Permit submittal plans that all off-road diesel-powered equipment with engines greater than 25 horsepower shall meet Tier 4 Final Emissions Standards. Marin County's Project Manager shall verify that the provisions of the measure have been implemented.	During Project construction	Marin County Project Manager

Environmental Impact	Mitigation Measures	Mitigation Monitoring and Reporting Measures	When Implemented	Verified by
Biological Resources				
Project could impact nesting birds	**Mitigation Measure BIO-1: Nesting Birds** Within two weeks prior to any tree trimming or vegetation removal in nesting season (February 1 to August 31), a qualified biologist shall conduct a nesting bird survey within each area where work will take place and all areas within 250 feet. Nesting birds with active nests in the vicinity of the construction area shall be avoided by a minimum buffer of 100 feet, or as determined by the qualified biologist in communication with CDFW. Construction work may continue outside of the no-work buffer	**Mitigation Monitoring Measure BIO-1** The Agricultural Institute of Marin shall be responsible for hiring a biologist prior to any tree trimming and the biologist shall send a biological assessment monitoring report to Marin County's Project Manager for review in compliance with this mitigation measure.	During construction	Marin County Project Manager
Project could remove protected trees	**Mitigation Measure BIO-2 Secure Permits for Tree Removal** a) For any trees along Civic Center Drive which are subject to City of San Rafael tree ordinance (11.12.050) that are planned to be removed, a written permit shall be obtained from the City and all associated measures shall be observed. b) For trees not within the Civic Center Drive right-of-way, the Project sponsor shall determine whether any trees are protected (native trees larger than 6 or 10 inches, depending on the species) or heritage-sized trees (greater than 18 or 30 inches, depending on species) that meet the County definition for protection. Any such trees to be removed shall be re-planted with the same species, or payment made into an in-lieu compensation fund as discussed under Marin County Code (Section 22.62.040).	**Mitigation Monitoring Measure BIO-2** The Project sponsor, Agricultural Institute of Marin, will be responsible for securing the tree removal permits from the City of San Rafael (or showing proof via the City of San Rafael Municipal codes and regulations that the trees are exempt) and shall submit permit issuance or other similar verification to Marin County's Project Manager prior to any tree removal.	Prior to construction	Marin County Project Manager
Cultural Resources				
Project could impact archaeological resources	**Mitigation Measure CUL-1: Archaeological Subsurface Testing Program** Following the development of the Project design and prior to the issuance of permits, the Project applicant shall retain a qualified archaeological consultant to conduct an archaeological subsurface testing program at the Project site to determine if subsurface cultural materials exist in the Project site, and, if applicable, to identify the nature and extent of the subsurface cultural materials. Testing may be conducted concurrently with the required geotechnical investigations of the Project site, if feasible. The subsurface testing program shall be preceded by an archaeological testing plan (ATP) prepared by a qualified archaeologist in collaboration with the Marin County Community Development Agency (Community Development Agency) and a Native American Tribe registered with the Native American Heritage Commission (NAHC) for Marin County that is traditionally and culturally affiliated with the geographic area as described in Public Resources Code §21080.3 (NAHC-listed Tribe). The ATP shall outline the goals and methods of the testing program (including	**Mitigation Monitoring Measure CUL-1** Marin County's Project Manager will oversee and ensure implementation of Mitigation Measure CUL-1. The Project sponsor, Agricultural Institute of Marin, will be responsible for ensuring preparation and implementation of the ATP and a subsequent archaeological data recovery program (if applicable), which shall be completed prior to commencement of Project construction.	Prior to issuance of permits	Marin County Project Manager

Environmental Impact	Mitigation Measures	Mitigation Monitoring and Reporting Measures	When Implemented	Verified by
	consideration of ground penetrating radar (GPR) and Human Remains Detection (HRD) dogs, mechanical coring, and mechanical backhoe trenching), the cultural context of the testing area, and the anticipated resources within the testing area. A final report documenting the results of the archaeological testing program shall be prepared by a qualified archaeologist for review by a NAHC-listed Tribe and the Community Development Agency within one month of the completion of the testing program. The final archaeological testing results report may include provisions for monitoring during construction and an archaeological monitoring plan (AMP) shall be prepared by a qualified archaeologist. The AMP shall include the construction activities to be monitored, construction work stoppage procedures, and notification protocols in case significant resources are encountered requiring further treatment. A final report documenting the results of monitoring shall be prepared by a qualified archaeologist for review by a NAHC-listed Tribe and the Community Development Agency within two months of the completion of monitoring. If the Community Development Agency determines, based on recommendations from a qualified archaeologist and a NAHC-listed Tribe, that any identified resource may qualify as a historical resource or unique archaeological resource (defined in CEQA Guidelines §15064.5) or a tribal cultural resource (defined in PRC §21080.3), the resource shall be avoided, if feasible. This may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If the resource cannot be avoided, an archaeological data recovery and treatment plan (ADRTP) shall be developed by a qualified archaeologist in collaboration with a NAHC-listed Tribe and the Community Development Agency. The ADRTP shall identify how the proposed data recovery program will preserve significant information, including research questions applicable to the resource context, the data classes the resource is expected to possess, how the data classes would address the research questions, the methods of field recovery, and the analysis and treatment of recovered materials. Final treatment of all identified resources shall be completed in accordance with a treatment plan provided by a NAHC-listed Tribe. In accordance with PRC §21083.2(d), data recovery shall be limited to the portions of the resource that would be adversely affected by the Project. Destructive data recovery methods shall be avoided if nondestructive methods of recovery are applicable.			
	Mitigation Measure CUL-2: Interpretive Program In consultation with a local Tribal organization the Project sponsor shall implement a cultural resources interpretive program. A cultural resources interpretive program shall be developed prior to implementation. The	**Mitigation Monitoring Measure CUL-2** The Project sponsor, Agricultural Institute of Marin, will be responsible for ensuring the implementation of Mitigation Measure		

Environmental Impact	Mitigation Measures	Mitigation Monitoring and Reporting Measures	When Implemented	Verified by
	program would identify, as appropriate, proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, cultural displays and interpretation, gardens and landscaping, and educational panels or other informational displays. In consultation and collaboration with the local Tribal organization, the interpretive program shall be implemented by the Project sponsor.	CUL-2, which shall be completed prior to Project opening, and will submit the cultural resources interpretive program to Marin County's Project Manager prior to final inspection.		
	Mitigation Measure CUL-3: Cultural Resources Sensitivity Training A cultural resource sensitivity training led by a Secretary of the Interior-qualified archaeologist and a representative from a local Tribal organization shall be conducted for all construction personnel prior to any ground-disturbing activities. The training program will include relevant information regarding sensitive cultural resources and tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The training program will also describe appropriate avoidance and minimization measures for resources that have the potential to be located in the Project site and will outline what to do and who to contact if any potential cultural resources or tribal cultural resources are encountered. The training program will emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance to Native Americans.	**Mitigation Monitoring Measure CUL-3** The Project sponsor, Agricultural Institute of Marin, will be responsible for ensuring the implementation of Mitigation Measure CUL-3, and will submit a copy of the outline of the training to Marin County's Project Manager prior to the scheduled training session.	Prior to ground-disturbing construction activities	Marin County Project Manager
	Mitigation Measure CUL-4: Inadvertent Discovery of Cultural Resources If pre-contact or historic-era archaeological resources are encountered during Project implementation, all construction activities within 100 feet shall halt, and a Secretary of the Interior-qualified archaeologist shall inspect the find within 24 hours of discovery and notify the County of their initial assessment. If the find is deemed pre-contact, a NAHC-listed Tribe will be invited to evaluate the find. Pre-contact archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-era materials might include building or structure footings and walls, and deposits of metal, glass, and/or ceramic refuse. If the County determines, based on recommendations from a Secretary of the Interior-qualified archaeologist and a NAHC-listed Tribe (if the resource is Native American related), that the resource may qualify as a historical resource or unique archaeological resource (defined in CEQA Guidelines Section 15064.5) or a tribal cultural resource (defined in PRC Section 21080.3), the resource shall be avoided, if feasible. This may be accomplished through planning construction to avoid the resource;	**Mitigation Monitoring Measure CUL-4** The Project sponsor, Agricultural Institute of Marin, will be responsible for ensuring the implementation of Mitigation Measure CUL-4, and will report any accidental discovery of potential cultural resources to Marin County's Project Manager immediately.	During construction	Marin County Project Manager

Environmental Impact	Mitigation Measures	Mitigation Monitoring and Reporting Measures	When Implemented	Verified by
	incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, the County shall work with a Secretary of the Interior-qualified archaeologist and a NAHC-listed Tribe (if the resource is Native American-related) to determine treatment measures to avoid, minimize, or mitigate any potential impacts or adverse effects to the resource. This shall include documentation of the resource and may include data recovery, if deemed appropriate, or other actions such as treating the resource with culturally appropriate dignity and protecting the cultural character and integrity of the resource.			
Project could disturb human remains	**Mitigation Measure CUL-5: Training for Accidental Discovery of Human Remains.** The archaeological training specified in Mitigation Measure CUL-3 shall include training on identification of human remains or potential human remains, and on the procedures to follow in the event of such discovery.	**Mitigation Monitoring Measure CUL-5:** See Monitoring Measure CUL-3.	Prior to ground-disturbing construction activities	Marin County Project Manager
Noise				
Project construction could increase ambient noise levels	**Mitigation Measure NOISE-1: Construction Hours** a. Hours for construction activities and other work undertaken in connection with building, plumbing, electrical, and other permits issued by the community agency shall be limited to the following: i. Monday through Friday: 7 a.m. to 6 p.m. ii. Saturday: 9 a.m. to 5 p.m. iii. Prohibited on Sundays and Holidays (New Year's Day, President's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.) b. Loud noise-generating construction-related equipment (e.g., backhoes, generators, jackhammers) can be maintained, operated, or serviced from 8 a.m. to 5 p.m. Monday through Friday only.	**Mitigation Monitoring Measure NOISE-1** The limitations on construction hours will be stated in the building permit issued by the County, and will be monitored and enforced by Marin County's Project Manager.	During construction	Marin County Project Manager

Appendix B

Air Quality and GHG Emissions Appendix

CalEEMod Version 2020.4.0 Emissions Output Data

Annual (34 pages)

Summer Daily (27 pages)

Winter Daily (27 pages)

Marin County Civic Center Farmers Market - Marin County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Marin County Civic Center Farmers Market

Marin County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government (Civic Center)	7.59	1000sqft	0.17	7,595.00	0
Parking Lot	3.01	Acre	3.01	131,115.60	0
City Park	0.51	Acre	0.51	22,302.72	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	69
Climate Zone	5			**Operational Year**	2024
Utility Company	MCE				
CO2 Intensity (lb/MWhr)	289.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 3.7-acre site. Approximately one-half acre of land scaping, 7,595 SF of buildings (including restrooms), and the rest of the site is assumed to be paved/permeable pavers.

Construction Phase - Approximately one year of construction. Shortened coating phase because buildings are prefab -- assumed to only coat parking lot.

Grading - 7,370 cubic yards of import

Architectural Coating - Buildings are prefabricated -- assumed to only coat parking lot.

Vehicle Trips - Parisi Transportation Consulting, 2022. Project would increase vehicle trips by 1,489 average daily one way trips.

Water And Wastewater - outdoor water usage captured by City park land use.

Sequestration - 96 new trees

Construction Off-road Equipment Mitigation - Basic BAAQMD BMPs

Energy Mitigation - The proposed Project also includes installation of rooftop photovoltaic (solar) panels on some or all of the CFA buildings, with the intent to generate sufficient electricity to meet total CFA demand.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	3,798.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	11,393.00	0.00
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	11.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	18.00	2.00
tblGrading	MaterialImported	0.00	7,370.00
tblLandUse	LandUseSquareFeet	7,590.00	7,595.00
tblLandUse	LandUseSquareFeet	22,215.60	22,302.72
tblSequestration	NumberOfNewTrees	0.00	96.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	0.00	196.05
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	0.00	196.05
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	33.98	196.05
tblWater	OutdoorWaterUseRate	924,152.04	0.00

2.0 Emissions Summary

Marin County Civic Center Farmers Market - Marin County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1782	1.6423	1.7790	3.8700e-003	0.1500	0.0713	0.2213	0.0586	0.0670	0.1256	0.0000	346.9975	346.9975	0.0612	0.0127	352.3063
2024	0.0803	0.4306	0.5469	1.0700e-003	0.0183	0.0186	0.0369	4.9600e-003	0.0174	0.0224	0.0000	94.4888	94.4888	0.0186	2.1000e-003	95.5807
Maximum	**0.1782**	**1.6423**	**1.7790**	**3.8700e-003**	**0.1500**	**0.0713**	**0.2213**	**0.0586**	**0.0670**	**0.1256**	**0.0000**	**346.9975**	**346.9975**	**0.0612**	**0.0127**	**352.3063**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0540	0.4074	1.9082	3.8700e-003	0.1072	5.4400e-003	0.1126	0.0372	5.3700e-003	0.0425	0.0000	346.9972	346.9972	0.0612	0.0127	352.3060
2024	0.0467	0.0946	0.5898	1.0700e-003	0.0183	1.4800e-003	0.0198	4.9600e-003	1.4700e-003	6.4200e-003	0.0000	94.4887	94.4887	0.0186	2.1000e-003	95.5806
Maximum	**0.0540**	**0.4074**	**1.9082**	**3.8700e-003**	**0.1072**	**5.4400e-003**	**0.1126**	**0.0372**	**5.3700e-003**	**0.0425**	**0.0000**	**346.9972**	**346.9972**	**0.0612**	**0.0127**	**352.3060**

Marin County Civic Center Farmers Market - Marin County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**61.03**	**75.78**	**-7.40**	**0.00**	**25.46**	**92.30**	**48.74**	**33.75**	**91.90**	**66.92**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**4-3-2023**	**7-2-2023**	0.6730	0.1937
2	**7-3-2023**	**10-2-2023**	0.5746	0.1345
3	**10-3-2023**	**1-2-2024**	0.5771	0.1377
4	**1-3-2024**	**4-2-2024**	0.4775	0.1206
5	**4-3-2024**	**7-2-2024**	0.0103	0.0098
		Highest	0.6730	0.1937

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0451	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-004	2.0000e-004	0.0000	0.0000	2.1000e-004
Energy	7.8000e-004	7.1300e-003	5.9900e-003	4.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004	0.0000	25.8254	25.8254	2.2000e-003	3.9000e-004	25.9972
Mobile	0.6064	0.5619	5.1461	9.7500e-003	1.0431	7.3800e-003	1.0504	0.2785	6.8700e-003	0.2853	0.0000	913.2095	913.2095	0.0674	0.0436	927.8732
Waste						0.0000	0.0000		0.0000	0.0000	8.7895	0.0000	8.7895	0.5195	0.0000	21.7756
Water						0.0000	0.0000		0.0000	0.0000	0.4784	1.3529	1.8313	0.0493	1.1800e-003	3.4147
Total	**0.6522**	**0.5690**	**5.1522**	**9.7900e-003**	**1.0431**	**7.9200e-003**	**1.0510**	**0.2785**	**7.4100e-003**	**0.2859**	**9.2679**	**940.3880**	**949.6559**	**0.6383**	**0.0451**	**979.0609**

Marin County Civic Center Farmers Market - Marin County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0451	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-004	2.0000e-004	0.0000	0.0000	2.1000e-004
Energy	7.8000e-004	7.1300e-003	5.9900e-003	4.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004	0.0000	7.7615	7.7615	1.5000e-004	1.4000e-004	7.8076
Mobile	0.6064	0.5619	5.1461	9.7500e-003	1.0431	7.3800e-003	1.0504	0.2785	6.8700e-003	0.2853	0.0000	913.2095	913.2095	0.0674	0.0436	927.8732
Waste						0.0000	0.0000		0.0000	0.0000	8.7895	0.0000	8.7895	0.5195	0.0000	21.7756
Water						0.0000	0.0000		0.0000	0.0000	0.4784	1.3529	1.8313	0.0493	1.1800e-003	3.4147
Total	**0.6522**	**0.5690**	**5.1522**	**9.7900e-003**	**1.0431**	**7.9200e-003**	**1.0510**	**0.2785**	**7.4100e-003**	**0.2859**	**9.2679**	**922.3241**	**931.5920**	**0.6363**	**0.0449**	**960.8713**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.92**	**1.90**	**0.32**	**0.55**	**1.86**

2.3 Vegetation

Vegetation

	CO2e
Category	MT
New Trees	67.9680
Total	**67.9680**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	4/3/2023	4/7/2023	5	5	
2	Grading	Grading	4/8/2023	4/19/2023	5	8	
3	Building Construction	Building Construction	4/20/2023	3/6/2024	5	230	
4	Paving	Paving	3/7/2024	4/1/2024	5	18	
5	Architectural Coating	Architectural Coating	4/2/2024	4/3/2024	5	2	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 8

Acres of Paving: 3.01

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 7,867 (Architectural Coating – sqft)

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	921.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	67.00	26.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0491	0.0000	0.0491	0.0253	0.0000	0.0253	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6500e-003	0.0688	0.0456	1.0000e-004		3.1700e-003	3.1700e-003		2.9100e-003	2.9100e-003	0.0000	8.3627	8.3627	2.7000e-003	0.0000	8.4303
Total	**6.6500e-003**	**0.0688**	**0.0456**	**1.0000e-004**	**0.0491**	**3.1700e-003**	**0.0523**	**0.0253**	**2.9100e-003**	**0.0282**	**0.0000**	**8.3627**	**8.3627**	**2.7000e-003**	**0.0000**	**8.4303**

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3.2 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	8.0000e-005	9.7000e-004	0.0000	3.5000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.2819	0.2819	1.0000e-005	1.0000e-005	0.2845
Total	**1.3000e-004**	**8.0000e-005**	**9.7000e-004**	**0.0000**	**3.5000e-004**	**0.0000**	**3.6000e-004**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.2819**	**0.2819**	**1.0000e-005**	**1.0000e-005**	**0.2845**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0221	0.0000	0.0221	0.0114	0.0000	0.0114	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1600e-003	5.0400e-003	0.0522	1.0000e-004		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004	0.0000	8.3627	8.3627	2.7000e-003	0.0000	8.4303
Total	**1.1600e-003**	**5.0400e-003**	**0.0522**	**1.0000e-004**	**0.0221**	**1.6000e-004**	**0.0223**	**0.0114**	**1.6000e-004**	**0.0115**	**0.0000**	**8.3627**	**8.3627**	**2.7000e-003**	**0.0000**	**8.4303**

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3.2 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	8.0000e-005	9.7000e-004	0.0000	3.5000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.2819	0.2819	1.0000e-005	1.0000e-005	0.2845
Total	**1.3000e-004**	**8.0000e-005**	**9.7000e-004**	**0.0000**	**3.5000e-004**	**0.0000**	**3.6000e-004**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.2819**	**0.2819**	**1.0000e-005**	**1.0000e-005**	**0.2845**

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0288	0.0000	0.0288	0.0138	0.0000	0.0138	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8400e-003	0.0717	0.0590	1.2000e-004		3.1000e-003	3.1000e-003		2.8500e-003	2.8500e-003	0.0000	10.4243	10.4243	3.3700e-003	0.0000	10.5085
Total	**6.8400e-003**	**0.0717**	**0.0590**	**1.2000e-004**	**0.0288**	**3.1000e-003**	**0.0319**	**0.0138**	**2.8500e-003**	**0.0166**	**0.0000**	**10.4243**	**10.4243**	**3.3700e-003**	**0.0000**	**10.5085**

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3.3 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0300e-003	0.0691	0.0194	2.8000e-004	7.7600e-003	5.0000e-004	8.2600e-003	2.1400e-003	4.8000e-004	2.6100e-003	0.0000	28.9223	28.9223	1.8600e-003	4.6100e-003	30.3431
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.1000e-004	1.3000e-003	0.0000	4.7000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3759	0.3759	1.0000e-005	1.0000e-005	0.3793
Total	**1.2000e-003**	**0.0692**	**0.0207**	**2.8000e-004**	**8.2300e-003**	**5.0000e-004**	**8.7400e-003**	**2.2700e-003**	**4.8000e-004**	**2.7400e-003**	**0.0000**	**29.2982**	**29.2982**	**1.8700e-003**	**4.6200e-003**	**30.7224**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0129	0.0000	0.0129	6.1900e-003	0.0000	6.1900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4500e-003	6.2900e-003	0.0710	1.2000e-004		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004	0.0000	10.4242	10.4242	3.3700e-003	0.0000	10.5085
Total	**1.4500e-003**	**6.2900e-003**	**0.0710**	**1.2000e-004**	**0.0129**	**1.9000e-004**	**0.0131**	**6.1900e-003**	**1.9000e-004**	**6.3800e-003**	**0.0000**	**10.4242**	**10.4242**	**3.3700e-003**	**0.0000**	**10.5085**

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3.3 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0300e-003	0.0691	0.0194	2.8000e-004	7.7600e-003	5.0000e-004	8.2600e-003	2.1400e-003	4.8000e-004	2.6100e-003	0.0000	28.9223	28.9223	1.8600e-003	4.6100e-003	30.3431
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.1000e-004	1.3000e-003	0.0000	4.7000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3759	0.3759	1.0000e-005	1.0000e-005	0.3793
Total	**1.2000e-003**	**0.0692**	**0.0207**	**2.8000e-004**	**8.2300e-003**	**5.0000e-004**	**8.7400e-003**	**2.2700e-003**	**4.8000e-004**	**2.7400e-003**	**0.0000**	**29.2982**	**29.2982**	**1.8700e-003**	**4.6200e-003**	**30.7224**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1431	1.3090	1.4782	2.4500e-003		0.0637	0.0637		0.0599	0.0599	0.0000	210.9423	210.9423	0.0502	0.0000	212.1968
Total	**0.1431**	**1.3090**	**1.4782**	**2.4500e-003**		**0.0637**	**0.0637**		**0.0599**	**0.0599**	**0.0000**	**210.9423**	**210.9423**	**0.0502**	**0.0000**	**212.1968**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.2500e-003	0.1123	0.0424	5.0000e-004	0.0155	6.1000e-004	0.0161	4.4800e-003	5.9000e-004	5.0700e-003	0.0000	49.4898	49.4898	1.9100e-003	6.9900e-003	51.6198
Worker	0.0170	0.0112	0.1320	4.1000e-004	0.0480	2.5000e-004	0.0483	0.0128	2.3000e-004	0.0130	0.0000	38.1983	38.1983	1.1200e-003	1.0700e-003	38.5440
Total	**0.0203**	**0.1235**	**0.1744**	**9.1000e-004**	**0.0635**	**8.6000e-004**	**0.0644**	**0.0173**	**8.2000e-004**	**0.0181**	**0.0000**	**87.6882**	**87.6882**	**3.0300e-003**	**8.0600e-003**	**90.1638**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0298	0.2034	1.5889	2.4500e-003		3.7100e-003	3.7100e-003		3.7100e-003	3.7100e-003	0.0000	210.9421	210.9421	0.0502	0.0000	212.1966
Total	**0.0298**	**0.2034**	**1.5889**	**2.4500e-003**		**3.7100e-003**	**3.7100e-003**		**3.7100e-003**	**3.7100e-003**	**0.0000**	**210.9421**	**210.9421**	**0.0502**	**0.0000**	**212.1966**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.2500e-003	0.1123	0.0424	5.0000e-004	0.0155	6.1000e-004	0.0161	4.4800e-003	5.9000e-004	5.0700e-003	0.0000	49.4898	49.4898	1.9100e-003	6.9900e-003	51.6198
Worker	0.0170	0.0112	0.1320	4.1000e-004	0.0480	2.5000e-004	0.0483	0.0128	2.3000e-004	0.0130	0.0000	38.1983	38.1983	1.1200e-003	1.0700e-003	38.5440
Total	**0.0203**	**0.1235**	**0.1744**	**9.1000e-004**	**0.0635**	**8.6000e-004**	**0.0644**	**0.0173**	**8.2000e-004**	**0.0181**	**0.0000**	**87.6882**	**87.6882**	**3.0300e-003**	**8.0600e-003**	**90.1638**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0353	0.3227	0.3880	6.5000e-004		0.0147	0.0147		0.0139	0.0139	0.0000	55.6438	55.6438	0.0132	0.0000	55.9727
Total	**0.0353**	**0.3227**	**0.3880**	**6.5000e-004**		**0.0147**	**0.0147**		**0.0139**	**0.0139**	**0.0000**	**55.6438**	**55.6438**	**0.0132**	**0.0000**	**55.9727**

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3.4 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.2000e-004	0.0294	0.0108	1.3000e-004	4.0800e-003	1.6000e-004	4.2500e-003	1.1800e-003	1.6000e-004	1.3400e-003	0.0000	12.8397	12.8397	4.9000e-004	1.8100e-003	13.3917
Worker	4.2100e-003	2.6200e-003	0.0325	1.1000e-004	0.0127	6.0000e-005	0.0127	3.3700e-003	6.0000e-005	3.4300e-003	0.0000	9.8280	9.8280	2.7000e-004	2.6000e-004	9.9127
Total	**5.0300e-003**	**0.0320**	**0.0432**	**2.4000e-004**	**0.0168**	**2.2000e-004**	**0.0170**	**4.5500e-003**	**2.2000e-004**	**4.7700e-003**	**0.0000**	**22.6678**	**22.6678**	**7.6000e-004**	**2.0700e-003**	**23.3044**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.8700e-003	0.0536	0.4191	6.5000e-004		9.8000e-004	9.8000e-004		9.8000e-004	9.8000e-004	0.0000	55.6437	55.6437	0.0132	0.0000	55.9727
Total	**7.8700e-003**	**0.0536**	**0.4191**	**6.5000e-004**		**9.8000e-004**	**9.8000e-004**		**9.8000e-004**	**9.8000e-004**	**0.0000**	**55.6437**	**55.6437**	**0.0132**	**0.0000**	**55.9727**

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3.4 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.2000e-004	0.0294	0.0108	1.3000e-004	4.0800e-003	1.6000e-004	4.2500e-003	1.1800e-003	1.6000e-004	1.3400e-003	0.0000	12.8397	12.8397	4.9000e-004	1.8100e-003	13.3917
Worker	4.2100e-003	2.6200e-003	0.0325	1.1000e-004	0.0127	6.0000e-005	0.0127	3.3700e-003	6.0000e-005	3.4300e-003	0.0000	9.8280	9.8280	2.7000e-004	2.6000e-004	9.9127
Total	**5.0300e-003**	**0.0320**	**0.0432**	**2.4000e-004**	**0.0168**	**2.2000e-004**	**0.0170**	**4.5500e-003**	**2.2000e-004**	**4.7700e-003**	**0.0000**	**22.6678**	**22.6678**	**7.6000e-004**	**2.0700e-003**	**23.3044**

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.9300e-003	0.0745	0.1100	1.7000e-004		3.5900e-003	3.5900e-003		3.3200e-003	3.3200e-003	0.0000	14.7423	14.7423	4.6300e-003	0.0000	14.8581
Paving	3.9400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0119**	**0.0745**	**0.1100**	**1.7000e-004**		**3.5900e-003**	**3.5900e-003**		**3.3200e-003**	**3.3200e-003**	**0.0000**	**14.7423**	**14.7423**	**4.6300e-003**	**0.0000**	**14.8581**

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3.5 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.7000e-004	2.9000e-004	3.6400e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.8000e-004	0.0000	1.1002	1.1002	3.0000e-005	3.0000e-005	1.1096
Total	**4.7000e-004**	**2.9000e-004**	**3.6400e-003**	**1.0000e-005**	**1.4200e-003**	**1.0000e-005**	**1.4300e-003**	**3.8000e-004**	**1.0000e-005**	**3.8000e-004**	**0.0000**	**1.1002**	**1.1002**	**3.0000e-005**	**3.0000e-005**	**1.1096**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.9700e-003	8.5600e-003	0.1218	1.7000e-004		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	14.7423	14.7423	4.6300e-003	0.0000	14.8581
Paving	3.9400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.9100e-003**	**8.5600e-003**	**0.1218**	**1.7000e-004**		**2.6000e-004**	**2.6000e-004**		**2.6000e-004**	**2.6000e-004**	**0.0000**	**14.7423**	**14.7423**	**4.6300e-003**	**0.0000**	**14.8581**

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3.5 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.7000e-004	2.9000e-004	3.6400e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.8000e-004	0.0000	1.1002	1.1002	3.0000e-005	3.0000e-005	1.1096
Total	**4.7000e-004**	**2.9000e-004**	**3.6400e-003**	**1.0000e-005**	**1.4200e-003**	**1.0000e-005**	**1.4300e-003**	**3.8000e-004**	**1.0000e-005**	**3.8000e-004**	**0.0000**	**1.1002**	**1.1002**	**3.0000e-005**	**3.0000e-005**	**1.1096**

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0274					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8000e-004	1.2200e-003	1.8100e-003	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.2553	0.2553	1.0000e-005	0.0000	0.2557
Total	**0.0275**	**1.2200e-003**	**1.8100e-003**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.2553**	**0.2553**	**1.0000e-005**	**0.0000**	**0.2557**

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3.6 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.6000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0795	0.0795	0.0000	0.0000	0.0801
Total	**3.0000e-005**	**2.0000e-005**	**2.6000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0795**	**0.0795**	**0.0000**	**0.0000**	**0.0801**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0274					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0000e-005	1.3000e-004	1.8300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.2553	0.2553	1.0000e-005	0.0000	0.2557
Total	**0.0274**	**1.3000e-004**	**1.8300e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.2553**	**0.2553**	**1.0000e-005**	**0.0000**	**0.2557**

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3.6 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.6000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0795	0.0795	0.0000	0.0000	0.0801
Total	**3.0000e-005**	**2.0000e-005**	**2.6000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0795**	**0.0795**	**0.0000**	**0.0000**	**0.0801**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.6064	0.5619	5.1461	9.7500e-003	1.0431	7.3800e-003	1.0504	0.2785	6.8700e-003	0.2853	0.0000	913.2095	913.2095	0.0674	0.0436	927.8732
Unmitigated	0.6064	0.5619	5.1461	9.7500e-003	1.0431	7.3800e-003	1.0504	0.2785	6.8700e-003	0.2853	0.0000	913.2095	913.2095	0.0674	0.0436	927.8732

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Government (Civic Center)	1,488.02	1,488.02	1488.02	2,844,553	2,844,553
Parking Lot	0.00	0.00	0.00		
Total	1,488.02	1,488.02	1,488.02	2,844,553	2,844,553

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Government (Civic Center)	9.50	7.30	7.30	75.00	20.00	5.00	50	34	16
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.540731	0.061602	0.202834	0.122898	0.023958	0.005433	0.006645	0.003685	0.000662	0.000406	0.027616	0.000722	0.002809
Government (Civic Center)	0.540731	0.061602	0.202834	0.122898	0.023958	0.005433	0.006645	0.003685	0.000662	0.000406	0.027616	0.000722	0.002809

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Parking Lot	0.540731	0.061602	0.202834	0.122898	0.023958	0.005433	0.006645	0.003685	0.000662	0.000406	0.027616	0.000722	0.002809

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	18.0640	18.0640	2.0600e-003	2.5000e-004	18.1896
NaturalGas Mitigated	7.8000e-004	7.1300e-003	5.9900e-003	4.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004	0.0000	7.7615	7.7615	1.5000e-004	1.4000e-004	7.8076
NaturalGas Unmitigated	7.8000e-004	7.1300e-003	5.9900e-003	4.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004	0.0000	7.7615	7.7615	1.5000e-004	1.4000e-004	7.8076

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Government (Civic Center)	145444	7.8000e-004	7.1300e-003	5.9900e-003	4.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004	0.0000	7.7615	7.7615	1.5000e-004	1.4000e-004	7.8076
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**7.8000e-004**	**7.1300e-003**	**5.9900e-003**	**4.0000e-005**		**5.4000e-004**	**5.4000e-004**		**5.4000e-004**	**5.4000e-004**	**0.0000**	**7.7615**	**7.7615**	**1.5000e-004**	**1.4000e-004**	**7.8076**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Government (Civic Center)	145444	7.8000e-004	7.1300e-003	5.9900e-003	4.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004	0.0000	7.7615	7.7615	1.5000e-004	1.4000e-004	7.8076
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**7.8000e-004**	**7.1300e-003**	**5.9900e-003**	**4.0000e-005**		**5.4000e-004**	**5.4000e-004**		**5.4000e-004**	**5.4000e-004**	**0.0000**	**7.7615**	**7.7615**	**1.5000e-004**	**1.4000e-004**	**7.8076**

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5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Government (Civic Center)	91443.8	12.0279	1.3700e-003	1.7000e-004	12.1115
Parking Lot	45890.5	6.0361	6.9000e-004	8.0000e-005	6.0781
Total		**18.0640**	**2.0600e-003**	**2.5000e-004**	**18.1896**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Government (Civic Center)	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0451	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-004	2.0000e-004	0.0000	0.0000	2.1000e-004
Unmitigated	0.0451	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-004	2.0000e-004	0.0000	0.0000	2.1000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	6.7000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0384					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-004	2.0000e-004	0.0000	0.0000	2.1000e-004
Total	**0.0451**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-004**	**2.0000e-004**	**0.0000**	**0.0000**	**2.1000e-004**

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6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	6.7000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0384					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-004	2.0000e-004	0.0000	0.0000	2.1000e-004
Total	**0.0451**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-004**	**2.0000e-004**	**0.0000**	**0.0000**	**2.1000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.8313	0.0493	1.1800e-003	3.4147
Unmitigated	1.8313	0.0493	1.1800e-003	3.4147

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.607655	0.2797	3.0000e-005	0.0000	0.2817
Government (Civic Center)	1.50783 / 0	1.5515	0.0493	1.1700e-003	3.1330
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**1.8313**	**0.0493**	**1.1700e-003**	**3.4147**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.607655	0.2797	3.0000e-005	0.0000	0.2817
Government (Civic Center)	1.50783 / 0	1.5515	0.0493	1.1700e-003	3.1330
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**1.8313**	**0.0493**	**1.1700e-003**	**3.4147**

8.0 Waste Detail

8.1 Mitigation Measures Waste

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	8.7895	0.5195	0.0000	21.7756
Unmitigated	8.7895	0.5195	0.0000	21.7756

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.04	8.1200e-003	4.8000e-004	0.0000	0.0201
Government (Civic Center)	43.26	8.7814	0.5190	0.0000	21.7555
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**8.7895**	**0.5195**	**0.0000**	**21.7756**

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8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.04	8.1200e-003	4.8000e-004	0.0000	0.0201
Government (Civic Center)	43.26	8.7814	0.5190	0.0000	21.7555
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**8.7895**	**0.5195**	**0.0000**	**21.7756**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	67.9680	0.0000	0.0000	67.9680

11.2 Net New Trees

Species Class

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	96	67.9680	0.0000	0.0000	67.9680
Total		**67.9680**	**0.0000**	**0.0000**	**67.9680**

Marin County Civic Center Farmers Market - Marin County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Marin County Civic Center Farmers Market

Marin County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government (Civic Center)	7.59	1000sqft	0.17	7,595.00	0
Parking Lot	3.01	Acre	3.01	131,115.60	0
City Park	0.51	Acre	0.51	22,302.72	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	69
Climate Zone	5			**Operational Year**	2024
Utility Company	MCE				
CO2 Intensity (lb/MWhr)	289.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 3.7-acre site. Approximately one-half acre of land scaping, 7,595 SF of buildings (including restrooms), and the rest of the site is assumed to be paved/permeable pavers.

Construction Phase - Approximately one year of construction. Shortened coating phase because buildings are prefab -- assumed to only coat parking lot.

Grading - 7,370 cubic yards of import

Architectural Coating - Buildings are prefabricated -- assumed to only coat parking lot.

Vehicle Trips - Parisi Transportation Consulting, 2022. Project would increase vehicle trips by 1,489 average daily one way trips.

Water And Wastewater - outdoor water usage captured by City park land use.

Sequestration - 96 new trees

Construction Off-road Equipment Mitigation - Basic BAAQMD BMPs

Energy Mitigation - The proposed Project also includes installation of rooftop photovoltaic (solar) panels on some or all of the CFA buildings, with the intent to generate sufficient electricity to meet total CFA demand.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	3,798.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	11,393.00	0.00
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	11.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

Marin County Civic Center Farmers Market - Marin County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	18.00	2.00
tblGrading	MaterialImported	0.00	7,370.00
tblLandUse	LandUseSquareFeet	7,590.00	7,595.00
tblLandUse	LandUseSquareFeet	22,215.60	22,302.72
tblSequestration	NumberOfNewTrees	0.00	96.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	0.00	196.05
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	0.00	196.05
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	33.98	196.05
tblWater	OutdoorWaterUseRate	924,152.04	0.00

2.0 Emissions Summary

Marin County Civic Center Farmers Market - Marin County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	2.7120	34.5828	19.9527	0.1017	19.8049	1.2668	21.0717	10.1417	1.1654	11.3071	0.0000	10,951.3579	10,951.3579	1.4452	1.2730	11,366.8353
2024	27.5640	14.7182	18.0512	0.0370	0.7264	0.6227	1.3492	0.1967	0.5858	0.7825	0.0000	3,626.8442	3,626.8442	0.6385	0.0941	3,670.8393
Maximum	**27.5640**	**34.5828**	**19.9527**	**0.1017**	**19.8049**	**1.2668**	**21.0717**	**10.1417**	**1.1654**	**11.3071**	**0.0000**	**10,951.3579**	**10,951.3579**	**1.4452**	**1.2730**	**11,366.8353**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	0.6705	18.2206	22.9547	0.1017	8.9935	0.1741	9.0564	4.5853	0.1686	4.6481	0.0000	10,951.3578	10,951.3578	1.4452	1.2730	11,366.8353
2024	27.4129	3.5091	19.3447	0.0370	0.7264	0.0502	0.7767	0.1967	0.0497	0.2464	0.0000	3,626.8442	3,626.8442	0.6385	0.0941	3,670.8393
Maximum	**27.4129**	**18.2206**	**22.9547**	**0.1017**	**8.9935**	**0.1741**	**9.0564**	**4.5853**	**0.1686**	**4.6481**	**0.0000**	**10,951.3578**	**10,951.3578**	**1.4452**	**1.2730**	**11,366.8353**

Marin County Civic Center Farmers Market - Marin County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	7.24	55.92	-11.30	0.00	52.66	88.13	56.14	53.75	87.53	59.52	0.00	0.00	0.00	0.00	0.00	0.00

Marin County Civic Center Farmers Market - Marin County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2469	1.0000e-005	1.1300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.4300e-003	2.4300e-003	1.0000e-005		2.5900e-003
Energy	4.3000e-003	0.0391	0.0328	2.3000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003		46.8797	46.8797	9.0000e-004	8.6000e-004	47.1583
Mobile	3.7150	2.8013	27.5087	0.0565	5.9752	0.0406	6.0158	1.5899	0.0378	1.6277		5,832.5165	5,832.5165	0.3760	0.2473	5,915.6048
Total	**3.9662**	**2.8404**	**27.5427**	**0.0567**	**5.9752**	**0.0435**	**6.0187**	**1.5899**	**0.0407**	**1.6306**		**5,879.3986**	**5,879.3986**	**0.3769**	**0.2481**	**5,962.7656**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2469	1.0000e-005	1.1300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.4300e-003	2.4300e-003	1.0000e-005		2.5900e-003
Energy	4.3000e-003	0.0391	0.0328	2.3000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003		46.8797	46.8797	9.0000e-004	8.6000e-004	47.1583
Mobile	3.7150	2.8013	27.5087	0.0565	5.9752	0.0406	6.0158	1.5899	0.0378	1.6277		5,832.5165	5,832.5165	0.3760	0.2473	5,915.6048
Total	**3.9662**	**2.8404**	**27.5427**	**0.0567**	**5.9752**	**0.0435**	**6.0187**	**1.5899**	**0.0407**	**1.6306**		**5,879.3986**	**5,879.3986**	**0.3769**	**0.2481**	**5,962.7656**

Marin County Civic Center Farmers Market - Marin County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	4/3/2023	4/7/2023	5	5	
2	Grading	Grading	4/8/2023	4/19/2023	5	8	
3	Building Construction	Building Construction	4/20/2023	3/6/2024	5	230	
4	Paving	Paving	3/7/2024	4/1/2024	5	18	
5	Architectural Coating	Architectural Coating	4/2/2024	4/3/2024	5	2	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 8

Acres of Paving: 3.01

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 7,867 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	921.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	67.00	26.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Marin County Civic Center Farmers Market - Marin County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647		3,687.3081	3,687.3081	1.1926		3,717.1219
Total	**2.6595**	**27.5242**	**18.2443**	**0.0381**	**19.6570**	**1.2660**	**20.9230**	**10.1025**	**1.1647**	**11.2672**		**3,687.3081**	**3,687.3081**	**1.1926**		**3,717.1219**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0525	0.0289	0.4165	1.3000e-003	0.1479	7.5000e-004	0.1486	0.0392	6.9000e-004	0.0399		132.6643	132.6643	3.3900e-003	3.1900e-003	133.6986
Total	**0.0525**	**0.0289**	**0.4165**	**1.3000e-003**	**0.1479**	**7.5000e-004**	**0.1486**	**0.0392**	**6.9000e-004**	**0.0399**		**132.6643**	**132.6643**	**3.3900e-003**	**3.1900e-003**	**133.6986**

Marin County Civic Center Farmers Market - Marin County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	0.4656	2.0175	20.8690	0.0381		0.0621	0.0621		0.0621	0.0621	0.0000	3,687.3081	3,687.3081	1.1926		3,717.1219
Total	**0.4656**	**2.0175**	**20.8690**	**0.0381**	**8.8457**	**0.0621**	**8.9077**	**4.5461**	**0.0621**	**4.6082**	**0.0000**	**3,687.3081**	**3,687.3081**	**1.1926**		**3,717.1219**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0525	0.0289	0.4165	1.3000e-003	0.1479	7.5000e-004	0.1486	0.0392	6.9000e-004	0.0399		132.6643	132.6643	3.3900e-003	3.1900e-003	133.6986
Total	**0.0525**	**0.0289**	**0.4165**	**1.3000e-003**	**0.1479**	**7.5000e-004**	**0.1486**	**0.0392**	**6.9000e-004**	**0.0399**		**132.6643**	**132.6643**	**3.3900e-003**	**3.1900e-003**	**133.6986**

Marin County Civic Center Farmers Market - Marin County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.1868	0.0000	7.1868	3.4405	0.0000	3.4405			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297		0.7749	0.7749		0.7129	0.7129		2,872.6910	2,872.6910	0.9291		2,895.9182
Total	**1.7109**	**17.9359**	**14.7507**	**0.0297**	**7.1868**	**0.7749**	**7.9617**	**3.4405**	**0.7129**	**4.1534**		**2,872.6910**	**2,872.6910**	**0.9291**		**2,895.9182**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2636	16.6228	4.8549	0.0709	2.0124	0.1250	2.1374	0.5515	0.1196	0.6711		7,968.1133	7,968.1133	0.5132	1.2703	8,359.5017
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0438	0.0241	0.3471	1.0800e-003	0.1232	6.3000e-004	0.1239	0.0327	5.8000e-004	0.0333		110.5536	110.5536	2.8300e-003	2.6600e-003	111.4155
Total	**0.3074**	**16.6469**	**5.2020**	**0.0720**	**2.1356**	**0.1257**	**2.2612**	**0.5842**	**0.1202**	**0.7044**		**8,078.6669**	**8,078.6669**	**0.5161**	**1.2730**	**8,470.9172**

Marin County Civic Center Farmers Market - Marin County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.2341	0.0000	3.2341	1.5482	0.0000	1.5482			0.0000			0.0000
Off-Road	0.3632	1.5737	17.7527	0.0297		0.0484	0.0484		0.0484	0.0484	0.0000	2,872.6910	2,872.6910	0.9291		2,895.9182
Total	**0.3632**	**1.5737**	**17.7527**	**0.0297**	**3.2341**	**0.0484**	**3.2825**	**1.5482**	**0.0484**	**1.5967**	**0.0000**	**2,872.6910**	**2,872.6910**	**0.9291**		**2,895.9182**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2636	16.6228	4.8549	0.0709	2.0124	0.1250	2.1374	0.5515	0.1196	0.6711		7,968.1133	7,968.1133	0.5132	1.2703	8,359.5017
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0438	0.0241	0.3471	1.0800e-003	0.1232	6.3000e-004	0.1239	0.0327	5.8000e-004	0.0333		110.5536	110.5536	2.8300e-003	2.6600e-003	111.4155
Total	**0.3074**	**16.6469**	**5.2020**	**0.0720**	**2.1356**	**0.1257**	**2.2612**	**0.5842**	**0.1202**	**0.7044**		**8,078.6669**	**8,078.6669**	**0.5161**	**1.2730**	**8,470.9172**

Marin County Civic Center Farmers Market - Marin County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0361	1.1892	0.4598	5.5100e-003	0.1760	6.7400e-003	0.1828	0.0507	6.4400e-003	0.0571		599.2517	599.2517	0.0232	0.0845	625.0079
Worker	0.1954	0.1076	1.5504	4.8200e-003	0.5504	2.8000e-003	0.5532	0.1460	2.5800e-003	0.1486		493.8061	493.8061	0.0126	0.0119	497.6558
Total	**0.2315**	**1.2968**	**2.0102**	**0.0103**	**0.7264**	**9.5400e-003**	**0.7360**	**0.1967**	**9.0200e-003**	**0.2057**		**1,093.0578**	**1,093.0578**	**0.0358**	**0.0964**	**1,122.6637**

Marin County Civic Center Farmers Market - Marin County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3278	2.2347	17.4603	0.0269		0.0408	0.0408		0.0408	0.0408	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**0.3278**	**2.2347**	**17.4603**	**0.0269**		**0.0408**	**0.0408**		**0.0408**	**0.0408**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0361	1.1892	0.4598	5.5100e-003	0.1760	6.7400e-003	0.1828	0.0507	6.4400e-003	0.0571		599.2517	599.2517	0.0232	0.0845	625.0079
Worker	0.1954	0.1076	1.5504	4.8200e-003	0.5504	2.8000e-003	0.5532	0.1460	2.5800e-003	0.1486		493.8061	493.8061	0.0126	0.0119	497.6558
Total	**0.2315**	**1.2968**	**2.0102**	**0.0103**	**0.7264**	**9.5400e-003**	**0.7360**	**0.1967**	**9.0200e-003**	**0.2057**		**1,093.0578**	**1,093.0578**	**0.0358**	**0.0964**	**1,122.6637**

Marin County Civic Center Farmers Market - Marin County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0345	1.1784	0.4417	5.4200e-003	0.1760	6.7600e-003	0.1828	0.0507	6.4700e-003	0.0572		589.4779	589.4779	0.0227	0.0830	614.7884
Worker	0.1831	0.0960	1.4427	4.6700e-003	0.5504	2.6600e-003	0.5531	0.1460	2.4500e-003	0.1484		481.6674	481.6674	0.0114	0.0110	485.2432
Total	**0.2176**	**1.2744**	**1.8844**	**0.0101**	**0.7264**	**9.4200e-003**	**0.7359**	**0.1967**	**8.9200e-003**	**0.2056**		**1,071.1453**	**1,071.1453**	**0.0342**	**0.0941**	**1,100.0316**

Marin County Civic Center Farmers Market - Marin County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3278	2.2347	17.4603	0.0270		0.0408	0.0408		0.0408	0.0408	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**0.3278**	**2.2347**	**17.4603**	**0.0270**		**0.0408**	**0.0408**		**0.0408**	**0.0408**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0345	1.1784	0.4417	5.4200e-003	0.1760	6.7600e-003	0.1828	0.0507	6.4700e-003	0.0572		589.4779	589.4779	0.0227	0.0830	614.7884
Worker	0.1831	0.0960	1.4427	4.6700e-003	0.5504	2.6600e-003	0.5531	0.1460	2.4500e-003	0.1484		481.6674	481.6674	0.0114	0.0110	485.2432
Total	**0.2176**	**1.2744**	**1.8844**	**0.0101**	**0.7264**	**9.4200e-003**	**0.7359**	**0.1967**	**8.9200e-003**	**0.2056**		**1,071.1453**	**1,071.1453**	**0.0342**	**0.0941**	**1,100.0316**

Marin County Civic Center Farmers Market - Marin County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8814	8.2730	12.2210	0.0189		0.3987	0.3987		0.3685	0.3685		1,805.6205	1,805.6205	0.5673		1,819.8039
Paving	0.4381					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3195**	**8.2730**	**12.2210**	**0.0189**		**0.3987**	**0.3987**		**0.3685**	**0.3685**		**1,805.6205**	**1,805.6205**	**0.5673**		**1,819.8039**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0547	0.0287	0.4307	1.3900e-003	0.1643	7.9000e-004	0.1651	0.0436	7.3000e-004	0.0443		143.7813	143.7813	3.4100e-003	3.3000e-003	144.8487
Total	**0.0547**	**0.0287**	**0.4307**	**1.3900e-003**	**0.1643**	**7.9000e-004**	**0.1651**	**0.0436**	**7.3000e-004**	**0.0443**		**143.7813**	**143.7813**	**3.4100e-003**	**3.3000e-003**	**144.8487**

Marin County Civic Center Farmers Market - Marin County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2194	0.9509	13.5323	0.0189		0.0293	0.0293		0.0293	0.0293	0.0000	1,805.6205	1,805.6205	0.5673		1,819.8039
Paving	0.4381					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6576**	**0.9509**	**13.5323**	**0.0189**		**0.0293**	**0.0293**		**0.0293**	**0.0293**	**0.0000**	**1,805.6205**	**1,805.6205**	**0.5673**		**1,819.8039**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0547	0.0287	0.4307	1.3900e-003	0.1643	7.9000e-004	0.1651	0.0436	7.3000e-004	0.0443		143.7813	143.7813	3.4100e-003	3.3000e-003	144.8487
Total	**0.0547**	**0.0287**	**0.4307**	**1.3900e-003**	**0.1643**	**7.9000e-004**	**0.1651**	**0.0436**	**7.3000e-004**	**0.0443**		**143.7813**	**143.7813**	**3.4100e-003**	**3.3000e-003**	**144.8487**

Marin County Civic Center Farmers Market - Marin County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	27.3477					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**27.5284**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0355	0.0186	0.2799	9.1000e-004	0.1068	5.2000e-004	0.1073	0.0283	4.8000e-004	0.0288		93.4579	93.4579	2.2200e-003	2.1400e-003	94.1517
Total	**0.0355**	**0.0186**	**0.2799**	**9.1000e-004**	**0.1068**	**5.2000e-004**	**0.1073**	**0.0283**	**4.8000e-004**	**0.0288**		**93.4579**	**93.4579**	**2.2200e-003**	**2.1400e-003**	**94.1517**

Marin County Civic Center Farmers Market - Marin County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	27.3477					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**27.3774**	**0.1288**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0355	0.0186	0.2799	9.1000e-004	0.1068	5.2000e-004	0.1073	0.0283	4.8000e-004	0.0288		93.4579	93.4579	2.2200e-003	2.1400e-003	94.1517
Total	**0.0355**	**0.0186**	**0.2799**	**9.1000e-004**	**0.1068**	**5.2000e-004**	**0.1073**	**0.0283**	**4.8000e-004**	**0.0288**		**93.4579**	**93.4579**	**2.2200e-003**	**2.1400e-003**	**94.1517**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.7150	2.8013	27.5087	0.0565	5.9752	0.0406	6.0158	1.5899	0.0378	1.6277		5,832.5165	5,832.5165	0.3760	0.2473	5,915.6048
Unmitigated	3.7150	2.8013	27.5087	0.0565	5.9752	0.0406	6.0158	1.5899	0.0378	1.6277		5,832.5165	5,832.5165	0.3760	0.2473	5,915.6048

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Government (Civic Center)	1,488.02	1,488.02	1488.02	2,844,553	2,844,553
Parking Lot	0.00	0.00	0.00		
Total	1,488.02	1,488.02	1,488.02	2,844,553	2,844,553

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Government (Civic Center)	9.50	7.30	7.30	75.00	20.00	5.00	50	34	16
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.540731	0.061602	0.202834	0.122898	0.023958	0.005433	0.006645	0.003685	0.000662	0.000406	0.027616	0.000722	0.002809
Government (Civic Center)	0.540731	0.061602	0.202834	0.122898	0.023958	0.005433	0.006645	0.003685	0.000662	0.000406	0.027616	0.000722	0.002809
Parking Lot	0.540731	0.061602	0.202834	0.122898	0.023958	0.005433	0.006645	0.003685	0.000662	0.000406	0.027616	0.000722	0.002809

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	4.3000e-003	0.0391	0.0328	2.3000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003		46.8797	46.8797	9.0000e-004	8.6000e-004	47.1583
NaturalGas Unmitigated	4.3000e-003	0.0391	0.0328	2.3000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003		46.8797	46.8797	9.0000e-004	8.6000e-004	47.1583

Marin County Civic Center Farmers Market - Marin County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Government (Civic Center)	398.477	4.3000e-003	0.0391	0.0328	2.3000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003		46.8797	46.8797	9.0000e-004	8.6000e-004	47.1583
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**4.3000e-003**	**0.0391**	**0.0328**	**2.3000e-004**		**2.9700e-003**	**2.9700e-003**		**2.9700e-003**	**2.9700e-003**		**46.8797**	**46.8797**	**9.0000e-004**	**8.6000e-004**	**47.1583**

Marin County Civic Center Farmers Market - Marin County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Government (Civic Center)	0.398477	4.3000e-003	0.0391	0.0328	2.3000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003		46.8797	46.8797	9.0000e-004	8.6000e-004	47.1583
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**4.3000e-003**	**0.0391**	**0.0328**	**2.3000e-004**		**2.9700e-003**	**2.9700e-003**		**2.9700e-003**	**2.9700e-003**		**46.8797**	**46.8797**	**9.0000e-004**	**8.6000e-004**	**47.1583**

6.0 Area Detail

6.1 Mitigation Measures Area

Marin County Civic Center Farmers Market - Marin County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2469	1.0000e-005	1.1300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.4300e-003	2.4300e-003	1.0000e-005		2.5900e-003
Unmitigated	0.2469	1.0000e-005	1.1300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.4300e-003	2.4300e-003	1.0000e-005		2.5900e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0367					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2101					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-004	1.0000e-005	1.1300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.4300e-003	2.4300e-003	1.0000e-005		2.5900e-003
Total	**0.2469**	**1.0000e-005**	**1.1300e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.4300e-003**	**2.4300e-003**	**1.0000e-005**		**2.5900e-003**

Marin County Civic Center Farmers Market - Marin County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0367					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2101					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-004	1.0000e-005	1.1300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.4300e-003	2.4300e-003	1.0000e-005		2.5900e-003
Total	**0.2469**	**1.0000e-005**	**1.1300e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.4300e-003**	**2.4300e-003**	**1.0000e-005**		**2.5900e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Marin County Civic Center Farmers Market - Marin County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Marin County Civic Center Farmers Market

Marin County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government (Civic Center)	7.59	1000sqft	0.17	7,595.00	0
Parking Lot	3.01	Acre	3.01	131,115.60	0
City Park	0.51	Acre	0.51	22,302.72	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	69
Climate Zone	5			**Operational Year**	2024
Utility Company	MCE				
CO2 Intensity (lb/MWhr)	289.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 3.7-acre site. Approximately one-half acre of land scaping, 7,595 SF of buildings (including restrooms), and the rest of the site is assumed to be paved/permeable pavers.

Construction Phase - Approximately one year of construction. Shortened coating phase because buildings are prefab -- assumed to only coat parking lot.

Grading - 7,370 cubic yards of import

Architectural Coating - Buildings are prefabricated -- assumed to only coat parking lot.

Vehicle Trips - Parisi Transportation Consulting, 2022. Project would increase vehicle trips by 1,489 average daily one way trips.

Water And Wastewater - outdoor water usage captured by City park land use.

Sequestration - 96 new trees

Construction Off-road Equipment Mitigation - Basic BAAQMD BMPs

Energy Mitigation - The proposed Project also includes installation of rooftop photovoltaic (solar) panels on some or all of the CFA buildings, with the intent to generate sufficient electricity to meet total CFA demand.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	3,798.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	11,393.00	0.00
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	11.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

Marin County Civic Center Farmers Market - Marin County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	18.00	2.00
tblGrading	MaterialImported	0.00	7,370.00
tblLandUse	LandUseSquareFeet	7,590.00	7,595.00
tblLandUse	LandUseSquareFeet	22,215.60	22,302.72
tblSequestration	NumberOfNewTrees	0.00	96.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	0.00	196.05
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	0.00	196.05
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	33.98	196.05
tblWater	OutdoorWaterUseRate	924,152.04	0.00

2.0 Emissions Summary

Marin County Civic Center Farmers Market - Marin County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	2.7142	35.5388	19.9669	0.1017	19.8049	1.2668	21.0717	10.1417	1.1654	11.3071	0.0000	10,949.2722	10,949.2722	1.4446	1.2745	11,365.2000
2024	27.5656	14.8083	18.0225	0.0367	0.7264	0.6228	1.3492	0.1967	0.5859	0.7825	0.0000	3,595.2938	3,595.2938	0.6400	0.0960	3,639.8869
Maximum	**27.5656**	**35.5388**	**19.9669**	**0.1017**	**19.8049**	**1.2668**	**21.0717**	**10.1417**	**1.1654**	**11.3071**	**0.0000**	**10,949.2722**	**10,949.2722**	**1.4446**	**1.2745**	**11,365.2000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	0.6587	19.1766	22.9689	0.1017	8.9935	0.1744	9.0564	4.5853	0.1690	4.6481	0.0000	10,949.2722	10,949.2722	1.4446	1.2745	11,365.2000
2024	27.4146	3.5993	19.3159	0.0367	0.7264	0.0503	0.7767	0.1967	0.0498	0.2464	0.0000	3,595.2938	3,595.2938	0.6400	0.0960	3,639.8869
Maximum	**27.4146**	**19.1766**	**22.9689**	**0.1017**	**8.9935**	**0.1744**	**9.0564**	**4.5853**	**0.1690**	**4.6481**	**0.0000**	**10,949.2722**	**10,949.2722**	**1.4446**	**1.2745**	**11,365.2000**

Marin County Civic Center Farmers Market - Marin County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	7.29	54.76	-11.31	0.00	52.66	88.11	56.14	53.75	87.51	59.51	0.00	0.00	0.00	0.00	0.00	0.00

Marin County Civic Center Farmers Market - Marin County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2469	1.0000e-005	1.1300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.4300e-003	2.4300e-003	1.0000e-005		2.5900e-003
Energy	4.3000e-003	0.0391	0.0328	2.3000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003		46.8797	46.8797	9.0000e-004	8.6000e-004	47.1583
Mobile	3.3424	3.2610	30.1415	0.0535	5.9752	0.0406	6.0158	1.5899	0.0378	1.6277		5,521.7992	5,521.7992	0.4312	0.2743	5,614.3176
Total	**3.5936**	**3.3001**	**30.1755**	**0.0537**	**5.9752**	**0.0436**	**6.0188**	**1.5899**	**0.0408**	**1.6307**		**5,568.6813**	**5,568.6813**	**0.4321**	**0.2752**	**5,661.4785**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2469	1.0000e-005	1.1300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.4300e-003	2.4300e-003	1.0000e-005		2.5900e-003
Energy	4.3000e-003	0.0391	0.0328	2.3000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003		46.8797	46.8797	9.0000e-004	8.6000e-004	47.1583
Mobile	3.3424	3.2610	30.1415	0.0535	5.9752	0.0406	6.0158	1.5899	0.0378	1.6277		5,521.7992	5,521.7992	0.4312	0.2743	5,614.3176
Total	**3.5936**	**3.3001**	**30.1755**	**0.0537**	**5.9752**	**0.0436**	**6.0188**	**1.5899**	**0.0408**	**1.6307**		**5,568.6813**	**5,568.6813**	**0.4321**	**0.2752**	**5,661.4785**

Marin County Civic Center Farmers Market - Marin County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	4/3/2023	4/7/2023	5	5	
2	Grading	Grading	4/8/2023	4/19/2023	5	8	
3	Building Construction	Building Construction	4/20/2023	3/6/2024	5	230	
4	Paving	Paving	3/7/2024	4/1/2024	5	18	
5	Architectural Coating	Architectural Coating	4/2/2024	4/3/2024	5	2	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 8

Acres of Paving: 3.01

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 7,867 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	921.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	67.00	26.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Marin County Civic Center Farmers Market - Marin County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647		3,687.3081	3,687.3081	1.1926		3,717.1219
Total	**2.6595**	**27.5242**	**18.2443**	**0.0381**	**19.6570**	**1.2660**	**20.9230**	**10.1025**	**1.1647**	**11.2672**		**3,687.3081**	**3,687.3081**	**1.1926**		**3,717.1219**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0547	0.0357	0.4026	1.2100e-003	0.1479	7.5000e-004	0.1486	0.0392	6.9000e-004	0.0399		123.7932	123.7932	3.8300e-003	3.6600e-003	124.9796
Total	**0.0547**	**0.0357**	**0.4026**	**1.2100e-003**	**0.1479**	**7.5000e-004**	**0.1486**	**0.0392**	**6.9000e-004**	**0.0399**		**123.7932**	**123.7932**	**3.8300e-003**	**3.6600e-003**	**124.9796**

Marin County Civic Center Farmers Market - Marin County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	0.4656	2.0175	20.8690	0.0381		0.0621	0.0621		0.0621	0.0621	0.0000	3,687.3081	3,687.3081	1.1926		3,717.1219
Total	**0.4656**	**2.0175**	**20.8690**	**0.0381**	**8.8457**	**0.0621**	**8.9077**	**4.5461**	**0.0621**	**4.6082**	**0.0000**	**3,687.3081**	**3,687.3081**	**1.1926**		**3,717.1219**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0547	0.0357	0.4026	1.2100e-003	0.1479	7.5000e-004	0.1486	0.0392	6.9000e-004	0.0399		123.7932	123.7932	3.8300e-003	3.6600e-003	124.9796
Total	**0.0547**	**0.0357**	**0.4026**	**1.2100e-003**	**0.1479**	**7.5000e-004**	**0.1486**	**0.0392**	**6.9000e-004**	**0.0399**		**123.7932**	**123.7932**	**3.8300e-003**	**3.6600e-003**	**124.9796**

Marin County Civic Center Farmers Market - Marin County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.1868	0.0000	7.1868	3.4405	0.0000	3.4405			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297		0.7749	0.7749		0.7129	0.7129		2,872.6910	2,872.6910	0.9291		2,895.9182
Total	**1.7109**	**17.9359**	**14.7507**	**0.0297**	**7.1868**	**0.7749**	**7.9617**	**3.4405**	**0.7129**	**4.1534**		**2,872.6910**	**2,872.6910**	**0.9291**		**2,895.9182**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2499	17.5732	4.8807	0.0710	2.0124	0.1254	2.1377	0.5515	0.1200	0.6715		7,973.4202	7,973.4202	0.5123	1.2715	8,365.1322
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0456	0.0297	0.3355	1.0100e-003	0.1232	6.3000e-004	0.1239	0.0327	5.8000e-004	0.0333		103.1610	103.1610	3.1900e-003	3.0500e-003	104.1497
Total	**0.2955**	**17.6029**	**5.2162**	**0.0720**	**2.1356**	**0.1260**	**2.2616**	**0.5842**	**0.1205**	**0.7047**		**8,076.5812**	**8,076.5812**	**0.5155**	**1.2745**	**8,469.2819**

Marin County Civic Center Farmers Market - Marin County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.2341	0.0000	3.2341	1.5482	0.0000	1.5482			0.0000			0.0000
Off-Road	0.3632	1.5737	17.7527	0.0297		0.0484	0.0484		0.0484	0.0484	0.0000	2,872.6910	2,872.6910	0.9291		2,895.9182
Total	**0.3632**	**1.5737**	**17.7527**	**0.0297**	**3.2341**	**0.0484**	**3.2825**	**1.5482**	**0.0484**	**1.5967**	**0.0000**	**2,872.6910**	**2,872.6910**	**0.9291**		**2,895.9182**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2499	17.5732	4.8807	0.0710	2.0124	0.1254	2.1377	0.5515	0.1200	0.6715		7,973.4202	7,973.4202	0.5123	1.2715	8,365.1322
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0456	0.0297	0.3355	1.0100e-003	0.1232	6.3000e-004	0.1239	0.0327	5.8000e-004	0.0333		103.1610	103.1610	3.1900e-003	3.0500e-003	104.1497
Total	**0.2955**	**17.6029**	**5.2162**	**0.0720**	**2.1356**	**0.1260**	**2.2616**	**0.5842**	**0.1205**	**0.7047**		**8,076.5812**	**8,076.5812**	**0.5155**	**1.2745**	**8,469.2819**

Marin County Civic Center Farmers Market - Marin County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0361	1.2576	0.4740	5.5100e-003	0.1760	6.7800e-003	0.1828	0.0507	6.4900e-003	0.0572		599.8146	599.8146	0.0231	0.0848	625.6467
Worker	0.2037	0.1327	1.4985	4.5000e-003	0.5504	2.8000e-003	0.5532	0.1460	2.5800e-003	0.1486		460.7860	460.7860	0.0143	0.0136	465.2020
Total	**0.2398**	**1.3903**	**1.9725**	**0.0100**	**0.7264**	**9.5800e-003**	**0.7360**	**0.1967**	**9.0700e-003**	**0.2057**		**1,060.6006**	**1,060.6006**	**0.0374**	**0.0984**	**1,090.8487**

Marin County Civic Center Farmers Market - Marin County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3278	2.2347	17.4603	0.0269		0.0408	0.0408		0.0408	0.0408	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**0.3278**	**2.2347**	**17.4603**	**0.0269**		**0.0408**	**0.0408**		**0.0408**	**0.0408**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0361	1.2576	0.4740	5.5100e-003	0.1760	6.7800e-003	0.1828	0.0507	6.4900e-003	0.0572		599.8146	599.8146	0.0231	0.0848	625.6467
Worker	0.2037	0.1327	1.4985	4.5000e-003	0.5504	2.8000e-003	0.5532	0.1460	2.5800e-003	0.1486		460.7860	460.7860	0.0143	0.0136	465.2020
Total	**0.2398**	**1.3903**	**1.9725**	**0.0100**	**0.7264**	**9.5800e-003**	**0.7360**	**0.1967**	**9.0700e-003**	**0.2057**		**1,060.6006**	**1,060.6006**	**0.0374**	**0.0984**	**1,090.8487**

Marin County Civic Center Farmers Market - Marin County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0344	1.2462	0.4562	5.4200e-003	0.1760	6.8100e-003	0.1829	0.0507	6.5100e-003	0.0572		590.0703	590.0703	0.0227	0.0833	615.4529
Worker	0.1916	0.1184	1.3995	4.3600e-003	0.5504	2.6600e-003	0.5531	0.1460	2.4500e-003	0.1484		449.5246	449.5246	0.0130	0.0127	453.6263
Total	**0.2260**	**1.3646**	**1.8556**	**9.7800e-003**	**0.7264**	**9.4700e-003**	**0.7359**	**0.1967**	**8.9600e-003**	**0.2056**		**1,039.5949**	**1,039.5949**	**0.0356**	**0.0960**	**1,069.0792**

Marin County Civic Center Farmers Market - Marin County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3278	2.2347	17.4603	0.0270		0.0408	0.0408		0.0408	0.0408	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**0.3278**	**2.2347**	**17.4603**	**0.0270**		**0.0408**	**0.0408**		**0.0408**	**0.0408**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0344	1.2462	0.4562	5.4200e-003	0.1760	6.8100e-003	0.1829	0.0507	6.5100e-003	0.0572		590.0703	590.0703	0.0227	0.0833	615.4529
Worker	0.1916	0.1184	1.3995	4.3600e-003	0.5504	2.6600e-003	0.5531	0.1460	2.4500e-003	0.1484		449.5246	449.5246	0.0130	0.0127	453.6263
Total	**0.2260**	**1.3646**	**1.8556**	**9.7800e-003**	**0.7264**	**9.4700e-003**	**0.7359**	**0.1967**	**8.9600e-003**	**0.2056**		**1,039.5949**	**1,039.5949**	**0.0356**	**0.0960**	**1,069.0792**

Marin County Civic Center Farmers Market - Marin County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8814	8.2730	12.2210	0.0189		0.3987	0.3987		0.3685	0.3685		1,805.6205	1,805.6205	0.5673		1,819.8039
Paving	0.4381					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3195**	**8.2730**	**12.2210**	**0.0189**		**0.3987**	**0.3987**		**0.3685**	**0.3685**		**1,805.6205**	**1,805.6205**	**0.5673**		**1,819.8039**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0572	0.0353	0.4178	1.3000e-003	0.1643	7.9000e-004	0.1651	0.0436	7.3000e-004	0.0443		134.1864	134.1864	3.8700e-003	3.7800e-003	135.4108
Total	**0.0572**	**0.0353**	**0.4178**	**1.3000e-003**	**0.1643**	**7.9000e-004**	**0.1651**	**0.0436**	**7.3000e-004**	**0.0443**		**134.1864**	**134.1864**	**3.8700e-003**	**3.7800e-003**	**135.4108**

Marin County Civic Center Farmers Market - Marin County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2194	0.9509	13.5323	0.0189		0.0293	0.0293		0.0293	0.0293	0.0000	1,805.6205	1,805.6205	0.5673		1,819.8039
Paving	0.4381					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6576**	**0.9509**	**13.5323**	**0.0189**		**0.0293**	**0.0293**		**0.0293**	**0.0293**	**0.0000**	**1,805.6205**	**1,805.6205**	**0.5673**		**1,819.8039**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0572	0.0353	0.4178	1.3000e-003	0.1643	7.9000e-004	0.1651	0.0436	7.3000e-004	0.0443		134.1864	134.1864	3.8700e-003	3.7800e-003	135.4108
Total	**0.0572**	**0.0353**	**0.4178**	**1.3000e-003**	**0.1643**	**7.9000e-004**	**0.1651**	**0.0436**	**7.3000e-004**	**0.0443**		**134.1864**	**134.1864**	**3.8700e-003**	**3.7800e-003**	**135.4108**

Marin County Civic Center Farmers Market - Marin County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	27.3477					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**27.5284**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0372	0.0230	0.2715	8.5000e-004	0.1068	5.2000e-004	0.1073	0.0283	4.8000e-004	0.0288		87.2212	87.2212	2.5100e-003	2.4600e-003	88.0171
Total	**0.0372**	**0.0230**	**0.2715**	**8.5000e-004**	**0.1068**	**5.2000e-004**	**0.1073**	**0.0283**	**4.8000e-004**	**0.0288**		**87.2212**	**87.2212**	**2.5100e-003**	**2.4600e-003**	**88.0171**

Marin County Civic Center Farmers Market - Marin County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	27.3477					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**27.3774**	**0.1288**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0372	0.0230	0.2715	8.5000e-004	0.1068	5.2000e-004	0.1073	0.0283	4.8000e-004	0.0288		87.2212	87.2212	2.5100e-003	2.4600e-003	88.0171
Total	**0.0372**	**0.0230**	**0.2715**	**8.5000e-004**	**0.1068**	**5.2000e-004**	**0.1073**	**0.0283**	**4.8000e-004**	**0.0288**		**87.2212**	**87.2212**	**2.5100e-003**	**2.4600e-003**	**88.0171**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.3424	3.2610	30.1415	0.0535	5.9752	0.0406	6.0158	1.5899	0.0378	1.6277		5,521.7992	5,521.7992	0.4312	0.2743	5,614.3176
Unmitigated	3.3424	3.2610	30.1415	0.0535	5.9752	0.0406	6.0158	1.5899	0.0378	1.6277		5,521.7992	5,521.7992	0.4312	0.2743	5,614.3176

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Government (Civic Center)	1,488.02	1,488.02	1488.02	2,844,553	2,844,553
Parking Lot	0.00	0.00	0.00		
Total	1,488.02	1,488.02	1,488.02	2,844,553	2,844,553

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Government (Civic Center)	9.50	7.30	7.30	75.00	20.00	5.00	50	34	16
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.540731	0.061602	0.202834	0.122898	0.023958	0.005433	0.006645	0.003685	0.000662	0.000406	0.027616	0.000722	0.002809
Government (Civic Center)	0.540731	0.061602	0.202834	0.122898	0.023958	0.005433	0.006645	0.003685	0.000662	0.000406	0.027616	0.000722	0.002809
Parking Lot	0.540731	0.061602	0.202834	0.122898	0.023958	0.005433	0.006645	0.003685	0.000662	0.000406	0.027616	0.000722	0.002809

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	4.3000e-003	0.0391	0.0328	2.3000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003		46.8797	46.8797	9.0000e-004	8.6000e-004	47.1583
NaturalGas Unmitigated	4.3000e-003	0.0391	0.0328	2.3000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003		46.8797	46.8797	9.0000e-004	8.6000e-004	47.1583

Marin County Civic Center Farmers Market - Marin County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Government (Civic Center)	398.477	4.3000e-003	0.0391	0.0328	2.3000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003		46.8797	46.8797	9.0000e-004	8.6000e-004	47.1583
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**4.3000e-003**	**0.0391**	**0.0328**	**2.3000e-004**		**2.9700e-003**	**2.9700e-003**		**2.9700e-003**	**2.9700e-003**		**46.8797**	**46.8797**	**9.0000e-004**	**8.6000e-004**	**47.1583**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Government (Civic Center)	0.398477	4.3000e-003	0.0391	0.0328	2.3000e-004		2.9700e-003	2.9700e-003		2.9700e-003	2.9700e-003		46.8797	46.8797	9.0000e-004	8.6000e-004	47.1583
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**4.3000e-003**	**0.0391**	**0.0328**	**2.3000e-004**		**2.9700e-003**	**2.9700e-003**		**2.9700e-003**	**2.9700e-003**		**46.8797**	**46.8797**	**9.0000e-004**	**8.6000e-004**	**47.1583**

6.0 Area Detail

6.1 Mitigation Measures Area

Marin County Civic Center Farmers Market - Marin County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2469	1.0000e-005	1.1300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.4300e-003	2.4300e-003	1.0000e-005		2.5900e-003
Unmitigated	0.2469	1.0000e-005	1.1300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.4300e-003	2.4300e-003	1.0000e-005		2.5900e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0367					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2101					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-004	1.0000e-005	1.1300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.4300e-003	2.4300e-003	1.0000e-005		2.5900e-003
Total	**0.2469**	**1.0000e-005**	**1.1300e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.4300e-003**	**2.4300e-003**	**1.0000e-005**		**2.5900e-003**

Marin County Civic Center Farmers Market - Marin County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0367					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2101					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-004	1.0000e-005	1.1300e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.4300e-003	2.4300e-003	1.0000e-005		2.5900e-003
Total	**0.2469**	**1.0000e-005**	**1.1300e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.4300e-003**	**2.4300e-003**	**1.0000e-005**		**2.5900e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Appendix C-1

Marin Famers Market Transportation CEQA Analysis

February 2023

Prepared for:

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Prepared by:

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TRANSPORTATION CONSULTING

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1 Introduction

This report presents an analysis of potential transportation impacts of the Marin County Permanent Farmers Market and Center for Food and Agriculture at the Marin Civic Center Campus project ("Project"). This analysis has been prepared pursuant to the requirements and guidelines of the California Environmental Quality Act (CEQA)[1] and analyzes transportation topics including alignment with transportation policies and plans, vehicle miles traveled (VMT), transportation hazards, and emergency access. The analysis did not identify any potential impacts requiring mitigation measures to reduce impacts to an acceptable level.

As currently defined, the proposed Project would include installation of permanent facilities on a vacant lot at the Marin Civic Center and allow for expansion of the market operations from two days to three days per week. Three buildings would house a visitor center and gift shop, offices for the Agriculture Institute of Marin (AIM), and kitchen facilities and meeting rooms. Further details of the Project are included in the Project Description. Potential CEQA impacts were assessed on the basis of the change from existing conditions with the market operating two days per week to proposed future Project conditions including market operating day expansion and programming associated with the permanent facilities.

The Project site is located within the city limits of San Rafael. However, the County of Marin establishes policies and plans for land use within the Civic Center Campus and exercises land use authority over the Project site. The Civic Center Drive right-of-way, which runs adjacent to the Project site, is within the authority of the City of San Rafael and is managed in coordination with the County of Marin.

The County of Marin is the acting CEQA lead agency for the purposes of this review.

[1] CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15064.3

2 Environmental Setting

This section describes the regulatory framework and the existing roadway, public transit, bicycle and pedestrian network as appropriate to evaluate potential environmental impacts resulting from the Project.

2.1 REGULATORY SETTING

Transportation aspects of land use projects are shaped by adopted plans and policies at various levels of government and agencies. Policies and plans addressing the transportation aspects of the Project are discussed below.

2.1.1 STATE LAWS AND REGULATIONS

Senate Bill 743 mandated a change in CEQA guidelines to utilize vehicle miles traveled (VMT) as opposed to vehicle flow or traffic congestion as a more appropriate metric for assessing potential transportation impacts associated with projects, in line with goals of helping to achieve climate commitments, improving health and safety, and prioritizing co-located land uses. The State of California gives the lead agency discretion in selecting an appropriate methodology and significance threshold for determining VMT impacts under CEQA.[2] In December 2018, the California Office of Planning and Research (OPR) published a *Technical Advisory on Evaluating Transportation Impacts in CEQA* ("Technical Advisory").[3] These guidelines direct lead agencies on how to evaluate project transportation impacts on the basis of VMT, as required by Senate Bill 743.

VMT is a measurement of miles traveled by vehicles for a specified time period and refers to the amount and distance of automobile travel. VMT is calculated based on the sum of individual vehicle trips generated and their associated trip lengths. The use of VMT as a performance measure allows for the evaluation of fuel consumption by motor vehicles for distances traveled and impacts associated with greenhouse gas (GHG) emissions.

2.1.2 REGIONAL PLANS AND POLICIES

Plan Bay Area 2050 (2021); In 2021, the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) adopted Plan Bay Area 2050 as the official regional long-range transportation and land use plan for the Bay Area.[4] Plan Bay Area 2050 seeks to make the region more affordable, connected, diverse, healthy and vibrant, and relies

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[2] CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, *Guidelines for Implementation of the California Environmental Quality Act*, Article 5, §15064.3(b). December 28, 2018.
[3] California Governor's Office of Planning and Research, *Technical Advisory on Evaluating Transportation Impacts in CEQA*. Issued December 2018. https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf. Accessed Nov 14, 2022.
[4] Metropolitan Transportation Commission and Association of Bay Area Governments, *Plan Bay Area 2050, A Vision for the Future*. Adopted October, 2021.

on providing a shared vision and partnership with local agencies as well as advocacy groups and the private sector. Strategies in this plan include encouraging land use patterns that foster shared transportation modes, protect open space, lessen the share of single-occupancy work commutes, and reduce greenhouse gas emissions.

Transportation Authority of Marin (TAM) is the congestion management agency for Marin County and develops and updates its mandated short-range Congestion Management Program (CMP) every two years. The CMP describes strategies to assess and monitor the performance of the county's transportation system, address congestion, and improve performance of a multimodal system among local jurisdictions.[5] Major developments that generate a net increase of more than 100 PM peak hour vehicle trips are subject to a CMP analysis and traffic impact study.

2.1.3 LOCAL PLANS AND POLICIES

The County of Marin has land use authority over the Civic Center Campus. However, the Project site is within the city limits of San Rafael, and Civic Center Drive, which runs adjacent to the Project site, is a City right-of-way. As the Project interacts with the City's overall circulation and access goals within its city limits, this section includes several San Rafael plans and policies (San Rafael General Plan 2040, San Rafael Bicycle and Pedestrian Master Plan, and San Rafael Civic Center Station Area Plan). These are provided as a helpful reference for understanding related guidance, strategies, and intended outcomes, even though strict application of these plans and policies is limited to the Civic Center Drive right-of-way.

Marin County Civic Center Master Design Guidelines (2005) is the principal document that provides a framework for future development on the Civic Center Campus. These guidelines recognize the need to maintain the visual prominence and special environment of Frank Lloyd Wright's Civic Center layout and building design, and to steward the site in recognition of the National Historic Landmark status that was granted in 1991. Five design principles of sustainability, access, historical consideration, strategies for the future, and commitment to children, families and seniors are presented within design guidelines for site organization, buildings and architecture, and landscape and other site elements. The Project site is identified in the document as a potential future development site.

The guidelines recognize the importance of a multimodal access network within the Civic Center Campus as well as connection to adjacent neighborhoods as critical to the site's success as a recreational, cultural, and civic destination. The document emphasizes the importance of non-automobile transportation and includes guidelines addressing public transportation, pedestrian, and bicycle circulation. Proposed locations of pedestrian pathways and bicycle lanes near the Project site include the full length of Peter Behr Drive from Civic Center Drive in

[5] Transportation Authority of Marin, *2021 Congestion Management Program Final Draft Report.* Issued September 2021.

the north to Civic Center Drive in the south. Specific circulation guidelines that apply to the immediate Project vicinity include:

- Sidewalks along primary and secondary streets are preferred site-wide in order to strengthen connections between buildings and recreational features on the site. Signage and nighttime lighting should also be included. Sidewalks will improve overall pedestrian safety and access to alternative parking lots for events.
- Civic Center Drive and other primary streets should have striped bike lanes and should meet all City, County and State standards.
- Bicycle access via bike paths or multi-use paths throughout the open space area is encouraged. Care should be taken in designing these paths to avoid user conflicts and safety problems.
- Coordination with and support of the SMART project and station at the Civic Center is encouraged.

San Rafael General Plan 2040 (2021) provides a vision and framework for shaping San Rafael's future. Chapter 10 in the plan includes the Mobility Element, which describes existing multi-modal access throughout the city and aspired improvements in support of the City's environmental quality, economic vitality, and social equity goals.[6] The Mobility Element is rooted in data to understand current individual circulation patterns and challenges and to forecast effectiveness of local investments to achieve mobility objectives in context and relation to other General Plan Elements such as Land Use, Neighborhoods, Conservation and Climate Change, and Safety and Resilience. Several goals and policies identified in the Mobility element are relevant to the Project, including:

- Policy M-2.1A: Complete Streets. Consistent with State "Complete Streets" requirements, maintain street design and engineering standards that plan for the needs of all travelers and minimize conflicts between competing modes.
- Policy M-3.5: Alternative Transportation Modes. Support efforts to create convenient, cost-effective alternatives to single passenger auto travel.
- Goal M-5: Safe, Attractive Streets that Connect the Community. Provide a transportation system that minimizes negative impacts on neighborhoods while maximizing access and connectivity in the community.

[6] City of San Rafael, *San Rafael General Plan 2040*. Adopted August 2021.

- Goal M-7 (Well Managed Parking): Manage parking in a way that meets resident, business, and visitor needs while supporting the City's goal of a more sustainable transportation system.

San Rafael Bicycle and Pedestrian Master Plan (2018) lays the framework for connecting San Rafael residents, workers, and neighborhoods through a continuous bicycle and pedestrian network.[7] A list of policies and objectives is identified to meet goals of safety, connectivity, coordination, universal design, and bicycling and walking programs over the coming years. The Plan's projects are prioritized according to ten criteria; the highest priority roadways for implementation were found to coincide with the Sonoma-Marin Area Rail Transit (SMART) right of way. Proposed projects in the vicinity of the Project site include the North/South Greenway, a multi-use trail connecting downtown San Rafael with the Civic Center and a multi-use path along Civic Center Drive, connecting Peter Behr Drive and North San Pedro Road. Projects identified in the Plan that have been recently executed include a Multi-Use Path along Civic Center drive from the SMART station to Peter Behr Drive, and installation of bicycle parking at the Civic Center SMART station.

San Rafael Civic Center Station Area Plan (2012) offers a community vision for the vicinity of the SMART Civic Center station, which was not yet constructed at the time that this document was developed.[8] The plan describes strategies for connecting neighboring communities and increasing circulation and access between land uses and the forthcoming rail transit station. The following recommendations are relevant to the proposed Project:

- Complete the sidewalk network, including portions of Civic Center Drive, such that all streets have adequate facilities on both sides of the street.
- Complete the citywide bicycle network, as identified in the San Rafael Bicycle and Pedestrian Master Plan.
- Provide adequate bike parking at the SMART station and at new development. The demand for bike parking should be monitored over time and additional space provided if needed.

[7] City of San Rafael, *San Rafael Bicycle & Pedestrian Master Plan 2018 Update*.
[8] City of San Rafael, *Civic Center Station Area Plan*. Issued August 2012, with September 2013 amendments.

2.2 TRANSPORTATION NETWORK

2.2.1 EXISTING ROADWAY NETWORK

The following describes the roads in the study area according to functional classification, number of vehicular travel lanes, on-street parking, sidewalks, and bicycle facilities.

US Highway 101 is a major freeway that runs south/north connecting San Francisco in the south and Sonoma County to the north. In the Project vicinity, US Highway 101 is an eight-lane freeway, with access restricted to interchange on- and off-ramps. The interchanges at Manuel T Freitas Parkway and North San Pedro Road both serve the project site from approximately 0.75 miles away.

Civic Center Drive is a north-south two-lane roadway that extends from North San Pedro Road to Manuel T Freitas Parkway, with a posted speed limit of 25 miles per hour directly adjacent to the Project site between McInnis Parkway and Peter Behr Drive / Memorial Drive, and 30 mph on remaining sections. The corridor in the study area along the Project frontage includes sidewalks and a bike lane on both sides of the street, and on-street parking is restricted. South of the roundabout at the intersection with Peter Behr Drive / Memorial Drive, sidewalks are not present, bike facilities transition to a bike route, and on-street parking is permitted.

The section of Civic Center Drive along the Project frontage was the primary beneficiary of a 2016 Marin County project to improve the roadway. Improvements at this time included installation of roadway striping, 8-foot-wide sidewalks, 5-foot-wide landscape buffers between the roadway and the sidewalks, curb and gutter, buffered bike lanes, two-way cycle path, and the roundabout at the intersection of Civic Center Drive and Peter Behr Drive / Memorial Drive.

Peter Behr Drive is a two-lane roadway that extends from the roundabout interchange with Civic Center Drive and connects again with Civic Center Drive just north of North San Pedro Road. The roadway from the Project site to Vera Schultz Drive is designated as a bicycle route, has a sidewalk on the east side of the street, and is parking restricted.

Memorial Drive is a divided four-lane roadway that extends from the roundabout interchange with Civic Center Drive to the Marin Veterans' Memorial Auditorium and serves primarily as an access road to the auditorium parking lot. On-street parking is permitted, and a sidewalk runs on the west side of the roadway separated from the parking lot.

Avenue of the Flags is a two-lane roadway that extends from Civic Center Drive northward beyond the Marin Veterans' Memorial Auditorium to the Marin Center and Marin County Fairgrounds. The roadway in the study area also serves primarily as an access road to the auditorium parking lot from the west. The roadway has perpendicular on-street parking on both sides. No sidewalks or bicycle facilities are present.

2.2.2 PEDESTRIAN AND BICYCLE CONDITIONS

Pedestrian facilities in the Project vicinity include sidewalks, multi-use pathways, and crosswalks. The 2016 Civic Center Drive improvement project included installation of a new striped crosswalk at the intersection of Civic Center Drive and Avenue of the Flags, and crosswalks at the Civic Center Drive and Peter Behr Drive / Memorial Drive intersection roundabout. Civic Center Drive west of the roundabout to McInnis Parkway has also been upgraded with a two-way cycle track, bike lanes, and new sidewalks on both sides of the street.

There are some remaining gaps in sidewalk connectivity in the Project vicinity, including a stretch along Civic Center Drive east of Peter Behr Drive / Memorial Drive, and on the west side of Peter Behr Drive. Sidewalk connection from the roundabout to the Civic Center is provided along the east side of Peter Behr Drive, which was also installed in 2016.

Pedestrian access to Project parking at Marin Veterans' Memorial Auditorium parking lot is provided via crosswalk from the Project site across Civic Center Drive at Avenue of the Flags, where a decorative set of stairs and wheelchair ramp provide connection between the sidewalk and the parking lot. Similar parking lot pedestrian access is not provided at the corner of Civic Center Drive and Memorial Drive, where numerous informal pedestrian-worn pathways through the hedges between the parking lot and sidewalk exist.

Bicycle paths, lanes and routes are typical examples of bicycle transportation facilities, which are defined by Caltrans as being in one of the following four classes:

- Class I – paved trails that are completely separated from roadways, designed for the exclusive use of bicyclists and pedestrians. Crossing points are typically minimized.
- Class II – restricted right-of-way designated lane for the exclusive or semi-exclusive use of bicycles. Bike lanes are designated for bicycle use by striping, pavement legends, and signs.
- Class III – a right-of-way designated for bicycle use by signs or permanent markings, but without a separate lane. Bicycle use of the roadway is shared with motorists.
- Class IV – an adjacent bicycle lane or bikeway that is physically separated from motor vehicle traffic.

A Class IV two-way bikeway exists on the south side of Civic Center Drive between Peter Behr Drive / Memorial Drive and McInnis Parkway. In addition, Class II bike lanes with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane are also present on both sides of this section of Civic Center Drive. Civic Center Drive and Peter Behr Drive from the Project Site to the Civic Center are both designated as Class III bicycle routes.

2.2.3 TRANSIT FACILITIES

The Project site is served by Sonoma-Marin Area Rail Transit (SMART) and Marin Transit. Two Golden Gate Transit bus stops are located at the interchanges of US Highway 101 with Manuel T Freitas and with North San Pedro Road, however, walking distance to both stops from the Project site is greater than 0.75 miles and they are not considered to be within the study area.

SMART provides passenger rail service on a dedicated right-of-way along a 45-mlie corridor from Santa Rosa to Larkspur, with a future expansion planned northward to Cloverdale. SMART operates trains from 5 AM – 9 PM with 30–60-minute frequencies on weekdays, and from 7 AM – 9 PM with service every 90 – 120 minutes on weekends. Bikes are allowed on board SMART trains. The Civic Center SMART station is less than 0.25 miles from the Project site, which is between the station and the Civic Center itself.

Marin Transit provides fixed-route bus service throughout Marin County. The bus stop at Civic Center Drive and McInnis Parkway is on the north edge of the Project site, includes benches and bus shelters, and hosts routes 35 and 49 connecting San Rafael and Novato. Route 35 operates between 7 AM – 9 PM with 30-minute service intervals between 10 AM – 3 PM on weekdays, and hourly service intervals during other time periods and on weekends. Route 49 operates between 7 AM – 9 PM, with 30-minute service intervals on weekdays and 60-minute service intervals on weekends.

2.2.4 PARKING

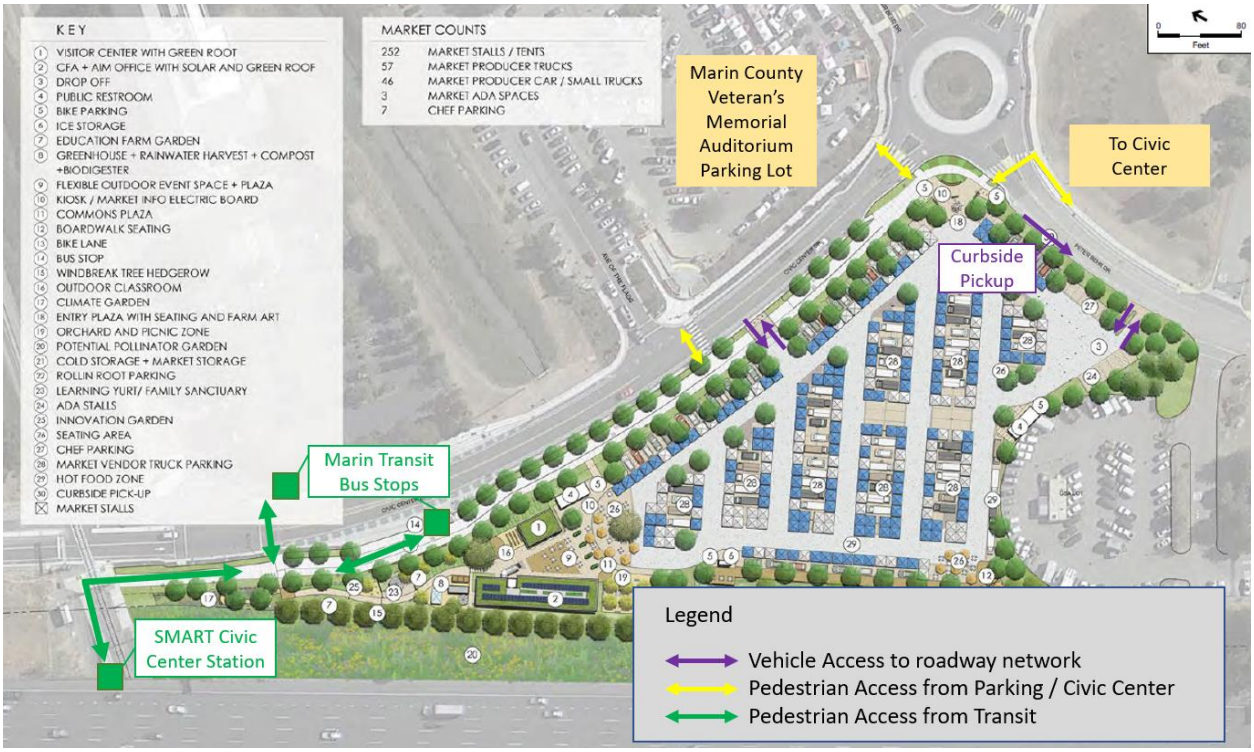
The Marin County Civic Center Campus includes various buildings and facilities with associated streets and designated vehicular parking areas. Employees and visitors to the site are allowed to park vehicles in any of the available parking lots and spaces. The Marin Veterans' Memorial Auditorium parking lot is across Civic Center Drive from the Project Site, and contains approximately 268 standard parking spaces, as well as 23 ADA-accessible spaces on the north end of the parking lot, closest to the Auditorium. Approximately 85 perpendicular vehicle parking spaces exist along Avenue of the Flags between Civic Center Drive and Memorial Drive. A bicycle rack provides 18 existing bicycle parking spaces along Memorial Drive.

The Project involves relocating the current Marin Farmers Market, which typically operates on the Marin Veterans' Memorial Auditorium parking lot or the Civic Center remote parking lot south of Peter Behr Drive to an empty lot on the west corner of Civic Center Drive and Peter Behr Drive. When not in use, the Project market stall area would serve as a parking lot itself with approximately 252 standard parking spaces, 7 ADA-accessible parking spaces, and 15 electric vehicle charging parking spaces.

3 Transportation Safety Evaluation

This section summarizes an evaluation of the proposed land uses and circulation patterns related to the Project with respect to pedestrian, bicyclist, and driver safety. Proposed vehicle and pedestrian access to the Project site is displayed in Figure 1 . No significant findings are identified as a result of this Project safety evaluation.

Figure 1: Site Access



Source: April Philips Design Works on behalf of Agricultural Institute of Marin, 2022.

3.1 CIRCULATION NETWORK GEOMETRIC DESIGN

The 2016 Civic Center Drive improvement project included modifications to the roadway alignment and associated grading in accordance with the geometric design standards in the Caltrans Highway Design Manual and the American Association of State Highway and Transportation Officials (AASHTO) Greenbook. According to a study performed for the 2016 improvement project, installation of the roundabout at Civic Center Drive and Peter Behr Drive / Memorial Drive was determined to represent a safety improvement over the previous geometric two-way stop-controlled design.[9] This is consistent with recent research detailing pedestrian

[9] City of San Rafael, *Marin Civic Center Drive Improvements Project Draft Initial Study with Proposed Mitigated Negative Declarations*. Issued December 2014.

safety improvements at roundabouts due to reduced vehicle speed and separated pedestrian crossings from the vehicle-vehicle conflict points.

3.2 VEHICLE SITE ACCESS

Visitors traveling to the Project site by vehicle would utilize the existing circulation network on the Civic Center Campus and access the Marin Veterans' Memorial Auditorium parking lot via Avenue of the Flags or Memorial Drive. Both intersections were upgraded as part of the 2016 Civic Center Drive improvement project and are considered sufficient to accommodate the vehicle trips generated by the Project.

A curbside pickup zone for distribution of boxes of pre-ordered seasonal fruits and vegetables, or "bounty boxes," is proposed to be utilized between 11 AM and 1 PM on weekday market days. The pickup zone would be located along Peter Behr Drive between the roundabout and proposed driveway entrance at Peter Behr Drive. The entry to the curbside pickup zone would begin near the bikeway transition from the sidewalk into a Class III facility on the roadway. Vehicles arriving to pick up a bounty box would merge to the right after exiting the roundabout and passing the pedestrian crossing. This drop-off zone would be located at a point where vehicle speeds are slowed due to the roundabout geometric design and pedestrian crossing, at a sufficient offset from Civic Center Drive such that vehicles have line of sight and can focus on avoiding bicyclists entering the roadway apart from making intersection turning maneuvers. Bicyclists merging onto the roadway as they exit the roundabout would be visible and in front of vehicles, allowing for sufficient operation of vehicles to enter the drop-off zone.

The Project site would be accessible to vehicles via two driveways; one on Civic Center Drive and another on Peter Behr Drive.

The proposed Peter Behr Drive driveway would be outside of the existing sidewalk network and away from the most intense pedestrian activity along Civic Center Drive. This section of Peter Behr Drive is designated as a Class III bikeway, were vehicles and bicycles share use of the travel lane. Given the bicycle facility at this location and slow vehicle speeds at the exit of the roundabout, it is anticipated that this proposed driveway would operate acceptably.

Access to the Project site from the proposed Civic Center Drive driveway would be available to vehicles for market setup and cleanup. During market operating hours, this driveway would serve as a primary pedestrian entrance to the market for patrons crossing Civic Center Drive at Avenue of the Flags.

The proposed driveway would intersect Civic Center Drive at a slight offset from Avenue of the Flags resulting in overlapping left turns from the minor street approaches. Vehicles turning left out of this proposed driveway would be presented with potential conflicts with vehicles from Avenue of the Flags turning onto Civic Center Drive, pedestrians crossing Civic Center Drive, as well as pedestrians and bicyclists traveling along the Civic Center Drive sidewalk, cycle track, and bike

lane. Due to the wide setback from the roadway, vehicles may enter into the sidewalk and cycle track while awaiting a time gap to enter the roadway. This situation would not result in a particularly abnormal or significantly hazardous situation. However, the Project applicant may find driveway operation monitoring a useful tool to determine if measures such as restricting exiting movements from this driveway fully or as right-turn-only onto Civic Center Drive during certain peak hours would be desirable to increase circulation efficiency and reduce the potential for buildup of vehicle queues in the parking lot. The proximity of the roundabout would afford exiting vehicles a method of performing an effective U-turn without significant circulation impedance.

3.3 PEDESTRIAN AND BICYCLE SITE ACCESS

Pedestrian connection from the parking lot to the Project site is generally provided by recently upgraded crosswalks across Civic Center Drive at Avenue of the Flags and the roundabout intersection with Peter Behr Drive / Memorial Drive. Pedestrian access to the Project site from the sidewalk itself is provided by multiple connections along Civic Center Drive, including a pedestrian entrance directly to the market stall area at the roundabout intersection. The northwesternmost proposed Project site pedestrian access point provides an uninterrupted sidewalk connection to the SMART station and the Marin Transit bus stop on the west side of Civic Center drive, and via crosswalk at the signalized intersection with McInnis Parkway to the bus stop on the east side of Civic Center Drive.

It is observed that the connection from the Marin Veterans' Memorial Auditorium parking lot to the pedestrian crosswalk at the roundabout is currently unimproved, consisting mostly of informal pedestrian-worn pathways through the hedges between the parking lot and sidewalk. While this represents an area for improvement, it is not considered a significant hazard or accessibility shortfall, as connected pedestrian access from the parking lot is provided by the recent improvements at Avenue of the Flags and Civic Center Drive.

Bicycle access to the site is provided by the recent infrastructure improvements, including the two-way bicycle track from the west and the roundabout access to the pedestrian crossings from the east. Bicycle parking at five locations is planned at the pedestrian access points on the site perimeter along Civic Center Drive. Clear sight lines and differentiated driveway access paving utilizing sand set concrete pavers across the cycle track (as shown in Project plans) would provide visual distinction and provide visible warning to minimize potential conflicts between cyclists and vehicles utilizing the driveway at Civic Center Drive.

3.4 MOTORIST SIGHT DISTANCE

Motorist sight distances at the project driveways were evaluated according to sight distance criteria contained in the CalTrans *Highway Design Manual, Seventh Edition* (2019). For minor street approaches that are either a private road or a driveway, criteria for stopping sight distance and corner sight distance apply. Stopping sight distance is the minimum sight distance

needed to allow a driver traveling at the design speed to see an obstacle ahead and decelerate to avoid a collision. Corner sight distance is calculated based on a time gap, which allows a stopped vehicle on the minor approach to turn left, right, or cross a road with a level grade by keeping clear line of sight clear of obstructions within the clear sight triangle between the stopped vehicle and oncoming traffic.

Stopping sight distance is based on the design speed of the major roadway. This assessment accounts for reduced design speed of 20 mph at the exits of the roundabout compared to 30 mph for the roadway itself, resulting in varying stopping sight distances from different approach directions at each driveway.

The *Highway Design Manual* gives instruction for calculating corner sight distance based on roadway geometry and applicable vehicle type. Corner sight distance has been calculated for single-unit trucks (i.e., not semitrailers) that will be utilized by market producers and parked on site, as these trucks require a greater time gap to maneuver onto the roadway and result in a greater required sight distance. The analysis also accounts for the lengthened time gap required for trucks to enter Civic Center drive, as this requires crossing the two-way cycle track and bike lane, and for reduced design speed of 20 mph at the exits of the roundabout compared to speed limit of 30 mph for the roadway itself.

Table 3-1: Driveway Sight Distance Standards

	Stopping Sight Distance		Corner Sight Distance		
Driveway	Measurement	Required Sight Distance [ft]	Measurement	Required Sight Distance [ft]	Existing Clear Sight Lines [ft]
Approaching Peter Behr Drive	From South	200	Left turn from stop	485	525
	From North	125	Right turn from stop	290	360 (to roundabout approaches)
Approaching Civic Center Drive	From East	125	Left turn from stop	370	400 ft (to roundabout approaches)
	From West	200	Right turn from stop	505	515

Source: Parisi Transportation Consulting, calculated from *CalTrans Highway Design Manual, Seventh edition*.

Based on an in-person review of field conditions, existing clear sight line distances were recorded and compared to the required stopping and corner sight distances in each direction from the driveway entrance (Table 3-1). Sight lines for the driveway at Peter Behr Drive were measured as sufficient to meet all required sight distances.

Sight lines for the driveway at Civic Center Drive meet stopping sight distance requirements for vehicles traveling on Civic Center Drive and driveway right turn from stop maneuvers. Clear sight lines are available between a motorist making a left turn from the driveway to vehicles approaching the roundabout from all directions over 400 feet away. Traffic approaching this driveway on Civic Center Drive from the east is not free flowing since the roundabout inherently alters the speed of traffic, and vehicles turning left from the proposed driveway are within clear sight lines of vehicles exiting the roundabout. This arrangement meets the intent of corner sight distances being established for the purpose of not requiring through traffic to radically alter vehicle speed.

While existing clear sight lines are adequate, continued growth of trees along Civic Center Drive may begin to impede on sight lights in the future. This is a common feature of developments along roadways, especially those with newly landscaped elements. To preserve existing corner sight distance, the trees along Civic Center Drive should be monitored as they mature and trimmed to prevent substantial growth in order to prevent obstruction of vehicle sight lines between a motorist exiting the proposed driveway at Civic Center Drive and the roundabout.

4 CEQA Impact Analysis

Senate Bill 743, signed into law in 2013, mandated a change in California Environmental Quality Act (CEQA) guidelines to utilize vehicle miles traveled (VMT), as opposed to vehicle flow or traffic congestion, as a more appropriate metric for assessing impacts associated with projects, in line with goals of helping to achieve climate commitments, improving health and safety, and prioritizing co-located land uses. VMT is calculated based on the sum of individual vehicle trips generated and their associated trip lengths. The use of VMT as a performance measure allows for the evaluation of fuel consumption by motor vehicles for distances traveled and impacts associated with greenhouse gas (GHG) emissions.

In December 2018, OPR published its *Technical Advisory on Evaluating Transportation Impacts in CEQA* ("*Technical Advisory*").[10] These guidelines direct lead agencies on how to evaluate project transportation impacts on the basis of VMT, as required by Senate Bill 743. The Transportation Authority of Marin (TAM) has made available a memo that includes suggestions for VMT thresholds of significance to be incorporated into its travel demand forecasting model for use by local lead agencies.[11]

4.1 CEQA ANALYSIS METHODS

The State of California gives the lead agency discretion in selecting an appropriate methodology and significance threshold for VMT impacts.[12] Based on State CEQA Guidelines Section 15064.3, Subdivision (b), vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact. As Marin County has not yet established VMT significance thresholds for CEQA analysis, thresholds consistent with the OPR *Technical Advisory* as described in this section will be applied to the Project, which account for local geographic and land use considerations.

4.1.1 CEQA SIGNIFICANCE CRITERIA

Based on State CEQA Guidelines Appendix G, the Project would result in a significant transportation impact if it would:

- Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities

[10] California Governor's Office of Planning and Research, *Technical Advisory on Evaluating Transportation Impacts in CEQA*. Issued December 2018. https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf. Accessed Nov 14, 2022.
[11] Transportation Authority of Marin, *2015 & 2040 TAMDM Marin County VMT Estimates*. Issued November 2, 2020.
[12] CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, *Guidelines for Implementation of the California Environmental Quality Act*, Article 5, §15064.3(b). December 28, 2018.

- Conflict or be inconsistent with CEQA Guidelines Section 15063.4, Subdivision (b) regarding vehicle miles traveled (VMT)
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), or
- Result in inadequate emergency access

4.1.2 CEQA VMT SCREENING CRITERIA

In its *Technical Advisory*, the OPR includes guidelines for agencies to establish VMT screening thresholds to facilitate rapid identification of projects that are expected to cause a less-than-significant impact. If projects meet any of the screening criteria, they are considered to be "screened-out," and it is presumed that VMT impacts for the project would be less-than-significant; a detailed VMT analysis is not required for transportation CEQA analysis purposes. The following screening thresholds are applied to the VMT analysis:

- Small projects: projects that generate fewer than 110 vehicle trips per day;
- Projects located in low-VMT generating areas: residential and office projects located in areas with average VMT less than 15 percent below the existing County average;
- Projects near transit stations: projects within ½ mile of high-quality transit (either a rail station, or a bus stop with service at least every 15 minutes during the AM and PM peak periods);
- Affordable residential development: projects containing 100 percent affordable residential development;
- Local-serving retail projects: projects consisting of less than 50,000 square feet of development and determined to be local-serving.

4.1.3 CEQA VMT THRESHOLDS OF SIGNIFICANCE

If none of the screening thresholds are met, a detailed VMT analysis is undertaken. As the Project consists of retail land use development, the following threshold of significance for the detailed VMT analysis is applied:

- For projects other than office or residential uses: a proposed project that results in a net increase in daily VMT may indicate a significant transportation impact.

4.2 CEQA IMPACT ANALYSIS RESULTS

Table 4-1 provides a summary of the Project CEQA determination for each of the significance criteria that could constitute potential transportation environmental impacts. A discussion of each finding follows.

Table 4-1: CEQA Checklist Impact Determination

Impact	Question	CEQA Determination
TRA-1	Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Less Than Significant Impact
TRA-2	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Less Than Significant Impact
TRA-3	Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	Less Than Significant Impact
TRA-4	Would the project result in inadequate emergency access?	Less Than Significant Impact

Source: Parisi Transportation Consulting, 2022

4.2.1 TRA-1: CONSISTENCY WITH PLANS AND POLICIES

The state, regional, and local plans and policies referred to in Section 2.1 are consulted as part of the assessment to evaluate against applied principles and efforts to mitigate environmental effects.

The Project ensures compliance with Senate Bill 743 by following the CEQA Guidelines and California OPR *Technical Advisory* in applying VMT as opposed to vehicle flow or traffic congestion as a more appropriate metric for assessing impacts associated with projects. The Project's provision of facilities to host a locally sourced and local-serving retail program near rail transit is in line with emission reduction and land use diversification objectives of Plan Bay Area 2050. As Project uses are open primarily in the morning and not during the PM peak hour of vehicle street traffic, the Project would generate fewer than 100 PM Peak Hour vehicle trips and is not subject to a CMP analysis as per TAM guidelines.

Project use of an empty lot on the Civic Center Campus, which is a significant employment location, serves to improve transportation efficiency. Access to the Project site by multi-use paths and other pedestrian and bicycle infrastructure and proximity to the SMART station are in line with local plans and policies, and coordination of site design principles and land use within the Civic Center Campus are in accordance with the Civic Center Master Design Guidelines.

Because the Project does not conflict with applicable policies, plans, or programs regarding transportation, the impact is less-than-significant.

4.2.2 TRA-2: VEHICLE-MILES TRAVELED ANALYSIS

VMT Screening Assessment

The results of the VMT screening assessment are displayed in Table 4-2, and associated description for each screening criteria are included in this section.

Table 4-2: VMT Screening Analysis Results

Screening Criteria	Screening Criteria Description	Screening Criteria Met?
Small Project	Project generates less than 100 daily vehicle trips	No
Low-VMT Area	Project is located within a low-VMT area	Yes
Near Transit Station	Project is located within 0.5 mile of major transit stop	Yes
Affordable Housing	Project consists of 100 percent affordable housing	N/A
Local Serving Retail	Project consists of local serving retail uses	Yes

Source: Parisi Transportation Consulting, 2022

Small Projects Screening

Projects that generate fewer than 100 vehicle trips per day generally may be assumed to cause a less-than-significant transportation impact.

To estimate vehicle trip generation, the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*[13] was used to approximate the number of trips the Project would generate. The *Trip Generation Manual* categorizes rates for various land use types, but does not include a category specifically for farmers markets. Instead, the analysis applied rates for supermarkets as the primary land use associated with the Project (Land Use Code 850). Gross floor area square footage is applied as the independent variable that relates to the size of a supermarket and is directly causal for the variation in trips generated.

The listed average daily vehicle trip rate for a supermarket is 93.84 trips per 1,000 square feet. Based on an estimated Project maximum area use of 64,000 square feet, this results in over 6,000 daily vehicle trips. As the Project extends the opening hours of the market by one additional day per week, the increase in vehicle trips due to the Project would exceed an average of 100 vehicle trips per day. As a result, the Project does not meet the screening criteria for small projects.

Low-VMT Area Screening

Projects located in an area with low VMT and incorporating similar land use characteristics and multi-modal transportation accessibility exhibited by the existing built environment can be presumed to cause a less-than-significant transportation impact. Comparison with the thresholds of significance is made according to the Project transportation analysis zone (TAZ) as defined by

[13] Institute of Transportation Engineers, *Trip Generation Manual, 11th edition*, 2021.

TAM. A metric of work-based VMT per employee is used for screening and is compared to 15 percent below the Marin County average.

Average 2020 daily VMT per employee for Marin County and the proposed Project TAZ based on data from TAM[14] is included in Table 4-3 below.

Table 4-3: Results for Low-VMT Area Screening Criteria

	2015 VMT per Employee		
Project Location	County Average	Threshold of Significance	Project TAZ
Marin County Civic Center	20.7	17.6	16.5

Source: Transportation Authority of Marin, 2022

The average 2015 daily VMT per employee in the Project TAZ is 16.5 miles, which is below the threshold of significance (15 percent below the regional average) of 17.6 miles. As such, the Project meets screening criteria based on location within a low-VMT area, and it is determined that the project would have a less-than-significant impact on VMT.

Near Transit Station Screening

Projects proposed within 0.5 miles of an existing major transit stop or existing stop along a high-quality transit corridor are presumed to have a less-than-significant impact on VMT. The 2021 CEQA Statue defines a Major Transit Stop as containing any of the following: [15]

a) An existing rail or bus rapid transit (BRT) station.
b) A ferry terminal served by either a bus or rail transit service.
c) The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

The full Project site at the Marin County Civic Center is located within 0.25 miles of the Civic Center SMART rail station, well within the distance of 0.5 miles for a major transit stop for screening purposes.

The *Technical Advisory* guidelines suggest that determination of less-than-significant impact presumption for Projects near transit stations is valid by comparison against other VMT generating indicators. If the Project is described by any of the following indicators in Table 4-4, it is presumed that the Project may still generate significant levels of VMT.

[14] Transportation Authority of Marin, Marin County Vehicle Miles Traveled Forecasts. https://www.tam.ca.gov/vmt/. Accessed Dec 28, 2022.
[15] CEQA Statue. *California Public Resources Code, Division 13, §21064.3*. Published Jan 1, 2022.

Table 4-4: VMT Generating Indicators for Near Transit Station VMT Screen

VMT Generating Indicator	Conclusion	Significant VMT Generated?
Floor Area Ratio (FAR) less than 0.75	This study concludes that FAR is not an effective VMT generating indicator for the Project	N/A
Project includes more parking than required	The project reduces existing parking, and no parking is developed as part of the project.	No
Inconsistent with Sustainable Communities Strategy[16]	The Project is not inconsistent with the Sustainable Communities Strategy	No
Replaces affordable housing with a fewer number of moderate or high-income residential units	There is no existing residential use on the Project site; this indicator is therefore inapplicable to the Project	N/A

Source: Parisi Transportation Consulting, 2022

Floor Area Ratio (FAR) is used as an indicator to ensure that projects do not induce increased vehicle travel patterns through excessive parking allocation or large setbacks from alternative transportation access. The Project involves infill development of an existing open lot, as such, the Project increases the land use intensity of the existing site. No parking is developed as part of the Project, rather, parking for the market is shared with existing uses at the Civic Center, and the developed land reduces excess existing parking. The Project plans call for market patron circulation use of shared aisles, and educational and program use of outdoor areas and gardens, which serve as productive floor area in addition to buildings. Given typical association of FAR with residential or office developments, this study concludes that FAR as a VMT generating indicator is not appropriate for Project screening purposes.

As the nearest SMART station is within 0.5 miles of the Project location, and Project-specific information shown in Table 4-4 does not indicate that significant levels of VMT would be generated, the Project meets the screening criteria for being near a major transit station, and it is determined that the Project would have a less than significant impact on VMT.

[16] Metropolitan Transportation Commission and Association of Bay Area Governments, *Plan Bay Area 2014, Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area 2013-2040*. Adopted July 18, 2013.

Affordable Housing Screening

The Project does not include a residential development component, and as such this screening indicator is not relevant in determining potential impact.

Local Serving Retail Screening

The OPR *Technical Advisory* states that "new retail development typically redistributes shopping trips rather than creating new trips." This premise leads to the conclusion that if shopping trips of longer length are redistributed to retail uses that serve a population within a smaller catchment, this results in shorter trip lengths and an overall reduction in VMT. Conversely, regional-serving retail projects are comprised of large developments that attract customers from a wide geographic range, hence increasing VMT. OPR recommends that retail floor area smaller than 50,000 square feet generally be considered local-serving retail.

The Project sponsor's website describes the Thursday Marin Farmers Market as a place where shoppers and food establishments shop for ingredients from "100 local farmers, specialty food purveyors, and a handful of artisans".[17] The Project facilities would facilitate expansion to an additional weekday market, adding this retail opportunity into the existing urban fabric and diversifying land use adjacent to a sizeable office location at the Civic Center. Existing customer information provided by the Project sponsor indicates that 86% of Marin County customers of the existing Marin Farmers Market register a home address in a municipality within eight miles of the Civic Center, indicating that increasing weekly market openings will draw travel behavior to the Project site from nearby vicinities.

Lastly, the overall square footage of the site to be utilized for the market is estimated at a maximum of 64,000 square feet on Sundays, though this includes approximately 15,000 square feet of market producer truck parking within the market that would typically not be included in calculation of an indoor market leasable floor area. On weekdays this is anticipated to be considerably less, and the flexibility of the market arrangement accommodates standard weekday market arrangements sized approximately between 33,000 to 56,000 square feet, inclusive of excess market truck parking. These figures indicate that the weekday market introduced by the Project is estimated to contain market floor area below the regional-serving size threshold guidance of 50,000 square feet.

The Project is advertised as showcasing goods from local purveyors; it is widely understood as a local-serving market; available data indicate that existing customers are from a local catchment; and the Project market size is within the range of typical local-serving retail floor area. As such, it is determined that the Project meets the Local-Serving Retail Screening threshold, and the Project would therefore result in a less-than-significant transportation impact.

[17] Agriculture Institute of Marin, https://www.agriculturalinstitute.org/thursday-marin. Accessed January 10, 2023.

VMT Analysis Summary

Meeting one of the above screening thresholds would determine that the Project results in a less-than-significant transportation impact according to the CEQA Guidelines and OPR's *Technical Advisory*. This VMT screening assessment concludes that the Project meets three of the VMT screening thresholds applied: Low-VMT Area Screening, Near Transit Station Screening, and Local-Serving Retail Screening. As such, a detailed VMT analysis is not required, and the Project is presumed to result in a less-than-significant transportation impact on the basis of VMT.

4.2.3 TRA-3: HAZARDS DUE TO GEOMETRIC DESIGN OR INCOMPATIBLE USES

As described in Section 3.1, the geometric configuration of the surrounding roadway network meets requirements and has been recently updated. The proposed Project would not substantially alter the existing geometric configuration of the circulation network in the immediate vicinity. Future visitors would utilize the recently upgraded transportation infrastructure for access to the site by vehicle, bicycle, or on foot.

Though the Project would result in a land use change at the Project site, the Marin Farmers Market currently operates on other parking lot locations on the Civic Center Campus. Various vehicles associated with market operation, such as market producer trucks and vans, already traverse the roadway network within the Campus for the existing markets. Access to the Project site is provided off of Civic Center Drive and Peter Behr Drive sufficient for circulation and maneuverability of proposed uses. As such, the Project does not represent an incompatible use in conflict with existing conditions.

Other transportation safety aspects associated with the Project are described in Section 3, in which no potential significant impacts requiring mitigation to motorist, bicyclist, or pedestrian safety are identified.

As the Project does not alter the existing geometric configuration of the circulation network, access on the Project site is sufficient for intended use, and the Project does not present an incompatible roadway use, the Project results in a less-than-significant CEQA impact.

4.2.4 TRA-4: EMERGENCY ACCESS

Emergency access requirements applicable to the Project are included in the Fire Code of the City of San Rafael, which adopts the California Fire Code and International Fire Code with amendments.[18] Primary access to the Project site is from Civic Center Drive, and the buildings associated with the Project would be approximately 75 – 200 feet from the roadway. Emergency access would be provided from the proposed driveways. Fire apparatus access to the Project

[18] City of San Rafael Municipal Code, Title 4, Chapter 4.08, Fire Code. https://library.municode.com/ca/san_rafael/codes/code_of_ordinances?nodeId=TIT4FI. Accessed January 13, 2023.

site shall be included in the fire safety plan and undergo review and approval from the San Rafael Fire Department.

Project construction is anticipated to be carried out in three phases over a two-year period, during which time access to the roadway network in the Project area would remain open. Potential impacts to roadway emergency access during construction would be addressed through the construction traffic control plan, which would be reviewed and approved by appropriate County departments. Emergency service providers would be notified prior to commencing construction to ensure that local access and emergency services would not be impacted.

Since adequate emergency access is required as part of the Fire Code of the City of San Rafael and Project plans would be reviewed by local fire officials as part of design review, the Project would have a less-than-significant CEQA impact with respect to emergency access.

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TECHNICAL MEMORANDUM

DATE: August 8, 2023

TO: Dan Sicular; Sicular Environmental Consulting and Natural Lands Management

FROM: Jimmy Jessup; Parisi Transportation Consulting, a division of Parametrix

SUBJECT: Marin Farmers Market Updated Site Plan Transportation Evaluation

Background

In February 2023, Parisi Transportation Consulting (Parisi) performed an analysis of plans for a proposed Marin Farmers Market on the Marin County Civic Center Campus pursuant to the requirements and guidelines of the California Environmental Quality Act (CEQA) (*Marin Farmers Market Transportation CEQA Analysis*, Parisi Transportation Consulting, February 2023). The report includes analysis of transportation topics including alignment with transportation policies and plans, vehicle miles traveled (VMT), transportation hazards, and emergency access based on overall site plan and design from July 2022. The analysis did not identify any potential impacts requiring mitigation measures to reduce impacts to an acceptable level.

Parisi was notified that an updated illustrative site plan for the proposed Marin Farmers Market project had been developed in May 2023. This technical memorandum summarizes an evaluation of the updated May 2023 site plan to determine if the site plan changes may potentially alter the analysis or conclusions from the February 2023 report, and if so, to describe further analysis required to determine potential impacts of the project.

Figure 1 displays the illustrative site plan from July 2022, and Figure 2 displays the updated illustrative site plan from May 2023.

Analysis

The updated May 2023 site plan primarily changes the internal parking lot and vendor stall configuration within the project site. Bicycle, pedestrian, and vehicle site access remains unchanged from the July 2022 site plan. Overall project site location and surrounding transportation network outside the project site also remain unchanged from the July 2022 site plan.

Table 1 displays the topics of analysis from the February 2023 *Marin Farmers Market Transportation CEQA Analysis* report and describes if evaluation of the updated May 2023 site plan would alter the original transportation analysis, and if so, describes further analysis is required to determine potential project impacts.

Table 1. May 2023 Updated Site Plan Evaluation for Potential Changes to Transportation Analysis

Analysis Topic	Updated May 2023 Site Plan Evaluation	Further Analysis Required
Circulation Network Geometric Design	Updated site plan does not propose changes to surrounding roadway network	None
Vehicle Site Access	Updated site plan does not change vehicle site access	None
Pedestrian Site Access	Updated site plan does not change pedestrian site access	None

Analysis Topic	Updated May 2023 Site Plan Evaluation	Further Analysis Required
Bicycle Site Access	Updated site plan does not change bicycle site access	None
Motorist Sight Distance	Updated site plan does not change motorist sight distance	None
Program, Plan, Ordinance, or Policy Conformance	Updated site plan does not impact project conformance with applicable policies, plans, or programs regarding transportation	None
VMT Screening Assessment	Updated site plan does not change VMT screening results	None
Hazards due to Geometric Design or Incompatible Uses	Updated site plan does not change hazard analysis	None
Emergency Access	Updated site plan does not change emergency access	None

Source: Parisi Transportation Consulting, 2023.

Summary

This memorandum summarizes an evaluation of the updated May 2023 Marin Farmers Market site plan to determine if site plan changes may potentially alter conclusions from the February 2023 report *Marin Famers Market Transportation CEQA Analysis*.

The results of the evaluation indicate that the updated May 2023 site plan does not result in any changes that would alter the analysis or conclusions of the original transportation CEQA analysis from February 2023.

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FIGURE 1: ILLUSTRATIVE SITE PLAN, JULY 2022

Source: April Philips Design Works

FIGURE 2: ILLUSTRATIVE SITE PLAN, MAY 2023

Source: SWA Group

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TECHNICAL MEMORANDUM

DATE: October 3, 2023

TO: Dan Sicular; Sicular Environmental Consulting and Natural Lands Management

FROM: Maclean Grosel; Jimmy Jessup; Parisi Transportation Consulting, a division of Parametrix

SUBJECT: Marin Farmers Market Emergency Response Evaluation DRAFT

Introduction

This memorandum summarizes an analysis of potential impact to emergency response vehicle travel time due to the proposed Marin Farmers Market Relocation (Project), which includes a permanent facility for the Marin Farmers Market, hosted by the Agriculture Institute of Marin (AIM), on the southeast corner of Civic Center Drive and Peter Behr Drive. The analysis addresses the significance criteria based on the California Environmental Quality Act (CEQA) Guidelines Appendix G, which includes the prompt in determining if the Project would result in a significant transportation impact: *would the Project result in inadequate emergency access*?

As the Project site is located between the San Rafael Fire Department #57 and potential response locations to the north with access from Civic Center Drive, the analysis addresses emergency vehicles traveling northbound on Civic Center Drive, from the Fire Station to response locations north of the proposed Project site. The Fire Station is located at 3530 Civic Center Drive, 0.4 miles south of the Project site.

The analysis focuses on the Civic Center Drive and Peter Behr Drive/Memorial Drive intersection, where traffic pattern changes are expected due to the Project. A roundabout was constructed at this intersection in 2016. AIM estimates patron attendance at Sunday Farmers Markets to be approximately 3-4 times that of the Thursday Farmers Markets. Whereas the Sunday Farmers Market currently takes place on the southern portion of the Civic Center Campus and is relocating to the Project site, the Thursday Farmers Market is already held on the Marin Veteran's Memorial Auditorium parking lot, which is across the street on the same corner of the proposed Project site. Historically, Sunday mornings were the time period with heaviest traffic volumes on the Civic Center campus, due to vehicle trips generated by the Sunday Farmers Market.[1] Accordingly, evaluation of the Sunday emergency response travel time can be applied as the worst-case potential impact of the proposed Project. Thus, this analysis focuses on the proposed Farmers Market on Sunday, which is open to customers on Sundays between 8 AM and 1 PM.

Traffic Count Comparison

Traffic counts were conducted on Sunday, September 10th, 2023. The peak one-hour on Sunday, during the Farmers Market operating hours, was from 10:15 AM to 11:15 AM. During that peak hour, the Civic Center Drive and Peter Behr Drive/ Memorial Drive intersection served around 1,100 vehicles.

Traffic pattern changes that would occur as a result of the Project relocation were estimated based on Sunday Farmers Market vehicle trip generation figures, trip distribution based on market patron information provided by AIM, and vehicle movements assigned at the roundabout. The Project would generate around 300 additional vehicle movements through the roundabout during the peak one-hour, with most new and rerouted trips

[1] Fehr and Peers, *Marin Civic Center Drive Traffic Operations*. May 2013.

approaching the roundabout traveling northbound on Civic Center Drive. Re-rerouted traffic would primarily originate from North San Pedro Road, with traffic staying on Civic Center Drive instead of turning left onto Peter Behr Drive South towards the existing location of the Sunday Farmers Market. Intersections north of Avenue of the Flags would not be expected to see a significant change in traffic patterns.

Traffic Analysis

North of the Fire Station, the roundabout at Peter Behr Drive is the first intersection that interrupts the free flow of traffic on Civic Center Drive. This roundabout intersection would receive most of the traffic pattern and volume changes resulting from the Project.

Existing and Project conditions at the roundabout were analyzed using SIDRA Intersection, a traffic analysis software with a roundabout analysis model that incorporates extensions on the capabilities of standard Highway Capacity Manual procedures. SIDRA results indicate that the northbound approach of Civic Center Drive operates with 7.3 seconds of average vehicle delay at the Civic Center Drive roundabout. With the relocated Farmers Market Project, the average northbound delay is forecast to be 9.6 seconds. Sidra analysis output for the Existing and Project conditions are included Appendix A and B, respectively.

Under existing conditions, it takes a vehicle approximately 79.3 seconds to travel at the 25-mph speed limit between the Fire station and the McInnis Drive intersection, approximately 0.5 mile to the north on Civic Center Drive. Under Project conditions, the travel time for the same roadway segment would be 82.6 seconds.

The Project would result in an estimated 2.3 seconds of additional delay for an average northbound vehicle during the peak traffic-generating hour of Sunday Farmers Market operations. During other times, average delay would be less.

Emergency Access

The average delay experienced by normal vehicle traffic, as described above, would only be experienced by emergency vehicles if regular vehicles do not pull over. Existing roadway shoulders, parking lanes, bike lanes, and 150 feet of red curb on the northbound approach to the roundabout allow space for traffic to clear a path for emergency vehicles. Assuming regular vehicles clear a path for approaching emergency vehicles, by exiting the roundabout if necessary and pulling to the side of the road, emergency vehicles will have the same opportunities to bypass stopped traffic on Civic Center Drive under Project conditions as they have under existing conditions.

Summary

Based on CEQA Guidelines and transportation significance criteria, the Project would result in a significant transportation impact if it would result in inadequate emergency access. This analysis determines that the Project would result in an estimated 2.3 seconds of additional delay for an average northbound vehicle traveling through the Civic Center Drive roundabout during the peak one-hour traffic generating conditions of Sunday Farmers Market Operations, and that this scenario would not impede vehicle ability to finish movement through the roundabout or pull to the side of the road during emergency response events. As such, the proposed Project to relocate the Marin Farmers Market to the southeast corner of Civic Center Drive and Peter Behr Drive would have a less-than-significant impact on emergency access and response.

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APPENDIX A

EXISTING CONDITIONS SIDRA ANALYSIS OUTPUT

MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

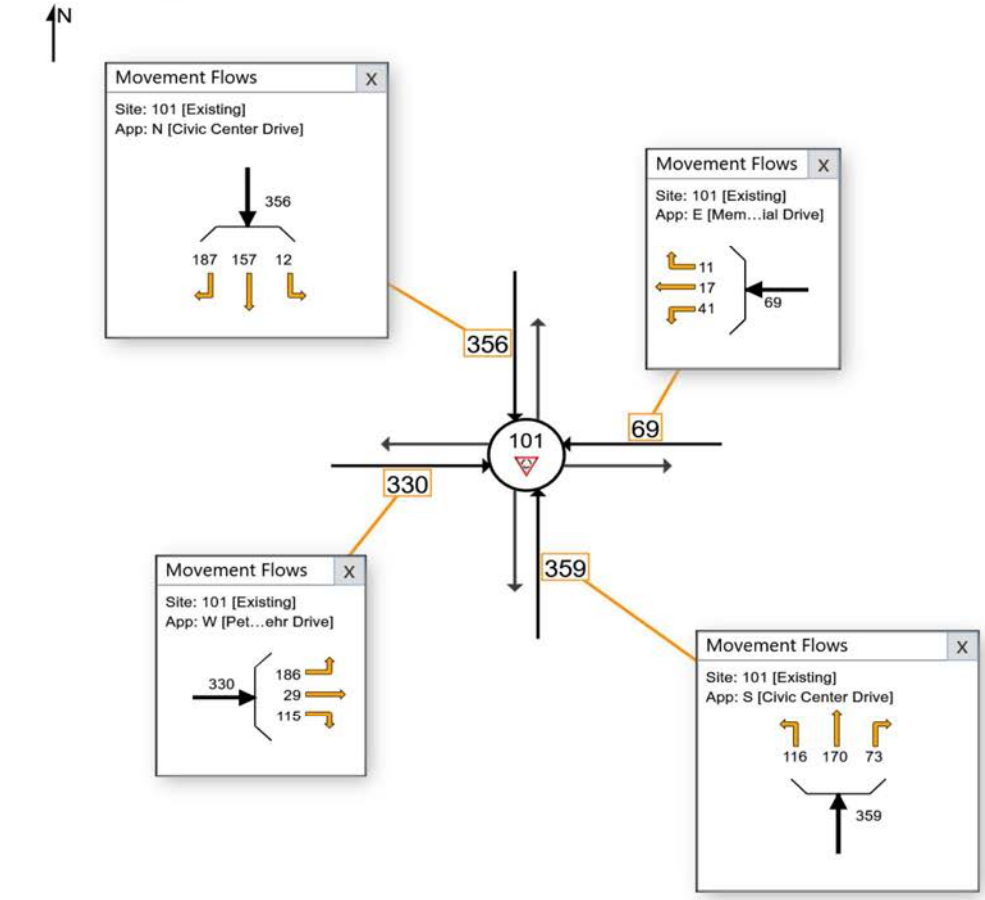
All Movement Classes

Site: 101 [Existing (Site Folder: Marin Farmers Market)]

Site Category: (None)
Roundabout

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



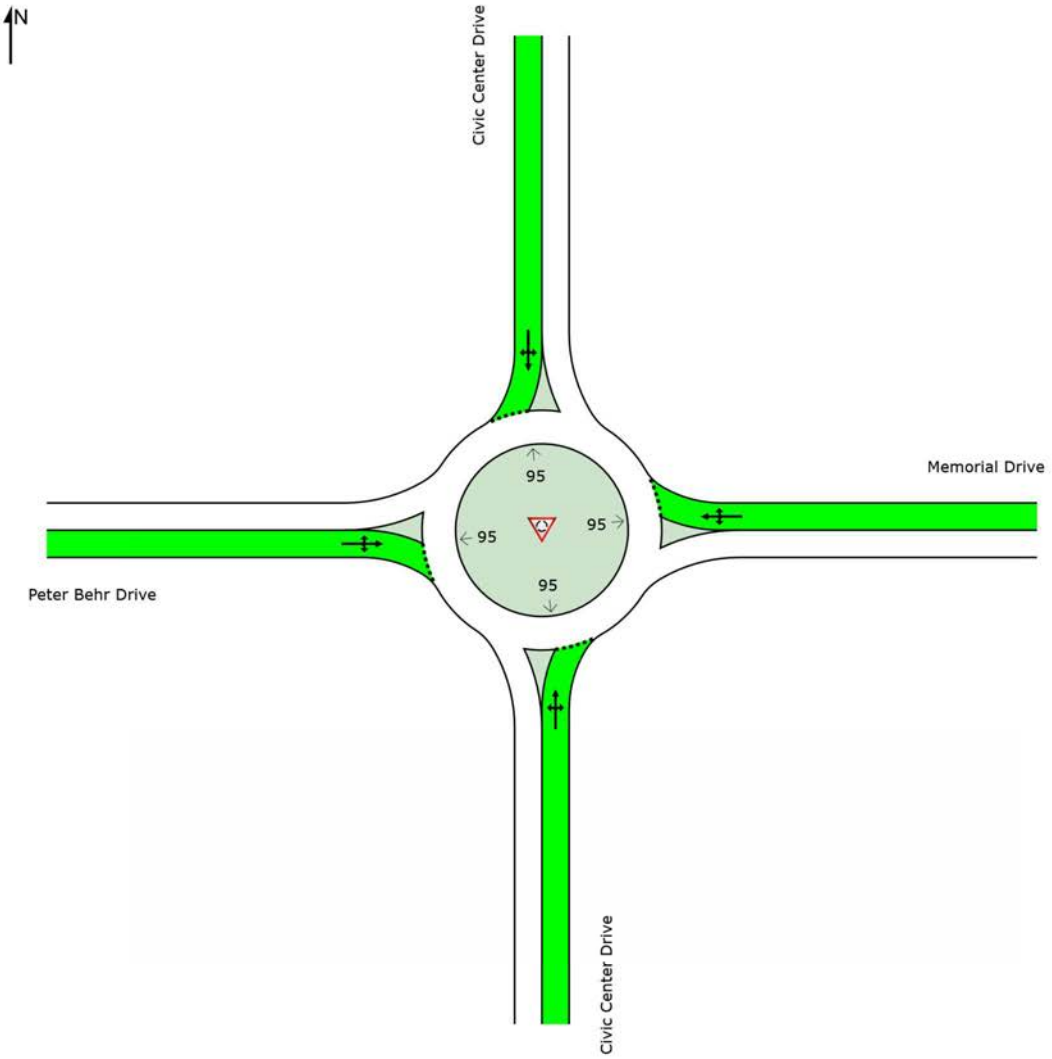
LEVEL OF SERVICE

Lane Level of Service

Site: 101 [Existing (Site Folder: Marin Farmers Market)]

Site Category: (None)
Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	A	A	A	A	A



Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: Same as Sign Control
Delay Model: SIDRA Standard (Geometric Delay is included).

DELAY (CONTROL)

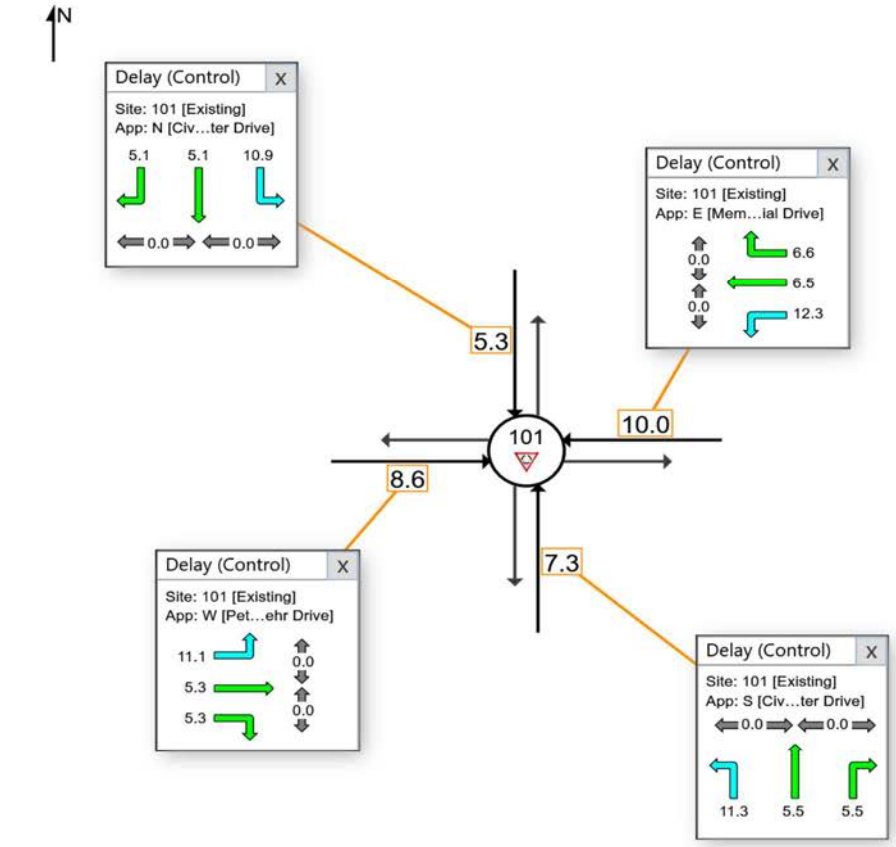
Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 101 [Existing (Site Folder: Marin Farmers Market)]

Site Category: (None)
Roundabout

Use the button below to open or close all popup boxes. Click value labels to open selected ones.
Click and drag popup boxes to move to preferred positions.

Close All Popups



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Roundabout Level of Service Method: Same as Sign Control
Delay Model: SIDRA Standard (Geometric Delay is included).

Approach values are flow-weighted average values for vehicle movements (pedestrian delays not included).

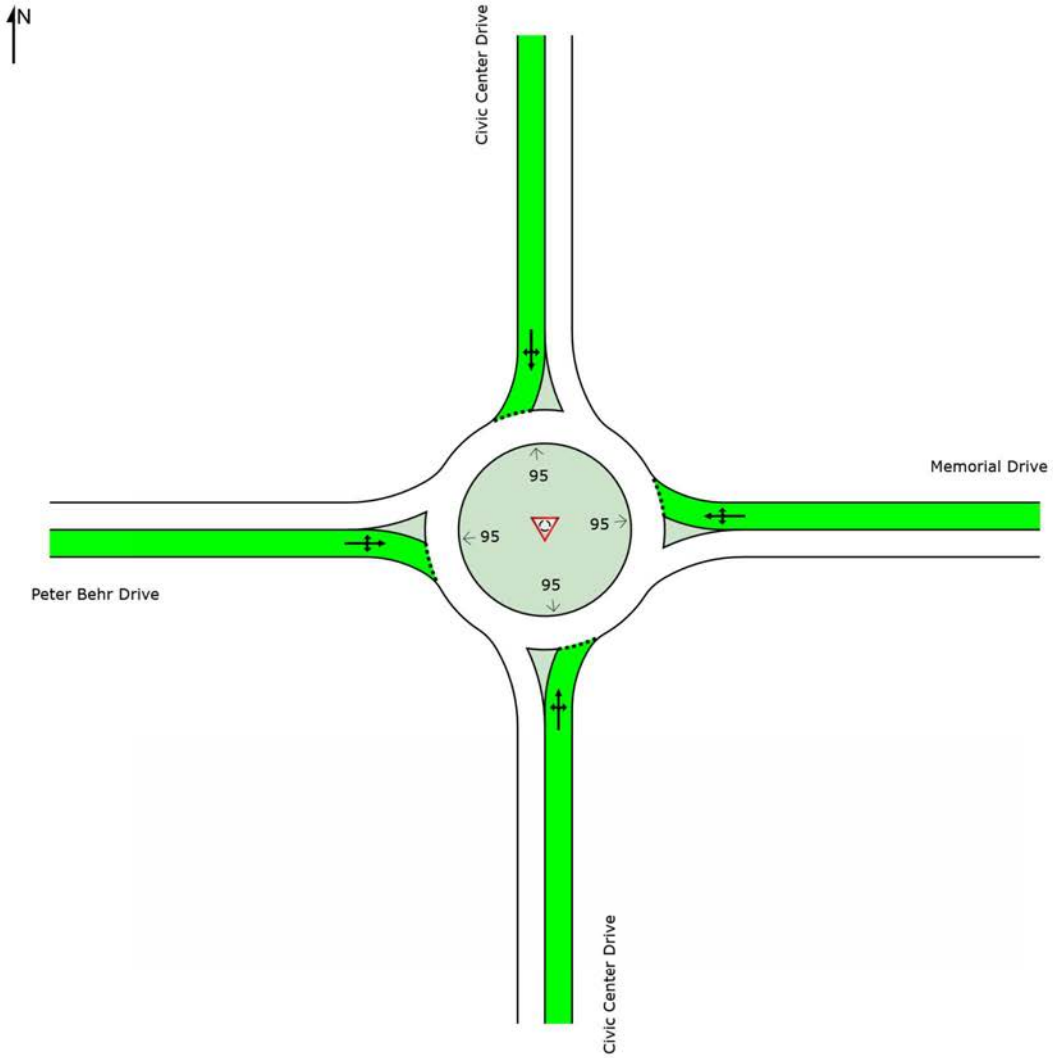
DEGREE OF SATURATION

Ratio of Demand Volume to Capacity, v/c ratio per lane

Site: 101 [Existing (Site Folder: Marin Farmers Market)]

Site Category: (None)
Roundabout

	Approaches				Intersection
	South	East	North	West	
Degree of Saturation	0.38	0.10	0.35	0.34	0.38



Colour code based on Degree of Saturation

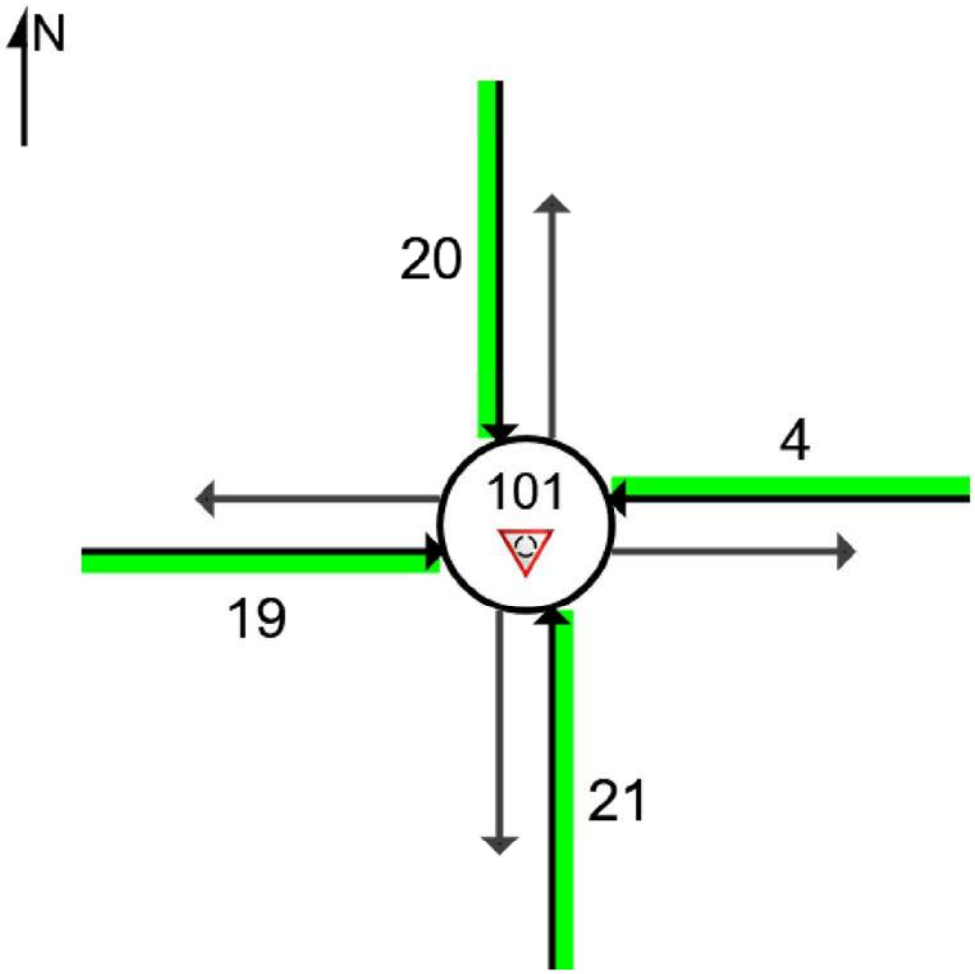
[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0]

QUEUE DISTANCE (AVERAGE)

Largest Average Back of Queue Distance for any lane on the approach (feet)

Site: 101 [Existing (Site Folder: Marin Farmers Market)]

Site Category: (None)
Roundabout



Colour code based on Queue Storage Ratio

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0]

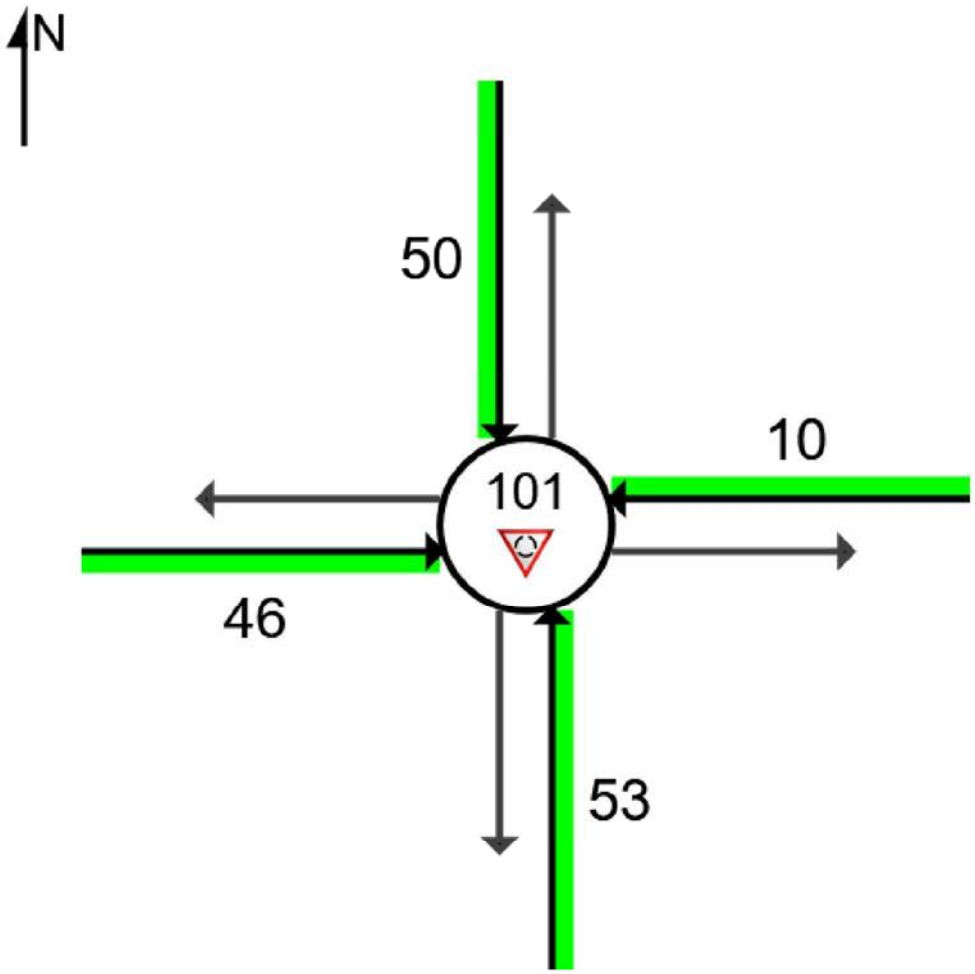
Queue Model: HCM Queue Formula.

QUEUE DISTANCE (PERCENTILE)

Largest 95% Back of Queue Distance for any lane on the approach (feet)

Site: 101 [Existing (Site Folder: Marin Farmers Market)]

Site Category: (None)
Roundabout



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Queue Model: HCM Queue Formula.

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APPENDIX B

EXISTING PLUS PROJECT CONDITIONS SIDRA ANALYSIS OUTPUT

MOVEMENT FLOWS FOR SITE (INPUT)

Approach movement input flow rates (veh/h)

All Movement Classes

Site: 201 [Plus Project (Site Folder: Marin Farmers Market)]

Site Category: (None)
Roundabout

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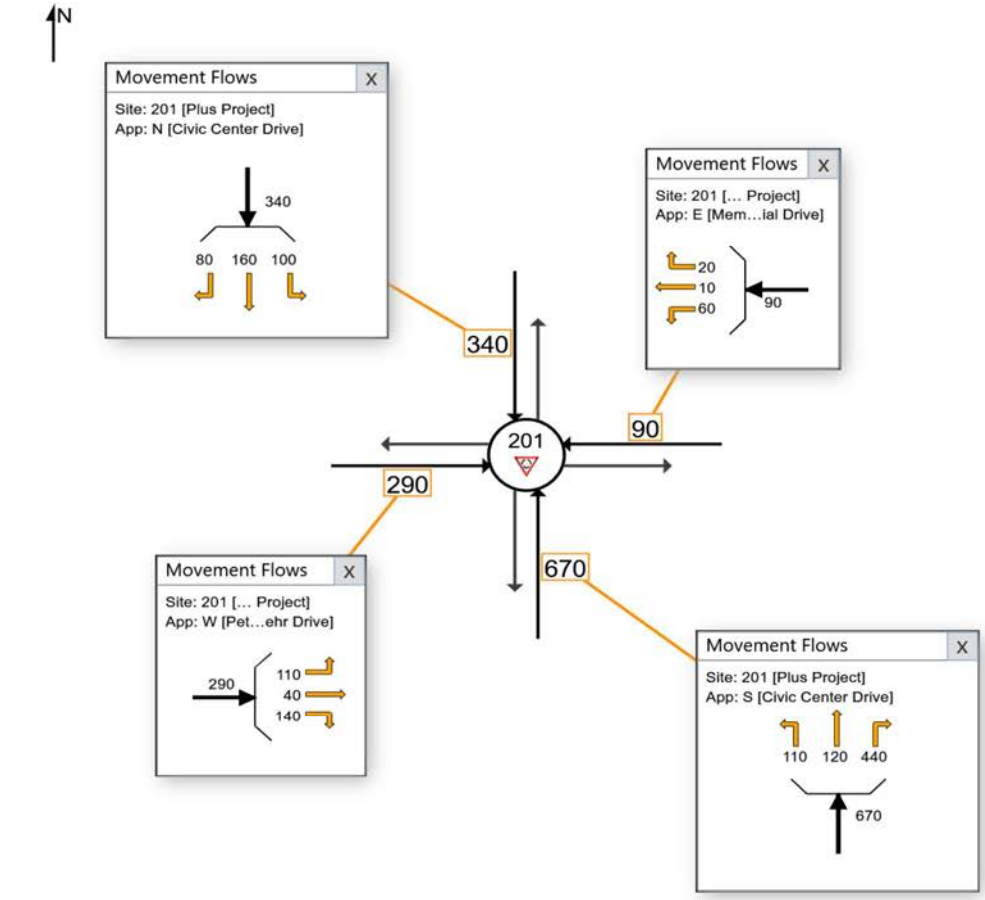


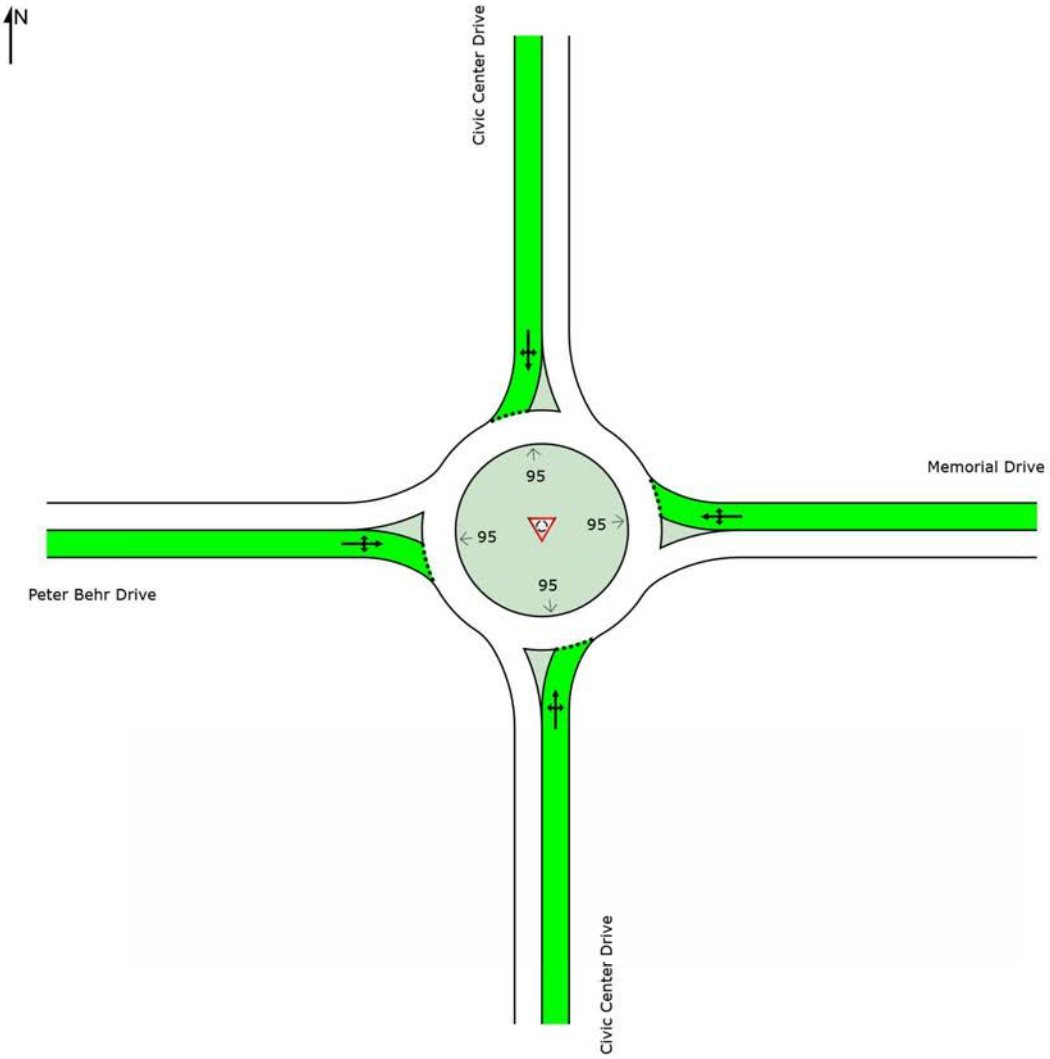
LEVEL OF SERVICE

Lane Level of Service

Site: 201 [Plus Project (Site Folder: Marin Farmers Market)]

Site Category: (None)
Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	A	A	A	A	A



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DELAY (CONTROL)

Average control delay per vehicle, or average pedestrian delay (seconds)

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Site Category: (None)
Roundabout

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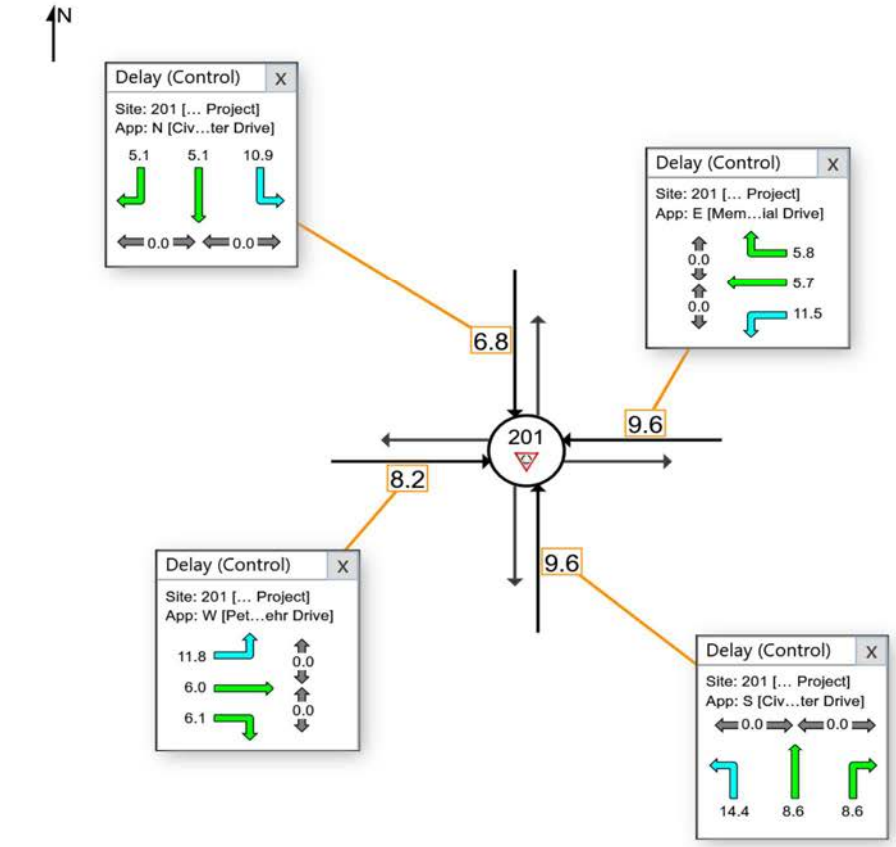

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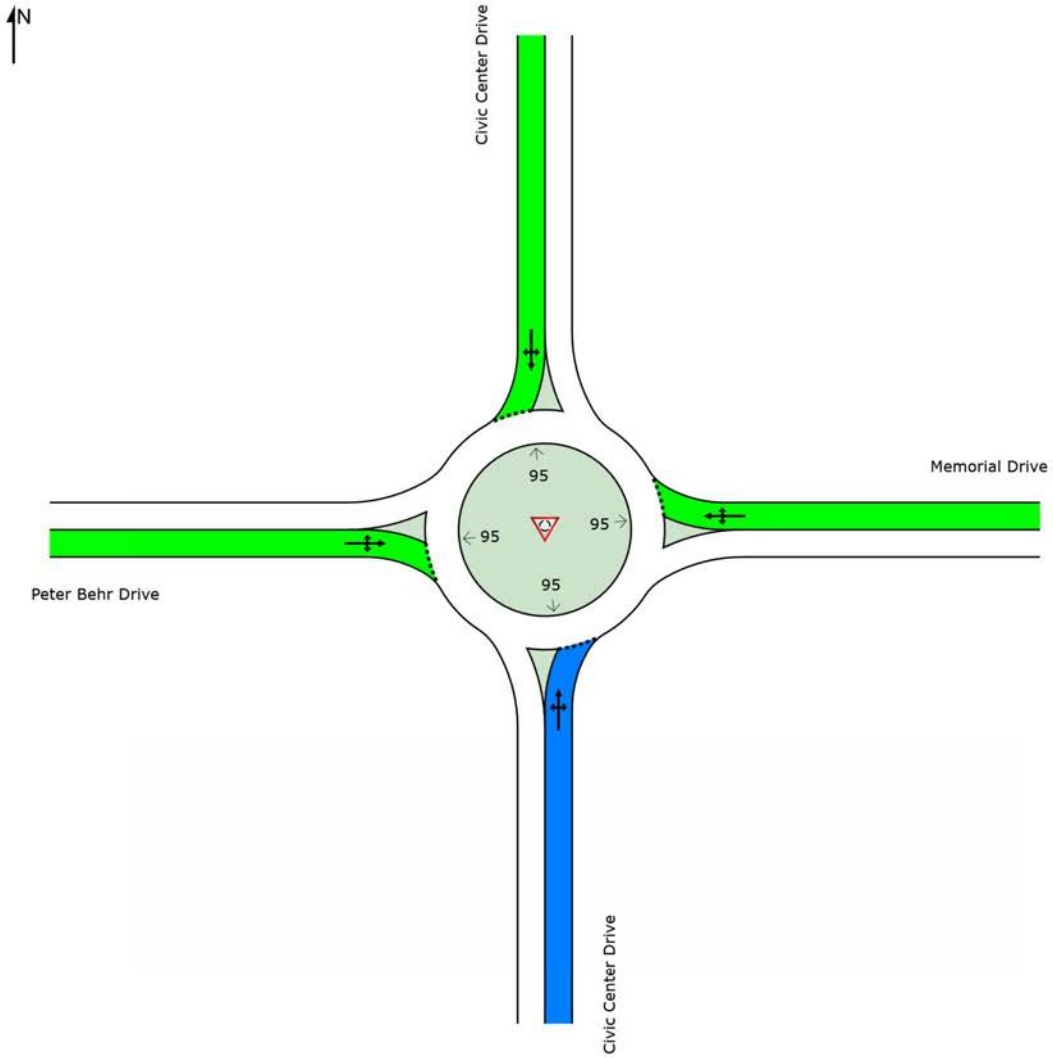
DEGREE OF SATURATION

Ratio of Demand Volume to Capacity, v/c ratio per lane

Site: 201 [Plus Project (Site Folder: Marin Farmers Market)]

Site Category: (None)
Roundabout

	Approaches				Intersection
	South	East	North	West	
Degree of Saturation	0.73	0.11	0.37	0.34	0.73



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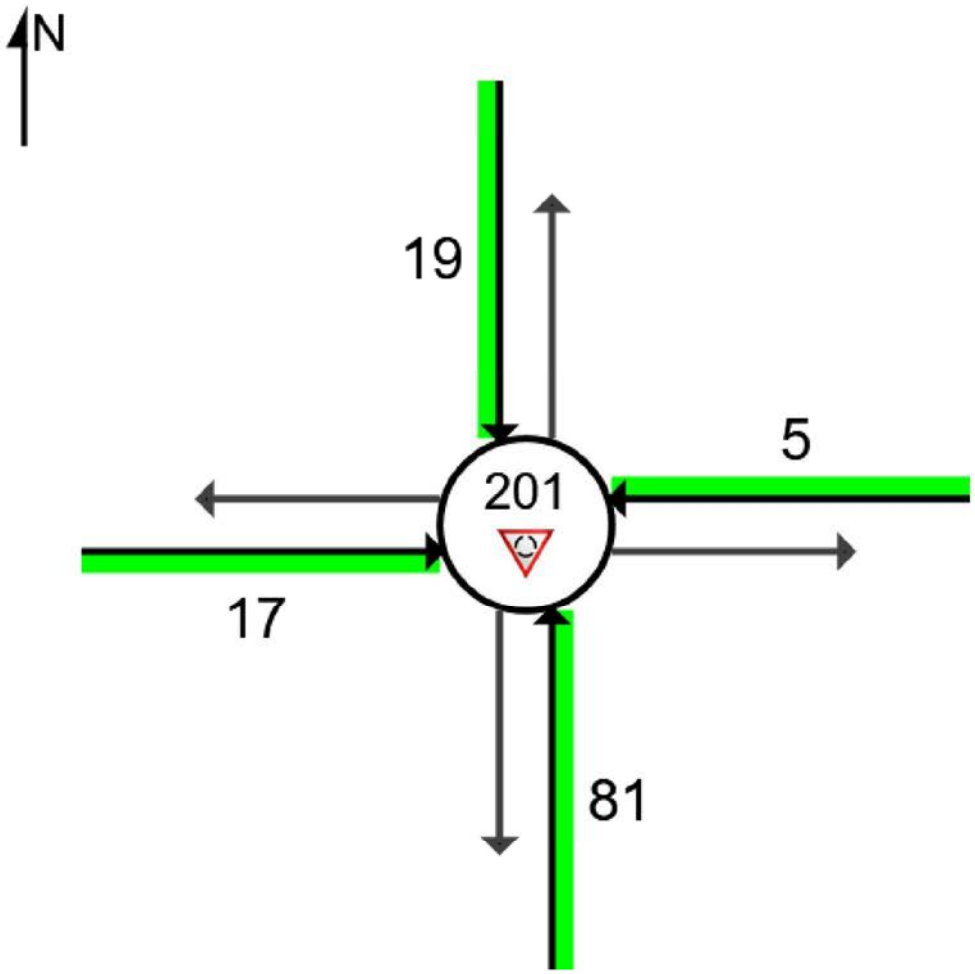

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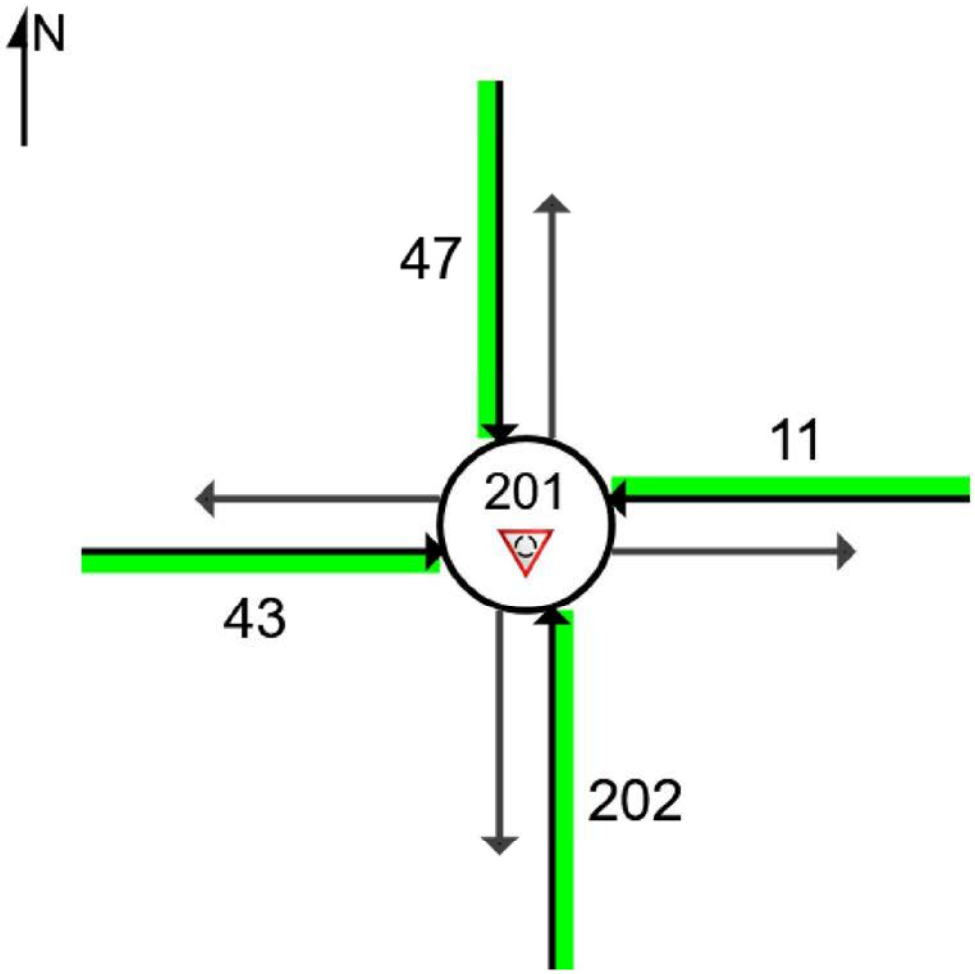

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