Planning Commission
Regular Meeting

Tuesday, July 23, 2024
7:00 P.M.
AGENDA

Participate In-Person:
San Rafael City Council Chambers
1400 Fifth Avenue, San Rafael, CA 94901

Watch Online:
Watch on Zoom Webinar: http://tinyurl.com/Planning-Commision-24
Watch on YouTube: http://www.youtube.com/cityofsanrafael
Listen by phone: 1 (669) 444-9171
ID: 840 9897 7308#
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This meeting will be held in-person. This meeting is being streamed to YouTube at www.youtube.com/cityofsanrafael.

How to participate in the meeting:

- You are welcome to come to the meeting and provide public comment in person. Each speaker will have 3-minutes to provide public comment.
- Submit your comments by email to PlanningPublicComment@cityofsanrafael.org by 4:00 p.m. the day of the meeting.

If you experience technical difficulties during the meeting, please contact PlanningPublicComment@cityofsanrafael.org.

A. CALL TO ORDER

B. RECORDING OF MEMBERS PRESENT AND ABSENT

C. APPROVAL OR REVISION OF ORDER OF AGENDA ITEMS

D. PUBLIC NOTIFICATION OF MEETING PROCEDURES

***E.* ORAL COMMUNICATIONS FROM THE PUBLIC**
Remarks are limited to three minutes per person and may be on anything within the subject matter jurisdiction of the body. Remarks on non-agenda items will be heard first, remarks on agenda items will be heard at the time the item is discussed.

F. CONSENT CALENDAR

The Consent Calendar allows the Commission to take action, without discussion, on Agenda items for which there are no persons present who wish to speak, and no Commission members who wish to discuss.

1. Draft Planning Commission Minutes of February 13, 2024

G. ACTION ITEMS

1. **Modification of a previously approved project located at 1515 Fourth Street.** Request for a Use Permit is to operate a state licensed residential care facility for the elderly (RCFE) containing 155 senior independent and assisted living units, and 28 secured memory care units at 1515 4th Street. APN: 011-245-41 PLAN2024-033.

The project is exempt from CEQA pursuant to Section 15332, In-fill Development Projects. As proposed, and conditioned, the proposed use is consistent with the applicable policies and programs of the San Rafael General Plan 2040, the relevant provisions of the Downtown Precise Plan and Zoning Ordinance; and will not be detrimental to the public health, safety or welfare.

Project Planners:
Margaret Kavanaugh-Lynch, Planning Manager margaret.kavanaugh-lynch@cityofsanrafael.org

Micah Hinkle, Community and Economic Development Director, micah.hinkle@cityofsanrafael.org

Recommended Action - Approve the Use Permit, subject to the conditions and based on the findings found in the staff report.

H. DIRECTOR'S REPORT

I. COMMISSION COMMUNICATION

I. ADJOURNMENT

Any records relating to an agenda item, received by a majority or more of the Commission less than 72 hours before the meeting, shall be available for inspection online. Sign Language interpreters may be requested by calling (415) 485-3066 (voice), emailing city.clerk@cityofsanrafael.org or using the California Telecommunications Relay Service by dialing "711", at least 72 hours in advance of the meeting. Copies of documents are available in accessible formats upon request.

The Planning Commission will take up no new business after 11:00 p.m. at regularly scheduled meetings. This shall be interpreted to mean that no agenda item or other business will be discussed or acted upon after the agenda item under consideration at 11:00 p.m. The Commission may suspend this rule to discuss and/or act upon any additional agenda item(s) deemed appropriate by a unanimous vote of the members present. Appeal rights: any person may file an appeal of the Planning Commission's action on agenda items within five business days (normally 5:00 p.m. on the following Tuesday) and within 10 calendar days of an action on a subdivision. An appeal letter shall be filed with the City Clerk, along with an appeal fee of $350 (for non-applicants) or a $4,476 deposit (for applicants) made payable to the City of San Rafael and shall set forth the basis for appeal. There is a $50.00 additional charge for request for continuation of an appeal by appellant.

Planning Commission
Regular Meeting

Tuesday, February 13, 2024, 7:00 P.M.
Minutes

Participate In-Person:
San Rafael City Council Chambers
1400 Fifth Avenue, San Rafael, CA 94901
or
Participate Virtually:
Watch on Webinar: https://tinyurl.com/PlanningCommission23
Watch on YouTube: http://www.youtube.com/cityofsanrafael
Telephone: 1 (669) 444-9171
Meeting ID: 840 9897 7308#
One Tap Mobile: US: +16694449171, 84098977308#

CALL TO ORDER

Chair Saude called the meeting to order at 7:01 PM. He then invited Community Development Director Alicia Giudice to call roll.

RECORDING OF MEMBERS PRESENT AND ABSENT

PRESENT: SAMINA SAUDE, CHAIR
JON HAVEMAN, VICE-CHAIR
JON PREVITALI, COMMISSIONER
JILL RODBY, COMMISSIONER
SHINGAI SAMUDZI, COMMISSIONER
ALDO MERCADO, COMMISSIONER

ABSENT N/A

ALSO PRESENT: CRISTINE ALILOVICH, CITY MANAGER
MICAH HINKEL, COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR
LAURA SIMPSON, INTERIM COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR
MARGARET KAVANAUGH-LYNCH, PLANNING MANAGER
APRIL TALLEY, PROJECT MANAGER
MARY WAGNER, LEGAL COUNSEL
HEATHER HINES, PLANNING CONSULTANT

APPROVAL OR REVISION OF ORDER OF AGENDA ITEMS

Chair Saude asked if there are any changes to the order of the agenda. The Director's report was moved to the top of the agenda. No further revision to the agenda was requested.

Motion carried: 6 -0.

DIRECTOR'S REPORT
City Manager, Cristine Alilovich, reported on the following items:

1. Introduction of new city staff working on the Northgate Project:
    - Laura Simpson, Interim Community Development Director.
    - Heather Hines, (Consultant) Principal Planner.
    - Margaret Kavanaugh-Lynch, Planning Manager.
    - Mary Wagner, Legal Counsel with Burke, Williams, and Sorenson.
    - April Talley, Project Manager.
    - Micah Hinkel, Community Economic Development Director (New Appointment).

No further items were reported.

PUBLIC NOTIFICATION OF MEETING PROCEDURES
Chair Saude stated that public comment will be limited to three minutes to provide testimony on non-agendized items.

ORAL COMMUNICATIONS FROM THE PUBLIC
Chair Saude stated that public comment will be limited to three minutes to provide testimony on non-agendized items. Invited members of the audience to step forward to the dais to address the Commission.

Public Commentors:
Steve Harris, Field Representative for NorCal Carpenters Union Local 35 – Marin County, provided testimony on supporting a "living wage" for Marin County residents.

Angela Adams, NorCal Carpenters Union Local 751, provided testimony requesting support of medical benefits and living wages for trade workers.

There were no further comments from community members.

CONSENT CALENDAR

1. **Approval of the Planning Commission Meeting Minutes of October 10, 2023**
   Recommended Action *– Approve minutes as submitted.*

2. **Review and Acceptance of the General Plan Annual Progress Report and Housing Element for 2023**. *– Accept as submitted*.

Chair Saude invited public comment and there was none.

Chair Saude requested a motion to proceed with a vote.

Commissioner Haveman motioned to approve the two items on the consent calendar.

Commissioner Mercado seconded and affirmed the motion to approve the two items.

Chair Saude then invited Margaret Kavanaugh-Lynch, Planning Manager, to take roll:

AYES:	Commissioners Haveman, Mercado, Previtali, Rodby, Samudzi, and Chair Saude.
NOES:	None
ABSENT:	None
ABSTAIN:	None

Motion carried 6-0

ACTION ITEMS

3. **Accept Comments on the Draft Environmental Impact Report (DEIR) For Northgate Town Square Project.**
   To accept public comments on the draft EIR for 5800 Northgate Drive "Northgate Town Square Project".
   Recommended action: *(1) Convene a public hearing to accept comments on the draft EIR. (2) Direct staff to prepare a Final Environmental Impact Report (FEIR), inclusive of a comprehensive Response to Comments, and any necessary revision to the DEIR.*

Chair Saude stated that public comment will be limited to two minutes to provide testimony on the DEIR. The chair included a statement that if your comment has already been stated to summarize with an affirming "I agree" statement.

Chair Saude invited Staff to provide a presentation for the project.

Margaret Kavanaugh-Lynch, Planning Manager, informed the Commission that the project will be presented in two-parts:

Heather Hines, Planning Consultant, provided the first part of the presentation which consisted of the project scope.

Margaret Kavanaugh-Lynch, Planning Manager, presented the second part of the which consisted of the Draft EIR findings to the Commission.

The Planning Commissioners presented questions to staff.

Staff provided responses.

Chair Saude opened the public hearing.

A total of twenty-two public speakers provided comments to the DEIR.

Chair Saude closed the public hearing.

Chair Saude turned it over to the Commissioners for comments or discussion.

Commissioner Samudzi provided clarification on the purpose of the public hearing.

Commissioner Mercado provided comments on the methodology of the baseline assessment of the project.

Commissioner Previtali provided comments on the use of union of labor and hours of construction.

Commissioner Haveman provided comments on the data use to assess the project.

Commission Rodby provided general comments.

Chair Saude provided comments related to parks, public recreation facilities, greenhouse gas, retail amenities, and responses to SMART.

Chair Saude requested a motion to *(1)* to accept the public comments on the DEIR. (2) Direct staff to prepare a Final Environmental Impact Report (FEIR), inclusive of a comprehensive Response to Comments, and any necessary revision to the DEIR.

Commissioner Mercado moved and Commissioner Samudzi seconded a motion to approve the action items.

Chair Saude invited Margaret Kavanaugh-Lynch, Planning Manager, to take roll:

AYES:	Commissioners Mercado, Previtali, Rodby, Samudzi, Vice Chair Haveman, and Chair Saude
NOES:	None
ABSENT:	None
ABSTAIN:	None

Motion carried 6-0

COMMISSION COMMUNICATION
Chair Saude asked the Commissioners if they had any communication to report. The Commissioners did not have items to report.

ADJOURNMENT
There being no further business, Vice Chair Haveman adjourned the meeting at 9:15 PM.

Jose M. Herrera-Preza, Principal Planner

APPROVED BY PLANNING COMMISSION ON __/__/2024

SAN RAFAEL
THE CITY WITH A MISSION

Community Development Department – Planning Division

Meeting Date: July 23, 2024

Agenda Item: G.1

Case Numbers: PLAN24-033;

Project Planner:

Margaret Kavanaugh-Lynch, Planning Manager Margaret.kavanaugh-lynch@cityofsanrafael.org and

Micah Hinkle, Director, Community and Economic Development micah.hinkle@cityofsanrafael.org

REPORT TO PLANNING COMMISSION

SUBJECT: **1515 4th Street: Modification of a previously approved project located at 1515 Fourth Street.** Request for a Use Permit is to operate a state licensed residential care facility for the elderly (RCFE) containing 155 senior independent and assisted living units, and 28 secured memory care units.

EXECUTIVE SUMMARY

The project consists of a Use Permit to operate a state licensed residential care facility for the elderly (RCFE) containing 155 senior independent and assisted living units, and 28 secured memory care units at this location.

The design of the new project has been found consistent with the previous Environmental Design Review Permit (ED22-0016) by the Director of Community and Economic Development, pursuant to San Rafael Municipal Code SRMC14.25.160 – Amendments. A memorandum of this action is included for reference as Exhibit 2.

The project is exempt from CEQA pursuant to Section 15332, In-fill Development Projects. As proposed, and conditioned, the proposed use is consistent with the applicable policies and programs of the San Rafael General Plan 2040, the relevant provisions of the Downtown Precise Plan and Zoning Ordinance; and will not be detrimental to the public health, safety or welfare. Staff recommends approval of the Use Permit application subject to conditions of approval in the Draft Resolution as found in Exhibit 1.

REQUESTED ENTITLEMENTS

Use Permit pursuant to Downtown Precise Plan Table 2.3.070.A and SRMC Code Section 14.04.020 to allow for “residential care facility, large” use on the site.

PROPERTY FACTS

The following table provides an overview of General Plan and Zoning designations for the project site and immediate surrounding area as well as existing developed land uses.

Table 1: Land Use Information			
Address:	1515 4th Street	**Parcel Number:**	011-245-41
Property Size:	0.8 acres/ 38,519 square feet	**Neighborhood:**	West End Village
Site Characteristics			
	General Plan	**Zoning**	**Existing Land Use**
Project Site	**DMU**	**T4MS 50/70, T4N 40/50**	**Vacant Bank Building**
North:	DMU	T4MS 50/70	Retail Businesses
South:	DMU	T4N 40/50, T5N 40/60	Medical/Professional Offices, AT&T Building
East:	DMU	T4MS 50/70	Dentist Office
West:	DMU, MDR	T4MS 40/50, MR 2.5	Tire Shop, Single Family Residence

DMU = Downtown Mixed Use; MDR = Medium Density Residential; T4MS = Transect 4 Main Street; T4N = Transect 4 Neighborhood; T5N = Transect 5 Neighborhood; MR = Medium Density Residential

Site Description & Setting

The project site is 0.8-acre/38,519 square feet in area and is surrounded by Shaver Street, 4th Street, and East Street to the west, north, and east, respectively, as well as two commercial buildings to the south. The site currently has driveways onto both 4th Street and East Street. The site is relatively flat with a gentle downslope towards the southwest corner of the site. Retaining walls along the southern and southwestern sides of the property cause the site to be taller and flatter than the surrounding topography. A vacant bank building is located on the project site.

Figure 1: Vicinity Map with Site Zoning

BACKGROUND

In April 2023, the Planning Commission approved an Environmental and Design Review Permit (ED 22-016) for a proposed new mixed-use building with 162 residential units and 8,900 square feet of ground floor commercial space. The approved building has a maximum height of 80 feet, with seven stories on the northern portion of the building fronting 4th Street and eight stories at the southwestern corner. The building also had two partially subterranean floors that accommodate 179 vehicle parking spaces, a bicycle storage room for 116 bicycle parking spaces, and a trash room. The ground level included 8,900 square feet of retail space, a gallery space, reception area, club rooms, nine residential units, and an outdoor swimming pool and courtyard area. Levels 2 through 7 included the remaining 153 residential units. A lounge room and two common roof decks were also included on Level 7. The project included 13 residential units designated as Below Market Rate (BMR) for Very Low-Income households (those earning between 30% and 50% of the Area Median Income). The Commission's decision was appealed to the City Council, and on May 8, 2023 the City Council upheld the Commission's decision to approve the project.

On March 4, 2024, the applicant submitted a modified project for formal consideration by the City. It was reviewed for compliance with the General Plan, the Downtown Precise Plan and the San Rafael Municipal Code as well as routed to City departments and outside agencies for review. After completing a thorough comparison, the Community and Economic Development Director determined that there were different components to the modified project. Each of these are identified and discussed, below:

Environmental and Design Review Permit. The Director found that proposed plans included in the March 2024 submittal were consistent with the intent of the original approval Environmental and Design Review Permit (ED 22-016), pursuant to San Rafael Municipal Code Section 14.25.160 - Amendments—New application. Exhibit 2 Memorandum that memorializes that analysis.

Use Permit. The Director found that the new use, a state licensed residential care facility for the elderly (RCFE), required a Use Permit at the proposed location, pursuant to Table 2.3.070.A of the Downtown Precise Plan (DPP). This use is identified as Residential Care Facility, Other (Large 7 or more residents) on the table. As noted above, the project site encompasses T4MS 50/70, T4N 40/50 and T4MS 50/70 Open Sub-Zone. Form-Based Zones T4N and T4MS require the Planning Commission to be the body of decision for this use.

Commercial Linkage Fee. The modified project was no longer a housing project per se, but rather a commercial project for the sake of in lieu and other impact fees. This topic is discussed in detail below.

While the purpose of this staff report is to provide an overview of the entire project for the benefit of the Planning Commission and the community, the focus of the analysis, findings and conditions is on the Use Permit as that is the entitlement before the Commission for action.

PROJECT DESCRIPTION

Project Summary

The applicant proposes to build and operate a state licensed residential care facility for the elderly (RCFE) containing 155 senior independent and assisted living units, and 28 secured memory care units at 1515 4th Street. It also qualifies as a State Density Bonus Project as a senior housing project. The building height is unchanged from the previously approved project (a maximum height of 80 feet). Parking remains subterranean but is reduced from 179 to 135 parking spaces and the trash room that was formerly in the garage is relocated to a service area along E Street. A new canopy has been added to protect the drop-off area at the main entrance to the building along 4th Street. The first floor includes six independent living units along with resident amenities including a main dining room, private dining area, art studio, screen room a wine lounge and town hall meeting room. The second floor has 28 memory care units and 13 assisted living units and the upper floors include a mix of assisted and independent living units.

Figure 2: Rendering Looking Southwest

ANALYSIS

The project site is located within the Downtown Precise Plan. Most of the project site is in the T4MS 50/70 district and the T4MS 50/70 Open sub-zone district with a small portion of the southwest corner of the site is in the T4N 40/50 district of the Downtown Precise Plan (see Figure 1 above). Section 2.3.070 identifies allowable land uses, and Table 2.3.070 A identifies “Residential Care Facility, Other- Large (7 or more residents) as a Conditionally Permitted Use. Therefore, the project requires Use Permit approval by the Commission to allow for a state licensed residential care facility for the elderly use on the site with findings consistent with SMC 14.22.080:

A. That the proposed use is in accord with the general plan, the objectives of the zoning ordinance, and the purposes of the district in which the site is located;

B. That the proposed use, together with the conditions applicable thereto, will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity, or to the general welfare of the city; and

C. That the proposed use complies with each of the applicable provisions of the zoning ordinance.

San Rafael General Plan 2040 Consistency

The site is designated as Downtown Mixed Use on the General Plan 2040 Land Use Map, which allows for a mix of housing and retail uses. There is no residential density limit on properties designated as Downtown Mixed Use in General Plan 2040.

The project is consistent with key General Plan Policies. Specifically, the project is consistent with Land Use and Economic Diversity and Inclusion goals and policies, which encourage new senior housing development.

Policy LU-2.8: Senior and Disabled Care Facilities - Encourage facilities and services to meet the needs of older and disabled residents, including senior housing, assisted living, and convalescent care facilities; and facilities providing adult day care and social services, and health care for older adults and people with disabilities.

Policy LU-3.3: Housing Mix. Encourage a diverse mix of housing choices in terms of affordability, unit type, and size, including opportunities for both renters and owners.

Goal EDI-6: An Age-Friendly Community Enhance the quality of life for older adults in San Rafael. As an inclusive community, San Rafael is a city that works for everyone, regardless of age or ability. The City provides access to services and resources that make it easier for older adults to stay active and connected. It plans and provides appropriately for older adults who need assistance.

Policy EDI-6.2: Aging in Community - Improve opportunities for older adults to age in place and continue living independently in their San Rafael homes. This should include recognition of the importance of in-home support services and caregivers, At the same time, provide more options for those seeking to "age in community" and relocate to suitable housing in the city that includes supportive services, smaller units, and access for persons with mobility limitations.

The proposed project would further these General Plan policies by providing 155 independent and assisted living units, 28 memory care units, and amenities for residents and guests in the West End Village neighborhood which provides a number of goods and services within walking distance of the project site.

Downtown Precise Plan Policies and District Objectives

The proposed project is within the West End Village subarea of the Downtown Precise Plan (DPP), directly at the border of the West End Village and the Downtown Core. Chapter 4 of the Downtown Precise Plan envisions West End Village retaining its residential character, with new development filling in the missing gaps in the neighborhood fabric. A variety of housing types including Missing Middle types respond to the existing form and scale of the neighborhood while expanding housing choice. The Plan further states: *"New development at the western edge of Downtown helps create a gateway experience. For large-scale new development, the City could provide incentives to encourage private parking facilities*

to be publicly accessible." The Downtown Precise Plan was adopted by the City with the intent of accommodating higher density mixed use development in the City's Downtown.

The proposed project in accordance with the purpose of the DPP as it provides a transitional large-scale project at the edge of the Downtown Core and West End Village subareas and increases opportunities for seniors with a continuum of needs by providing 155 independent and assisted living units, 28 memory care units, and amenities.

Zoning Ordinance Consistency

The proposed project is consistent with applicable development standards of the City's Zoning Ordinance. Specifically, development standards pertaining to light and glare, noise, mechanical equipment screening and water-efficient landscape.

14.16.170 - Geotechnical review - The applicant has provided a Geotechnical Investigation, prepared by Rockridge Geotechnical Group, dated March 21, 2024. The report concluded that the project is feasible from a geotechnical standpoint and provided recommendations.

14.16.227 - Light and glare. Neutral-colored stucco finishes are proposed, which will avoid off-site glare impacts. As shown on the Schematic Lighting & Photometric Plans, light fixtures will be shielded to conceal light sources from view off-site and avoid spillover onto adjacent properties.

14.16.243 - Mechanical equipment screening. Proposed roof-mounted mechanical equipment is adequately screened from public view by parapet walls. Additionally, the draft resolution includes a condition of approval for review of any ground-mounted utility and trash enclosure area to ensure adequate screening from the street.

14.16.260 - Noise standards. The project site is located in a "normally acceptable" noise exposure area per General Plan 2040, Figure I-9. The application has provided a Noise and Vibration Assessment, prepared by Illingworth & Rodking, Inc., dated March 6, 2024 which includes noise mitigation measures to prevent any off-site impact, as well as achieve the minimum interior noise standard of 45 dBA CNEL for all residential units.

14.16.320 - Swimming pools, hot tubs, and other mechanical equipment. As proposed and conditioned, all mechanical equipment will be located a minimum of five feet from the property lines, consistent with this requirement.

14.16.370 - Water-efficient landscape. The draft resolution includes a condition of approval to require the applicant to provide written verification of plan approval from MMWD prior to the issuance of a building permit and/or grading permit. Through compliance with conditions, the project will be consistent with water-efficient landscaping requirements.

Commercial Linkage Fee

The project will employ staff across a variety of functions including administration, marketing, caregiving, and food service. As a new commercial development, the project is subject to the City's commercial linkage fee, which charges new commercial development for its role in creating additional demand for affordable housing for the new workforce.

The City does not have a specified fee for residential care facilities. Per San Rafael Municipal Code Section 14.16.030, to determine the fee per square foot required, staff working with a consultant team analyzed data submitted by the applicant, including a staffing plan showing anticipated employee density for the proposed project, as well as Marin County wage data from the Bureau of Labor Statistics. Using the data provided, staff applied the methodology used in the City's most recently adopted fee study to

establish a maximum justifiable fee for the project at $140 per square foot. This represents the revenue required to completely close the gap between what housing costs to build and what employees can afford. To determine a fee rate, consultants and staff factored in financial feasibility and existing fees in other jurisdictions. A condition of approval memorializes the final amount.

Public Health and Safety

The project has been reviewed by various departments of the City of San Rafael and appropriate agencies and where applicable, conditions of approval have been incorporated to ensure the project will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the project vicinity. The project will be built in accordance with the applicable California Building Code, including specific requirements for senior living developments.

ENVIRONMENTAL DETERMINATION

The project is categorically exempt from CEQA pursuant to Section 15332 (In-fill Development Projects) of the CEQA Guidelines. Support of this determination is provided in the CEQA Infill exemption memo found in Exhibit 4.

NEIGHBORHOOD CORRESPONDENCE

Notice of hearing for the project was conducted in accordance with noticing requirements contained in Chapter 14.29 of the Zoning Ordinance. A Notice of Public Hearing was mailed to all property owners and occupants within a 300-foot radius of the subject site and all other interested parties, 15 calendar days prior to the date of this hearing. Public notice was also posted on a frontage of the subject site 15 calendar days prior to the date of all meetings, including this hearing.

Staff have received numerous public comments on the project (Exhibit 7). Major themes contained within these comments include concerns regarding building height and scale of the building in relationship to the neighborhood, traffic impacts, impacts to street parking spaces, shadow impacts upon existing buildings, and concerns about the need and desirability of a senior housing development in this location.

OPTIONS

The Planning Commission has the following options:

1. Approve the project as presented, subject to conditions of approval (staff recommendation)
2. Approve the project with certain modifications, changes, or additional conditions of approval.
3. Continue the project and request staff to bring back specific information that the Planning Commission needs in order to take an action.
4. Deny the project and direct staff to return with a revised Resolution of denial.

EXHIBITS

1. Draft Resolution
2. Memorandum from Director Decision of Consistency dated 7/23/24
3. Architectural Plans, dated 5/7/2024
4. CEQA Infill Exemption Memo dated 7/23/24 with exhibits
5. Public Comments

RESOLUTION NO. 24-03

RESOLUTION OF THE SAN RAFAEL PLANNING COMMISSION APPROVING A USE PERMIT (PLAN24-033), MODIFYING AN ENVIRONMENTAL AND DESIGN REVIEW PERMIT (PLAN22-0039), AND DIRECTING CITY STAFF TO FILE A NOTICE OF EXEMPTION PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT FOR A STATE LICENSED RESIDENTIAL CARE FACILITY FOR THE ELDERLY (RCFE) CONTAINING 155 SENIOR INEPENDENT AND ASSISTED LIVING UNITS, AND 28 SECURED MEMORY CARE UNITS AT 1515 4TH STREET (APN 011-245-41)

WHEREAS, on April 11, 2023, the Planning Commission approved Environmental Design Review (ED22-016) for a new mixed-use building with 162 residential units and 8,900 square feet of ground floor commercial space which seeks concessions and waivers of development standards pursuant to State Density Bonus Law at 1515 4th street in the T4MS 50/70 and the T4N 40/50 zoning districts (the "Project"); and

WHEREAS, on May 8, 2023, the City Council adopted Resolution No 15214 denying an appeal and affirming the Planning Commission's approval of EDR 22-016 to allow construction of new mixed-use project at the project location; and

WHEREAS, on March 4, 2024, the Applicant submitted an application to revise the previously approved mixed-use project to allow operation of a state licensed residential care facility for the elderly (RCFE) pursuant to the Residential Care Facilities for the Elderly Act (Health and Safety Code section 1569 et seq.)

WHEREAS, the proposed "Project" would contain 155 senior independent and assisted living units with kitchens, and 28 secured memory care units; and

WHEREAS, the design of the "Project" was found consistent with the previous Environmental Design Review Permit (PLAN22-016) by the Director of Community and Economic Development, pursuant to San Rafael Municipal Code SRMC14.25.160 – Amendments; and

WHEREAS, a Use Permit is required to operate a state licensed RCFE, pursuant to Table 2.3.070.A of the Downtown Precise Plan; and

WHEREAS, the "Project" invokes the State Density Bonus Laws ("SDBL," Government Code section 65915 et seq.);

WHEREAS, pursuant to the SDBL, because the "Project" is a senior citizen housing development, as defined in Sections 51.3 and 51.12 of the Civil Code, the "Project" need not provide any affordable housing units in order to be entitled to a 20% density bonus and waivers of development standards;

WHEREAS pursuant to the SDBL, the previous "Project" sought and was granted waivers for building height, front, side, rear setbacks from property line building length, front, street side and rear step-backs of higher floors and incentives/concessions for civic space;

WHEREAS, the "Project" is not entitled to any incentives/concessions because it does not proposed to include any affordable housing units and therefore, the applicant has sought to convert the previously proposed incentive/concession into a waiver to permit location of the required civic space within the building as opposed to being located outside of the building in a location accessible to the public; and

WHEREAS, applicant submitted a justification for this waiver which is entitled "Justification for Waiver for Outdoor Civic Space" and is attached hereto as Exhibit 1;

WHEREAS, Applicant also seeks a waiver for building height to allow a maximum of 80 feet; and;

WHEREAS, Applicant also seeks waivers from the development standards for building height and for step-backs on the front, streetside and rear of the proposed building;

WHEREAS, Applicant also seeks waivers from the development standards for building for setbacks on the front, streetside and rear of the proposed building;

WHEREAS, the "Project" requires discretionary actions by the City, and therefore the California Environmental Quality Act (CEQA, Public Resources Code Section 21000 et seq.) and CEQA Guidelines (Cal. Code of Regulations, Title 14, Section 15000 et seq.) require analysis and a determination regarding environmental impacts; and

WHEREAS, the "Project" is subject to the City's Commercial Linkage Fee requirements, the City does not have a specified fee for residential care facilities, so staff working with consultants analyzed data and methodology from various sources, factored in financial feasibility to arrive at final fee amount, and

WHEREAS, on July 23, 2024, the San Rafael Planning Commission held a duly noticed public hearing on the proposed Use Permit, accepting all oral and written public testimony and the written report of the Community Development Department staff; and

WHEREAS, upon review of the application, the Planning Commission finds that the "Project" is exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 of the CEQA Guidelines because it involves an infill development "Project" that meets the following criteria:

a. The "Project" is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designations and regulations.

b. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

c. The project site has no value as habitat for endangered, rare or threatened species.

d. Approval of the project would not result in any significant effects related to traffic, noise, air quality, or water quality.

e. The site can be adequately served by all required utilities and public services.

WHEREAS, all required public notices and public hearings were duly given and held according to law; and

WHEREAS the Planning Commission finds that the above recitals together with the staff report and the application materials, including without limitation, all documents, reports, studies, memoranda, maps, oral and written testimony, and materials in the City's file for the applications and the "Project", and all adopted and applicable City planning documents related to the "Project" and the "Project" Site and all associated environmental documents, have together served as an adequate and appropriate evidentiary basis for the recommendations set forth in this resolution.

NOW THEREFORE BE IT RESOLVED, the Planning Commission makes the following findings relating to Use Permit (PLAN24-033).

USE PERMIT FINDINGS
(PLAN24-033)

A. That the proposed use is in accord with the general plan, the objectives of the zoning ordinance, and the purposes of the district in which the site is located;

The site is designated as Downtown Mixed Use on the General Plan 2040 Land Use Map which allows for residential uses. Specifically, the "Project" is consistent with Land Use and Economic Diversity and Inclusion goals and policies, which encourage new senior housing development. In addition, the "Project" is consistent with the Downtown Precise Plan objectives of providing housing in the West End Village neighborhood.

B. That the proposed use, together with the conditions applicable thereto, will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity, or to the general welfare of the city; and

The "Project" has been reviewed by various departments of the City of San Rafael and appropriate agencies and where applicable, conditions of approval have been incorporated to ensure the "Project" will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the "Project" vicinity. In addition, the "Project" will be built in accordance with the applicable California Building Code.

C. That the proposed use complies with each of the applicable provisions of the zoning ordinance.

The "Project" is consistent with applicable development standards of the City's Zoning Ordinance. Specifically, development standards pertaining to light and glare, noise, mechanical equipment screening and water-efficient landscape.

NOW THEREFORE BE IT FURTHER RESOLVED, the Planning Commission directs staff to file a Notice of Exemption pursuant to section 15332 of the California Environmental Quality Act Guidelines; and

NOW THEREFORE BE IT FURTHER RESOLVED, the Planning Commission approves the use permit for a state licensed residential care facility for the elderly (RCFE) containing 155 senior independent and assisted living units, and 28 secured memory care units subject to the conditions of approval set forth herein;

NOW THEREFORE BE IT FURTHER RESOLVED, all applicable conditions of approval of the previously approved Environmental and Design Review permit No. PLAN22-0039 have

been included herein and therefore, the Planning Commission hereby repeals all previously imposed conditions of approval on Environmental and Design Review Permit No. PLAN22-0039.

USE PERMIT CONDITIONS OF APPROVAL
(PLAN 24-033)

Planning Division

1. This Use Permit approves the operation of a state licensed residential care facility for the elderly (RCFE) containing 155 senior independent and assisted living units, and 28 secured memory care units at this location. Plans submitted for building permit shall be in substantial conformance to the plans submitted April 4, 2024 with regard to building techniques, materials, elevations, and overall Project appearance except as modified by these conditions of approval. Minor modifications or revisions to the Project plans submitted April 4, 2024 shall be subject to review and approval by the Community Development Department, Planning Division. Modifications deemed greater than minor in nature by the Community Development Director shall require review and approval by the Planning Commission. For purposes of this resolution and conditions of approval, "building permit" shall mean any permit issued for construction, demolition, excavation, grading or any earth disturbing work requiring a permit.
2. Permit Validity. This Permit shall become effective on **7/23/2024** and shall be valid for a period of two (2) years from the date of final approval and shall become null and void if a building permit is not issued or a time extension is not applied for prior to the expiration date. A permit for the construction of a building or structure is deemed exercised when a valid City building permit, if required, is issued, and construction has lawfully commenced. A permit for the use of a building or a property is exercised when, if required, a valid City business license has been issued, and the permitted use has commenced on the property.
3. Plans submitted for building permit shall incorporate all recommendations included in the Local Transportation Analysis prepared by Advanced Mobility Group, dated December 2022 and February 2024.
4. Plans submitted for building permit shall incorporate all recommendations included in the Noise study Belmont Village of San Rafael Senior Housing Project NOISE AND VIBRATION ASSESSMENT by Illingworth & Rodkin, Inc., dated March 6, 2024
5. All outstanding and applicable fees associated with any portion or phase of this Project, including but not limited to permit processing fees, affordable housing fees, transportation impact fees, and any and all impact fees shall be paid in full prior to the issuance of the first building permit the Project.
6. A Commercial Linkage Fee of $2,591,632.00 shall be paid in full prior to the Certificate of Occupancy the Project. This fee is calculated based on 194,421 square feet at $13.33 per square foot.
7. Bicycle Parking. The project shall provide 172 term bicycle parking spaces as shown on the project plans.
8. Conditions Shall be Printed on Plans. The conditions of this Permit shall be printed on the second sheet of each plan set submitted for a building permit. Additional sheets may also be used if the second sheet is not of sufficient size to list all of the conditions. The sheet(s)

containing the conditions shall be of the same size as those sheets containing the construction drawings; 8-1/2" by 11" sheets are not acceptable.

9. Applicant Responsible for Compliance with Conditions. The applicant shall ensure compliance with all of the following conditions, including submittal to the project planner of required approval signatures at the times specified. Failure to comply with any condition may result in construction being stopped, issuance of a citation, and/or modification or other remedies.

10. Plans and Representations Become Conditions. All information and representations, whether oral or written, including the building techniques, materials, elevations and appearance of the project, as presented at the Planning Commission meeting dated July 23,2024 shall be the same as required for the issuance of a building permit, except as modified by these conditions of approval. Minor modifications or revisions to the project shall be subject to review and approval by Director. Modifications deemed not minor by the Director may require review and approval as an amendment to the Environmental and Design Review Permit.

11. Subject to All Applicable Laws and Regulations. The approved use and/or construction is subject to, and shall comply with, all applicable City Ordinances and laws and regulations of other governmental agencies. Prior to any construction, tenant improvement or installation of signage, the applicant shall identify and secure all applicable permits from the Planning and Building Divisions, Public Works Department and other affected City divisions and departments.

12. Construction Hours: Consistent with the City of San Rafael Municipal Code Section 8.13.050.A, construction hours shall be limited to 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m to 6:00 p.m. on Saturdays. Construction shall not be permitted on Sundays or City-observed holidays. Construction activities shall include delivery of materials, hauling materials off-site; startup of construction equipment engines, arrival of construction workers, paying of radios and other noises caused by equipment and/or construction workers arriving at, or working on, the site.

13. Discovery of Cultural, Archaeological or Paleontological Resources or Human Remains. If, during the course of construction potential resources or remains are found: All work is to stop within 100 feet of the finding and may not continue until the appropriate action listed below is satisfied.

    A. If it is a cultural, archaeological or paleontological resource: the City of San Rafael and a qualified archeologist are to be notified immediately. The qualified archeologist will contact Federated Indians of Graton Rancheria (FIGR) and the Planning Division and coordinate the appropriate evaluation of the find and implement any additional treatment or protection, if required. No work shall occur in the vicinity until approved by the qualified archeologist, FIGR and Planning staff.

    B. If human remains are encountered during any project-related activity, all work is to halt within 100 feet of the project and the project sponsor shall contact both Planning staff and the County Coroner. If the County Coroner determines that the human remains are of Native American origin, the Planning staff shall notify FIGR within 24-hours of such identification who will work with Planning staff to determine the proper treatment of the remains.

14. Civic Space. The Project shall provide publicly accessible Civic Space pursuant to Downtown Precise Plan which shall in the location shown in the floor plans. Prior to issuance of the first building permit for the Project, applicant shall negotiate and record a Civic Space Use Agreement in a form approved and executed by the City Manager which shall govern, in perpetuity, public access to the Civic Space within the Project. The Civic Space Use Agreement shall be available 6 am to 9 pm, seven days with prior approval of the property management company.

15. Prior to issuance of the first building permit for the Project, Applicant shall record in the Marin County Recorder's Office a covenant, in a form drafted and approved by the City Manager and City Attorney, restricted occupancy of the Project pursuant to Government Code section 65915(b)(1)(C) (SDBL referencing Civil Code sections 51.3 and 51.12) and Health and Safety Code section 1569 et seq. (the Residential Care Facilities for the Elderly Act.)

16. Notice of Fees Protest The applicant may protest any fees, dedications, reservations, or other exactions imposed by the City as part of the approval or as a condition of approval of this development. Per California Government Code Section 66020, this 90-day protest period has begun as of the date of the approval of this application.

17. The Applicant or permittee shall defend, indemnify, and hold harmless the City of San Rafael or its agents, officers, and employees from any claim, action, or proceeding brought by a third party against the City of San Rafael or its agents, officers, or employees to attack, set aside, void, or annul an approval of the Planning Commission, City Council, Community Development Director, or any other department, committee, or agency of the City concerning a development, variance, permit or land use approval which action is brought within the time period provided for in any applicable statute; provided, however, that the Applicant's or permittee's duty to so defend, indemnify, and hold harmless shall be subject to the City's promptly notifying the Applicant or permittee of any said claim, action, or proceeding and the City's full cooperation in the Applicant's or permittee's defense of said claims, actions, or proceedings.

Fire Department

18. The design and construction of all site alterations shall comply with the 2022 California Fire Code, current NFPA Standards, and all applicable City of San Rafael Ordinances and Amendments.

19. Deferred Submittals for the following fire protection systems shall be submitted to the Fire Prevention Bureau for approval and permitting prior to installation of the systems:

    a. Fire Sprinkler plans (Deferred Submittal to the Fire Prevention Bureau) b. Fire Standpipe plans (Deferred Submittal to the Fire Prevention Bureau) c. Fire Underground plans (Deferred Submittal to the Fire Prevention Bureau) d. Fire Alarm plans (Deferred Submittal to the Fire Prevention Bureau) e. Area of Refuge and Elevator Communication as defined by CA Fire Code section 1009. (Deferred Submittal to the Fire Prevention Bureau) f. Kitchen Hood Automatic Fire-Extinguishing System plans (Deferred Submittal to the Fire Prevention Bureau) g. DAS/ERCCS Radio Coverage System. (Deferred Submittal to the Fire Prevention Bureau).

20. The fire apparatus access roadways must conform to all provisions in CFC Section 503 and Appendix D.

21. A Fire Command Center required as per CFC section 508.

22. Provide signed ambulance staging area near the front building entrance.
23. Review and sign the City of San Rafael – Fire Construction Requirements document. Provided at time of building permit application.
24. A fire apparatus access plan shall be prepared for this project. Fire apparatus plan shall show the location the following:
    a. Designated fire apparatus access roads.
    b. Red curbs and no parking fire lane signs.
    c. Fire hydrants both public and private.
    d. Fire Department Connection (FDC) location.
    e. Double detector check valve location.
    f. Street address signage.
    g. Recessed Knox Box(s)
    h. Fire Alarm main and annunciator panels.
    i. NFPA 704 placards.
    j. Provide a note on the plan as follows: The designated fire apparatus access roads and fire hydrant(s) shall be installed and approved by the Fire Prevention Bureau prior construction of the building.
25. A Knox Box is required at the primary point of first response to the building. A recessed mounted Knox Box # 3200 Series is required for new buildings; surface mount for all others. the Knox Box shall be clearly visible upon approach to the main entrance from the fire lane. Note the Knox Box must be installed from 72" to 78" above finish grade; show the location on the plans. https://www.knoxbox.com/commercial-knoxboxes/
26. A Knox key switch is required for driveway or access road automatic gates. https://www.knoxbox.com/gate-keys-and-padlocks/
27. When additions or alterations are made, the nearest existing fire hydrant bodies shall be upgraded. Commercial Model: Clow 960.
28. When a building is fully sprinklered all portions of the exterior building perimeter must be located within 250-feet of an approved fire apparatus access road.
    a. The minimum width of the fire apparatus access road is 20-feet.
    b. The minimum inside turning radius for a fire apparatus access road is 28 feet.
    c. The fire apparatus access road serving this building is more than 150-feet in length; provide an approved turn-around. Contact the Fire Prevention Bureau for specific details.
29. If the building is over 30 feet in height, an aerial fire apparatus access roadway is required parallel to one entire side of the building.
    a. The Aerial apparatus access roadway shall be located within a minimum 15 feet and a maximum of 30 feet from the building and shall be along one entire side.
    b. The minimum unobstructed width for an aerial fire apparatus access road is 26-feet.

c. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway, or between the roadway and the building.

30. Fire lanes must be designated; painted red with contrasting white lettering stating, “No Parking Fire Lane” A sign shall be posted in accordance with the CFC Section 503.3 and to the satisfaction and approval of the San Rafael Parking Services Division.

31. If required, a Hazardous Materials Placards shall be installed in accordance with NFPA 704.

32. If required, provide a Hazardous Materials Management Plan to be submitted to Marin County Department of Public Works, CUPA

33. Provide address numbers plainly visible from the street or road fronting the property. Numbers painted on the curb do not qualify as meeting this requirement. Numbers shall contrast with the background and shall be Arabic numbers or letters. Numbers shall be internally or externally illuminated in all new construction or substantial remodels. Number sizes are as follows: For residential – 4” tall with ½” stroke. For commercial – 6” tall with ½” stroke. Larger sizes might be required by the fire code official or in multiple locations for buildings served by two or more roads.

34. Contact the Marin Municipal Water District (MMWD) to make arrangements for the water supply serving the fire protection systems

Department of Public Works

General:

35. The applicant shall enter into a reimbursement agreement, on a form provided by the City, with the City and provide a deposit to fund the City’s third-party plan review fees prior to start of review(s). This may include, but not limited to, fees associated with the review of traffic, civil engineering, geotechnical engineering, and surveying aspects of future project submissions. The deposit may also be used to fund the City’s third-party inspection activity during construction of the project. Inspections are required for activities including, but not limited to, grading, traffic, drainage, and encroachment into the public right-of-way.

36. Prior to issuance of the first certificate of occupancy for any portion of the Project, the applicant shall obtain approval for and record the Lot Line Adjustment with the Marin County Recorder’s Office.

Public Right-of-Way:

37. Prior to issuance of the first building permit for the Project, the applicant shall submit a separate set of drawings detailing the frontage improvements in the public right-of-way (ROW) for Department of Public Works review and approval as part of the application for an encroachment permit (e.g., sidewalks, pavement restoration, driveway approach, lighting). Frontage improvements shall be designed in accordance with City of San Rafael design standards and reference Marin County Uniform Construction Standards (UCS) where applicable. At a minimum, we anticipate pavement restoration (2”-thick grind and overlay) will be required along the property frontage on Shaver, 4th, and E Streets. The limits of pavement restoration will be finalized near the end of the construction based on field conditions.

38. The design of the new passenger loading zone on Fourth Street shall meet accessibility requirements per the California Building Code and Public Right-of-Way Accessibility Guidelines (PROWAG).

39. The new driveway on E Street may only be used for entering and exiting the service drive/loading dock in the building. Parking and/or idling in the driveway and/or sidewalk is not permitted. All loading and unloading must take place within the project site.

40. All vehicular exits from the building parking garage and loading dock shall be equipped with pedestrian warning signals that alert pedestrians on the sidewalk when a vehicle is exiting the building.

41. Prior to issuance of the first building permit for the Project, the applicant shall submit a photometric analysis of the public ROW adjacent to the project site. Depending on the results of the photometric analysis, street lighting improvements may be required to be constructed by the applicant.

42. All backflow preventers, fire department connections (FDC), and other above ground utility structures shall be placed on private property.

43. The applicant shall submit a construction management plan for review and approval by the City prior to issuance of the first building permit for the Project. The construction management plan shall include, at a minimum, the following information:

    a. All materials and equipment shall be staged on-site, unless otherwise approved.

    b. Traffic control plan to address on-site and off-site construction traffic.

    c. A screened security fence approved by the City shall be placed and maintained around the perimeter of the project and removed immediately following construction work.

    d. Proposed construction phasing and approximate timeline.

    e. Mass grading shall only occur between April 15 through October 15, unless otherwise approved in writing by the Department of Public Works.

    f. All public streets and sidewalks that are impacted by the grading and construction operation for the project shall be kept clean and free of debris at all times.

44. An encroachment permit is required from the Department of Public Works prior to conducting any work within or any time the public ROW is restricted.

Grading and Drainage:

45. Prior to first building permit issuance, storm drain profiles detailing the connections between the private property and City storm drain pipe shall be required to ensure the proposed connection does not conflict with existing infrastructure.

46. Minimum storm drain pipe size in the public right-of-way is 12". Blind connections to an existing storm drain pipe are not permitted. Prior to issuance of building permit, drainage drawings shall be provided showing that new structures will be provided at connections to the existing storm drain system and that the minimum pipe size in the public right-of-way will be 12".

47. This Project includes more than 5,000 square feet of total impervious area replacement and creation and therefore is considered a regulated project by the State Water Resources Control Board. The following documents are required to be provided in accordance with the Marin County Stormwater Pollution Prevention Program (MCSTOPPP) requirements:

    a. Stormwater Control Plan – A written document/report and exhibit to accompany the plan set used primarily for municipal review to verify compliance with stormwater treatment requirements. (Provide prior to issuance of building or grading permit.)

b. Stormwater Facilities Operations and Maintenance (O&M) Plan – A written document/report and exhibit outlining facilities on-site and maintenance activities and responsibilities for property owners. (Provide prior to issuance of building or grading permit.)

c. Stormwater Facilities Operations and Maintenance Agreement – A formal agreement between the property owner and the City that shall be recorded with the property deed prior to issuance of final certificate of occupancy. (Provide prior to issuance of certificate of occupancy.)

48. The project proposes to use non-LID facilities. In accordance with Section E.12.e of the NPDES MS4 permit Non-LID Facilities need to show equivalent effectiveness to bioretention areas in the following areas:

    a. Equal or greater amount of runoff infiltrated or evapo-transpired.

    b. Equal or lower pollutant concentrations in runoff that is discharged after biotreatment.

    c. Equal or greater protection against shock loadings and spills.

    d. Equal or greater accessibility and ease of inspection and maintenance.

    The Stormwater Control Plan must include as an attachment a letter from the manufacturer stating the manufacturer has reviewed the Plan, the proposed device meets these technical criteria, and the manufacturer will provide a warranty for two years following activation of the facility Refer to the Technical Criteria for Non-LID Treatment Facilities handout found on the MCSTOPPP website

49. Prior to first building permit issuance, a design-level geotechnical report shall be prepared in accordance with Appendix F of the San Rafael General Plan.

50. Prior to issuance of the first building permit for the Project, the applicant shall provide a plan review letter from the geotechnical engineer of record confirming that the project drawings are in conformance with their recommendations.

51. An erosion and sediment control plan shall be provided for review and approval by the City prior to issuance of building permit or grading permit.

52. Prior to start of construction, a grading permit shall be required from the Department of Public Works.

Traffic:

53. Prior to issuance of the first building permit, the applicant shall pay a traffic mitigation fee (TMF) based on a new peak-hour trip estimate of 53. This project was originally submitted in 2021, therefore the applicable rate $4,246.00 Therefore, the traffic mitigation fee for the Project is $ 225,038.

54. A construction vehicle impact fee (Street Maintenance Fee) shall be required at the time of building permit issuance, which is calculated at 1% of the valuation, with the first $10,000 of valuation exempt.

    Please contact Associate Civil Engineer, Sarah Teplitsky with the City of San Rafael Public Works Department with questions regarding these conditions.

San Rafael Sanitation District

55. Provide engineering sewage flow calculations of flow generated from the proposed project and show how many new sewer laterals and where they will be discharged to (8-inch SS main on 4th St or 18-inch SS main on Shaver St)
56. On Civil plans, show the new and/or existing sewer laterals including size/material type and length from the building to the street. If existing sewer lateral will be removed/abandoned, please show on the plans.
57. Indicate a cleanout/backflow prevention device no further than 2-ft from the foundation of the. Note that the Contra Costa-type backflow device with a 2-way cleanout is preferred.
58. In order for the District to determine sewer connection fees, please provide a fixture count table detailing all existing and new drainage fixtures and their corresponding Drainage Fixture Units (DFU) for commercial/retail spaces. Fixture unit counts shall be pursuant to Table 702.1 of the 2019 CPC.
59. Provide detailed flow calculations prepared by a California Registered Civil Engineer showing the average and peak flow cumulative rate for the building complex to clarify size of the proposed sewer laterals is sufficient.
60. Provide a profile of the proposed sewer laterals from the building to the existing sewer main connection point.
61. Please be apprised of the following:
    a. Any exterior sanitary sewer-related work shall be performed in accordance with the San Rafael Sanitation District (SRSD) Standard Plans and Specifications. A sewer permit from the San Rafael Sanitation District is required independent of a building permit for all proposed sewer lateral work outside the dwelling footprint. The property owner or authorized agent shall apply for a sewer permit online or contact SRSD for more information at (415) 454-4001 prior to the start of work.
    b. Pursuant to District Ordinance No. 56, a sewer connection fee may be imposed prior to issuance of the building permit.
    c. Be apprised that cleanout is required at every 90-ft and 45° bent on all existing and proposed SS pipes.
    d. SRSD highly recommends that existing sewer laterals be inspected using CCTV if any upgrades and/or repair work are proposed as a part of the sewer work proposed for this permit.

SEVERABILITY

If any term, provision, or portion of these findings or the application of these findings to a particular situation is held by a court to be invalid, void or unenforceable, the remaining provisions of these findings, or their application to other actions related to the Project, shall continue in full force and effect unless amended or modified by the City.

The foregoing Resolution was adopted at the regular City of San Rafael Planning Commission meeting held on the 23rd day of July, 2024. The Planning Commission's Action is final unless it

is appealed to the City Council within five (5) working days pursuant to San Rafael Municipal Code Section 14.28.030 - *Filing and time limit of appeals.*

Moved by _____ and seconded by _____. The vote is as follows:

AYES:
NOES:
ABSENT:

SAN RAFAEL PLANNING COMMISSION

ATTEST: _____ BY: _____
Margaret Kavanaugh-Lynch, Secretary Chair

1515 4th Street, San Rafael, CA
Justification for Waiver for Indoor Civic Space
June 7, 2024

Applicant contends that the Downtown Precise Plan ("Plan") does not require *exterior* civic space. The Plan's Form-Based Code includes a section titled "Civic Space Standards," which provides that "New buildings or additions are required to include civic space as identified in DTFBC Sub-Section C (Building Placement) of the zone."[1] Section 2.3.040, Sub-Section C dictates the *amount* of civic space required depending on a parcels size or lot width. However, nowhere do the "Civic Space Standards," nor Sub-Section C, expressly require civic space to be located outdoors. The reference in the City's May 30, 2024 Completeness Determination — page 66 of Chapter 4 of the Plan — states that "[t]he term 'civic space' as used in this section includes public parks and plazas as well as publicly accessible open spaces on privately-owned parcels. *Civic spaces can take a variety of forms to respond to different environments, and design criteria vary accordingly*."[2] This portion of the Plan certainly acknowledges that civic spaces can include public parks and plazas, but the Plan does not indicate those are the exclusive types of civic space. Rather, the Plan expressly recognizes that civic spaces can take "a variety of forms" and varying design criteria. In light of the above — coupled with the fact that nowhere does the Plan expressly require civic space to be outdoor space — Applicant believes the City has sufficient discretion to interpret the Plan in a way to accommodate both internal and external civic spaces.

In the event the City maintains that the Plan requires outdoor civic space, Applicant believes the Project qualifies for a State Density Bonus Law ("SDBL") waiver from this standard. SDBL projects — including senior citizen housing developments — are entitled to unlimited waivers from development standards that will have the effect of physically precluding the construction of a development at the densities permitted under SDBL.[3] Local agencies are required to grant development waivers, unless doing so would have an unmitigatable specific, adverse impact on health or safety.[4]

Here, a SDBL waiver is appropriate because strict adherence to an outdoor civic space requirement would reduce the Project's development footprint and proposed density. Due to the limited size of the parcel, the Project has been designed to maximize ground floor space and to be built-out at the property lines. To create 1,000 sq. ft. of exterior civic space, Applicant would need to redesign the Project to "carve-out" 1,000 sq. ft. of ground floor space along the Project's frontage, which would additionally result in a 1,000 sq. ft. reduction on each floor from Floors 2 to 7 (7,000 sq. ft. total). This would result in a loss of 10 units and reduction is the size of 4 additional units, and therefore decrease the Project's overall residential density.

Applicant believes a SDBL waiver is an appropriate mechanism to waive the City's "outdoor civic space" requirement, and allow Applicant to dedicate 1,000 sq. ft. of civic space at the

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[1] Downtown Precise Plan at 237, available at https://storage.googleapis.com/proudcity/sanrafaelca/uploads/2021/09/DSR_PrecisePlan_FinalDraft_Chap9.pdf
[2] *Id*. at 66.
[3] Gov. Code § 65915(e)(1).
[4] *Id*.

Project's interior. Such a waiver cannot reasonably be expected to result in an unmitigatable public health or safety impact.

SAN RAFAEL
THE CITY WITH A MISSION

Community Development Department – Planning Division

Memorandum

Date: July 23, 2024
To: File
From: Micah Hinkle, Community and Economic Development Director

SUBJECT: **1515 4th Street.** The design of the modified Project has been found consistent with the previous Environmental Design Review Permit (ED22-0016) pursuant to San Rafael Municipal Code SRMC14.25.160 – Amendments.

EXECUTIVE SUMMARY

Pursuant to San Rafael SRMC14.25.160 – Amendments
The planning director may approve changes in conditions of approval upon determining that the changes in conditions are minor and are consistent with the intent of the original approval, and the zoning administrator may approve minor changes to approved plans. Revisions involving substantial changes in "Project" design or conditions of approval shall be treated as new applications and referred to the original hearing body.

After an analysis of the "Entitled Project" and the "Proposed Project", the Director in collaboration with the Zoning Administrator (Planning Manager) determined that all modifications to the "Proposed Project" were minor in nature and consistent with the intent of the original Environmental Design Review approval. This determination was based on the facts contained in the analysis below.

BACKGROUND

The Applicant proposes to build and operate a state licensed residential care facility for the elderly (RCFE) containing 155 senior independent and assisted living units, and 28 secured memory care units at 1515 4th Street. This "Project" also qualifies as a State Density Bonus Project as a senior housing Project. The following discussion compares the "Entitled Project" to the "Proposed Project" on the basis of development standards, elevations and materials.

Staff also reviewed the Density Bonus analysis for the "Proposed Project" to ensure that it was in compliance with the relevant requirements in Government Code Section 65915 and San Rafael City Council Resolution 14891. Finally, staff verified that the minimum parking required for both vehicles and bicycles were provided for the "Proposed Project". The analysis of the "Entitled Project" was taken from staff reports prepared for the "Entitled Project" by city staff. The information related to the "Proposed Project", is based on Applicant statements that have been verified by city staff.

Development Standards

TABLE A: Comparison of "Entitled Project" vs Proposed "Project"- Development Standards
There are two zones that must be used in this analysis: **T4N 40/50 & T4MS 50/70.**

			Compliance	
Density Bonus "Project"	**Entitled**	**Proposed**	**Entitled**	**Proposed**
Dwelling Units	162	155 + 28 memory care**		
Number of Stories	7	7		
Building Height (max)	80	77.5		
Gross Floor Area (above grade)	195,938	194,421		
Gross floor area - Garage	65,320	62,039		
Parking Spaces	179	135		
SETBACKs				
Front Setback	0	0	Waiver	**Waiver**
Rear Setback	10 ft 3 in	0	Waiver	**Waiver**
Street Side Setback	0	0	Waiver	**Waiver**
Side Setback	71 ft 5 in	0	Complies	**Waiver**
STEP BACKs				
Front Stepback	0	3'-0"	Waiver	**Waiver**
Street Side Stepback	0	2'-7"	Waiver	**Waiver**
Rear Stepback	10	48'-11"	Waiver	Complies
Ground Floor Ceiling	15	15	Complies	Complies
Vehicle Parking	179	135	Complies	Complies
Bicycle Parking	205	7	Complies	Cond of Approval
Civic Space	None	None	None-Concession	None-Waiver

* Based on Staff Report of "Project" – April 11,2023
** The 28 memory care units are not provided with any kitchen facilities, and therefore do not meet the definition of "dwelling unit" as it is defined in the San Rafael Municipal Code. However, under the California Civil Code they may be interpreted as a residential unit, and thus for the purpose of consistency with state law they are included the in the density bonus analysis for the "Proposed Project".

The table illustrated the "Entitled Project" and "Proposed Project" are indeed similar in nature. It further illustrated that the "Proposed Project" either complies with all applicable development standards or has secured waivers for standards in which it was not in compliance.

Elevations and Materials

"Entitled Project"

The approved building is a mixed use building has a maximum height of 80 feet, with seven stories on the northern portion of the building fronting 4th Street and eight stories at the southwestern corner. The building also had two partially subterranean floors that accommodate 179 vehicle parking spaces and a trash room. The ground level included 8,900 square feet of retail space, a gallery space, reception area, club rooms, nine residential units, and an outdoor swimming pool and courtyard area. Levels 2 through 7 included the remaining 153 residential units. The project proposes a monochromatic color scheme with two variations of tan. The exterior walls would consist of stucco in a light tan color (CRA|E 30 by Eco Stucco) and a light umber color (Hoggar 90 by Eco Stucco). The balconies would have metal railings with glass surrounds and the windows would be aluminum with gray trim.

"Proposed Project"

The applicant proposes to build and operate a state licensed residential care facility for the elderly (RCFE) containing 155 senior independent and assisted living units, and 28 secured memory care units. It also qualifies as a State Density Bonus Project as a senior housing project. The building height is unchanged from the previously approved project (a maximum height of 80 feet). Parking remains subterranean but is reduced from 179 to 135 parking spaces and the trash room that was formerly in the garage is relocated to a service area along E Street. A new canopy has been added to protect the drop-off area at the main entrance to the building along 4th Street. The first floor includes six independent living units along with resident amenities including a main dining room, private dining area, art studio, screen room a wine lounge and town hall meeting room. The second floor has 28 memory care units and 13 assisted living units and the upper floors include a mix of assisted and independent living units. The exterior walls would consist of stucco in a light tan color (CRA|E 30 by Eco Stucco) and a light umber color (Hoggar 90 by Eco Stucco). The balconies will be made of glass and the windows made of a polymer material.

There are some minor modifications. These include:

a. Reducing the number of parking spaces within the parking garage from 179 to 135.
b. Adjusting fenestration at each façade to accommodate the modified unit layout.
c. Relocating trash pick-up from the garage on Shaver Street to an off-street service and loading area along E Street,
d. Reducing typical floorplate widths by a few feet.
e. Substituting +/-12,695 square feet of memory care space for the 8,925 square feet of ground floor commercial space.
f. Relocating the floor area taken from the reduced floorplate width to a small extension of each floor along the southern edge of the site.
g. Adding a canopy to protect the drop-off area at the main entrance to the building along 4th Street.

Of this list of changes, b,c,d have some impact the exterior of the building where the Environmental Design Review Permit purview is focused. Staff reviewed the approved and proposed elevations to further understand if any one change rose to a substantial level. To facilitate this review, the Applicant submitted a four page exhibit that showed the approved versus proposed elevations for all four sides of the building along with floor plans for each version of the "Project", (Exhibit 1). This document graphically demonstrated that all changes were minor in nature.

Density Bonus Discussion

This "Project" application was submitted pursuant to State Density Bonus Law (Government Code Section 65915 and San Rafael City Council Resolution 14891). The law allows increased density, or bonus units, for a "Project" that qualifies as a "senior housing "Project"" under State Denstiy Bonus Law (SDBL). The proposed "Project" is entitled to a 20% density bonus (Gov. Code Sec. 65915(f)(3)(A)) and unlimited waivers to development standards that would physically preclude construction of the "Project" at the density sought, even absent an affordability component.

Since there is no residential density limit on properties in the Downtown Precise Plan area, an Applicant is required to demonstrate how many units can feasibly be constructed on the site in a manner that complies with all objective development standards and that provides average unit sizes comparable to the actual "Proposed "Project". This hypothetical project that complies with objective development standards is called the base density project. To assist staff with the review of this component of the project, the Applicant prepared a density bonus exhibit, (Exhibit 2) which includes a graphic representation of this discussion.

In this case, the base density project is a 50' maximum height, five-story, 160,280 gross square foot building with a minimum of 81 automobile parking spaces in a subterranean garage. The Base Case project includes 129 senior housing units with an average unit size of 688 square feet, along with associated dining and common areas. It also includes approximately 9,400 square feet of secured memory care. However, memory care units do not meet the definition of dwelling units in the San Rafael municipal code and thus are not included in the density bonus analysis.

The bonus density project applies the 20% bonus to the number of units in the base density project, resulting in a bonus of 25.8 units. After rounding up as is permitted under the SDBL, the bonus is 26 units. The bonus density project includes 155 (129 Base Case + 26 bonus) senior housing units with an average unit size of 688 square feet, along with associated dining and common areas. To accommodate the "bonus," this building is comprised of a 76'-6" maximum height, seven- story, 194,421 gross square foot building with 135 vehicle parking spaces in a subterranean garage. The Bonus Case also includes 12,695 square feet of secured memory care.

The Applicant noted they were seeking waivers for building height as well as building stepbacks on the front and streetside, above 10 feet. Staff notes that waivers are also required for civic space and all four required setbacks. All waivers were supportable under State Density Bonus Standards.

Staff has reviewed the density bonus application materials for the "Proposed Project" and confirmed that they do comply with the relevant requirements in Government Code Section 65915 and San Rafael City Council Resolution 14891.

Parking

The DPP identifies the minimum amount of required parking for the proposed "Project".
(The 28 memory care units are not dwelling units as defined in the SRMC, and do not require parking spaces.) There are 28 memory care units shown on the floor plans.

Vehicular Spaces:
Required Spaces: Studio or 1 Bedroom is 0.50/unit.
Required spaces: 2 bedroom is 1.0/unit 3 bedroom is 1.5/unit

Bicycle Spaces:

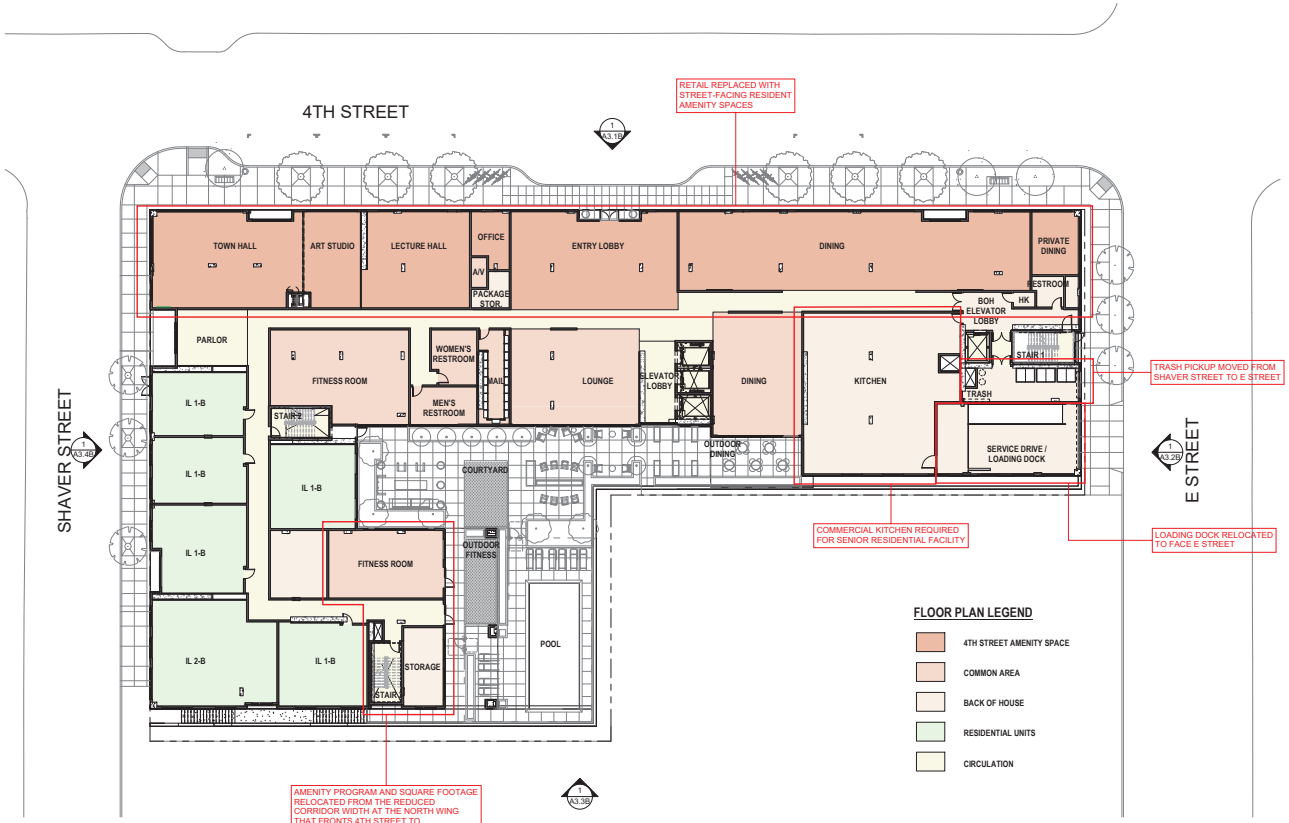
Studio/ 1 bedroom = 1
2 bedroom = 2
3 bedroom = 3

Table is based on floor plans

Level	Studio/1 bedroom	2 bedroom	3 bedroom	Total Required	Total Provided
Level 1	5	1			
Level 2	13				
Level 3	39				
Level 4	27	2			
Level 5	25	4			
Level 6	14	9			
Level 7	7	8	1		
TOTAL	**130**	**24**	**1**		
Total Vehicle	65	24	1.5	90	135
Total Bicycle	130	48	3	179	7

While the “Proposed Project” exceeds the minimum vehicular parking by 44 vehicular parking spaces, a condition of approval shall be added to ensure that bicycle parking is increased by 172 spaces.

ENTITLED PLAN AT GROUND LEVEL



1 PROPOSED PLAN AT GROUND LEVEL
1/16" = 1'-0"

TRUE NORTH

0 8 16 32 FEET

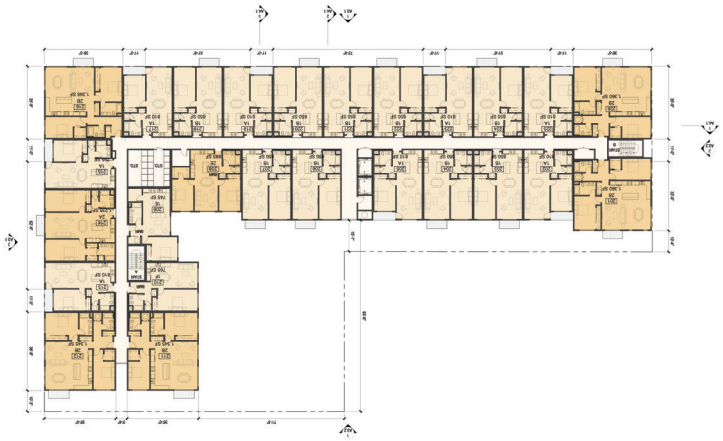
HKIT ARCHITECTS

SUPPLEMENTAL SHEET - GROUND FLOOR COMPARISON

April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A2.1B



ENTITLED PLAN AT LEVEL 2

1 PROPOSED PLAN AT LEVEL 2
1/16" = 1'-0"

TRUE NORTH

0 8 16 32 FEET

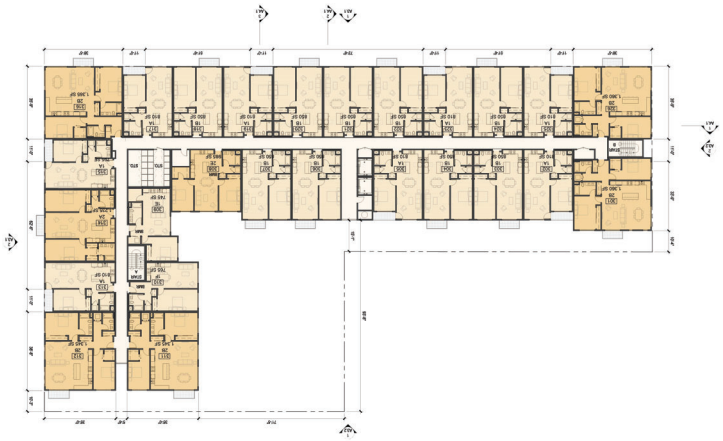
HKIT ARCHITECTS

SUPPLEMENTAL SHEET - LEVEL 2 COMPARISON

April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A2.2B



ENTITLED PLAN AT TYPICAL UPPER LEVEL

1 PROPOSED PLAN AT TYP. UPPER LEVEL
1/16" = 1'-0"

TRUE NORTH

FEET
0 8 16 32

HKIT ARCHITECTS

SUPPLEMENTAL SHEET - TYPICAL UPPER FLOOR COMPARISON

April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A2.3B

1 PROPOSED NORTH ELEVATION
3/32" = 1'-0"

*WINDOW SIZE AND POSITIONS HAVE BEEN ADAPTED TO MEET INTERIOR UNIT LAYOUT.

ENTITLED NORTH ELEVATION
3/32" = 1'-0"

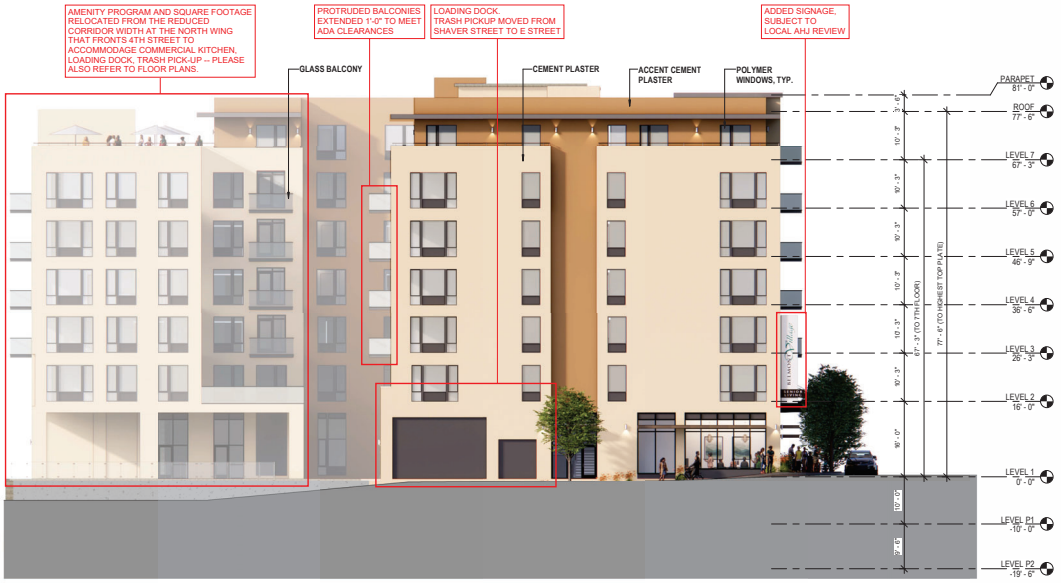
HKIT ARCHITECTS

SUPPLEMENTAL SHEET - NORTH ELEVATION

April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A3.1B



1 PROPOSED EAST ELEVATION *WINDOW SIZE AND POSITIONS HAVE BEEN ADAPTED TO MEET INTERIOR UNIT LAYOUT.
3/32" = 1'-0"

FEET 0 8 16 32

ENTITLED EAST ELEVATION
SCALE: 3/32" = 1'-0"

FEET 0 8 16 32

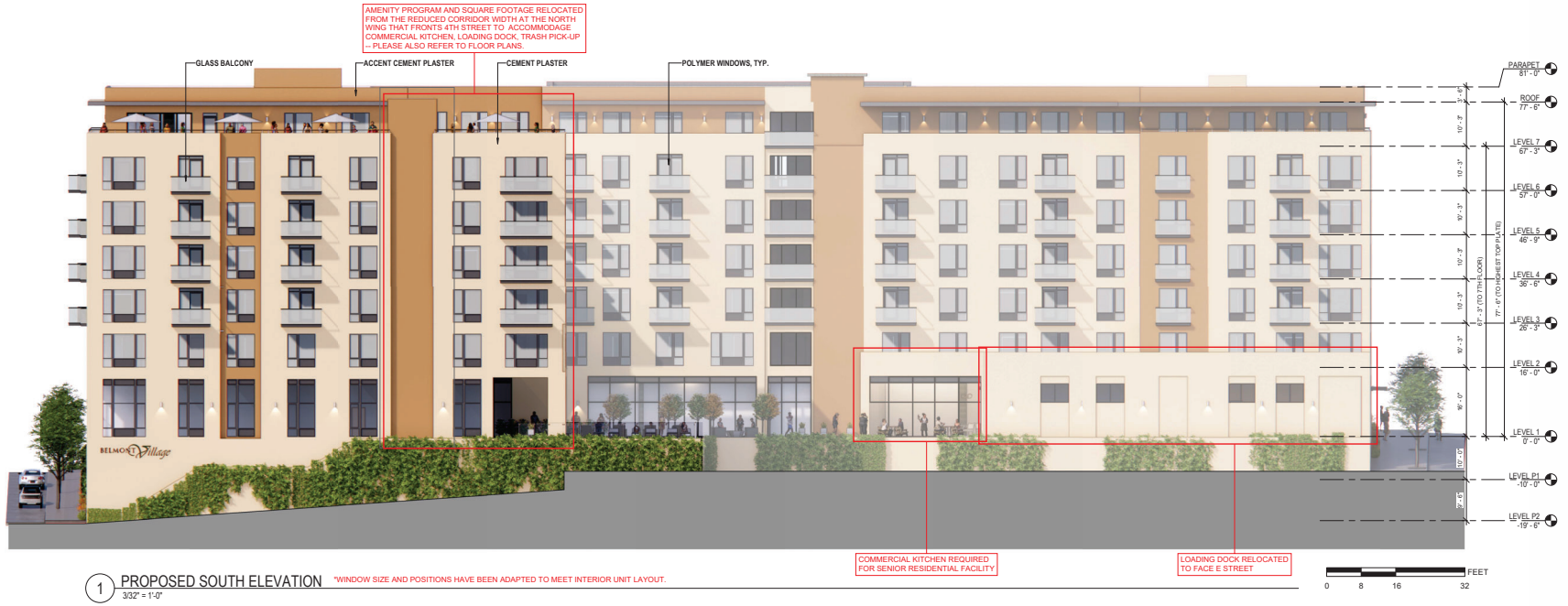
HKIT ARCHITECTS

SUPPLEMENTAL SHEET - EAST ELEVATION

April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A3.2B



1 PROPOSED SOUTH ELEVATION
3/32" = 1'-0"

*WINDOW SIZE AND POSITIONS HAVE BEEN ADAPTED TO MEET INTERIOR UNIT LAYOUT.

ENTITLED SOUTH ELEVATION
SCALE: 3/32" = 1'-0"

HKIT ARCHITECTS

SUPPLEMENTAL SHEET - SOUTH ELEVATION

April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A3.3B

1 PROPOSED WEST ELEVATION *WINDOW SIZE AND POSITIONS HAVE BEEN ADAPTED TO MEET INTERIOR UNIT LAYOUT.
3/32" = 1'-0"

FEET 0 8 16 32

ENTITLED WEST ELEVATION
SCALE: 3/32" = 1'-0"

FEET 0 8 16 32

HKIT ARCHITECTS

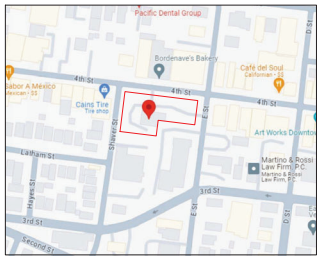
SUPPLEMENTAL SHEET - WEST ELEVATION

April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A3.4B

VICINITY MAP



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PROJECT DESCRIPTION

NEW CONSTRUCTION OF A 7-STORY SENIOR LIVING HOUSING DEVELOPMENT WITH 183 UNITS OVER GROUND-LEVEL LOBBY AND 2 LEVELS OF BASEMENT PARKING, WITH STATE OF CALIFORNIA DENSITY BONUS.

DRAWING LIST

SHEET COUNT: 38

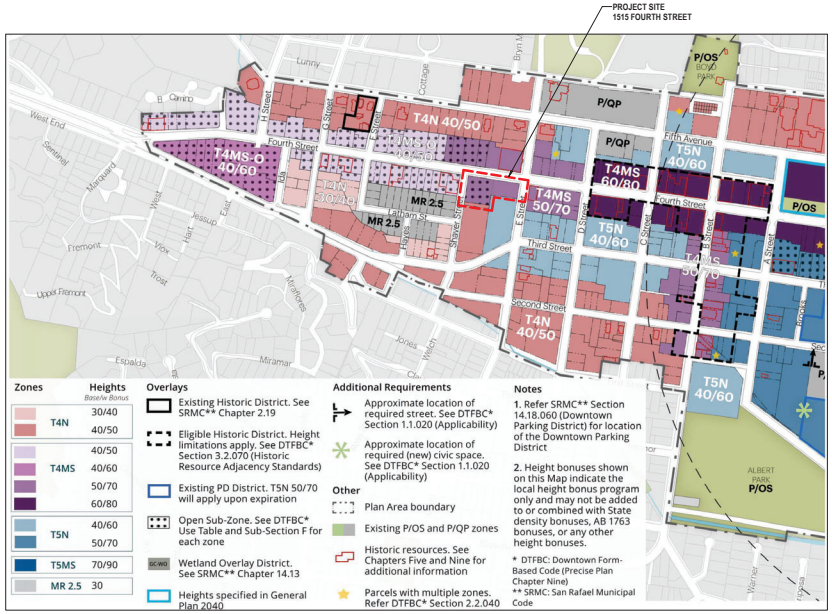
HKIT ARCHITECTS

GENERAL INFORMATION

12" = 1'-0"
April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A0.0



ZONING MAP

ZONING INFORMATION

ZONING	T4MS 50/70 & T4N 40/50
LOT AREA (SF)	38,519

DENSITY BONUS ELIGIBILITY TABLE

BASE DENSITY	152
DENSITY BONUS	20.00%
BONUS UNITS (ROUNDS UP)	31
MAXIMUM PROJECT WITH BONUS UNITS	183
DENSITY BONUS CONCESSIONS EARNED	0

ZONING STANDARDS

	BASE ZONING	PROPOSED	COMPLIANCE
HEIGHT	50'	76'-6"	COMPLIES W/ WAIVER
SETBACK - FRONT	0' MIN; 10' MAX	0'	COMPLIES
SETBACK - SIDE STREET	0' MIN; 10' MAX	0'	COMPLIES
SETBACK - SIDE	0' MIN	0'	COMPLIES
SETBACK - REAR	0' MIN	0'	COMPLIES
STEPBACKS - FRONT	10' MIN AT 35'	3'-0"	COMPLIES W/ WAIVER
STEPBACKS - SIDE STREET	10' MIN AT 35'	2'-7"	COMPLIES W/ WAIVER
STEPBACKS - REAR	10' MIN AT 35'	48'-11"	COMPLIES W/ WAIVER

FLOOR AREA TABLE

	ASSISTED / INDEPENDENT LIVING	MEMORY CARE	COMMON AREA	GARAGE	TOTAL
LEVEL 7	23,104				23,104
LEVEL 6	28,409				28,409
LEVEL 5	28,409				28,409
LEVEL 4	28,409				28,409
LEVEL 3	28,478				28,478
LEVEL 2	15,783	12,695			28,478
LEVEL 1	5,175		23,959		29,134
PARKING 1				36,283	36,283
PARKING 2				25,756	25,756
ABOVE GRADE TOTAL					194,421
TOTAL	157,767	12695	23,959	62,039	256,460

UNIT COUNT TABLE

	IL	AL	MC	TOTAL
LEVEL 7	16			16
LEVEL 6	10	13		23
LEVEL 5	11	18		29
LEVEL 4	11	18		29
LEVEL 3		39		39
LEVEL 2		13	28	41
LEVEL 1	6			6
TOTAL	54	101	28	183

REFERENCE ONLY - VEHICULAR PARKING

		STANDARD	TANDEM	TOTAL
PARKING PROVIDED		114	21	135
LEVEL P1		61	12	73
LEVEL P2		53	9	62

BIKE PARKING

BIKE PARKING PROVIDED	7

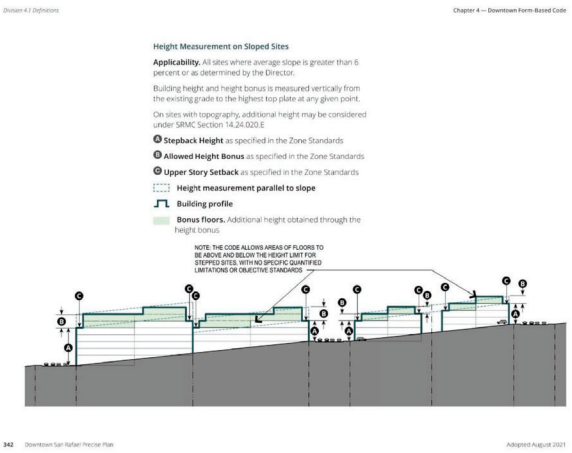
HKIT ARCHITECTS

PROJECT DATA

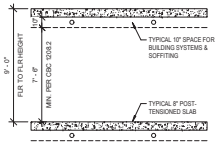
April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

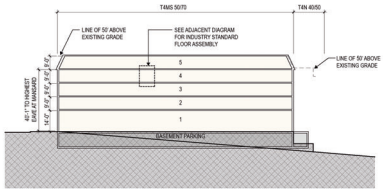
A0.1



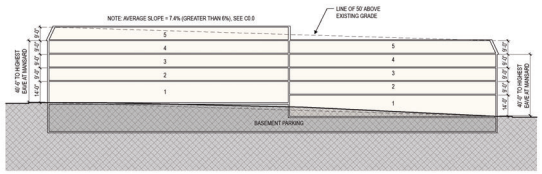
CODE HEIGHT MEASUREMENT ON SLOPED SITES (< 6%)



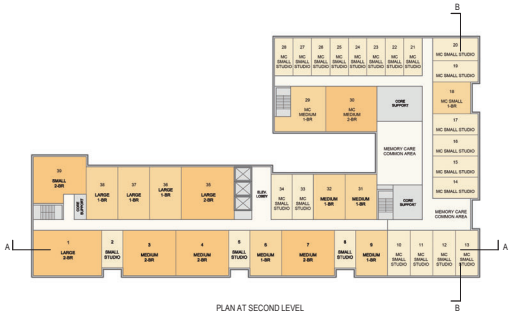
FLOOR HEIGHT DIAGRAM

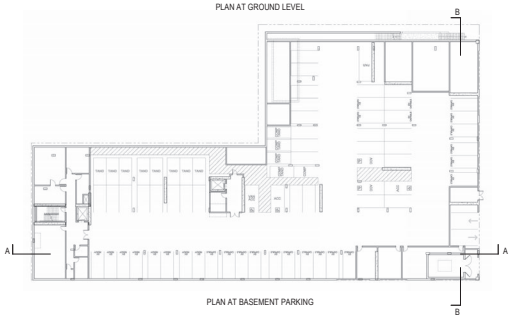


BASE PROJECT HEIGHT DIAGRAM B



BASE PROJECT HEIGHT DIAGRAM A





BASE PROJECT PLANS

NOTE:
MEMORY CARE UNITS ARE INCLUDED AS RESIDENTIAL IN THESE DENSITY BONUS CALCULATIONS FOR THE PURPOSES OF CONSISTENCY WITH STATE DENSITY BONUS LAW (SDBL) ONLY. THE PROPOSED MEMORY CARE UNITS DO NOT MEET THE DEFINITION OF "DWELLING UNIT" UNDER THE SAN RAFAEL MUNICIPAL CODE, AND ARE THUS NOT CONSIDERED DWELLING UNITS FOR PURPOSE OF CALCULATING VEHICULAR AND BICYCLE PARKING REQUIREMENTS.

PROPOSED PROJECT - BONUS CASE UNIT MIX

	STUDIO	1-BR	2-BR	TOTAL
LEVEL 7	0	7	9	16
LEVEL 6	0	14	9	23
LEVEL 5	6	19	4	29
LEVEL 4	7	20	2	29
LEVEL 3	26	13	0	39
LEVEL 2	8	5	28	41
LEVEL 1	0	5	1	6
TOTAL	47	83	53	183

BASE PROJECT UNIT COUNT TABLE

	STUDIO	1-BR	2-BR	TOTAL
LEVEL 5	8	16	8	32
LEVEL 4	11	16	7	34
LEVEL 3	11	16	7	34
LEVEL 2	25	8	6	39
LEVEL 1	0	8	5	13
TOTAL	55	64	33	152

DENSITY BONUS ANALYSIS

BASE CASE VS BONUS CASE SUMMARY

	BASE PROJECT	PROPOSED PROJECT
TOTAL NET UNIT SF	99,104	120,048
TOTAL UNITS	152	183
AVERAGE UNIT SIZE	652	656

DENSITY BONUS CALCULATIONS

BASE PROJECT	152
DENSITY BONUS	20.00%
BONUS UNITS (ROUNDS UP)	31
MAXIMUM PROJECT WITH BONUS UNITS	183
PROPOSED DENSITY BONUS PROJECT	**183**

PROPOSED BONUS CASE - VEHICULAR PARKING

	STANDARD	TANDEM	TOTAL
VOLUNTARY PARKING PROVIDED	114	21	135
LEVEL B1	61	12	73
LEVEL B2	53	9	62

PROPOSED BONUS CASE - MINIMUM VEHICULAR PARKING 117
155 X 0.75 = 117
*PER SAN RAFAEL MUNICIPAL CODE CH14.18 FOR SENIOR HOUSING PROJECTS (LESS MEMORY CARE)

BASE CASE - VEHICULAR PARKING 81
96 (STUDIO OR 1-BR) X 0.5 = 48
33 (2-BR) X 1.0 = 33
*PER DSRPP CH9 SECTION 2.3.040 T4 MAIN STREET PARKING REQUIREMENTS.

PROPOSED BONUS CASE BIKE PARKING
VOLUNTARY BIKE PARKING PROVIDED 7
*PER SAN RAFAEL MUNICIPAL CODE FOR MULTI FAMILY RESIDENTIAL UNITS, 5% OF TOTAL PARKING SPACES.

BASE PROJECT DATA

HKIT ARCHITECTS

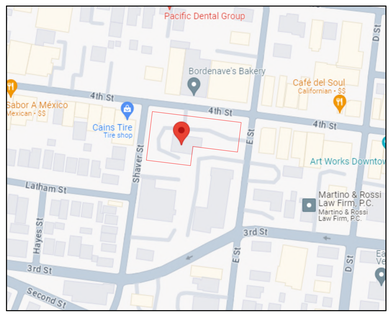
PROJECT COMPLIANCE

As indicated
April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A0.2

VICINITY MAP



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PROJECT DESCRIPTION

NEW CONSTRUCTION OF A 7-STORY SENIOR LIVING HOUSING DEVELOPMENT WITH 183 DWELLING UNITS OVER GROUND-LEVEL LOBBY AND 2 LEVELS OF BASEMENT PARKING, WITH SB-35 AND STATE OF CALIFORNIA DENSITY BONUS.

DRAWING LIST

SHEET COUNT: 38

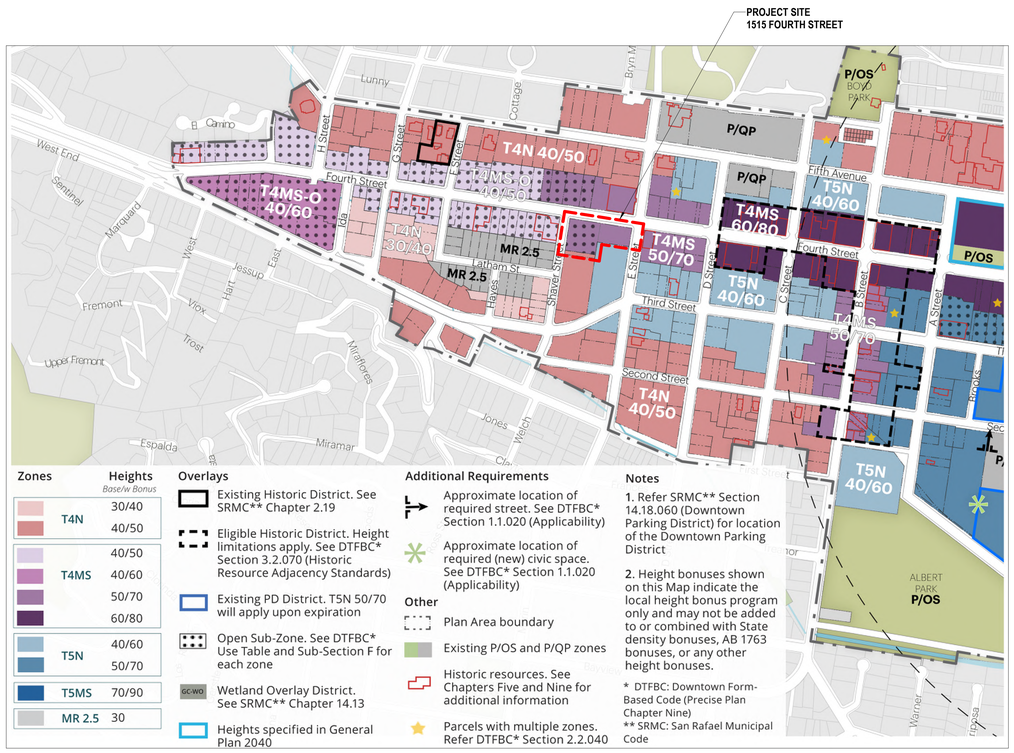
HKIT ARCHITECTS

GENERAL INFORMATION

12" = 1'-0"
April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A0.0



ZONING MAP

ZONING INFORMATION

ZONING	T4MS 50/70 & T4N 40/50
LOT AREA (SF)	38,519

DENSITY BONUS ELIGIBILITY TABLE

BASE DENSITY	129
DENSITY BONUS	20.00%
BONUS UNITS (ROUNDS UP)	26
MAXIMUM PROJECT WITH BONUS UNITS	155
DENSITY BONUS CONCESSIONS EARNED	0

ZONING STANDARDS

	BASE ZONING	PROPOSED	COMPLIANCE
HEIGHT	50'	76'-6"	COMPLIES W/ WAIVER
SETBACK - FRONT	0' MIN; 10' MAX	0'	COMPLIES
SETBACK - SIDE STREET	0' MIN; 10' MAX	0'	COMPLIES
SETBACK - SIDE	0' MIN	0'	COMPLIES
SETBACK - REAR	0' MIN	0'	COMPLIES
STEPBACKS - FRONT	10' MIN AT 35'	3'-0"	COMPLIES W/ WAIVER
STEPBACKS - SIDE STREET	10' MIN AT 35'	2'-7"	COMPLIES W/ WAIVER
STEPBACKS - REAR	10' MIN AT 35'	48'-11"	COMPLIES W/ WAIVER

FLOOR AREA TABLE

	RESIDENTIAL	MEMORY CARE	COMMON AREA	GARAGE	TOTAL
LEVEL 7	23,104				23,104
LEVEL 6	28,409				28,409
LEVEL 5	28,409				28,409
LEVEL 4	28,409				28,409
LEVEL 3	28,478				28,478
LEVEL 2	15,783	12,695			28,478
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REFERENCE ONLY - VEHICULAR PARKING

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BIKE PARKING

BIKE PARKING PROVIDED	7

HKIT ARCHITECTS

PROJECT DATA

April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A0.1

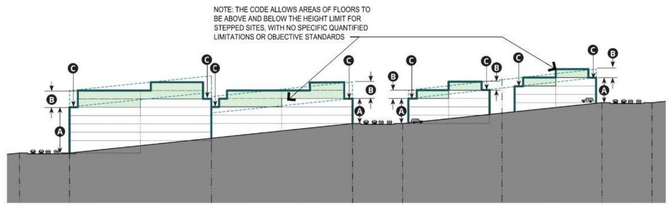
Height Measurement on Sloped Sites

Applicability. All sites where average slope is greater than 6 percent or as determined by the Director.

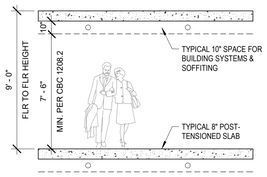
Building height and height bonus is measured vertically from the existing grade to the highest top plate at any given point.

On sites with topography, additional height may be considered under SRMC Section 14.24.020.E

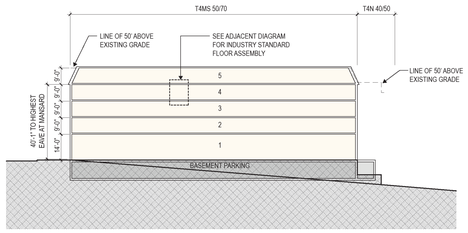
- **A Stepback Height** as specified in the Zone Standards
- **B Allowed Height Bonus** as specified in the Zone Standards
- **C Upper Story Setback** as specified in the Zone Standards
- **Height measurement parallel to slope**
- **Building profile**
- **Bonus floors.** Additional height obtained through the height bonus



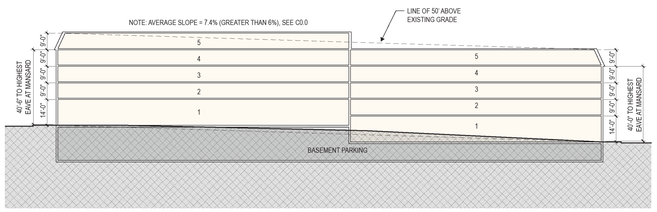
CODE HEIGHT MEASUREMENT ON SLOPED SITES (< 6%)



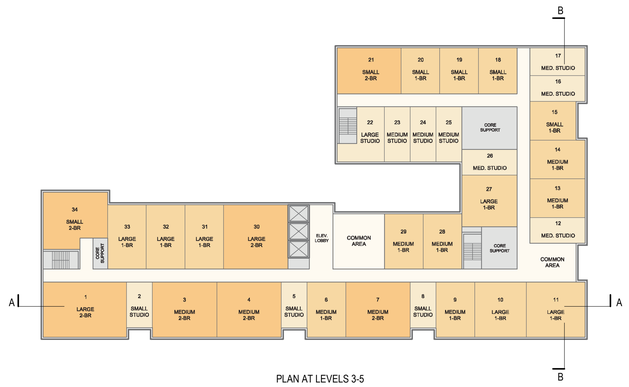
FLOOR HEIGHT DIAGRAM

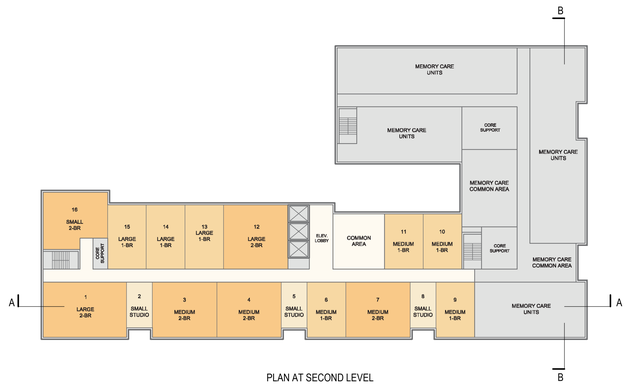


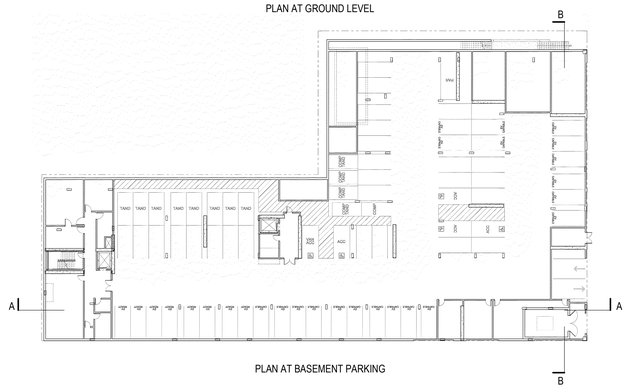
BASE PROJECT HEIGHT DIAGRAM B



BASE PROJECT HEIGHT DIAGRAM A







BASE PROJECT PLANS

PROPOSED PROJECT - BONUS CASE UNIT MIX

	STUDIO	1-BR	2-BR	TOTAL
LEVEL 7	0	7	9	16
LEVEL 6	0	14	9	23
LEVEL 5	6	19	4	29
LEVEL 4	7	20	2	29
LEVEL 3	26	13	0	39
LEVEL 2	8	5	0	13
LEVEL 1	0	5	1	6
TOTAL	47	83	25	155

BASE PROJECT UNIT COUNT TABLE

	STUDIO	1-BR	2-BR	TOTAL
LEVEL 5	8	16	8	32
LEVEL 4	11	16	7	34
LEVEL 3	11	16	7	34
LEVEL 2	3	7	6	16
LEVEL 1	0	8	5	13
TOTAL	33	63	33	129

*EXCLUDES 23 UNITS OF MEMORY CARE IN BASE PROJECT UNIT COUNT.

DENSITY BONUS ANALYSIS

BASE CASE VS BONUS CASE SUMMARY

	BASE PROJECT	PROPOSED PROJECT
TOTAL NET UNIT SF	88,752	106,640
TOTAL UNITS	129	155
AVERAGE UNIT SIZE	688	688

*MEMORY CARE UNITS ARE EXCLUDED FROM THE CALCULATION. GSF INCLUDES ALL UNITS.

DENSITY BONUS CALCULATIONS

BASE PROJECT	129
DENSITY BONUS	20.00%
BONUS UNITS (ROUNDS UP)	26
MAXIMUM PROJECT WITH BONUS UNITS	155
PROPOSED DENSITY BONUS PROJECT	**155**

*MEMORY CARE UNITS ARE EXCLUDED FROM THE CALCULATION.

PROPOSED BONUS CASE - VEHICULAR PARKING

	STANDARD	TANDEM	TOTAL
VOLUNTARY PARKING PROVIDED	114	21	135
LEVEL B1	61	12	73
LEVEL B2	53	9	62

PROPOSED BONUS CASE - MINIMUM VEHICULAR PARKING 117

155 X 0.75 = 117

*PER SAN RAFAEL MUNICIPAL CODE CH14.18 FOR SENIOR HOUSING PROJECTS (LESS MEMORY CARE)

BASE CASE - VEHICULAR PARKING 81

96 (STUDIO OR 1-BR) X 0.5 = 48

33 (2-BR) X 1.0 = 33

*PER DSRPP CH9 SECTION 2.3.040 T4 MAIN STREET PARKING REQUIREMENTS.

PROPOSED BONUS CASE BIKE PARKING

VOLUNTARY BIKE PARKING PROVIDED 7

*PER SAN RAFAEL MUNICIPAL CODE FOR MULTI FAMILY RESIDENTIAL UNITS, 5% OF TOTAL PARKING SPACES.

BASE PROJECT DATA

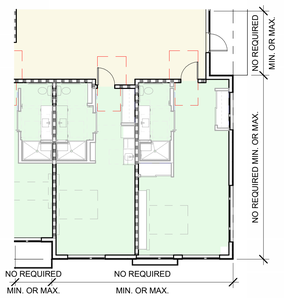
HKIT ARCHITECTS

PROJECT COMPLIANCE

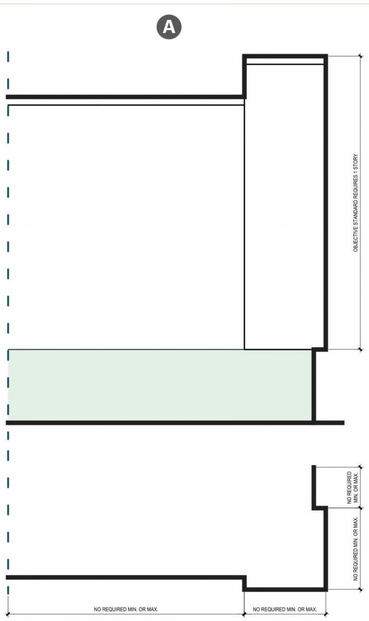
As indicated
April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A0.2



PROPOSED COMPLIANT PROJECT



Plan and elevation diagrams of Corner Elements.

OBJECTIVE STANDARD DIAGRAM (DSRPP PAGE 303)

A. Description

New facades and facade modifications shall be designed to include an orderly composition of window bays and openings.

B. Applicability

All new buildings and facade modifications.

C. Standards/ General Character

Buildings 100' or more in length along the street are required to include projected or recessed window bays, and shall be designed per Item A below. The recess may be achieved by a partial or complete window surround. Upto 3 bays may be grouped.

Allowed patterns for buildings at least 100' long:	
Bay Windows:	A
Square	a
Chamfer	b

Required stepbacks may be replaced by mansard roof forms with windows as follows:	
30' to 50' overall height	Single Mansard B
50' to 90' overall height	Single Mansard B or Double Mansard C

Mansard roof forms are exempt from stepbacks.

Mansard roofs can include a maximum of 2 stories and must include the uppermost story.

All buildings facades shall be designed to include square or vertically - oriented windows and openings.

Windows may be grouped but the overall grouping shape is required to be square or vertical, except on shopfronts.

Facades within 1 block of a building with recessed windows and/or openings are required to include recessed windows with at least 4" of recess for at least 25% of the new or modified facade.

A. Description

New facades and facade modifications shall be designed to include a corner element to give visual importance to the corner and enhance the public realm.

B. Applicability

New buildings and facade modifications where at least 1 facade along a street corner is over 150' in length.

C. Standards/ General Character

Square	A
Octagonal	B
Chamfer	C

Only one corner element is required per eligible facade.

Corner elements shall incorporate at least 1 entire story within the composition and may extend from the ground floor through the top of the building.

Corner elements may exceed the maximum height allowed for the building by up to 10' for a horizontal area up to 20' x 20', only in cases where the top story is at the maximum allowed height.

Corner elements may be recessed or projected from the main facade by up to 4'. Projections over the right of way are allowed when at least 12' above the adjacent sidewalk. D

OBJECTIVE STANDARD (DSRPP PAGE 302)

WINDOW COMPLIANCE

COMPLIES. THE PROJECT INCLUDES AT LEAST 1 CORNER ELEMENT THAT COMPLIES WITH THE REQUIRED OBJECTIVE STANDARDS.

COMPLIES. THE PROJECT INCLUDES AT LEAST 1 CORNER ELEMENT ALONG THE 4TH STREET FACADE THAT IS OVER 150' IN LENGTH.

COMPLIES. THE PROJECT INCLUDES AT LEAST 1 SQUARE CORNER ELEMENT.

COMPLIES. THE PROJECT INCLUDES AT LEAST 1 CORNER ELEMENT ON THE REQUIRED FACADE.

COMPLIES. THE CORNER ELEMENT INCORPORATES AT LEAST 1 ENTIRE STORY WITHIN THE COMPOSITION.

NOT APPLICABLE AS THIS IS AN OPTION NOT A REQUIREMENT.

COMPLIES. THE CORNER ELEMENT PROJECTS 4'.

NOTE, THE OBJECTIVE STANDARDS DO NOT REQUIRE A MAXIMUM OR MINIMUM WIDTH OF THE CORNER ELEMENT

COMPLIANCE

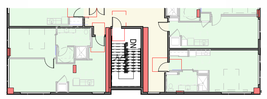
HKIT ARCHITECTS

PROJECT COMPLIANCE

3/32" = 1'-0"
April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

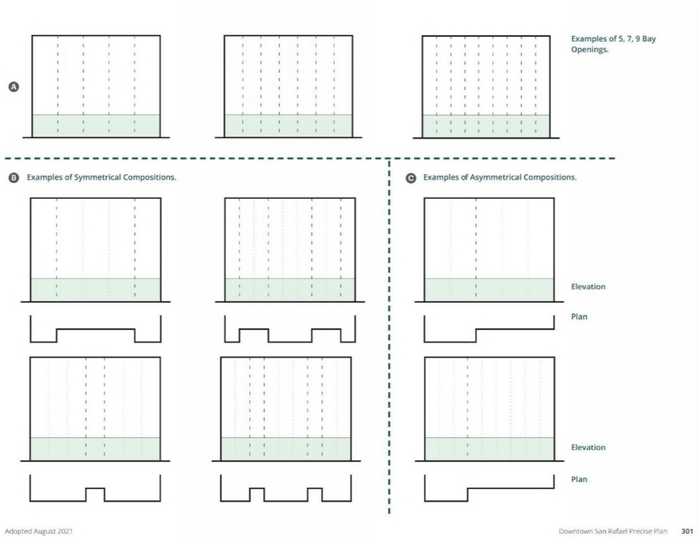
A0.3



E STREET (WITH 3 BAYS)

FOURTH STREET (WITH 9 BAYS)

SHAVER STREET (WITH 5 BAYS)

A. Description New facades and facade modifications along a street or civic space shall be designed to visually express a base, middle, and top. **B. Applicability** New buildings and facade modifications over 75' in length along the adjacent street or civic space. **C. Standards** Ground Floor/ Distinct Base[1] (A) Middle (B) Top[2] (C) Combinations of colors, materials, and massing may be used to visually express a base, middle, and top. [1] The base may include multiple stories. [2] The top may include multiple stories. Note that upper stories that are stepped back do not count as part of the "top". To articulate the top, count only stories that are not stepped back from the "base" and "middle" of the building facade.		**A. Description** New facades and facade modifications along a street or civic space shall be designed to appear as multiple buildings no greater than 75' in length. **B. Applicability** New buildings and facade modifications. **C. Standards/ General Character** Building facades shall be arranged in an orderly composition of window bays/openings based on prevalent patterns of 5, 7 or 9 bays. (A) Facades shall be designed in an orderly symmetrical or asymmetrical composition. Compositions (symmetrical) (B) Compositions (asymmetrical) (C) The pattern shall be visually expressed through the spacing of openings, physical recesses, projections or other techniques. The pattern may include the ground floor and its mezzanine.	COMPLIES. THE FACADE MODIFICATIONS ALONG A STREET OR CIVIC SPACE ARE DESIGNED TO APPEAR AS MULTIPLE BUILDINGS NO GREATER THAN 75' IN LENGTH COMPLIES. COMPLIES. THE BUILDING FACADES ARE ARRANGED IN AN ORDERLY COMPOSITION OF BAYS BASED ON PREVALENT PATTERN OF 5, 7 OR 9 BAYS. COMPLIES. COMPLIES. COMPLIES.
BASE - MIDDLE - TOP	OBJECTIVE STANDARD DIAGRAM (DSRPP PAGE 301)	OBJECTIVE STANDARD (DSRPP PAGE 300)	COMPLIANCE

HKIT ARCHITECTS

PROJECT COMPLIANCE

1" = 20'-0"
April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A0.4

1. VIEW FROM 4TH STREET - SOUTH FACING

2. VIEW FROM SHAVER STREET - EAST FACING

3. VIEW FROM D STREET - WEST FACING

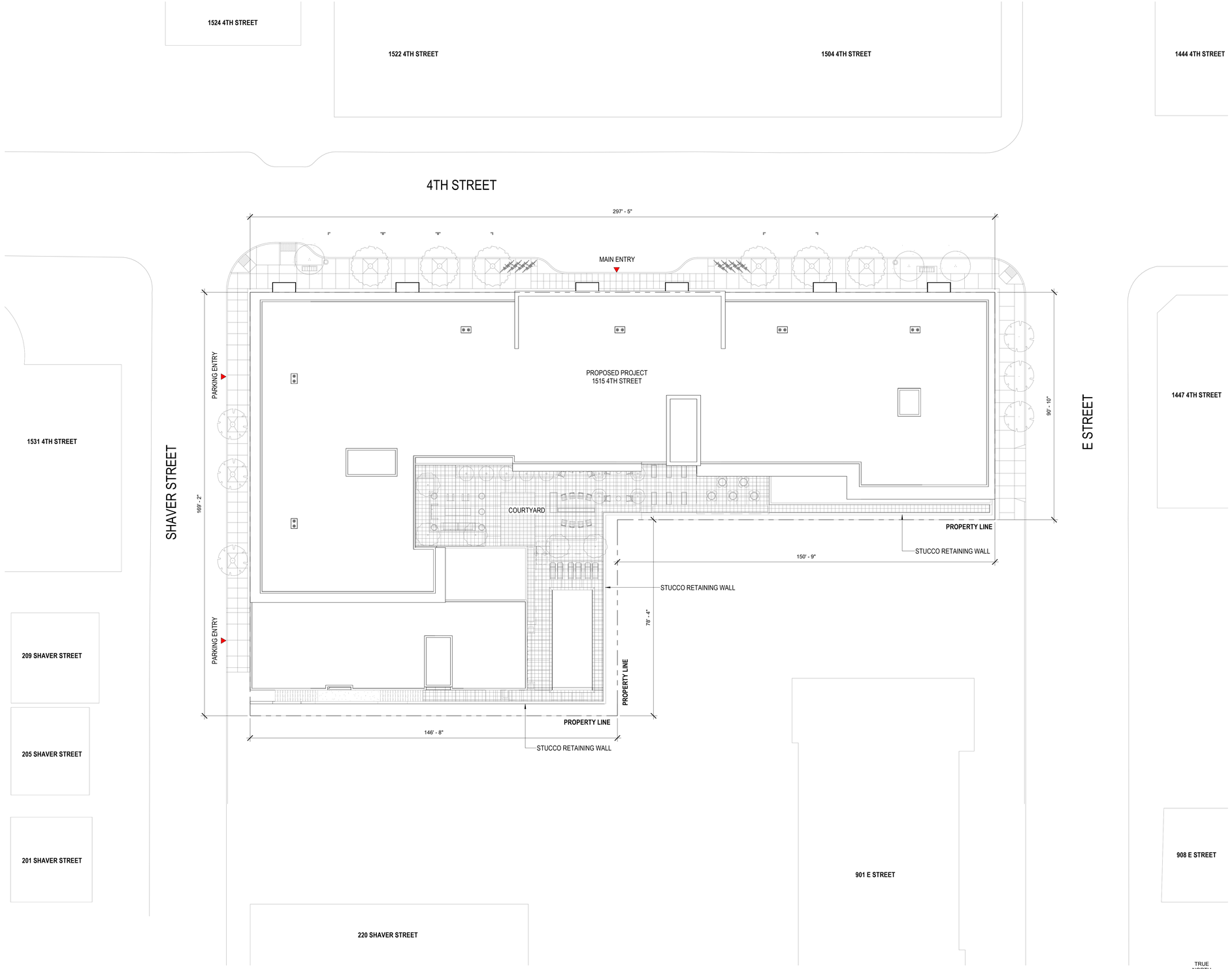
HKIT ARCHITECTS

EXISTING CONTEXT PHOTOS

April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A0.5



1 SITE PLAN
1/16" = 1'-0"

TRUE NORTH

0 8 16 32 FEET

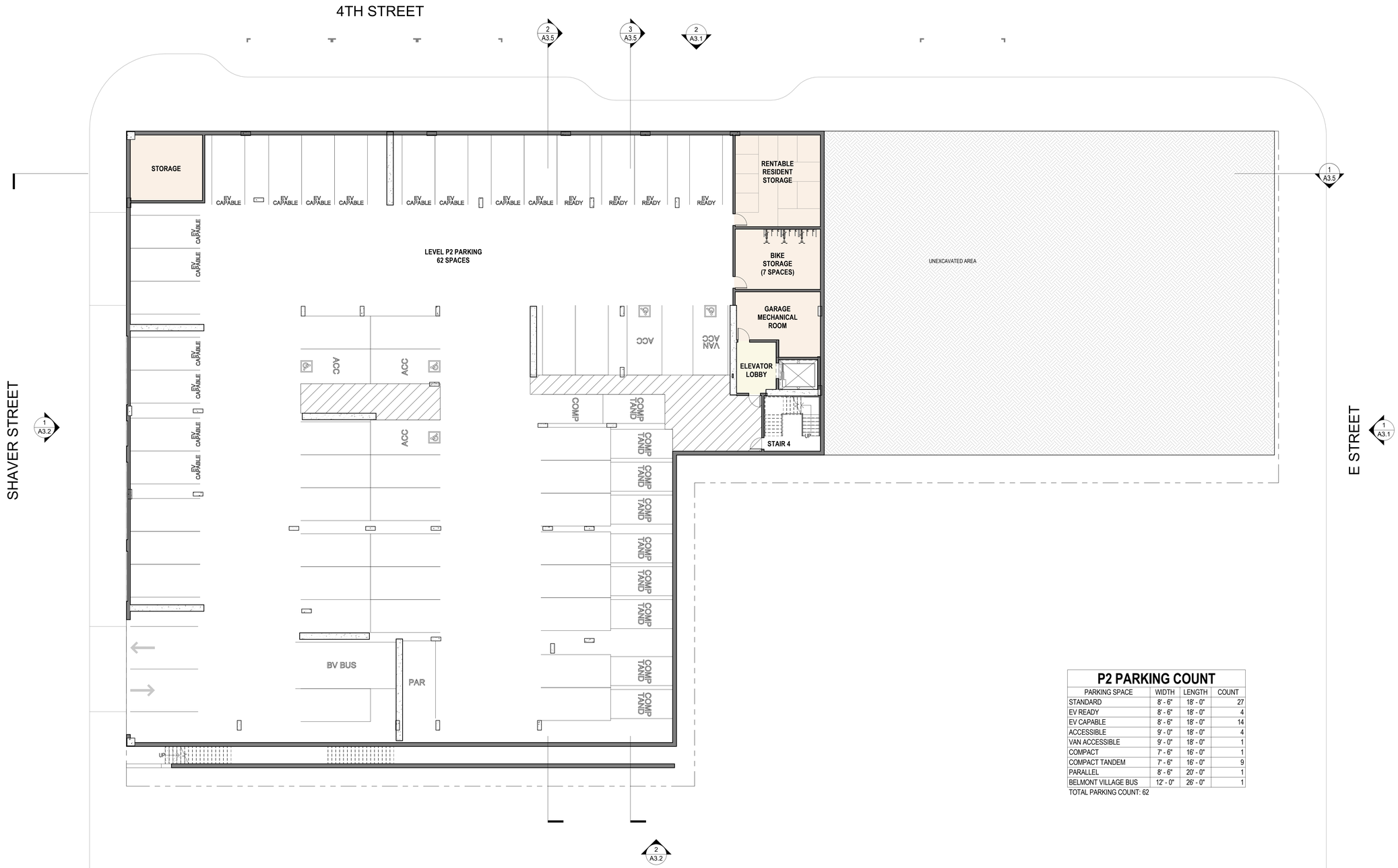
HKIT ARCHITECTS

SITE PLAN

1/16" = 1'-0"
April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A1.1



P2 PARKING COUNT

PARKING SPACE	WIDTH	LENGTH	COUNT
STANDARD	8' - 6"	18' - 0"	27
EV READY	8' - 6"	18' - 0"	4
EV CAPABLE	8' - 6"	18' - 0"	14
ACCESSIBLE	9' - 0"	18' - 0"	4
VAN ACCESSIBLE	9' - 0"	18' - 0"	1
COMPACT	7' - 6"	16' - 0"	1
COMPACT TANDEM	7' - 6"	16' - 0"	9
PARALLEL	8' - 6"	20' - 0"	1
BELMONT VILLAGE BUS	12' - 0"	26' - 0"	1

TOTAL PARKING COUNT: 62

1 PLAN AT LEVEL P2
3/32" = 1'-0"

TRUE NORTH

0 8 16 32 FEET

HKIT ARCHITECTS

PLAN AT LEVEL P2

3/32" = 1'-0"
April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A2.0A

P1 PARKING COUNT

PARKING SPACE	WIDTH	LENGTH	COUNT
STANDARD	8' - 6"	18' - 0"	26
EV READY	8' - 6"	18' - 0"	8
EV CAPABLE	8' - 6"	18' - 0"	20
ACCESSIBLE	9' - 0"	18' - 0"	4
VAN ACCESSIBLE	9' - 0"	18' - 0"	1
TANDEM	8' - 6"	18' - 0"	8
COMPACT	7' - 6"	16' - 0"	1
COMPACT TANDEM	7' - 6"	16' - 0"	4
PARALLEL	8' - 6"	20' - 0"	1

TOTAL PARKING COUNT: 73

1 PLAN AT LEVEL P1
3/32" = 1'-0"

TRUE NORTH

0 8 16 32 FEET

HKIT ARCHITECTS

PLAN AT LEVEL P1

3/32" = 1'-0"
April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A2.0B

FLOOR PLAN LEGEND

- 4TH STREET AMENITY SPACE
- COMMON AREA
- BACK OF HOUSE
- RESIDENTIAL UNITS
- CIRCULATION

1 PLAN AT GROUND LEVEL
3/32" = 1'-0"

TRUE NORTH

0 8 16 32 FEET

HKIT ARCHITECTS

PLAN AT GROUND FLOOR

3/32" = 1'-0"
April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A2.1

FLOOR PLAN LEGEND

- 4TH STREET AMENITY SPACE
- COMMON AREA
- BACK OF HOUSE
- RESIDENTIAL UNITS
- CIRCULATION

1 PLAN AT LEVEL 2
3/32" = 1'-0"

TRUE NORTH

0 8 16 32 FEET

HKIT ARCHITECTS

PLAN AT LEVEL 2

3/32" = 1'-0"
April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A2.2

1 PLAN AT LEVEL 3
3/32" = 1'-0"

FLOOR PLAN LEGEND

- 4TH STREET AMENITY SPACE
- COMMON AREA
- BACK OF HOUSE
- RESIDENTIAL UNITS
- CIRCULATION

TRUE NORTH

FEET
0 8 16 32

HKIT ARCHITECTS

PLAN AT LEVEL 3

3/32" = 1'-0"
April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A2.3

FLOOR PLAN LEGEND

- 4TH STREET AMENITY SPACE
- COMMON AREA
- BACK OF HOUSE
- RESIDENTIAL UNITS
- CIRCULATION

1 PLAN AT LEVEL 4
3/32" = 1'-0"

TRUE NORTH

0 8 16 32 FEET

HKIT ARCHITECTS

PLAN AT LEVEL 4

3/32" = 1'-0"
April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A2.4

1 PLAN AT LEVEL 5
3/32" = 1'-0"

HKIT ARCHITECTS

PLAN AT LEVEL 5

3/32" = 1'-0"
April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A2.5

FLOOR PLAN LEGEND

- 4TH STREET AMENITY SPACE
- COMMON AREA
- BACK OF HOUSE
- RESIDENTIAL UNITS
- CIRCULATION

1 PLAN AT LEVEL 6
3/32" = 1'-0"

TRUE NORTH

0 8 16 32 FEET

HKIT ARCHITECTS

PLAN AT LEVEL 6

3/32" = 1'-0"
April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A2.6

FLOOR PLAN LEGEND

- 4TH STREET AMENITY SPACE
- COMMON AREA
- BACK OF HOUSE
- RESIDENTIAL UNITS
- CIRCULATION

1 PLAN AT LEVEL 7
3/32" = 1'-0"

TRUE NORTH

FEET
0 8 16 32

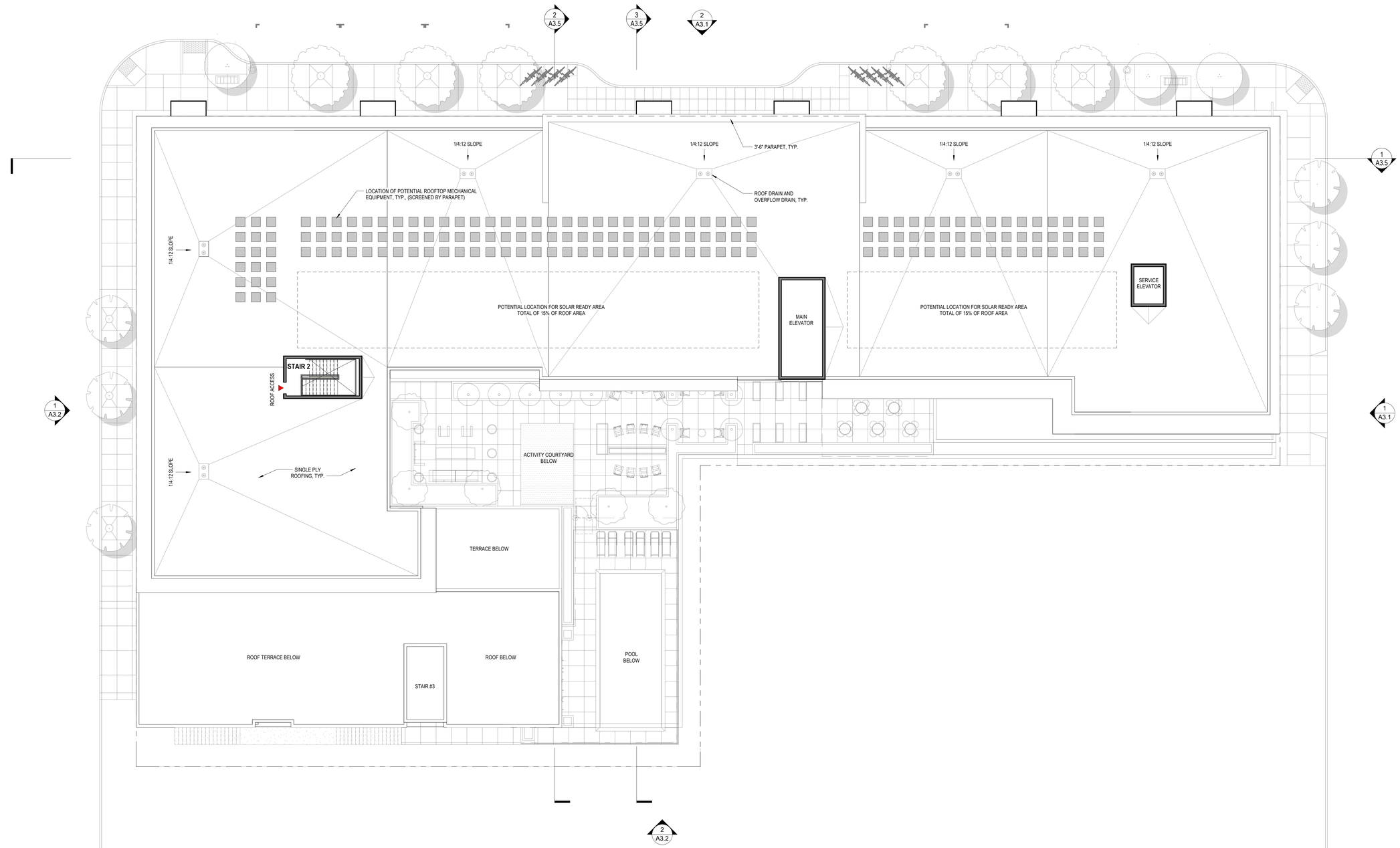
HKIT ARCHITECTS

PLAN AT LEVEL 7

3/32" = 1'-0"
April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A2.7



1 PLAN AT ROOF LEVEL
3/32" = 1'-0"

TRUE NORTH

0 8 16 32 FEET

HKIT ARCHITECTS

PLAN AT ROOF LEVEL

3/32" = 1'-0"
April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A2.8

1 EAST ELEVATION
3/32" = 1'-0"

2 NORTH ELEVATION
3/32" = 1'-0"

0 8 16 32 FEET

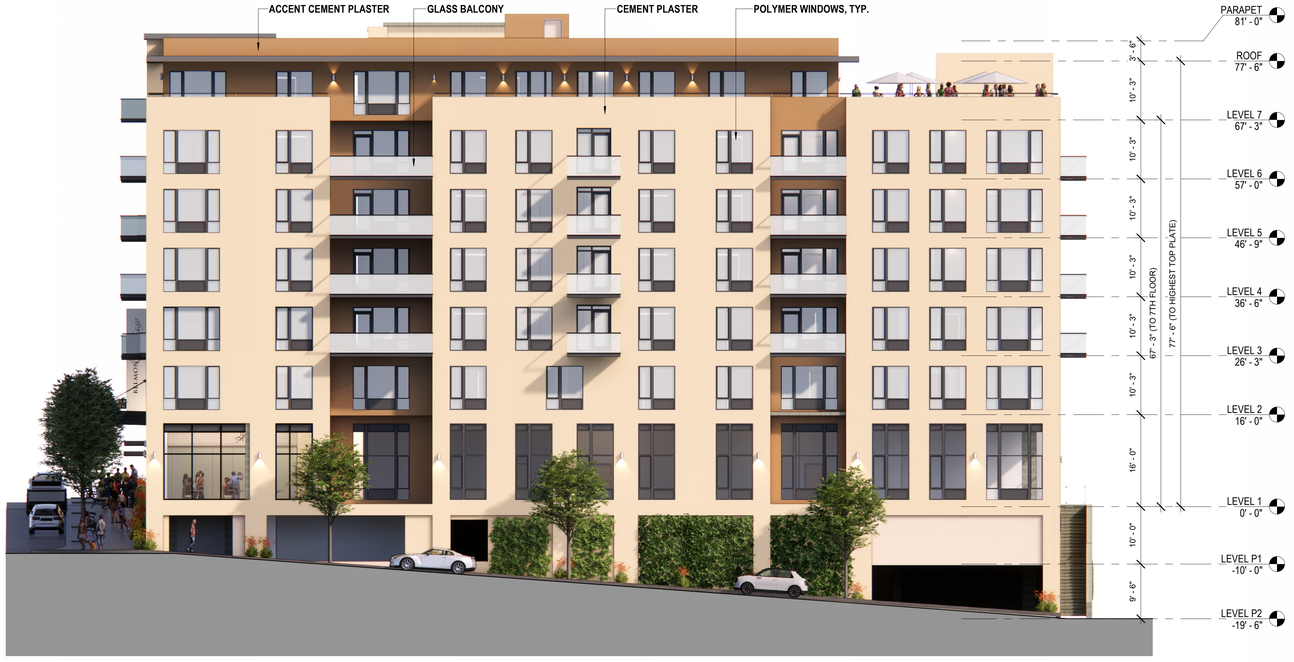
HKIT ARCHITECTS

BUILDING ELEVATIONS

3/32" = 1'-0"
April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A3.1



1 WEST ELEVATION
3/32" = 1'-0"

2 SOUTH ELEVATION
3/32" = 1'-0"

0 8 16 32 FEET

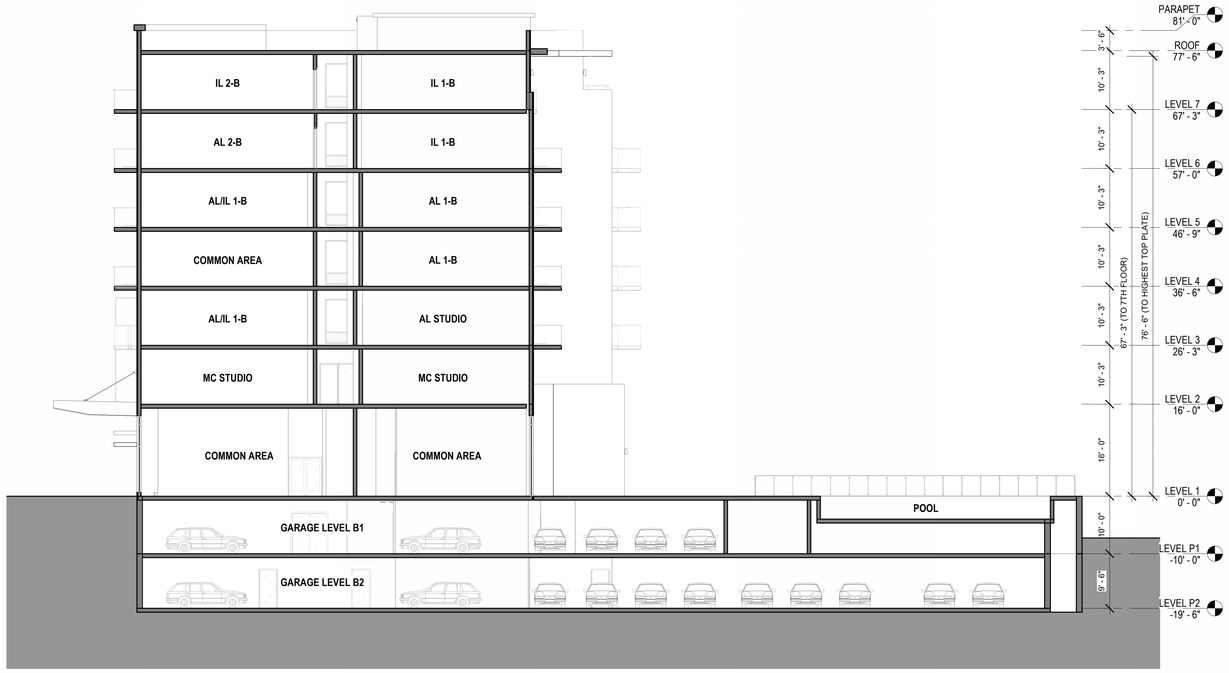
HKIT ARCHITECTS

BUILDING ELEVATIONS

3/32" = 1'-0"
April 29, 2024

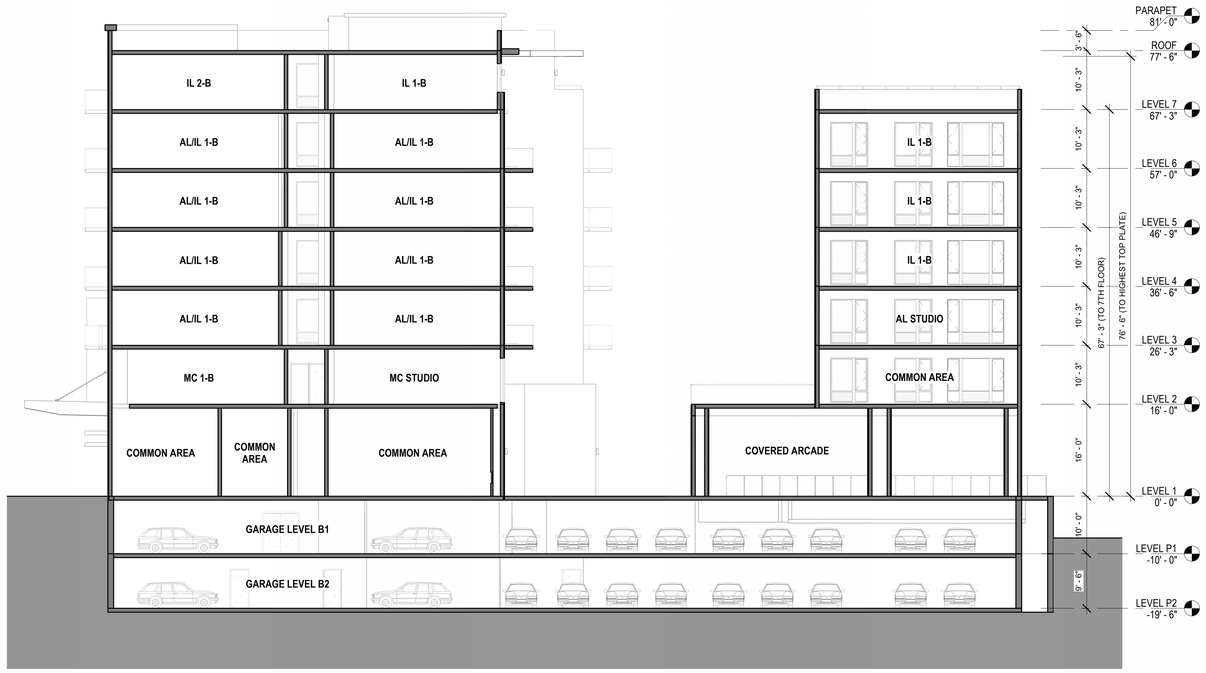
BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A3.2



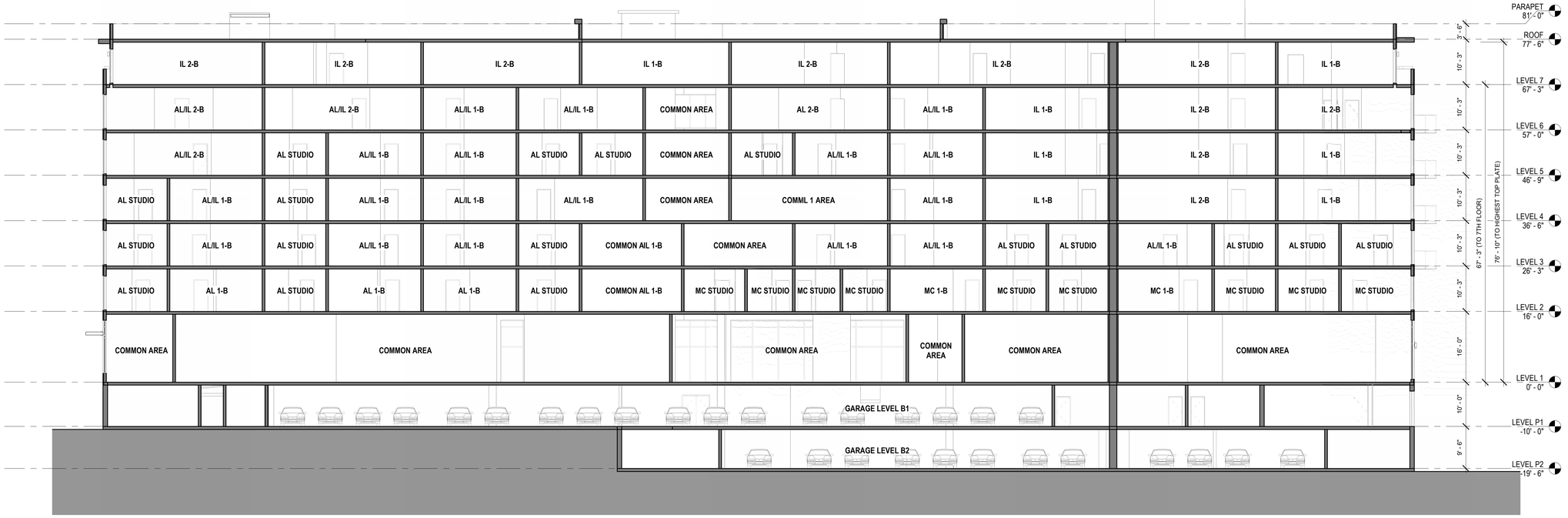
3 NORTH-SOUTH SECTION LOOKING EAST
3/32" = 1'-0"

0 8 16 32 FEET



2 NORTH-SOUTH SECTION LOOKING EAST
3/32" = 1'-0"

0 8 16 32 FEET



1 EAST-WEST SECTION LOOKING SOUTH
3/32" = 1'-0"

0 8 16 32 FEET

HKIT ARCHITECTS

BUILDING SECTIONS

3/32" = 1'-0"
April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A3.5

1 VIEW FROM E STREET LOOKING SOUTH-WEST

HKIT ARCHITECTS

PERSPECTIVE IMAGES

April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A3.6

1 STREETSCAPE DETAIL AT BULBOUT ON 4TH

HKIT ARCHITECTS

PERSPECTIVE IMAGES

April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A3.7

1 STREETSCAPE DETAIL AT 4TH AND SHAVER

HKIT ARCHITECTS

PERSPECTIVE IMAGES

April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A3.8

1 VIEW FROM 4TH AND E LOOKING SOUTH-WEST - SUMMER

HKIT ARCHITECTS

PERSPECTIVE IMAGES

April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A3.9

CEMENT PLASTER

ALUMINUM WINDOWS

ALUMINUM STOREFRONT & ENTRY CANOPY

FROSTED GLASS GUARDRAIL

CONCRETE FASCIA

Light Gray
Kemper

White Sand
964
Benjamin Moore

Terra Mauve
105
Benjamin Moore

Dark Bronze

Dark Bronze

1 NORTH ELEVATION
1/8" = 1'-0"

HKIT ARCHITECTS

COLOR & MATERIAL BOARD

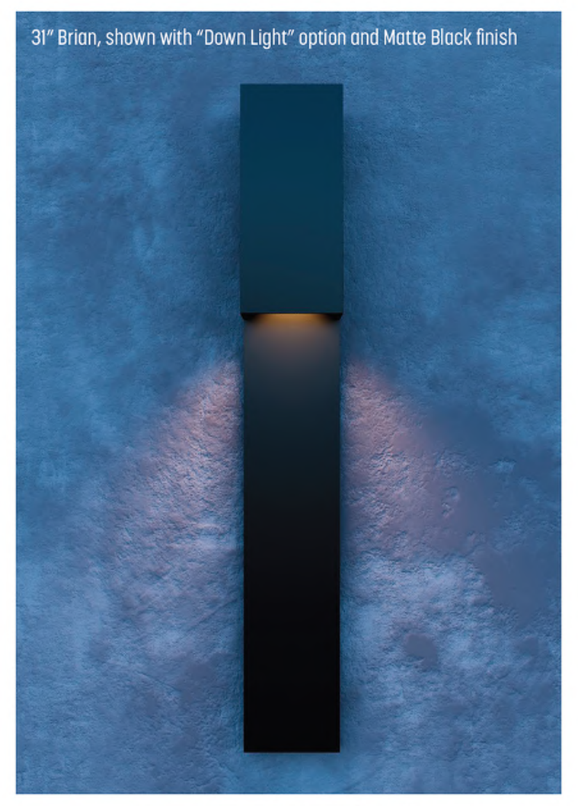
1/8" = 1'-0"
April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A3.10

BRIAN
ARCHITECTURAL SCALE, WET-LISTED EXTERIOR WALL SCONCE

alva



31" Brian, shown with "Down Light" option and Matte Black finish

TITLE 24 | ADA COMPLIANT | 10YR WARRANTY

APPLICATIONS	Indirect wall grazing luminaire for exterior/interior use: flanking doors, on columns, on building facades, between windows. Suitable for marine environments
SIZES	• 15.5"H x 7"W x 4"D • 31"H x 7"W x 4"D • 46.5"H x 7"W x 4"D
WEIGHT	• 15.5"H - 6 lb • 31"H - 8 lb • 46.5"H - 10 lb
MOUNTING	• Steel mounting system with mounting plate and cover with rubber gaskets between the junction box and mounting plate • Mounts to center of J-box at 5.5" from top of rectangular shade
SPECIFICATIONS	• Dark Sky Compliant, Full cut-off (applies to "Down Light" version) • High efficiency, fully integrated proprietary LED module • IP66 Rated • BUG Rating B1-U0-G0 • 120-277V input • 100,000+ hours rated life time • 10 Year Limited Warranty (excludes shade) • Title 24 Compliant • ADA Compliant
LAMPING	• 3000K and 3500K • 35W
CONSTRUCTION	Manufactured from aluminum with industrial powder coat finish

SPECIFICATIONS SUBJECT TO CHANGE, REVISED 04/05/2021

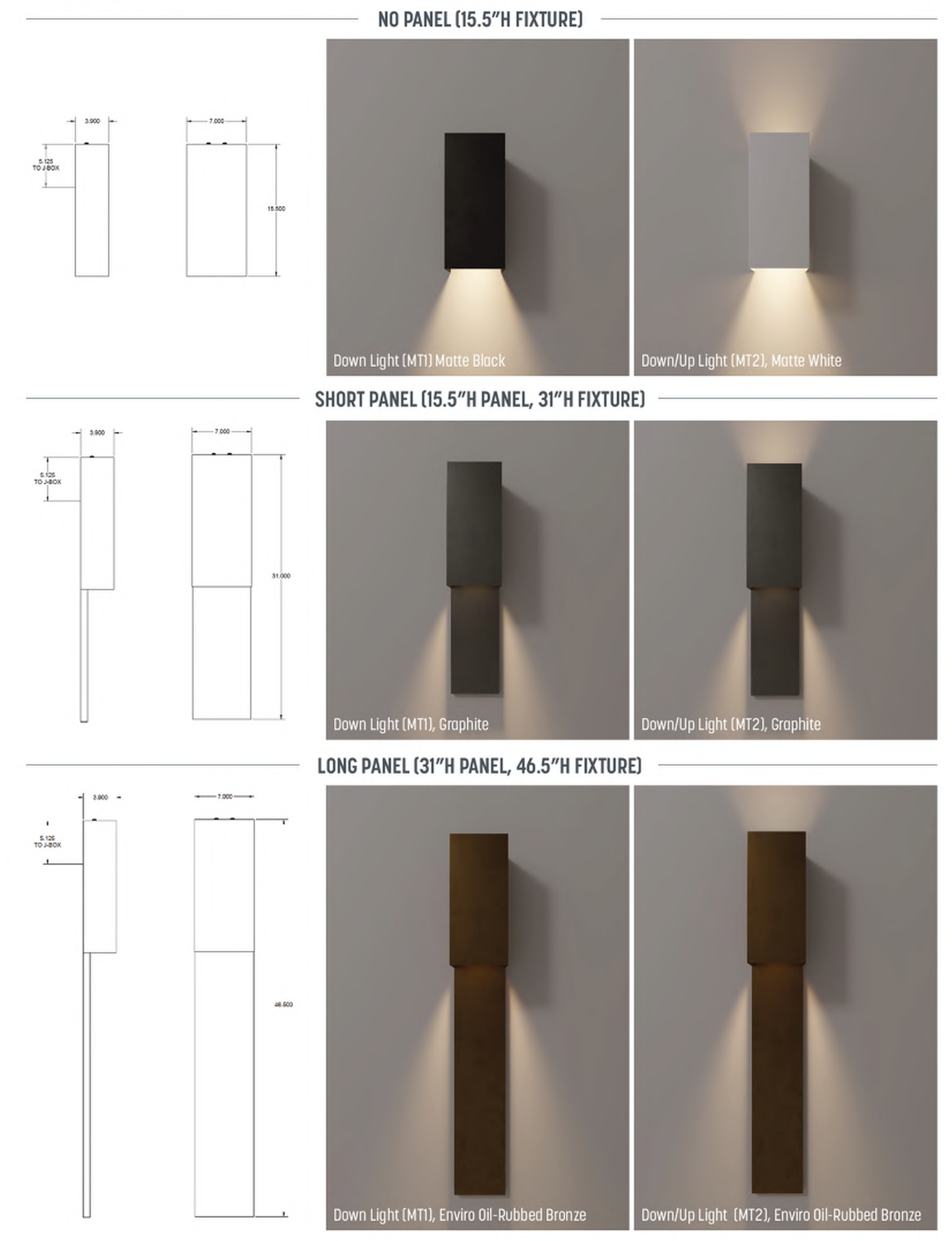
ALVALIGHT.COM P: 510 993 0898 Headquarters: 2301 4th Street Berkeley, CA, 94710

DOWNLIGHT WALL SCONCE AT GROUND FLOOR

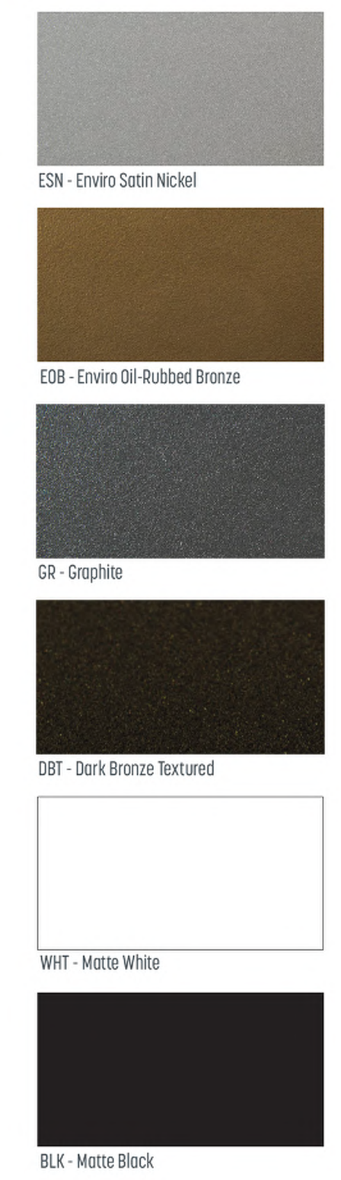
BRIAN
ARCHITECTURAL SCALE, WET-LISTED EXTERIOR WALL SCONCE

alva

Design Options



Metal Powder Coat Finish Options



SPECIFICATIONS SUBJECT TO CHANGE, REVISED 04/05/2021

ORDER CODE:

MODEL	LENGTH	CCT	SHADE LIGHT	METAL TRIM (POWDER COAT FINISH OPTIONS)
BRIAN	**15** 15.5" **31** 31" **46** 46.5"	**3000** 3000K **3500** 3500K	**MT1** Down Light Only **MT2** Down and Up Light	**ESN** Enviro Satin Nickel **EOB** Enviro Oil-Rubbed Bronze **GR** Graphite **DBT** Dark Bronze Textured **WHT** White **BLK** Black

DOWN/UP WALL SCONCE AT 7TH FLOOR

GARDCO by Signify

Wall Mount

LED Wall Sconce

101L

Project:
Location:
Cat.No:
Type:
Lamps: Qty:
Notes:

Gardco 101 LED wall sconces feature a low-profile design that provides wide flexibility in high performance exterior wall illumination. Full cutoff performance, usable illumination patterns, and powerful wattages combine into a compact and architecturally pleasing design. 101L sconces are available in Type 2, 3, and 4 distributions, and provide output of up to 9500 lumens. Energy saving control options increase energy savings and offer California Title 24 compliance. Emergency Battery Backup option available for path of egress.

Ordering guide — example: 101L-32L-700-NW-G1-3-120-IMRI2-BZ

Prefix	Number of LEDs	Drive Current	LED Color - Generation	Distribution	Emergency	Voltage	Options: Controls	Options: Electrical	Finish
101L									
101L 101L LED Wall Sconce	**16L** 16 LEDs (1 module) **32L** 32 LEDs (2 module)	16L: **530** 530mA, **650** 650mA[1], **700** 700mA, **1000** 1000mA, **1200** 1200mA 32L: **530** 530mA, **650** 650mA[1], **700** 700mA, **1000** 1000mA[2]	**CW-G1** Cool White 5700K, 70CRI Generation 1 **NW-G1** Neutral White 4000K, 70CRI Generation 1 **WW-G1** Warm White 3000K, 70CRI Generation 1	**2** Type 2 **3** Type 3 **4** Type 4	**EBPC** Emergency Battery Pack Cold Weather[3,4,6,12] Leave blank to omit an emergency option	**UNV** 120-277V **HVU** 347-480V **120** 120V **208** 208V **240** 240V **277** 277V **347** 347V **480** 480V	**DD** 0-10V Dimming Driver[5,6] **DCC** Dual Circuit Control[6,7,8] DynaDimmer: Automatic Profile Dimming **CS50** Safety 50% Dimming (7 hours)[7,9,10] **CM50** Median 50% Dimming (8 hours)[7,9,10] **CE50** Economy 50% Dimming (9 hours)[7,9,10] **DA50** All Night 50% Dimming[7,9,10] Photoelectric/Receptacle systems (Twist Lock Receptacle) **PCB** Photocontrol Button[5,10,11,12] **TLRD5** Twist Lock Receptacle 5-Pin[13] **TLRD7** Twist Lock Receptacle 7-Pin[13] **TLRPC** Twist Lock Receptacle w/ Photocell[11,12,16] Infrared Motion Response systems **IMRI2** Integral with #2 lens[9,12,14] **IMRI3** Integral with #4 lens[9,12,14] Network system (SiteWise) **SW** SW Integral module[4,17] Wireless system **LLC2** Integral module with #2 lens[5,7,9,15] **LLC3** Integral module with #3 lens[5,7,9,15]	Fusing **F1** Single (120, 277, 347VAC)[12] **F2** Double (208, 240, 480VAC)[12] **F3** Canadian Double Pull (208, 240, 480VAC)[12]	Textured **BK** Black **WH** White **BZ** Bronze **DGY** Dark Gray **MGY** Medium Gray Customer specified **RAL** Specify optional color or RAL (ex: OC-LGP or OC-RAL7024) **CC** Custom color (Must supply color chip for required factory quote)

1. 650mA only available with Emergency Battery Pack Cold Rated (EBPC) option
2. 32L rated for 30°C at 1000mA
3. Available for use with 16L and 32L in 530mA or 650mA only. Rated for -20°C to 35° C.
4. Available in 120 or 277V only.
5. Not available with Dual Circuit Control (DCC) option.
6. EBPC is not available with DCC.
7. Not available with Dimming Driver (DD) option.
8. Available in 32L with 530mA. Consult technical support center for use with photocell and CS/CM/CE/DA.
9. Available in 120-277V (UNV) only.
10. Not available with LLC, TLR and DCC.
11. Not available with 480V.
12. Must specify input voltage.
13. TLRD5/7 option not available with LLC, PCB, DCC. Works with 3 or 5 pin NEMA photocell dimming. Dimming will not be connected to TLR if ordering with DD, CS/CM/CE/DA and IMRI.
14. Not available with DD, DCC or LLC.
15. LLC2/3 Not available with TLR, PCB, IMRI, CS/CM/CE/DA. Ships with WS accessory attached to wireless module. Not for use with LLCR accessory.
16. Not available with PCB, TLRD5/7, DCC, LLC.
17. SW option is not available with any other control options with the exception of IMRI2, IMRI3 motion response options.

101L 10/18 page 1 of 7

WALL SCONCE ABOVE LOADING DOCK

GARDCO by Signify

Site & Area

PureForm

PPT post top with comfort optics

Gardco PureForm LED post top features a sleek, low profile design. Comfort optics are designed to enhance visual comfort by reducing glare. Type 1, 2, 3, and 5 optical distributions are available with lumen output up to 9000 lumens. A full range of control options provides additional energy savings. Optional integral emergency battery backup is available for path-of-egress illumination.

Project:
Location:
Cat.No:
Type:
Lamps: Qty:
Notes:

Ordering guide — example: PPT-140L-450-NW-G2-T3-1-UNV-DGY

Prefix	Number of LEDs	Drive Current	LED Color - Generation	Mounting	Distribution	Emergency	Voltage
PPT							
PPT PureForm post top, comfort optics	**140L** 140 LEDs	**450** 450mA **650** 650mA **1150** 1150mA[1] **1675** 1675mA[1] **2100** 2100mA[1,2]	**WW-G2** Warm White 3000K, 70 CRI Generation 2 **NW-G2** Neutral White 4000K, 70 CRI Generation 2 **CW-G2** Cool White 5000K, 70 CRI Generation 2 **WY-G2** Warm Yellow 2700K, 80 CRI Generation 2[3] **BW-G2** Balanced White 3500K (80 CRI) Generation 2[3] **AM-G2** Amber Generation 2[3,12]	**T3** Mounts to a 3" x 4" Tenon (standard) **T2** Mounts to a 2-3/8" x 4" Tenon (must be ordered and shipped as a separate accessory)	**1** Comfort Type 1 **2** Comfort Type 2 **3** Comfort Type 3 **5** Comfort Type 5	Leave blank for no battery **EBPC** Emergency battery pack cold weather[2,4,5,6,7] **EBP** Emergency battery pack[1,4,5,7]	**120** 120V **208** 208V **240** 240V **277** 277V **347** 347V **480** 480V **UNV** 120-277V (50/60Hz) **HVU** 347-480V (50/60Hz)

Options

Dimming controls	Motion sensing	Photo-sensing	Electrical/Shield	Finish
DD 0-10V External dimming (by others)[4] **FAWS** Field Adjustable Wattage Selector[4,5] **SW** Interface module for SiteWise[4,6,8] **LLC** Integral wireless module[4,6,7,14] **BL** Bi-level functionality[4,14] DynaDimmer: Automatic Profile Dimming[4,7] **CS50** Security 50% Dimming, 7 hours **CM50** Median 50% Dimming, 8 hours **CS30** Security 30% Dimming, 7 hours **CM30** Median 30% Dimming, 8 hours	**IMRI3** Integral with #3 lens[13]	**PCB** Photocontrol Button[7,9] **TLRD5** Twist Lock Receptacle 5 Pin[10,15] **TLRD7** Twist Lock Receptacle 7 Pin[10,15] **TLRPC** Twist Lock Receptacle w/Photocell[9,11,15]	Fusing **F1** Single (120, 277, 347VAC)[9] **F2** Double (208, 240, 480VAC)[9] **F3** Canadian Double Pull (208, 240, 480VAC)[9] Surge Protection (10kA standard) **SP2** Increased 20kA **EHS** External house side shield (factory installed)	Textured **BK** Black **WH** White **BZ** Bronze **DGY** Dark Gray **MGY** Medium Gray Customer specified **RAL** Specify optional color or RAL (ex: RAL7024) **CC** Custom color (Must supply color chip for required factory quote)

1. 1150, 1675, and 2100mA not available with emergency battery backup (EBP).
2. 2100mA not available with emergency battery backup cold weather (EBPC).
3. Extended lead times apply. Contact factory for details.
4. Not available with other control options.
5. Not available with motion sensor.
6. Not available with photocontrol.
7. Not available in 347 or 480V.
8. Available only in 120 or 277V.
9. Must specify input voltage.
10. Dimming will not be connected to NEMA receptacle if ordering with other control options.
11. Not available in 480V.
12. Not available in 2100mA.
13. Not available with DD and FAWS dimming control options.
14. Must specify a motion sensor lens.
15. Cannot be combined with HVU and BL-IMRI3.

LFI INNOVATION AWARDS · 3000K only

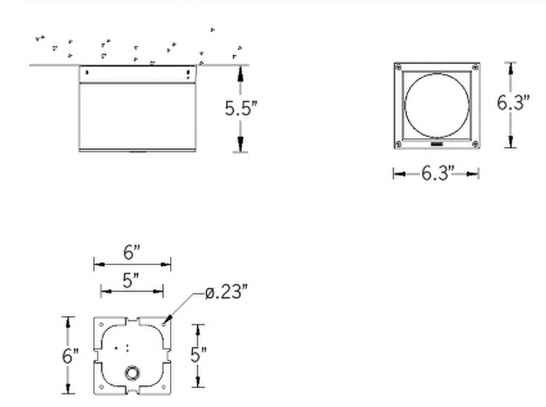
PPT_PureForm_post_top 05/20 page 1 of 5

POST LIGHTS IN SOUTH SIDE COURTYARD

UJE-80062
Jet 42 Square Ceiling Downlight

LIGMAN LIGHTING USA

20w COB 2270 Lumens
IP65 • Suitable For Wet Locations
IK08 • Impact Resistant (Vandal Resistant)
Weight 2.6 lbs



Mounting Detail

Construction

Aluminum
Less than 0.1% copper content – Marine Grade 6060 extruded & LM6 Aluminum High Pressure die casting provides excellent mechanical strength , clean detailed product lines and excellent heat dissipation.

Pre paint
8 step degrease and phosphate process that includes deoxidizing and etching as well as a zinc and nickel phosphate process before product painting.

Memory Retentive -Silicon Gasket
Provided with special injection molded "fit for purpose" long life high temperature memory retentive silicon gaskets. Maintains the gaskets exact profile and seal over years of use and compression.

Thermal management
LM6 Aluminum is used for its excellent mechanical strength and thermal dissipation properties in low and high ambient temperatures. The superior thermal heat sink design by Ligman used in conjunction with the driver, controls thermals below critical temperature range to ensure maximum luminous flux output, as well as providing long LED service life and ensuring less than 10% lumen depreciation at 50,000 hours.

Surge Suppression
Standard 10kv surge suppressor provided with all fixtures.

BUG Rating
B1 - U0 - G0

Finishing
All Ligman products go through an extensive finishing process that includes fettling to improve paint adherence.

Paint
UV Stabilized 4.9Mil thick powder coat paint and baked at 200 Deg C. This process ensures that Ligman products can withstand harsh environments. Rated for use in natatoriums.

Inspired by Nature Finishes
The Inspired by nature Finishing is a unique system of decorative powder coating. Our metal decoration process can easily transform the appearance of metal or aluminum product into a wood grain finish.

This patented technology enables the simulation of wood grain, and even marble or granite finish through the use of decorative powder coating.

The wood grain finish is so realistic that it's almost undistinguishable from real wood, even from a close visual inspection. The system of coating permeates the entire thickness of the coat and as a result, the coating cannot be removed by normal rubbing, chipping, or scratching.

The Coating Process
After pre-treatment the prepared parts are powder coated with a specially formulated polyurethane powder. This powder provides protection against wear, abrasion, impact and corrosion and acts as the relief base color for the finalized metal decoration.

The component is then wrapped with a sheet of non-porous film with the selected decoration pattern printed on it using special high temperature inks.

This printed film transfer is vacuum-sealed to the surface for a complete thermo print and then transferred into a customized oven. The oven transforms the ink into different forms within the paint layer before it becomes solid. Finally, the film is removed, and a vivid timber look on aluminum remains.

Wood grain coating can create beautiful wood-looking products of any sort. There are over 300 combinations of designs currently in use. Wood grains can be made with different colors, designs, etc.

Our powder coatings are certified for indoor and outdoor applications and are backed by a comprehensive warranty. These coatings rise to the highest conceivable standard of performance excellence and design innovation.

Added Benefits
• Resistance to salt-acid room, accelerated aging
• Boiling water, lime and condensed water resistant
• Anti-Graffiti, Anti-Slip, Anti-Microbial, Anti-Scratch
• Super durable (UV resistant)
• TGIC free (non-toxic)

Hardware
Provided Hardware is Marine grade 316 Stainless steel.

Anti Seize Screw Holes
Tapped holes are infused with a special anti seize compound designed to prevent seizure of threaded connections, due to electrolysis from heat, corrosive atmospheres and moisture.

Crystal Clear Low Iron Glass Lens
Provided with tempered, impact resistant crystal clear low iron glass ensuring no green glass tinge.

Optics & LED
Precise optic design provides exceptional light control and precise distribution of light. LED CRI > 80

Lumen - Maintenance Life
L80 /B10 at 50,000 hours (This means that at least 90% of the LED still achieve 80% of their original flux)

Cylindrical or rectangular form surface ceiling-mounted downlight. High performance, high output and numerous options ensure Jet can be configured for any application.

A range of square and cylindrical shaped surface exterior downlight luminaires utilizing various LEDs and specialized optics providing beam distributions for downward lighting requirements. The luminaires are designed for all areas of interior and exterior lighting. Low copper content die-cast aluminum housing and aluminum frame with integral anti-glare baffles.

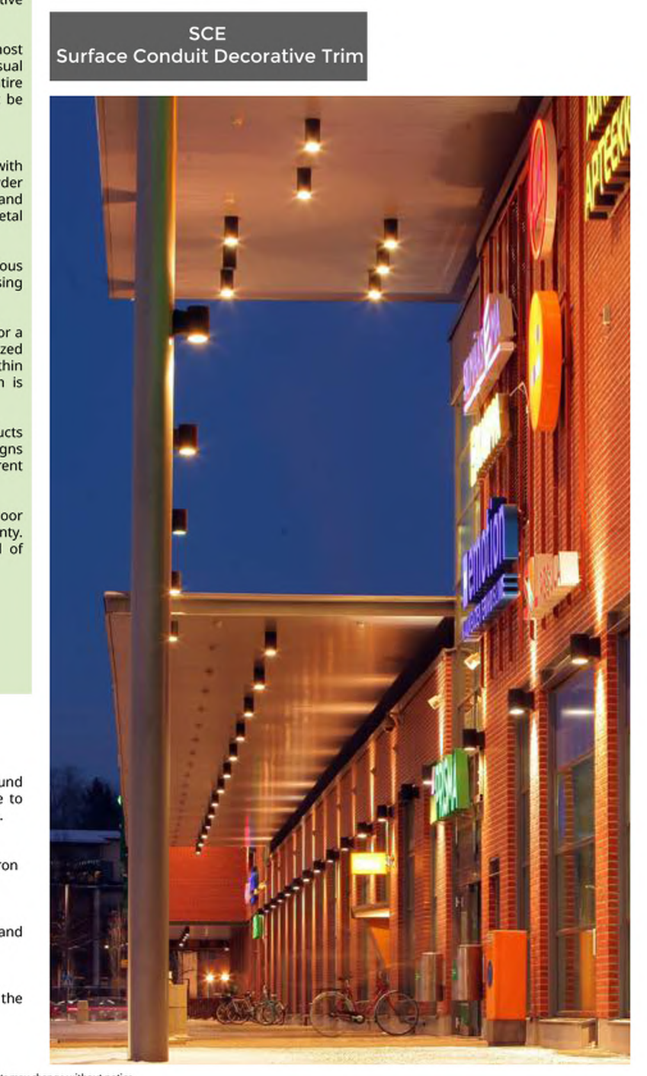
A matching SCE surface conduit decorative trim option can be provided as an option for an attractive solution to surface conduit power supply. NOTE: This fixture is not suitable for mounting in environments where water can freely access the top of the fixture. (perforated mesh exposed to the elements) See Odessa ceiling mount for this type of mounting.

Not suitable for open trellis/ceiling applications.

Recommended: Odessa ceiling mount for open trelis mount applications. See Below

Additional Options (Consult Factory For Pricing)

SCE
Surface Conduit Decorative Trim



Ligman Lighting USA reserves the right to change specifications without prior notice, please contact factory for latest information. Due to the continual improvements in LED technology data and components may change without notice.

DOWNLIGHT AT COVERED ACRADE

HKIT ARCHITECTS

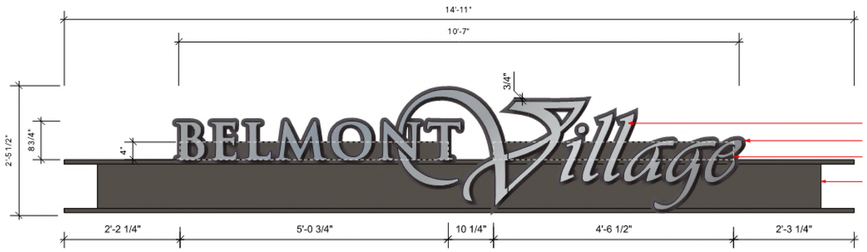
SITE LIGHTING FIXTURES

April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

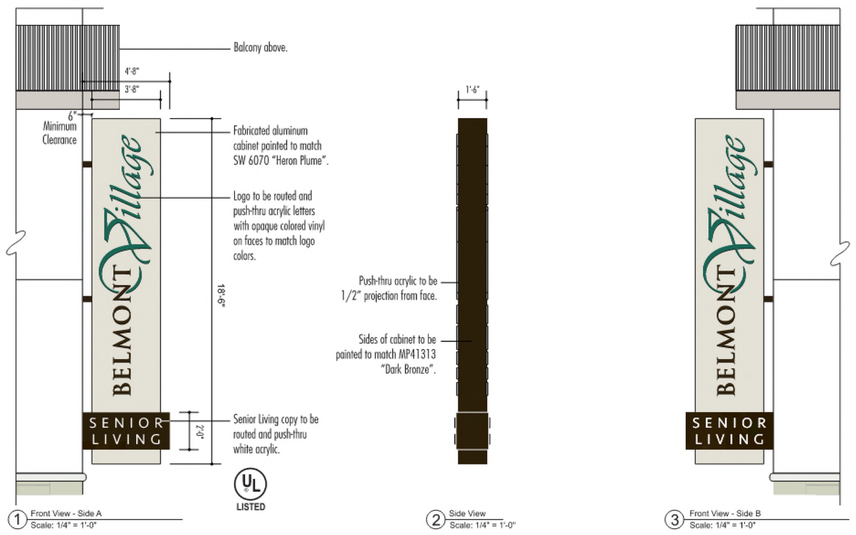
A3.11

SIGNAGE A

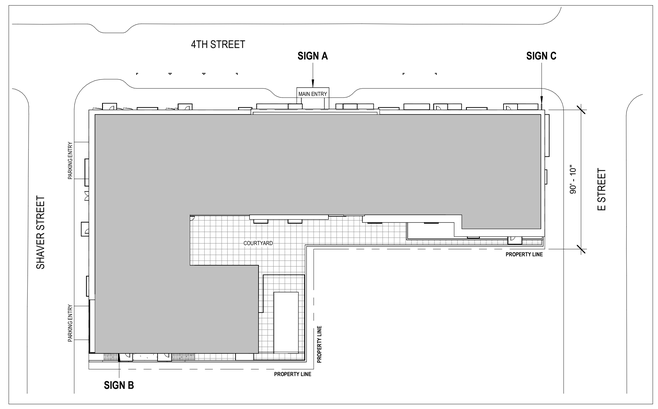


SIGNAGE B

SIGNAGE C



TOTAL SQ. FT. = 44" x 222"/144" = 67.83 sq. ft.



SIGNAGE KEY PLAN

HKIT ARCHITECTS

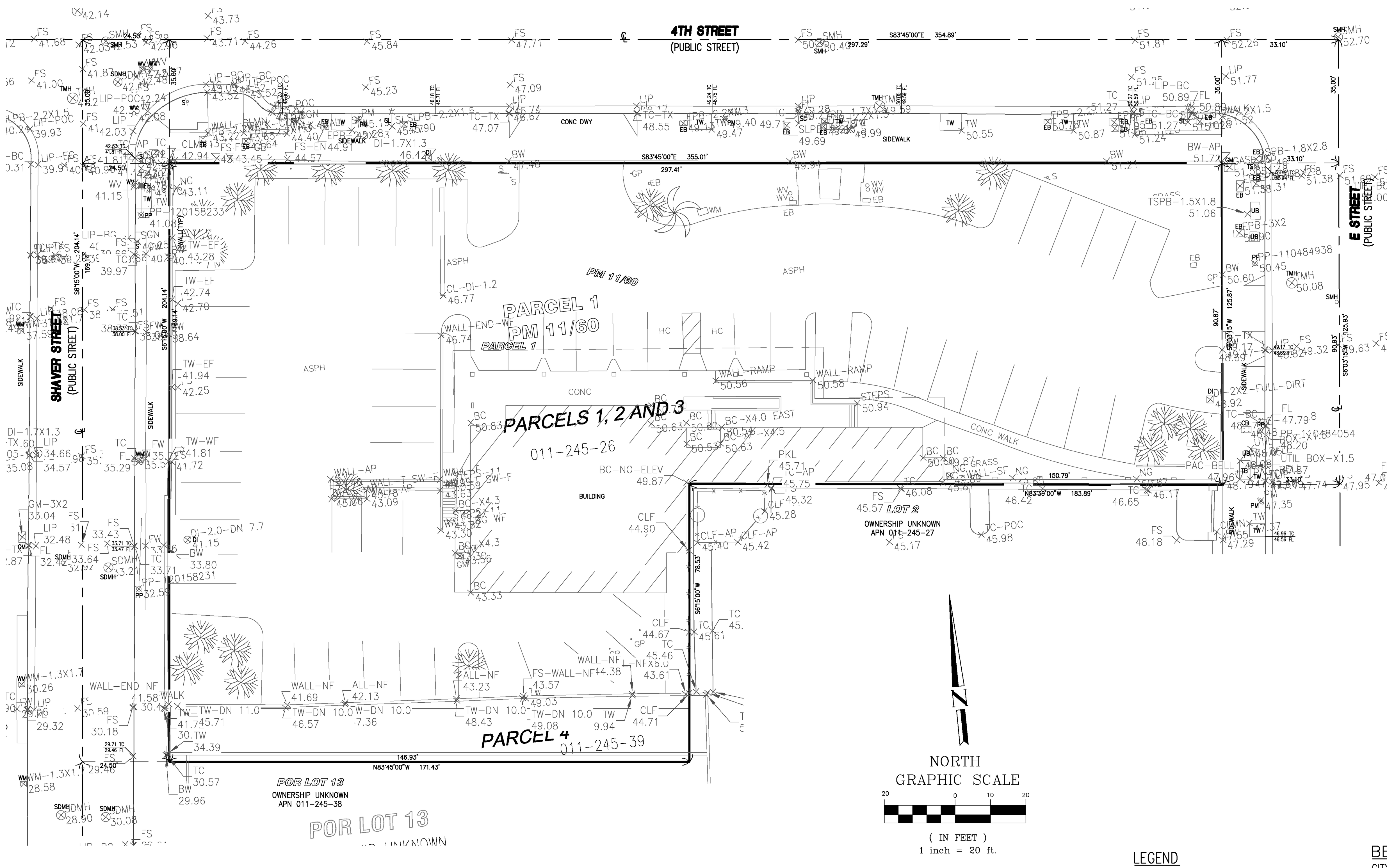
SIGNAGE DESIGN INTENT

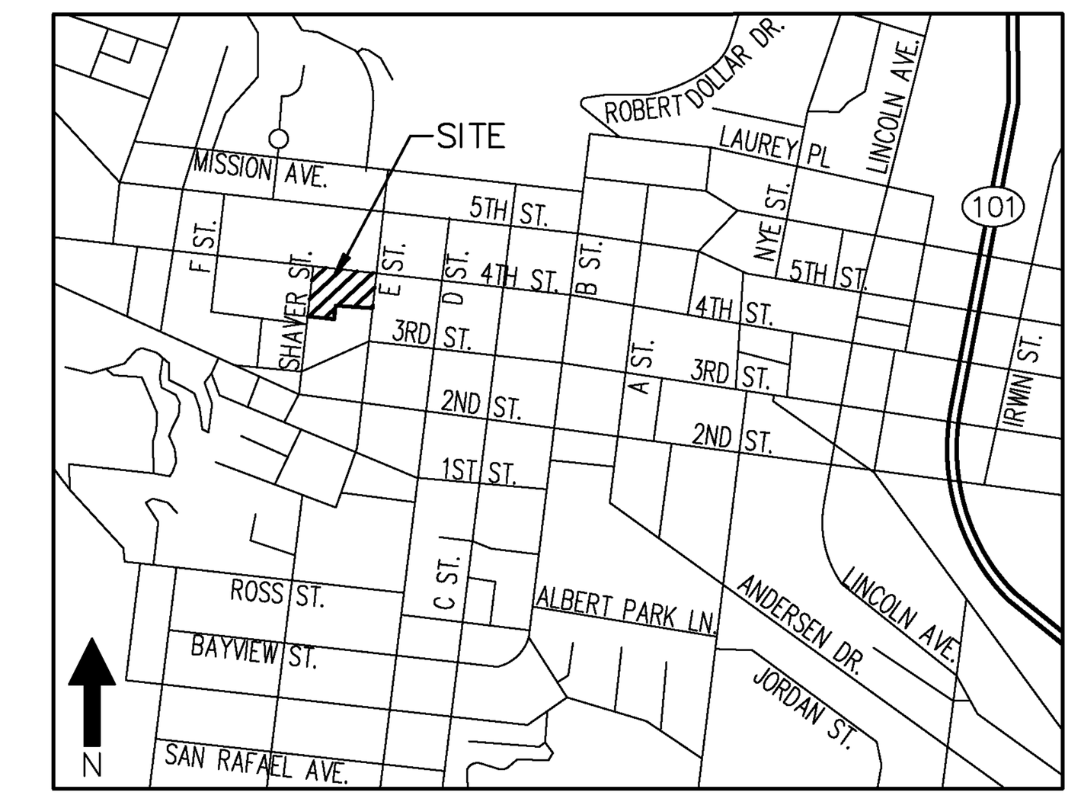
1" = 40'-0"
April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

A3.12

TOPOGRAPHIC MAP PLAN
1515 4TH STREET
CITY OF SAN RAFAEL





VICINITY MAP
N.T.S.

LEGEND

℄	CENTERLINE
℘	PROPERTY LINE
ASPH	ASPHALT
BOH	BUILDING OVERHANG TYPICAL
CPB	CABLE PULL BOX
TR	TELEPHONE RISER
CONC	CONCRETE
DI	DRAIN INLET
DWY	DRIVEWAY
EB	ELECTRIC BOX
FF	FINISHED FLOOR ELEVATION
FH	FIRE HYDRANT
FL	FLOWLINE
MB	MAILBOX
PE	POOL EQUIPMENT
PL	PLANTER
RE	ROOF ELEVATION
RW	ROCK WATERFALL
SCO	SEWER CLEANOUT
SL	STREET LIGHT
SMH	SEWER MANHOLE
TC	TOP OF CURB
WM	WATER METER
WV	WATER VALVE
—x—x—x—	FENCE

BENCHMARK

CITY OF SAN RAFAEL BM #T-70

DESCRIBED AS: A PK AND TAG SET IN CONCRETE CURB AT THE INTERSECTION OF FOURTH STREET AND 'E' STREET ON THE NORTHEAST CURB RETURN.

ELEVATION = 51.83'

BASIS OF BEARINGS

THE BEARINGS SHOWN HEREON ARE BASED ON THE SOUTH LINE OF FOURTH STREET PER PM RECORDED IN BOOK 11 PAGE 60, IN THE COUNTY RECORDERS OFFICE OF MARIN COUNTY

BEING: SOUTH 83°45' EAST

TAX ASSESSOR'S PARCEL NO.

APN: 011-245-26 & 011-245-39

AREA

38,519.43 OR 0.88 ACRES±

SURVEY NOTE:

- PROJECT SURVEY AND TOPOGRAPHY SOURCE IS SURVEY PREPARED BY ADOBE ASSOCIATES 2014.

SURVEYOR'S NOTES

1. DISTANCES SHOWN ARE IN FEET AND DECIMALS THEREOF.
2. NO DISTANCES OR ANGLES SHOWN HEREON MAY BE ASSUMED BY SCALING.
3. NO EVIDENCE OF EARTHMOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS WERE OBSERVED ON THIS SITE.

UNLESS THIS PLAN HAS THE SEAL AND SIGNATURE OF THE SURVEYOR RESPONSIBLE FOR ITS PREPARATION. THIS IS NOT AN AUTHENTIC COPY OF THE ORIGINAL SURVEY AND SHALL NOT BE DEEMED RELIABLE.

LEGAL DESCRIPTION

PARCEL 1, PM 11/60, MARIN COUNTY, CALIFORNIA

SURVEYOR'S NOTE

THIS SURVEY WAS PREPARED UNDER MY DIRECTION AND IS A CORRECT REPRESENTATION OF THE PROPERTY DESCRIBED HEREON.

[illegible]

TY E. THOMAS
P.L.S. 9309 EXP. 9/30/2022

12-15-2021
DATE

PROFESSIONAL LAND SURVEYOR
TY E. THOMAS
No. 9309
Exp. 9/30/2022
STATE OF CALIFORNIA

DIGALERT
DIAL BEFORE YOU DIG
TWO WORKING DAYS BEFORE YOU DIG
TOLL FREE 1-800-422-4133
A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

REGISTERED PROFESSIONAL ENGINEER
ALI MONSHIZADEH
C67674
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

PLAN PREPARED BY:
MFKessler
Civil Engineering, Land Planning, Surveying
ONE VENTURE, STE 100
IRVINE, CA 92618
(949) 339-5330

PLAN PREPARED FOR / OWNER:
COMMUNITY DEVELOPMENT
1400 FIFTH AVE.,
SAN RAFAEL, CA 94901

CITY OF SAN RAFAEL
TOPOGRAPHIC MAP PLAN
1515 4TH AVE.
SAN RAFAEL, CALIFORNIA 94901

SHEET
C0.0

DWG: P:\230-007\dwg\Sheets\TPM\CONCEPTUAL-TOPO-01.dwg BY: mmohseni Nov 01, 2022 - 11:21:12am
PROJ: 230-003

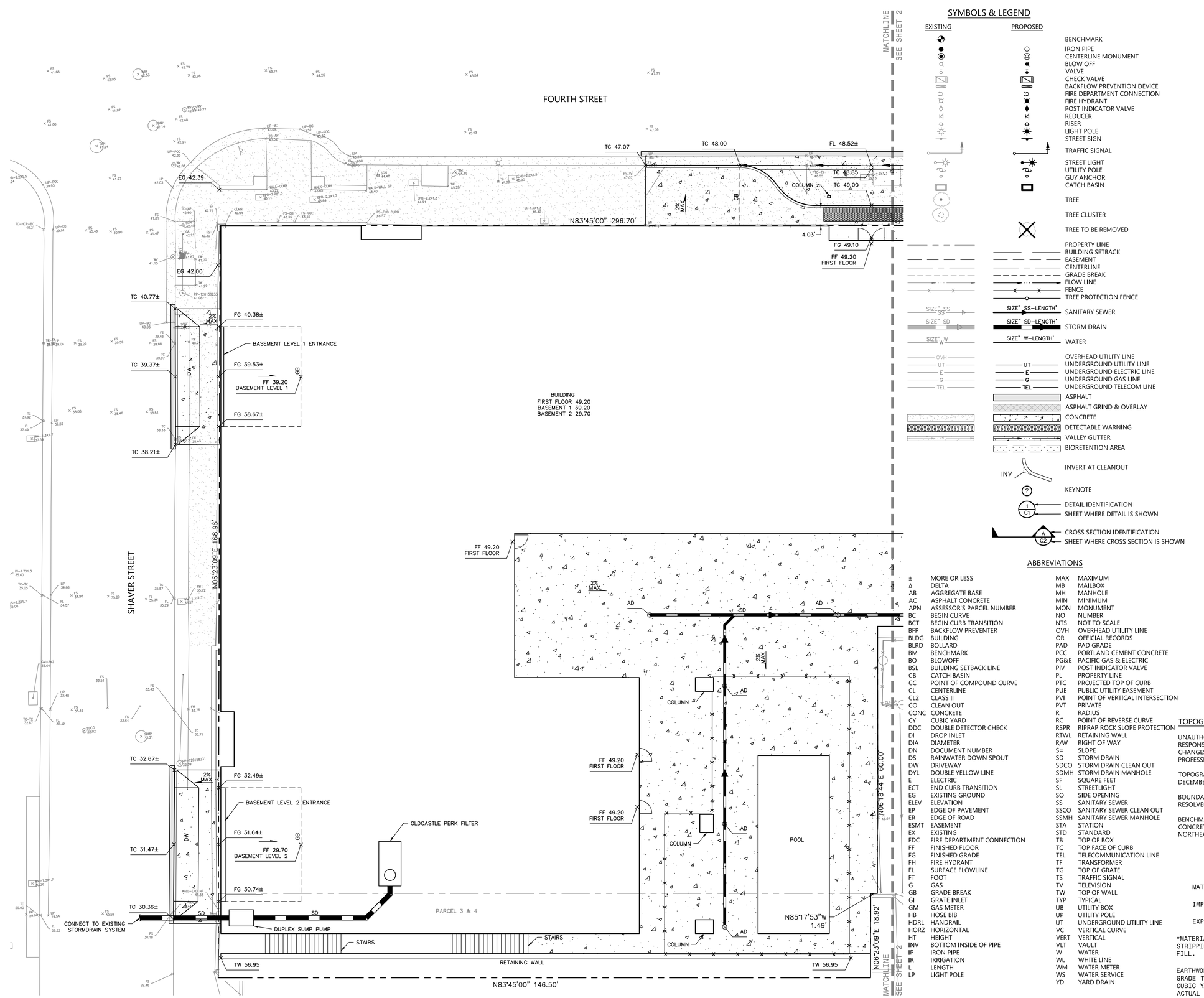
HKIT ARCHITECTS

TOPOGRAPHIC MAP PLAN

April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

C0

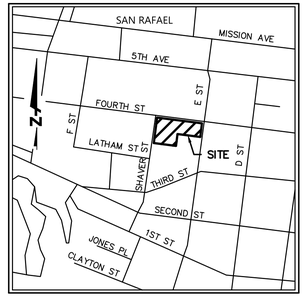


SYMBOLS & LEGEND

EXISTING	PROPOSED
	BENCHMARK
	IRON PIPE
	CENTERLINE MONUMENT
	BLOW OFF
	VALVE
	CHECK VALVE
	BACKFLOW PREVENTION DEVICE
	FIRE DEPARTMENT CONNECTION
	FIRE HYDRANT
	POST INDICATOR VALVE
	REDUCER
	RISER
	LIGHT POLE
	STREET SIGN
	TRAFFIC SIGNAL
	STREET LIGHT
	UTILITY POLE
	GUY ANCHOR
	CATCH BASIN
	TREE
	TREE CLUSTER
	TREE TO BE REMOVED
	PROPERTY LINE
	BUILDING SETBACK
	EASEMENT
	CENTERLINE
	GRADE BREAK
	FLOW LINE
	FENCE
	TREE PROTECTION FENCE
SIZE" SS	SIZE" SS–LENGTH' SANITARY SEWER
SIZE" SD	SIZE" SD–LENGTH' STORM DRAIN
SIZE" W	SIZE" W–LENGTH' WATER
OVH	OVERHEAD UTILITY LINE
UT	UNDERGROUND UTILITY LINE
E	UNDERGROUND ELECTRIC LINE
G	UNDERGROUND GAS LINE
TEL	UNDERGROUND TELECOM LINE
	ASPHALT
	ASPHALT GRIND & OVERLAY
	CONCRETE
	DETECTABLE WARNING
	VALLEY GUTTER
	BIORETENTION AREA
	INVERT AT CLEANOUT
	KEYNOTE
	DETAIL IDENTIFICATION / SHEET WHERE DETAIL IS SHOWN
	CROSS SECTION IDENTIFICATION / SHEET WHERE CROSS SECTION IS SHOWN

ABBREVIATIONS

±	MORE OR LESS
Δ	DELTA
AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
APN	ASSESSOR'S PARCEL NUMBER
BC	BEGIN CURVE
BCT	BEGIN CURB TRANSITION
BFP	BACKFLOW PREVENTER
BLDG	BUILDING
BLRD	BOLLARD
BM	BENCHMARK
BO	BLOWOFF
BSL	BUILDING SETBACK LINE
CB	CATCH BASIN
CC	POINT OF COMPOUND CURVE
CL	CENTERLINE
CL2	CLASS II
CO	CLEAN OUT
CONC	CONCRETE
CY	CUBIC YARD
DDC	DOUBLE DETECTOR CHECK
DI	DROP INLET
DIA	DIAMETER
DN	DOCUMENT NUMBER
DS	RAINWATER DOWN SPOUT
DW	DRIVEWAY
DYL	DOUBLE YELLOW LINE
E	ELECTRIC
ECT	END CURB TRANSITION
EG	EXISTING GROUND
ELEV	ELEVATION
EP	EDGE OF PAVEMENT
ER	EDGE OF ROAD
ESMT	EASEMENT
EX	EXISTING
FDC	FIRE DEPARTMENT CONNECTION
FF	FINISHED FLOOR
FG	FINISHED GRADE
FH	FIRE HYDRANT
FL	SURFACE FLOWLINE
FT	FOOT
G	GAS
GB	GRADE BREAK
GI	GRATE INLET
GM	GAS METER
HB	HOSE BIB
HDRL	HANDRAIL
HORZ	HORIZONTAL
HT	HEIGHT
INV	BOTTOM INSIDE OF PIPE
IP	IRON PIPE
IR	IRRIGATION
L	LENGTH
LP	LIGHT POLE
MAX	MAXIMUM
MB	MAILBOX
MH	MANHOLE
MIN	MINIMUM
MON	MONUMENT
NO	NUMBER
NTS	NOT TO SCALE
OVH	OVERHEAD UTILITY LINE
OR	OFFICIAL RECORDS
PAD	PAD GRADE
PCC	PORTLAND CEMENT CONCRETE
PG&E	PACIFIC GAS & ELECTRIC
PIV	POST INDICATOR VALVE
PL	PROPERTY LINE
PTC	PROJECTED TOP OF CURB
PUE	PUBLIC UTILITY EASEMENT
PVI	POINT OF VERTICAL INTERSECTION
PVT	PRIVATE
R	RADIUS
RC	POINT OF REVERSE CURVE
RSPR	RIPRAP ROCK SLOPE PROTECTION
RTWL	RETAINING WALL
R/W	RIGHT OF WAY
S=	SLOPE
SD	STORM DRAIN
SDCO	STORM DRAIN CLEAN OUT
SDMH	STORM DRAIN MANHOLE
SF	SQUARE FEET
SL	STREETLIGHT
SO	SIDE OPENING
SS	SANITARY SEWER
SSCO	SANITARY SEWER CLEAN OUT
SSMH	SANITARY SEWER MANHOLE
STA	STATION
STD	STANDARD
TB	TOP OF BOX
TC	TOP FACE OF CURB
TEL	TELECOMMUNICATION LINE
TF	TRANSFORMER
TG	TOP OF GRATE
TS	TRAFFIC SIGNAL
TV	TELEVISION
TW	TOP OF WALL
TYP	TYPICAL
UB	UTILITY BOX
UP	UTILITY POLE
UT	UNDERGROUND UTILITY LINE
VC	VERTICAL CURVE
VERT	VERTICAL
VLT	VAULT
W	WATER
WL	WHITE LINE
WM	WATER METER
WS	WATER SERVICE
YD	YARD DRAIN



VICINITY MAP
NOT TO SCALE

OWNER/DEVELOPER:	GREYSTAR WEST 450 SANSOME ST, STE. 500 SAN FRANCISCO, CA. 94111 PH: (415) 489-3900
CIVIL ENGINEER:	BKF ENGINEERS 200 4TH ST, STE. 300 SANTA ROSA, CA. 95401 PH: (707) 583-8500 FAX: (707) 583-8539
ARCHITECT:	HKIT ARCHITECTS 538 NINTH ST, STE. 240 OAKLAND, CA. 94607 PH: (510) 625-9800
GEOTECHNICAL ENGINEER:	MILLER PACIFIC ENGINEERING GROUP 504 REDWOOD BLVD, STE. 220 NOVATO, CA. 94947 PH: (415) 582-3444 FAX: (415) 382-3450
LANDSCAPE ARCHITECT:	GATES + ASSOCIATES 1655 N. MAIN ST, STE. 365 WALNUT CREEK, CA. 94596 PH: (925) 736-8176 FAX: (925) 838-8901

10 0 10 20
scale 1" = 10' feet

TOPOGRAPHIC NOTES

UNAUTHORIZED CHANGES & USES: THE PROFESSIONAL PREPARING THIS MAP WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THIS MAP. CHANGES TO THIS MAP MUST BE REQUESTED IN WRITING AND MUST BE APPROVED BY THE PROFESSIONAL.

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BENCHMARK: CITY OF SAN RAFAEL BM #T-70, DESCRIBED AS: A PK AND TAG SET IN CONCRETE CURB AT THE INTERSECTION OF FOURTH STREET AND 'E' STREET ON THE NORTHEAST CURB RETURN.

OPINION OF PROBABLE EARTHWORK QUANTITIES

MATERIAL MOVED ON SITE*	200 CY
IMPORT	NOT ANTICIPATED
EXPORT	19,100 CY

*MATERIAL MOVED ON SITE IS SOIL EXCAVATED (CUT) AS A RESULT OF STRIPPING OR GRADING ACTIVITIES AND REUSED ON THE PROJECT SITE AS FILL.

EARTHWORK QUANTITIES ARE APPROXIMATE ONLY AND COMPUTED FROM EXISTING GRADE TO SUBGRADE. WHILE IT IS ANTICIPATED THAT APPROXIMATELY 19,100 CUBIC YARDS OF MATERIAL WILL BE EXPORTED AS A RESULT OF THIS PROJECT, ACTUAL VOLUMES ARE VARIABLE BASED ON THE SOIL ENGINEER'S ASSESSMENT OF THE SOIL ENCOUNTERED, THE CONTRACTOR'S METHOD OF STRIPPING, COMPACTION AND TRENCHING.

REGISTERED PROFESSIONAL ENGINEER ANDREW J. DeZURIK No. C-85129 CIVIL STATE OF CALIFORNIA

PRELIMINARY
NOT FOR CONSTRUCTION
03/01/2024
DATE:
ANDREW J. DeZURIK
C 85129

BKF ENGINEERS
200 4th STREET
SUITE 300
SANTA ROSA, CA 95401
(707) 583-8500
www.bkf.com

BKF

1515 FOURTH STREET
APN 011-245-26
SAN RAFAEL, CALIFORNIA

CONCEPTUAL GRADING PLAN

No.	Revisions

Date: MARCH 2024
Scale: AS SHOWN
Design: AJD
Drawn: IT
Approved: AJD
Job No: 20232070

Drawing Number:
C1
1 OF 2

232070_EXHB-GRAD.dwg
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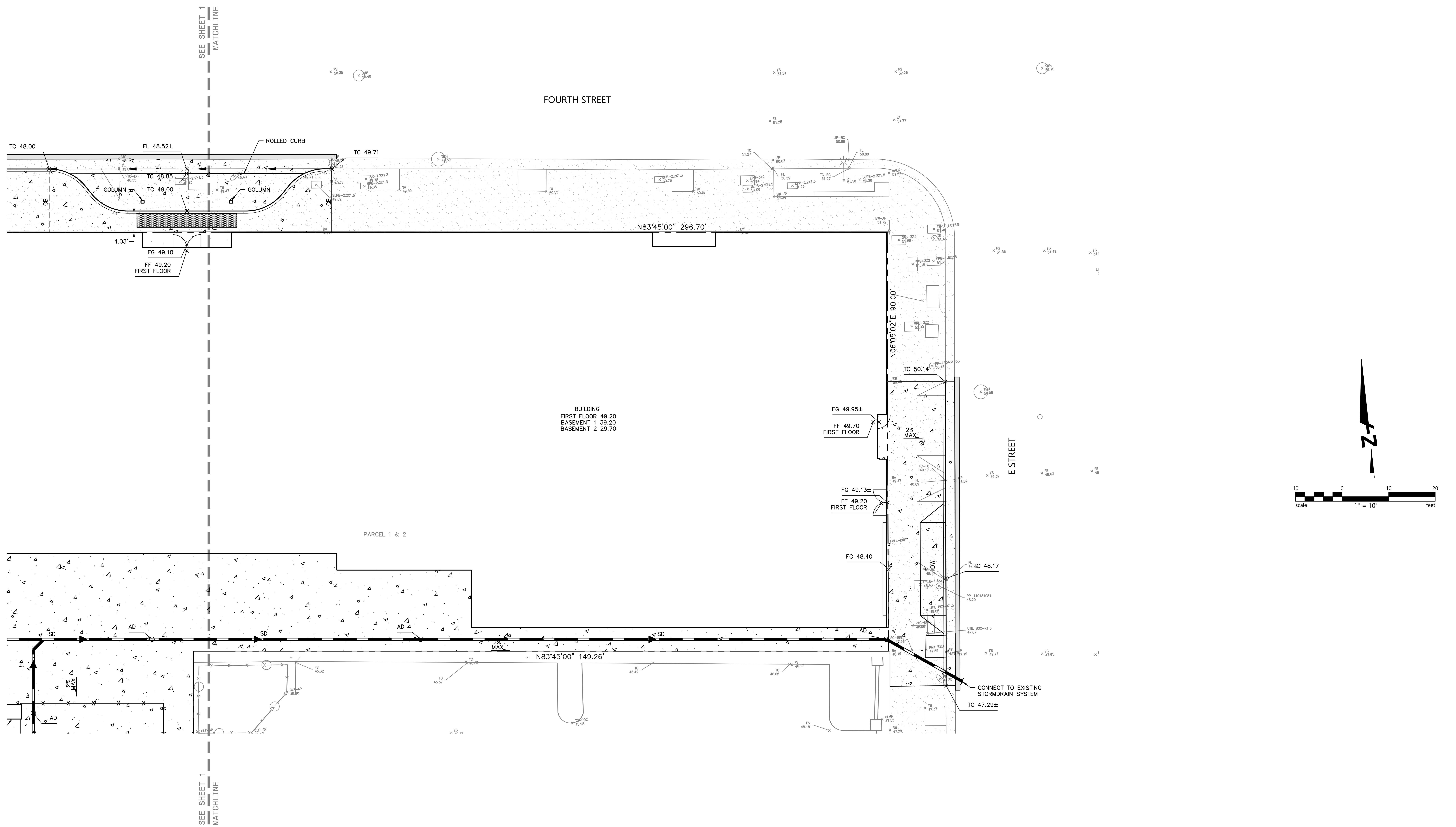

REGISTERED PROFESSIONAL ENGINEER ANDREW J. DeZURIK No. C-85129 CIVIL STATE OF CALIFORNIA

PRELIMINARY
NOT FOR CONSTRUCTION
DATE: 03/01/2024
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Drawn: IT
Approved: AJD
Job No: 20232070

Drawing Number:
C2
2 OF 2

Plot Mar 01, 2024 at 4:21pm
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D-Series Size 1
LED Wall Luminaire

d"series

NIGHTTIME FRIENDLY · BAA · BABA

Catalog Number	
Notes	
Type	A

Hit the Tab key or mouse over the page to see all interactive elements.

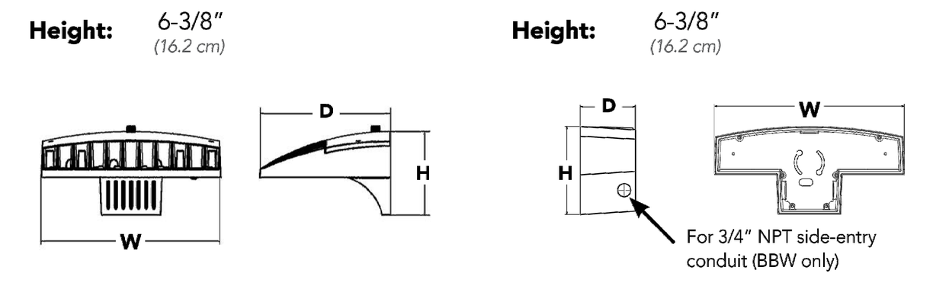
Specifications

Luminaire

Width:	13-3/4" (34.9 cm)	**Weight:**	12 lbs (5.4 kg)
Depth:	10" (25.4 cm)		
Height:	6-3/8" (16.2 cm)		

Back Box (BBW, E20WC)

Width:	13-3/4" (34.9 cm)	**BBW Weight:**	5 lbs (2.3 kg)
Depth:	4" (10.2 cm)	**E20WC Weight:**	10 lbs (4.5 kg)
Height:	6-3/8" (16.2 cm)		



Introduction

The D-Series Wall luminaire is a stylish, fully integrated LED solution for building-mount applications. It features a sleek, modern design and is carefully engineered to provide long-lasting, energy-efficient lighting with a variety of optical and control options for customized performance.

With an expected service life of over 20 years of nighttime use and up to 74% in energy savings over comparable 250W metal halide luminaires, the D-Series Wall is a reliable, low-maintenance lighting solution that produces sites that are exceptionally illuminated.

Ordering Information

EXAMPLE: DSXW1 LED 20C 1000 40K T3M MVOLT DDBTXD

DSXW1 LED

Series	LEDs	Drive Current	Color temperature	Distribution	Voltage	Mounting	Control Options
DSXW1 LED	10C 10 LEDs (one engine) 20C 20 LEDs (two engines) [1]	350 350 mA 530 530 mA 700 700 mA 1000 1000 mA (1 A) [1]	30K 3000 K 40K 4000 K 50K 5000 K AMBPC Amber phosphor converted	T2S Type II Short T2M Type II Medium T3S Type III Short T3M Type III Medium T4M Type IV Medium TFTM Forward Throw Medium	MVOLT [2] 120 [3] 208 [3] 240 [3] 277 [3] 347 [3,4] 480 [3,4]	**Shipped included** (blank) Surface mounting bracket BBW Surface-mounted back box (for conduit entry) [5]	**Shipped installed** PE Photoelectric cell, button type [6] DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) PIR 180° motion/ambient light sensor, <15' mtg ht [1,7] PIRH 180° motion/ambient light sensor, 15-30' mtg ht [1,7] PIR1FC3V Motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc [1,7] PIRH1FC3V Motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc [1,7] E20WC Emergency battery backup (includes external component enclosure), CA Title 20 compliant [8,9]

Other Options		Finish *(required)*		
Shipped installed SF Single fuse (120, 277 or 347V) [3,10] DF Double fuse (208, 240 or 480V) [3,10] HS House-side shield [11] SPD Separate surge protection [12]	**Shipped separately** [11] BSW Bird-deterrent spikes VG Vandal guard DDL Diffused drop lens	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White	DSSXD Sandstone DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum	DWHGXD Textured white DSSTXD Textured sandstone

Accessories

Ordered and shipped separately.

DSXWHS U	House-side shield (one per light engine)
DSXWBSW U	Bird-deterrent spikes
DSXW1VG U	Vandal guard accessory

NOTES

1. 20C 1000 is not available with PIR, PIRH, PIR1FC3V or PIRH1FC3V.
2. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
3. Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
4. Only available with 20C, 700mA or 1000mA. Not available with PIR or PIRH.
5. Back box ships installed on fixture. Cannot be field installed. Cannot be ordered as an accessory.
6. Photocontrol (PE) requires 120, 208, 240, 277 or 347 voltage option. Not available with motion/ambient light sensors (PIR or PIRH).
7. Reference Motion Sensor table on page 3.
8. Same as old ELCW. Cold weather (-20C) rated. Not compatible with conduit entry applications. Not available with BBW mounting option. Not available with fusing. Not available with 347 or 480 voltage options. Emergency components located in back box housing. Emergency mode IES files located on product page at www.lithonia.com
9. Not available with SPD.
10. Not available with E20WC.
11. Also available as a separate accessory; see Accessories information.
12. Not available with E20WC.

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70CRI) Lumens	B	U	G	LPW	40K (4000 K, 70CRI) Lumens	B	U	G	LPW	50K (5000 K, 70CRI) Lumens	B	U	G	LPW	AMBPC (Amber Phosphor Converted) Lumens	B	U	G	LPW
10C (10 LEDs)	350mA	13W	T2S	1,415	0	0	1	109	1,520	0	0	1	117	1,530	0	0	1	118	894	0	0	1	69
			T2M	1,349	0	0	1	104	1,448	0	0	1	111	1,458	0	0	1	112	852	0	0	1	66
			T3S	1,399	0	0	1	108	1,503	0	0	1	116	1,512	0	0	1	116	884	0	0	1	68
			T3M	1,385	0	0	1	107	1,488	0	0	1	114	1,497	0	0	1	115	876	0	0	1	67
			T4M	1,357	0	0	1	104	1,458	0	0	1	112	1,467	0	0	1	113	858	0	0	1	66
			TFTM	1,411	0	0	1	109	1,515	0	0	1	117	1,525	0	0	1	117	892	0	0	1	69
	530 mA	19W	T2S	2,053	1	0	1	108	2,205	1	0	1	116	2,220	1	0	1	117	1,264	0	0	1	67
			T2M	1,957	1	0	1	103	2,102	1	0	1	111	2,115	1	0	1	111	1,205	0	0	1	63
			T3S	2,031	1	0	1	107	2,181	1	0	1	115	2,194	1	0	1	115	1,250	0	0	1	66
			T3M	2,010	1	0	1	106	2,159	1	0	1	114	2,172	1	0	1	114	1,237	0	0	1	65
			T4M	1,970	1	0	1	104	2,115	1	0	1	111	2,129	1	0	1	112	1,212	0	0	1	64
			TFTM	2,047	0	0	1	108	2,198	1	0	1	116	2,212	1	0	1	116	1,260	0	0	1	66
	700 mA	26W	T2S	2,623	1	0	1	101	2,816	1	0	1	108	2,834	1	0	1	109	1,544	0	0	1	59
			T2M	2,499	1	0	1	96	2,684	1	0	1	103	2,701	1	0	1	104	1,472	0	0	1	57
			T3S	2,593	1	0	1	100	2,785	1	0	1	107	2,802	1	0	1	108	1,527	0	0	1	59
			T3M	2,567	1	0	1	99	2,757	1	0	1	106	2,774	1	0	1	107	1,512	0	0	1	58
			T4M	2,515	1	0	1	97	2,701	1	0	1	104	2,718	1	0	1	105	1,481	0	0	1	57
			TFTM	2,614	1	0	1	101	2,808	1	0	1	108	2,825	1	0	1	109	1,539	0	0	1	59
	1000 mA	39W	T2S	3,685	1	0	1	94	3,957	1	0	1	101	3,982	1	0	1	102	2,235	1	0	1	57
			T2M	3,512	1	0	1	90	3,771	1	0	1	97	3,794	1	0	1	97	2,130	1	0	1	55
			T3S	3,644	1	0	1	93	3,913	1	0	1	100	3,938	1	0	1	101	2,210	1	0	1	57
			T3M	3,607	1	0	1	92	3,873	1	0	1	99	3,898	1	0	1	100	2,187	1	0	1	56
			T4M	3,534	1	0	2	91	3,796	1	0	2	97	3,819	1	0	2	98	2,143	1	0	1	55
			TFTM	3,673	1	0	1	94	3,945	1	0	1	101	3,969	1	0	1	102	2,228	1	0	1	57
20C (20 LEDs)	350mA	23W	T2S	2,820	1	0	1	123	3,028	1	0	1	132	3,047	1	0	1	132	1,777	1	0	1	77
			T2M	2,688	1	0	1	117	2,886	1	0	1	125	2,904	1	0	1	126	1,693	1	0	1	74
			T3S	2,789	1	0	1	121	2,994	1	0	1	130	3,014	1	0	1	131	1,757	0	0	1	76
			T3M	2,760	1	0	1	120	2,965	1	0	1	129	2,983	1	0	1	130	1,739	1	0	1	76
			T4M	2,704	1	0	1	118	2,905	1	0	1	126	2,922	1	0	1	127	1,704	1	0	1	74
			TFTM	2,811	1	0	1	122	3,019	1	0	1	131	3,038	1	0	1	132	1,771	0	0	1	77
	530 mA	35W	T2S	4,079	1	0	1	117	4,380	1	0	1	125	4,407	1	0	1	126	2,504	1	0	1	72
			T2M	3,887	1	0	1	111	4,174	1	0	1	119	4,201	1	0	1	120	2,387	1	0	1	68
			T3S	4,033	1	0	1	115	4,331	1	0	1	124	4,359	1	0	1	125	2,477	1	0	1	71
			T3M	3,993	1	0	2	114	4,288	1	0	2	123	4,315	1	0	2	123	2,451	1	0	1	70
			T4M	3,912	1	0	2	112	4,201	1	0	2	120	4,227	1	0	2	121	2,402	1	0	1	69
			TFTM	4,066	1	0	2	116	4,366	1	0	2	125	4,394	1	0	2	126	2,496	1	0	1	71
	700 mA	46W	T2S	5,188	1	0	1	113	5,572	1	0	1	121	5,607	1	0	1	122	3,065	1	0	1	67
			T2M	4,945	1	0	2	108	5,309	1	0	2	115	5,343	1	0	2	116	2,921	1	0	1	64
			T3S	5,131	1	0	2	112	5,510	1	0	2	120	5,544	1	0	2	121	3,031	1	0	1	66
			T3M	5,078	1	0	2	110	5,454	1	0	2	119	5,487	1	0	2	119	3,000	1	0	1	65
			T4M	4,975	1	0	2	108	5,343	1	0	2	116	5,376	1	0	2	117	2,939	1	0	1	64
			TFTM	5,172	1	0	2	112	5,554	1	0	2	121	5,589	1	0	2	122	3,055	1	0	1	66
	1000 mA	73W	T2S	7,204	1	0	2	99	7,736	2	0	2	106	7,784	2	0	2	107	4,429	1	0	1	61
			T2M	6,865	1	0	2	94	7,373	2	0	2	101	7,419	2	0	2	102	4,221	1	0	1	58
			T3S	7,125	1	0	2	98	7,651	1	0	2	105	7,698	1	0	2	105	4,380	1	0	1	60
			T3M	7,052	1	0	2	97	7,573	2	0	2	104	7,620	2	0	2	104	4,335	1	0	2	59
			T4M	6,909	1	0	2	95	7,420	1	0	2	102	7,466	1	0	2	102	4,248	1	0	2	58
			TFTM	7,182	1	0	2	98	7,712	1	0	2	106	7,761	1	0	2	106	4,415	1	0	2	60

Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	**77°F**	**1.00**
30°C	86°F	1.00
40°C	104°F	0.98

Electrical Load

LEDs	Drive Current (mA)	System Watts	Current (A) 120V	208V	240V	277V	347V	480V
10C	350	14 W	0.13	0.07	0.06	0.06	-	-
	530	20 W	0.19	0.11	0.09	0.08	-	-
	700	27 W	0.25	0.14	0.13	0.11	-	-
	1000	40 W	0.37	0.21	0.19	0.16	-	-
20C	350	24 W	0.23	0.13	0.12	0.10	-	-
	530	36 W	0.33	0.19	0.17	0.14	-	-
	700	47 W	0.44	0.25	0.22	0.19	0.15	0.11
	1000	74 W	0.69	0.40	0.35	0.30	0.23	0.17

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the **DSXW1 LED 20C 1000** platform in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	0.95	0.93	0.88

Motion Sensor Default Settings

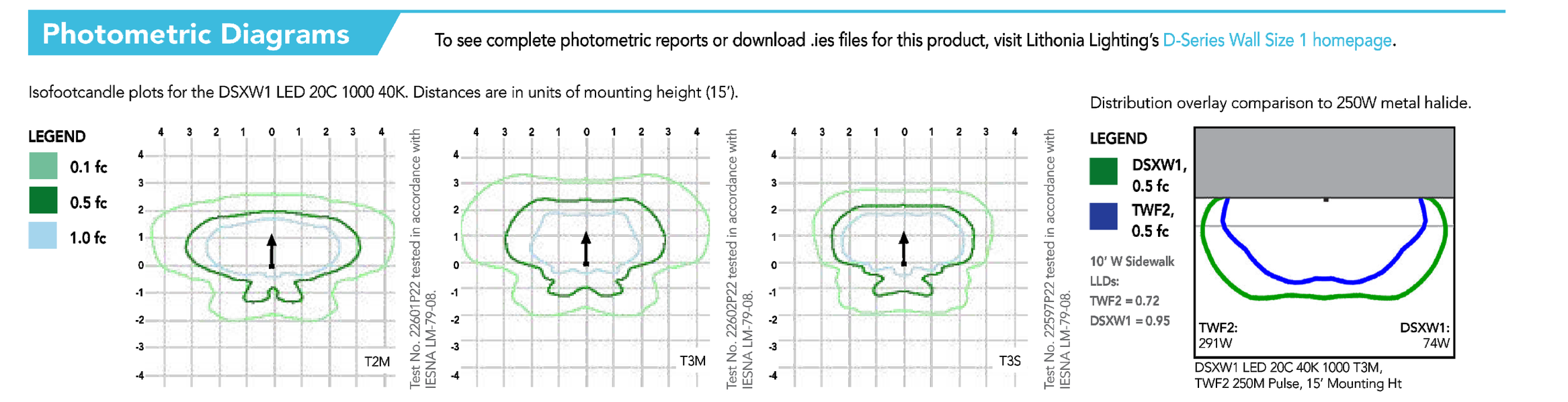
Option	Dimmed State	High Level (when triggered)	Photocell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	5 min	3 sec	5 min

*For use when motion sensor is used as dusk to dawn control

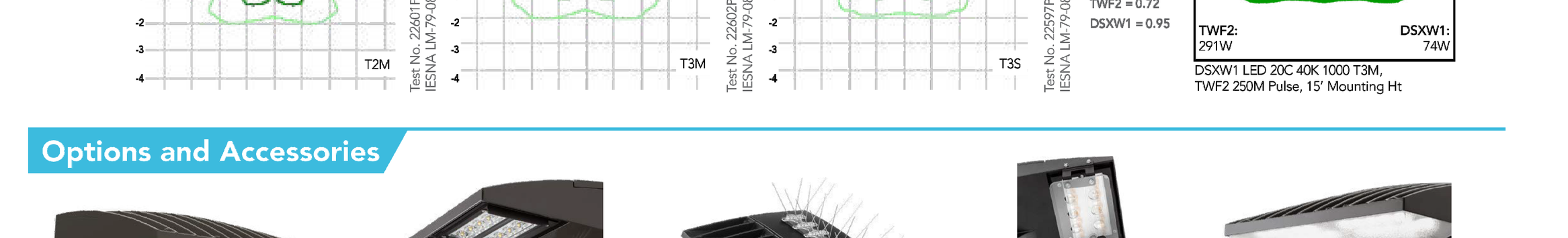
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's D-Series Wall Size 1 homepage.

Isofootcandle plots for the DSXW1 LED 20C 1000 40K. Distances are in units of mounting height (15').



Options and Accessories



T3M (left) · HS - House-side shields · BSW - Bird-deterrent spikes · VG - Vandal guard · DDL - Diffused drop lens

FEATURES & SPECIFICATIONS

INTENDED USE
The energy savings, long life and easy-to-install design of the D-Series Wall Size 1 make it the smart choice for building-mounted doorway and pathway illumination for nearly any facility.

CONSTRUCTION
Two-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance. The LED driver is mounted to the door to thermally isolate it from the light engines for low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65).

FINISH
Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in textured and non-textured finishes.

OPTICS
Precision-molded proprietary acrylic lenses provide multiple photometric distributions tailored specifically to building mounted applications. Light engines are available in 3000 K (70 min. CRI), 4000 K (70 min. CRI) or 5000 K (70 min. CRI) configurations.

ELECTRICAL
Light engine(s) consist of 10 high-efficacy LEDs mounted to a metal-core circuit board to maximize heat dissipation and promote long life (L88/100,000 hrs at 25°C). Class 1 electronic drivers have a power factor >90%, THD <20%, and a minimum 2.5KV surge rating. When ordering the SPD option, a separate surge protection device is installed within the luminaire which meets a minimum Category C Low (per ANSI/IEEE C62.41.2).

INSTALLATION
Included universal mounting bracket attaches securely to any 4" round or square outlet box for quick and easy installation. Luminaire has a slotted gasket wireway and attaches to the mounting bracket via corrosion-resistant screws.

LISTINGS
CSA certified to U.S. and Canadian standards. Rated for -40°C minimum ambient.

GOVERNMENT PROCUREMENT
BAA – Buy America(n) Act: Product qualifies as a domestic end product under the Buy American Act as implemented in the FAR and DFARS. Product also qualifies as manufactured in the United States under DOT Buy America regulations.
BABA – Build America Buy America: Product qualifies as produced in the United States under the definitions of the Build America, Buy America Act.
Please refer to www.acuitybrands.com/buy-american for additional information.

WARRANTY
Five-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

Radean Post Top
LED Area Luminaire

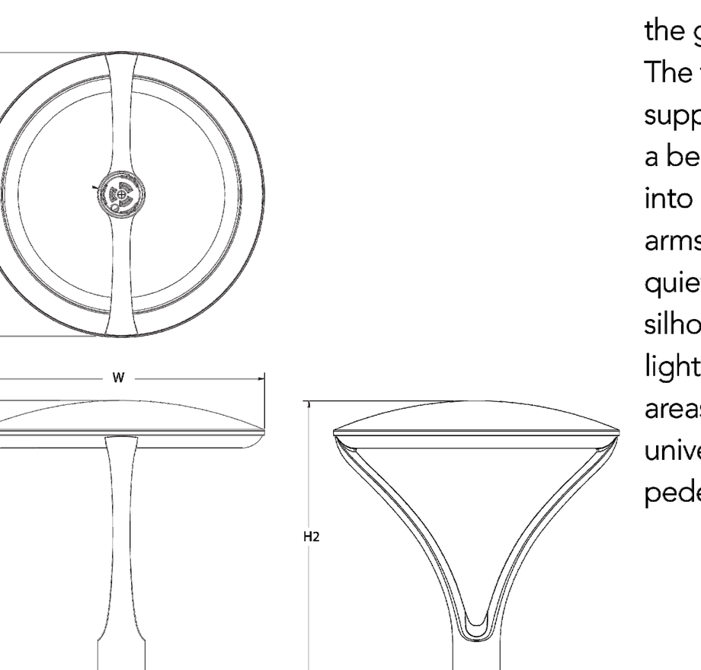
DLC LISTED · DLC LISTED PREMIUM · ida · BAA · BABA

Catalog Number	
Notes	
Type	B

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

EPA:	1.02 ft² (0.105 m²)
Length:	24" (61cm)
Width:	24" (61cm)
H1 Luminaire Height:	4" (10.16cm)
H2 Luminaire Height:	26" (66.04cm)
Weight:	38lbs (17.24Kg)



Introduction

The architecturally-inspired shape of the RADEAN™ post top area luminaire embodies the grace and strength of the RADEAN family. The twin copper-core cast aluminum arms support the slender superstructure, creating a beautiful sculpture by day transforming into a beacon of comfort by night. Triangular arms redirect reflection maintaining its visually quiet appearance. With sleek lines and simple silhouettes, these LED luminaires use specialized lighting and visual comfort to transform common areas like courtyards, outdoor retail locations, universities and corporate campuses into pedestrian-friendly nighttime environments.

Ordering Information

EXAMPLE: RADPT LED P3 30K SYM MVOLT PT4 PE DNAXD

RADPT LED

Series	Performance package	Color temperature	Distribution	Voltage	Mounting *(required)*
RADPT LED	P1 3,000 Lumens P2 5,000 Lumens P3 7,000 Lumens P4 10,000 Lumens P5 15,000 Lumens	27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K	SYM Symmetric type V ASY Asymmetric type IV PATH Pathway Type III	MVOLT [2] 120 [2] 208 [2] 240 [2] 277 [2] 347 480	PT4 [3] Slips inside a 4" OD round metal pole RADPT20 Slips over a 2 3/8" diameter tenon (4" tall tenon required) RADPT25 Slips over a 2 7/8" diameter tenon (4" tall tenon required)

Control options	Other options		Finish *(required)*	
Shipped installed NLTAIR2 nLight AIR 2.0 enabled [4] PE Button photocell [4] FAO Field adjustable output [4] DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) [5]	SF Single Fuse [2] DF Double Fuse [2] R90 Rotated optics [6]	**Shipped installed** HS Houseside shield [7]	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White	DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white

Ordering Information

Accessories

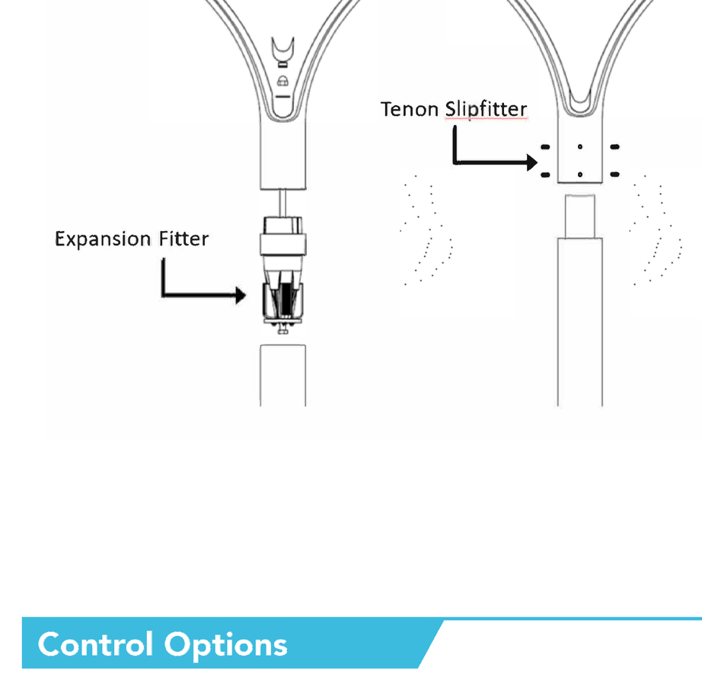
Ordered and shipped separately.

RADHS	Houseside shield (shield is white)
RADCS DDBXD U	Decorative clamshell base for 4" RSS pole (specify finish)
RADFBC DDBXD U	Full base cover for 4" RSS pole (specify finish)

NOTES

1. 2700K and 3500K may require extended lead-times.
2. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
3. Requires nominal 4" round straight metal pole.
4. NLTAIR2 not available with PE or FAO. Must link to external nLight Air network. Does not include occupancy sensor. For more information refer to rSBOR pole mount sensor.
5. DMG not available with NLTAIR2 or FAO.
6. For left rotation, select R90 and rotate luminaire 180° on pole.
7. Also available as a separate accessory; see Accessories information at left. HS not available with R90. Shield is field rotatable shield in 180° increments.

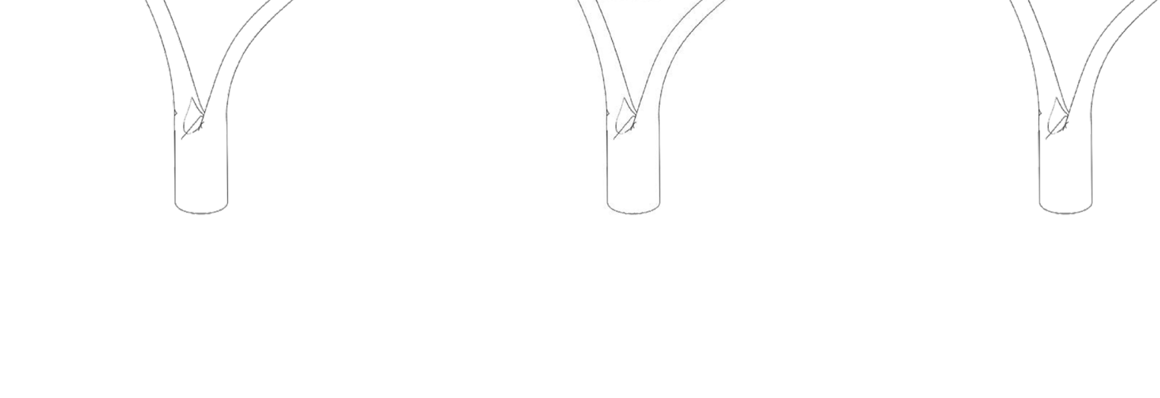
Mounting



Acuity Part Number	Description	For luminaires	Used with Mounting
Recommended Poles for use with RADEAN RADPT LED Luminaires.			
RSS 10 4B PT DDBXD	10' Round Straight Steel - 4" O.D. - Open Top	RADPT LED	PT4
RSS 12 4B PT DDBXD	12' Round Straight Steel - 4" O.D. - Open Top	RADPT LED	PT4
RSS 14 4B PT DDBXD	14' Round Straight Steel - 4" O.D. - Open Top	RADPT LED	PT4
RSS 16 4B PT DDBXD	16' Round Straight Steel - 4" O.D. - Open Top	RADPT LED	PT4
RSS 18 4B PT DDBXD	18' Round Straight Steel - 4" O.D. - Open Top	RADPT LED	PT4
RSS 20 4B PT DDBXD	20' Round Straight Steel - 4" O.D. - Open Top	RADPT LED	PT4
RSS 25 4B PT DDBXD	25' Round Straight Steel - 4" O.D. - Open Top	RADPT LED	PT4
RSS 10 4B T20 DDBXD	10' Round Straight Steel - 4" O.D. - Tenon Top	RADPT LED	RADPT20
RSS 12 4B T20 DDBXD	12' Round Straight Steel - 4" O.D. - Tenon Top	RADPT LED	RADPT20
RSS 14 4B T20 DDBXD	14' Round Straight Steel - 4" O.D. - Tenon Top	RADPT LED	RADPT20
RSS 16 4B T20 DDBXD	16' Round Straight Steel - 4" O.D. - Tenon Top	RADPT LED	RADPT20
RSS 18 4B T20 DDBXD	18' Round Straight Steel - 4" O.D. - Tenon Top	RADPT LED	RADPT20
RSS 20 4B T20 DDBXD	20' Round Straight Steel - 4" O.D. - Tenon Top	RADPT LED	RADPT20
RSS 25 4B T20 DDBXD	25' Round Straight Steel - 4" O.D. - Tenon Top	RADPT LED	RADPT20

* Customer must verify pole loading per required design criteria and specified wind speed. Consult pole specification sheet for additional details.

Control Options



Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown. Contact factory for performance data on any configurations not shown here.

Performance Package	Input Wattage	Distribution	2700K Lumens	B	U	G	LPW	3000K Lumens	B	U	G	LPW	3500K Lumens	B	U	G	LPW	4000K Lumens	B	U	G	LPW	5000K Lumens	B	U	G	LPW
P1	25	ASY	2,924	2	1	2	115	3,022	2	2	2	119	3,095	2	2	2	122	3,168	2	2	2	125	3,168	2	2	2	125
		PATH	2,529	2	1	2	100	2,613	2	2	2	103	2,676	2	2	2	105	2,739	2	2	2	108	2,739	2	2	2	108
		SYM	3,086	2	1	1	121	3,189	2	1	1	126	3,266	2	1	1	129	3,344	2	1	1	132	3,344	2	1	1	132
P2	38	ASY	4,521	3	2	3	119	4,672	3	2	3	123	4,785	3	2	3	126	4,898	3	2	3	129	4,898	3	2	3	129
		PATH	3,909	2	2	2	103	4,040	2	2	2	106	4,137	3	2	2	109	4,235	3	2	3	111	4,235	3	2	3	111
		SYM	4,772	2	2	1	126	4,931	3	2	1	130	5,050	3	2	1	133	5,169	3	2	1	136	5,169	3	2	1	136
P3	54	ASY	6,387	3	2	3	119	6,600	3	2	3	123	6,760	3	2	3	126	6,919	3	2	3	129	6,919	3	2	3	129
		PATH	5,523	3	2	3	103	5,707	3	2	3	106	5,845	3	2	3	109	5,983	3	2	3	112	5,983	3	2	3	112
		SYM	6,741	3	2	2	126	6,966	3	2	2	130	7,135	3	2	2	133	7,303	3	2	2	136	7,303	3	2	2	136
P4	86	ASY	10,150	4	2	4	118	10,489	4	2	4	122	10,742	4	2	4	125	10,996	4	2	4	128	10,996	4	2	4	128
		PATH	8,777	3	2	3	102	9,070	3	2	3	106	9,289	3	2	3	108	9,509	3	2	3	111	9,509	3	2	3	111
		SYM	10,713	3	2	2	125	11,071	3	2	2	129	11,338	3	2	2	132	11,606	3	2	2	135	11,606	3	2	2	135
P5	123	ASY	14,250	4	2	4	116	14,724	4	2	4	120	15,081	4	3	4	123	15,437	4	3	4	126	15,437	4	3	4	126
		PATH	12,322	4	2	4	101	12,733	4	3	4	104	13,041	4	3	4	106	13,349	4	3	4	109	13,349	4	3	4	109
		SYM	15,040	4	2	3	123	15,541	4	2	3	127	15,917	4	2	3	130	16,293	4	2	3	133	16,293	4	2	3	133

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		LAT Factor
0°C	32°F	1.06
5°C	41°F	1.05
10°C	50°F	1.04
15°C	59°F	1.02
20°C	68°F	1.01
25°C	**77°F**	**1.00**
30°C	86°F	0.99
35°C	95°F	0.98
40°C	104°F	0.96

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the **RADPT LED** platform in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Projected LED Lumen Maintenance	0	25,000	50,000	100,000
P1	1.00	0.96	0.91	0.82
P2	1.00	0.96	0.91	0.82
P3	1.00	0.96	0.91	0.82
P4	1.00	0.96	0.91	0.82
P5	1.00	0.95	0.89	0.78

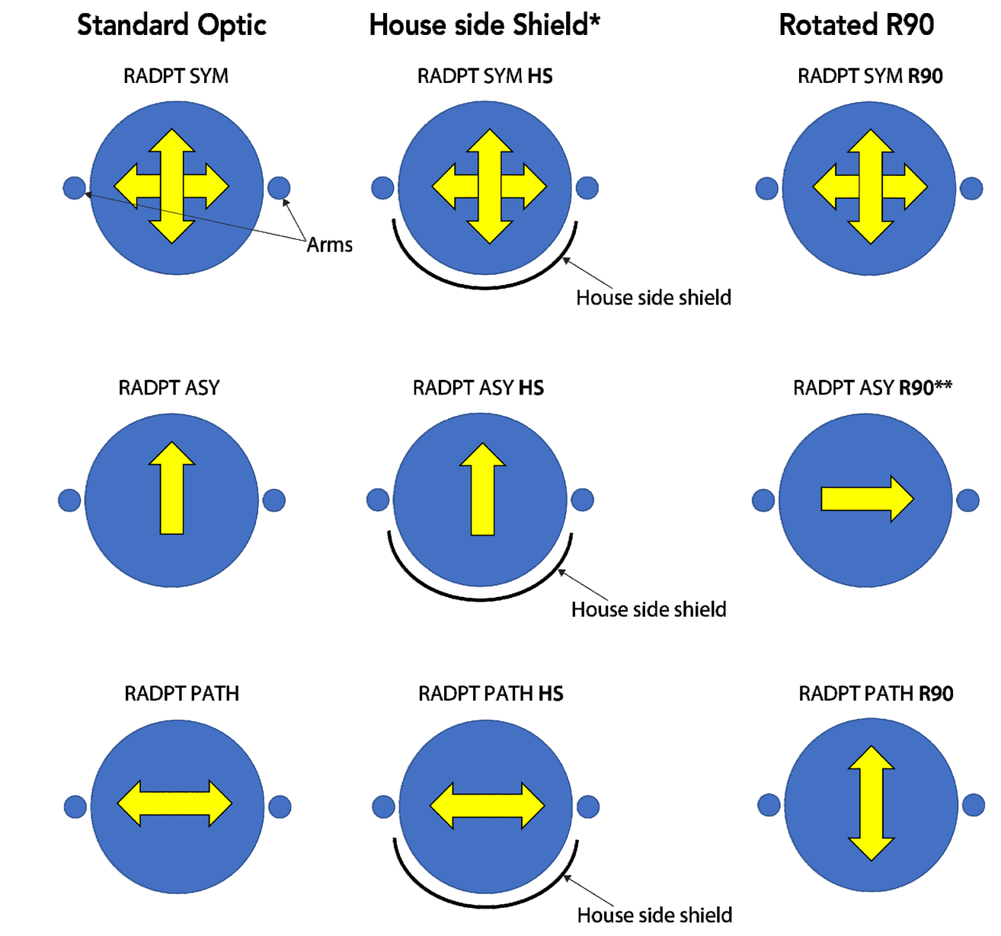
Electrical Load

Lumen Package	LED Drive Current	Voltage	Wattage		Current (A) 120	208	240	277	347	480
P1	500	42.8	21.4	Input Current	0.22	0.13	0.11	0.1	0.08	0.06
				System Watts	26	26	26	27	25	26
P2	770	43	33.1	Input Current	0.33	0.19	0.16	0.14	0.11	0.08
				System Watts	39	39	39	39	38	38
P3	1100	43.2	47.5	Input Current	0.46	0.26	0.23	0.2	0.16	0.12
				System Watts	55	54	54	54	54	54
P4	900	87.3	78.6	Input Current	0.73	0.42	0.36	0.32	0.25	0.18
				System Watts	87	86	86	86	86	86
P5	1250	88.2	110.2	Input Current	1	0.58	0.5	0.44	0.35	0.25
				System Watts	120	119	119	119	120	120

Orientation Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's RADPT LED homepage.

Isofootcandle plots are considered to be representative of available optical distributions.



*HS not available with R90
**For L90, use R90 and rotate luminaire 180° on pole

FEATURES & SPECIFICATIONS

INTENDED USE
Pedestrian areas such as parks, campuses, pathways, courtyards and pedestrians malls.

CONSTRUCTION
Single-piece die-cast aluminum housing with nominal wall thickness of 0.125" on a 6mm thick acrylic waveguide is fully gasketd with a single piece tubular silicone gasket.

FINISH
Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Standard Super Durable colors include dark bronze, black, natural aluminum and white. Available in textured and non-textured finishes.

OPTICS
6MM thick acrylic waveguide with 360° flexible LED board. Available in 2700K, 3000K, 3500K, 4000K and 5000K (80CRI) CCT configurations.

ELECTRICAL
Light engine consists of 96 high-efficacy LEDs mounted to a flexible circuit board and aluminum heat sink, ensuring optimal thermal management and long life. Fixtures ship standard with 0-10v dimming driver (order option DMG for connection to exterior controls). Class 1 electronic driver has a power factor >90%, THD <20%, and with an expected life of 100,000 hours with <1% failure rate. Serviceable 10kV surge protection device meets a minimum Category C Low for operation (per ANSI/IEEE C62.41.2).

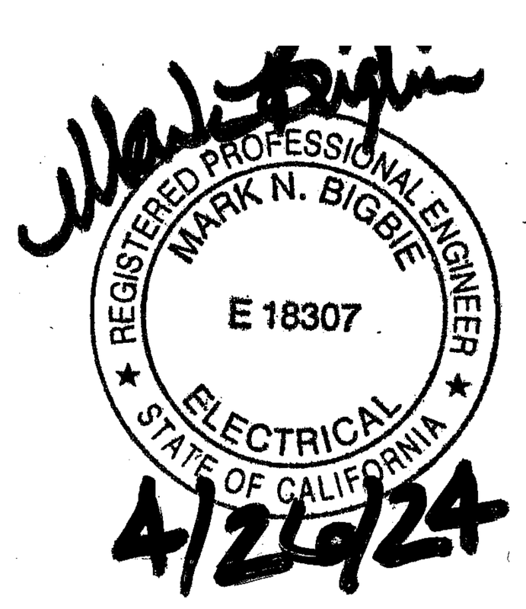
INSTALLATION
Standard post-top PT4 type mounting configuration fits into a 4" OD open pole top (round pole only). Alternate tenon (2-3/8" or 2-7/8") mounting also available and require 4" tall tenons.

LISTINGS
CSA certified to U.S. and Canadian standards. Luminaire is IP65 rated. Rated for -40°C minimum ambient.
DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.
International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color or less. U.S. Patent No. D925,088S

GOVERNMENT PROCUREMENT
BAA – Buy America(n) Act: Product qualifies as a domestic end product under the Buy American Act as implemented in the FAR and DFARS. Product also qualifies as manufactured in the United States under DOT Buy America regulations.
BABA – Build America Buy America: Product qualifies as produced in the United States under the definitions of the Build America, Buy America Act.
Please refer to www.acuitybrands.com/buy-american for additional information.

WARRANTY
5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.



Jordan & Skala Engineers
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Texas Registered Engineering Firm F-4990
Project Number: 2403077 Drawn By: XXX Checked By: XXX

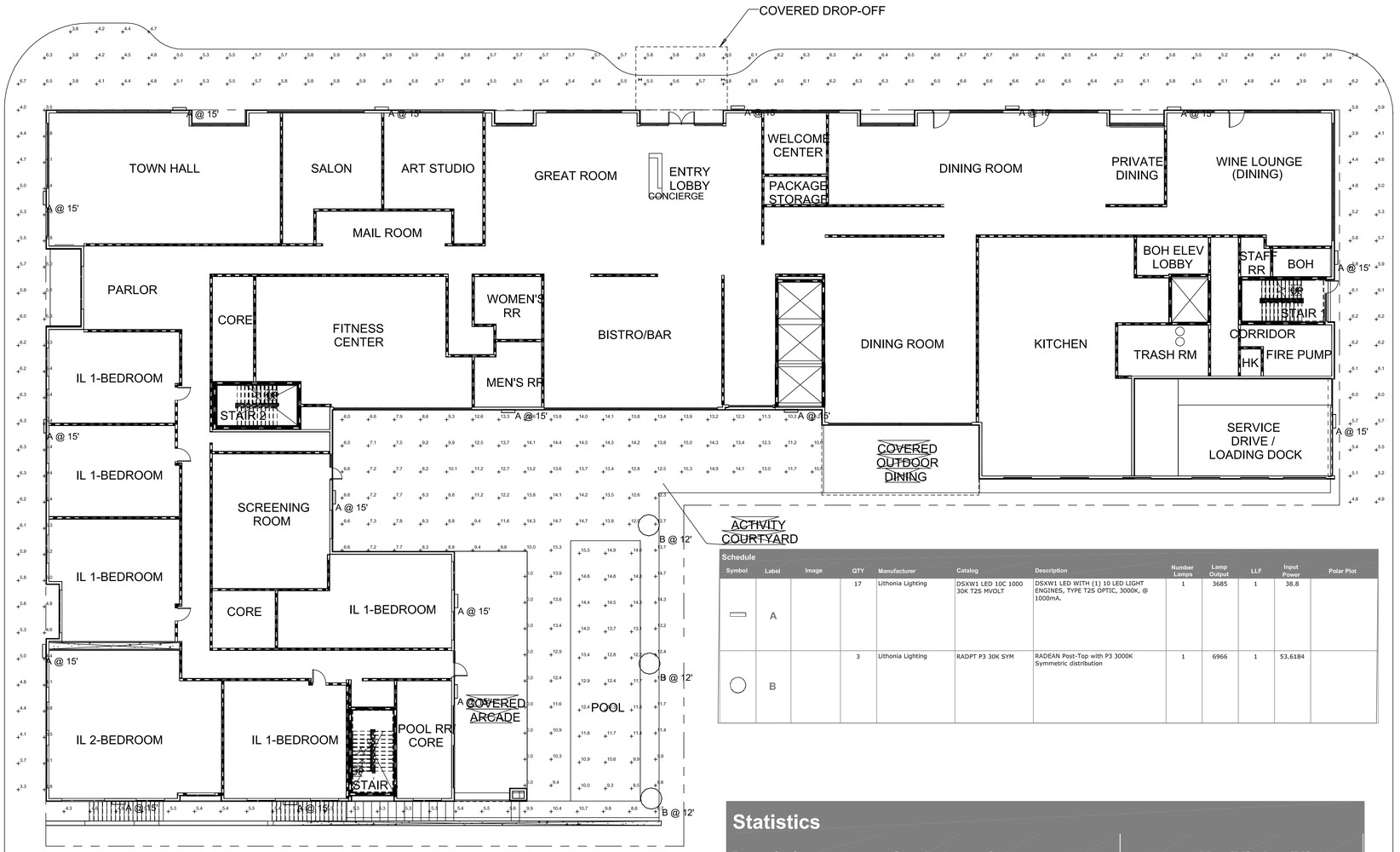
HKIT ARCHITECTS

LIGHTING CUTSHEETS
NTS
04-26-2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

E0.01

4TH STREET



SHAVER STREET

E STREET

Schedule

Symbol	Label	Image	QTY	Manufacturer	Catalog	Description	Number Lamps	Lamp Output	LLF	Input Power	Polar Plot
▭	A		17	Lithonia Lighting	DSXW1 LED 10C 1000 30K T2S MVOLT	DSXW1 LED WITH (1) 10 LED LIGHT ENGINES, TYPE T2S OPTIC, 3000K, @ 1000mA.	1	3685	1	38.8	
◯	B		3	Lithonia Lighting	RADPT P3 30K SYM	RADEAN Post-Top with P3 3000K Symmetric distribution	1	6966	1	53.6184	

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Pool Surface	+	12.6 fc	15.5 fc	8.5 fc	1.8:1	1.5:1
Walkway	+	5.3 fc	6.7 fc	2.8 fc	2.4:1	1.9:1
Walkway 2	+	5.2 fc	5.6 fc	4.3 fc	1.3:1	1.2:1
Activity Courtyard	+	10.5 fc	15.3 fc	0.0 fc	N/A	N/A

REGISTERED PROFESSIONAL ENGINEER
MARK N. BIGBIE
E 18307
ELECTRICAL
STATE OF CALIFORNIA
4/29/24

JSE Jordan & Skala Engineers
4201 West Plano Parkway, Suite 255 • Plano, TX, 75093
p. 469.365.1416 • f. 469.365.1415
Texas Registered Engineering Firm F-4990
Project Number: 2403077 Drawn By: DXK Checked By: JSK

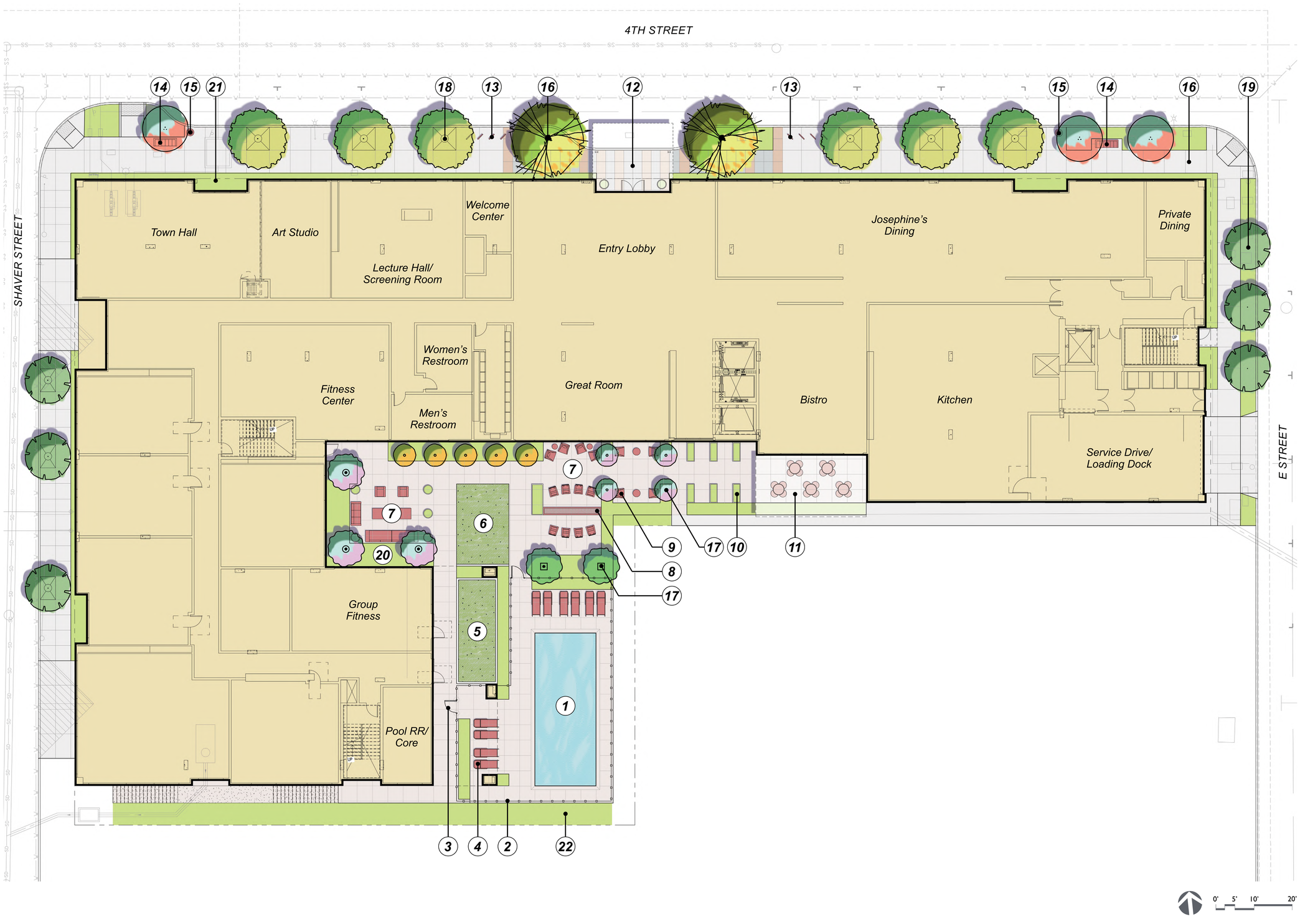
HKIT ARCHITECTS

PHOTOMETRICS

NTS
April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

E1.01



1. Pool and Enhanced Pool Deck Paving per Arch Plans
2. Pool Fencing
3. Single Gate
4. Conceptual Pool Deck Furnishing Arrangements
5. Yoga Lawn
6. Putting Green
7. Outdoor Lounge
8. Fireplace
9. Lounge Chairs
10. Herb Garden
11. Covered Outdoor Dining
12. Accent Paving at Covered Entry
13. Bike Racks
14. Benches
15. Trash and Recycling Receptacles
16. Sidewalk
17. Courtyard Trees
18. Street Trees in Tree Grate
19. Utility-Friendly Small Trees
20. Planting Area
21. Planter along Street Frontage
22. Perimeter Planting and Vines

PROPOSED PLANTING AREA
STREETSCAPE: 1,535 SF
COURTYARD: 1,850 SF

TOTAL: 3,385 SF

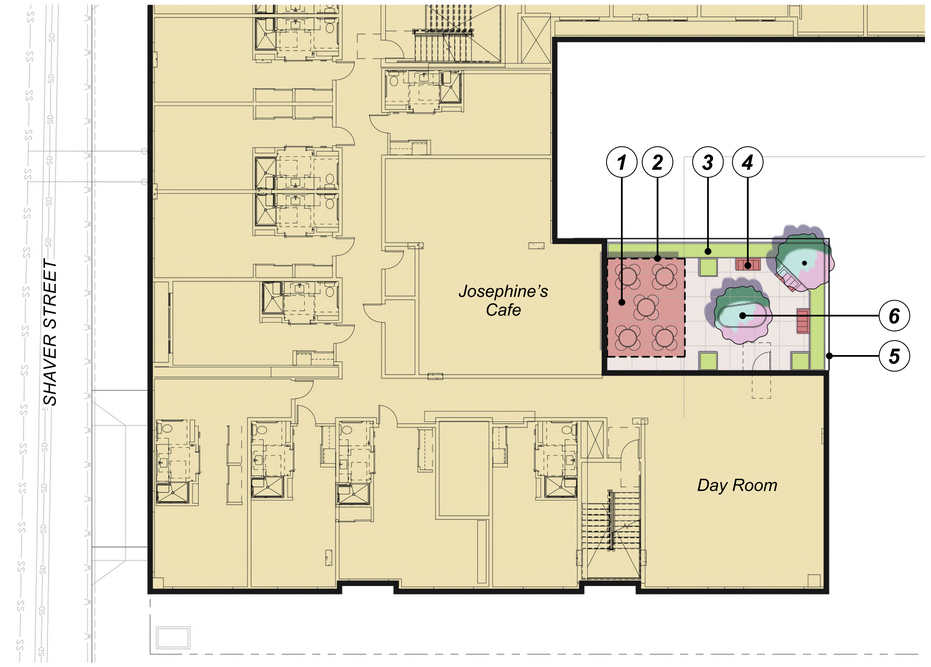
GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
2671 CROW CANYON RD. SAN RAMON, CA. 94583
T 925.736.8176 www.dgates.com

SITE PLAN - 1ST FLOOR

1" = 10'-0"
April 29, 2024

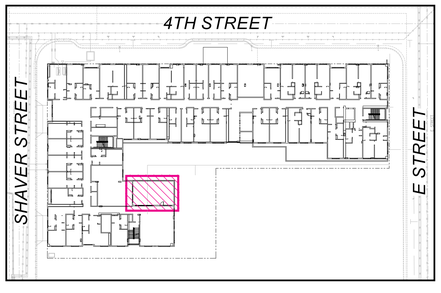
BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

L-1

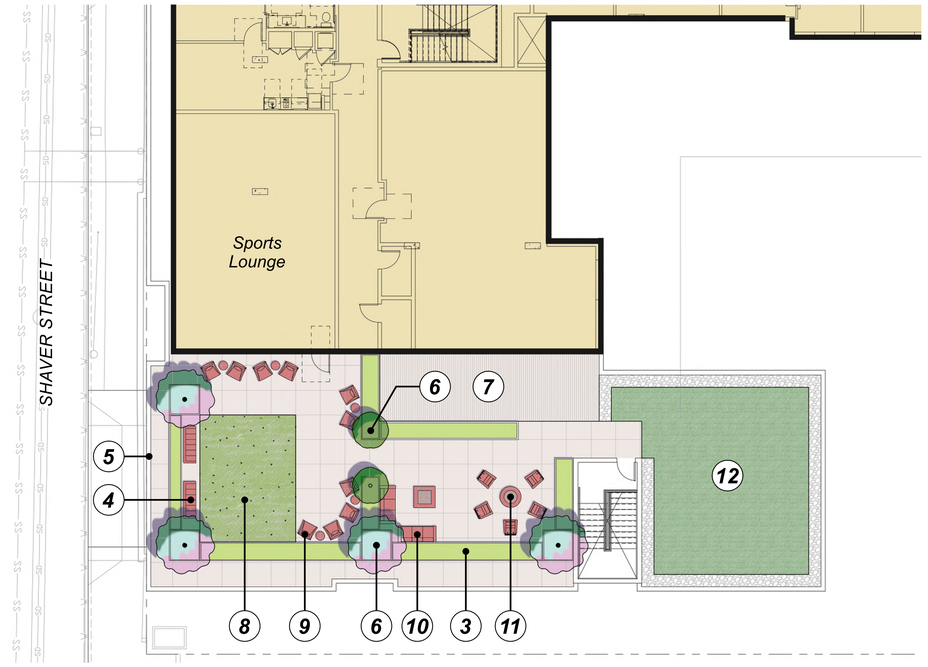


1 2ND FLOOR MEMORY CARE TERRACE
1" = 10'-0"

0' 5' 10' 20'

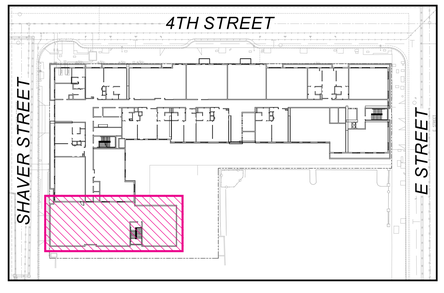


KEY PLAN
N.T.S.



2 7TH FLOOR ROOF TERRACE
1" = 10'-0"

0' 5' 10' 20'



KEY PLAN
N.T.S.

1 Outdoor Dining
2 Shade Canopy/Trellis per Arch
3 Raised Planter
4 Benches
5 Guardrail per Arch Plans
6 Terrace Trees
7 Private Patio
8 Flexible Space
9 Lounge Seating
10 Outdoor Lounge
11 Outdoor Fire Pit
12 Green Roof

PROPOSED PLANTING AREA
MEMORY CARE: 168 SF
ROOF: 1,156 SF

TOTAL: 1,324 SF

GATES
+ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
2671 CROW CANYON RD. SAN RAMON, CA. 94583
T 925.736.8176 www.dgates.com

SITE PLAN - 2ND & 7TH FLOOR

1" = 10'-0"
April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

L-2

NEW STREET TREE SCHEDULE

ACER RUBRUM 'SCARSEN'/SCARLET SENTINEL RED MAPLE – 24" BOX

LAGERSTROEMIA INDICA X 'NATCHEZ'/NATCHEZ CRAPE MYRTLE – 24" BOX

PISTACIA CHINENSIS 'KEITH DAVEY'/CHINESE PISTACHE – 24" BOX

QUERCUS ROBUR X ALBA 'CRIMSCHMIDT'/CRIMSON SPIRE OAK – 15 GALLON

STREETSCAPE PLANTING AREAS

DIETES BICOLOR/FORTNIGHT LILY - 5 GAL, 36" O.C.
GREVILLEA 'LITTLE GEM'/COASTAL WOOLY GREVILLEA - 5 GAL, 36" O.C.
LOMANDRA 'BREEZE'/DWARF MAT RUSH - 5 GAL, 36" O.C.
VERBENA LILACINA 'DE LA MINA'/CEDROS ISLAND VERBENA - 5 GAL, 36" O.C.

BUILDING PERIMETER PLANTING AREAS

DIANELLA REVOLUTA 'LITTLE REV'/LITTLE REV FLAX LILY - 1 GAL, 24" O.C.
FESTUCA MAIREI/ATLAS FESCUE - 1 GAL, 36" O.C.
LIGUSTRUM SINENSE 'SUNSHINE'/SUNSHINE LIGUSTRUM - 5 GAL, 36" O.C.
NANDINA 'LEMON LIME'/LEMON-LIME NANDINA - 5 GAL, 30" O.C.
PITTOSPORUM 'CRÈME DE MINT'/DWARF PITTOSPORUM - 5 GAL, 30" O.C.

LEVEL 1 COURTYARD PLANT PALETTE

TREES

ACER PALMATUM 'SANGO-KAKU'/CORAL BARK JAPANESE MAPLE – 24" BOX
ARBUTUS 'MARINA'/MARINA STRAWBERRY TREE – 24" BOX
LAGERSTROEMIA INDICA 'TUSCARORA'/CRAPE MYRTLE – 24" BOX
ULMUS 'NEW FRONTIER'/NEW FRONTIER ELM – 24" BOX

SHRUBS/PERENNIALS

ABUTILON PALMERI/INDIAN MALLOW - 5 GAL, 42" O.C.
ACHILLEA SP./YARROW - 1 GAL, 30" O.C.
AEONIUM 'SUNBURST' - 5 GAL, 30" O.,C.
CALANDRINIA 'SHINING PINK'/SHINING PINK CALANDRINIA - 1 GAL, 24" O.C.
HEUCHERA MAXIMA 'ALUM ROOT'/OPAL ISLAND ALUM ROOT - 1 GAL, 24" O.C.
LEUCOSPERMUM CORDIFOLIUM 'FLAME GIANT'/PINCHSHION - 5 GAL, 48" O.C.
LIGUSTRUM SINENSE 'SUNSHINE'/SUNSHINE LIGUSTRUM - 5 GAL, 36" O.C.
NANDINA 'LEMON LIME'/LEMON-LIME NANDINA - 5 GAL, 30" O.C.
NEPETA X FAASSENII/CATMINT - 1 GAL, 30" P.C.
OLEA EUROPAEA 'MONTRA'/LITTLE OLLIE OLIVE - 5 GAL, 48" O.C.
PITTOSPORUM 'CRÈME DE MINT'/DWARF PITTOSPORUM - 5 GAL, 30" O.C.
SALVIA 'HOT LIP'/HOT LIP SALVIA - 5 GAL, 48" O.C.
TEUCRIUM CHAMAEDRYS/WALL GERMANDER 1 GAL, 24" O.C.
WESTRINGIA FRUTICOSA 'MORNING LIGHT'/GREY BOX COAST ROSEMARY - 5 GAL, 42" O.C.

LEVEL 2 MEMORY TERRACE & LEVEL 7 ROOF DECK PLANT PALETTE

SMALL TREES

LAGERSTROEMIA 'ZUNI'/ZUNI CRAPE MYRTLE – 15 GALLON
OLEA EUROPAEA 'MONTRA'/LITTLE OLLIE OLIVE – 15 GALLON

SHRUBS/PERENNIALS

ACHILLEA SP./YARROW - 1 GAL, 30" O.C.
AEONIUM 'SUNBURST' - 5 GAL, 30" O.C.
HESPERALOE PARVIFLORA 'PERPA'/BRAKELIGHTS RED YUCCA - 5 GAL, 30" O.C.
HEUCHERA MAXIMA 'ALUM ROOT'/OPAL ISLAND ALUM ROOT - 1 GAL, 24" O.C.
LOMONDRA 'ROMA'/PLATINUM BEAUTY VARIEGATED MAT RUSH - 5 GAL, 36" O.C.
NEPETA X FAASSENII/CATMINT - 1 GAL, 30" O.C.
PITTOSPORUM 'CRÈME DE MINT'/DWARF PITTOSPORUM - 5 GAL, 30" O.C.
ROSMARINUS 'HUNGTINGTON CARPET'/HUNTINGTON CARPET ROSEMARY - 1GAL, 48" O.C.
SALVIA LEUCOPHYLLA/PURPLE SAGE - 1 GAL, 30" O.C.
WESTRINGIA FRUTICOSA 'MORNING LIGHT'/GREY BOX COAST ROSEMARY - 5 GAL, 42" O.C.

PLANTING STATEMENT

THE PROPOSED PLANT PALETTE IS COMPOSED OF LOW WATER USE TREES, SHRUBS, PERENNIALS AND ORNAMENTAL GRASSES IN MAJORITY THAT ARE ADAPTED TO THE LOCAL AND SUMMER-DRY CLIMATE. THE PLACEMENT OF PROPOSED SPECIES WILL RESPOND TO SUN/SHADE EXPOSURE AND WILL BE GROUPED PER THEIR WATER USAGE.

THE PLANT COMPOSITION VARIES IN FORM, TEXTURE, COLORS, SCENTS, AND BLOOMING SEASONS , THAT WILL PROVIDE YEAR AROUND COLORS AND INTERESTS. THE DIVERSITY OF THE PLANT PALETTE WILL ALSO PROVIDE HABITATS TO ATTRACT BIRDS AND BUTTERFLIES. THE PLANTS WILL BE SPACED AT THEIR MATURE SIZE TO MINIMIZE WATER USE AND MAINTENANCE. THE PROPOSED SHRUB SPECIES WILL NOT REQUIRE SHEARING TO REDUCE THE MAINTENANCE AND GREEN WASTE. TREES AND SHRUBS WILL BE PLACED TO SHADE THE BUILDINGS ALONG SOUTH AND WEST SIDES, AS WELL AS SHADE THE PAVED AREA TO CONSERVE ENERGY AND REDUCE HEAT ISLAND EFFECT.

THE PROPOSED PLANTING AREA SHALL BE PROPERLY AMENDED WITH COMPOST AND ORGANIC FERTILIZERS TO HELP NATURE THE SOIL AND SEQUESTER CARBON. ALL PLANTING AREAS SHALL BE TOP DRESSED WITH 3-INCH LAYER OF BARK MULCH TO HELP CONSERVE MOISTURE OF THE SOIL AND PREVENT WEEDS FROM GROWING.

ALL TREES SHALL BE A MINIMUM OF 15-GALLON SIZE CONTAINER; SHRUB, PERENNIALS AND ORNAMENTAL GRASSES SHALL BE A MINIMUM OF 1-GALLON CONTAINER SIZE.

IRRIGATION STATEMENT

THE INTENT OF IRRIGATION DESIGN IS TO REDUCE POTABLE WATER CONSUMPTION THROUGH THE USE OF A HIGH EFFICIENCY, CENTRALLY CONTROLLED SYSTEM. THE SMART CONTROLLER WILL MAKE DAILY ADJUSTMENTS TO THE WATERING TIME FOR EACH STATION BY USING REAL TIME ET AND RAIN INFORMATION, ASSURING EFFECTIVE AND EFFICIENT ALLOCATION OF THE POTABLE WATER AND ELIMINATING OVERWATERING.

EFFICIENT DRIP IRRIGATION WILL BE PROPOSED IN ALL PLANTING AREAS THAT ARE LESS THAN 10' WIDE, ELIMINATING OVERSPRAY AND REDUCING WATER CONSUMPTION. PLANTS SHALL BE GROUPED IN HYDROZONES, SO THAT PLANTS WITH SIMILAR WATER NEEDS WILL BE PLANTED TOGETHER TO AVOID OVERWATERING. THE IRRIGATION DESIGN SHALL COMPLY WITH STATE'S MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (MWELO).

A DEDICATED IRRIGATION WATER METER WITH A BACKFLOW PREVENTER, MASTER VALVE AND FLOW SENSOR, WILL SERVICE THE GROUND/STREET LEVEL LANDSCAPE. THE IRRIGATION AT LEVEL 2 MC TERRACE AND AT LEVEL 7 ROOF TERRACE WILL BE SERVICED BY DOMESTIC WATER SERVICE LINE AND WILL INCORPORATE A BACKFLOW PREVENTION EQUIPMENT.

REVIEW NOTES

1. PROPOSED LANDSCAPE AND IMPROVEMENTS LOCATED WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE REVIEWED BY PUBLIC WORKS DEPARTMENT PRIOR TO ISSUANCE OF ANY ENTITLEMENT FOR THE PROJECT.

2. LANDSCAPE PLANS SHALL RECEIVE WRITTEN APPROVAL FROM MMWD PRIOR TO ISSUANCE OF A BUILDING PERMIT.

STREETSCAPE FURNISHING LEGEND

TREE GRATE - QUANTITY: 10
CAST IRON TREE GRATE TO MATCH EXISTING TREE GRATES ALONG FOURTH STREET.
MFR: IRON AGE DESIGNS
MODEL: 6'X6' AT FORTH STREET; 4'X6' AT SHAVER STREET

4'X6' TREE GRATE

6'X6' TREE GRATE

BENCH - QUANTITY: 2
6' STEEL BENCH WITH BACK AND CENTER ARM REST
MFR: VICTOR STANLEY
MODEL EVA
OR PER CITY OF SAN RAFAEL SITE FURNISHING STANDARDS.

BIKE RACK - QUANTITY: 8
STEEL TUBE HOOP BIKE RACK
MFR: DERO
MODEL HOOP RACK, SURFACE MOUNT; POWDERCOAT BLACK TO MATCH EXISTING AT FOURTH ST.
OR PER CITY OF SAN RAFAEL SITE FURNISHING STANDARDS.

TRASH RECEPTACLE - QUANTITY: 2
STEEL TRASH AND RECYCLING RECEPTACLE
MFR: VICTOR STANLEY
MODEL: SAGE OR SD-42 TO MATCH EXISTING AT FOURTH ST.; SURFACE MOUNT
OR PER CITY OF SAN RAFAEL SITE FURNISHING STANDARDS.

MODEL: SAGE (36SA)

MODEL: SD-42 WITH LOCKING SIDE DOOR

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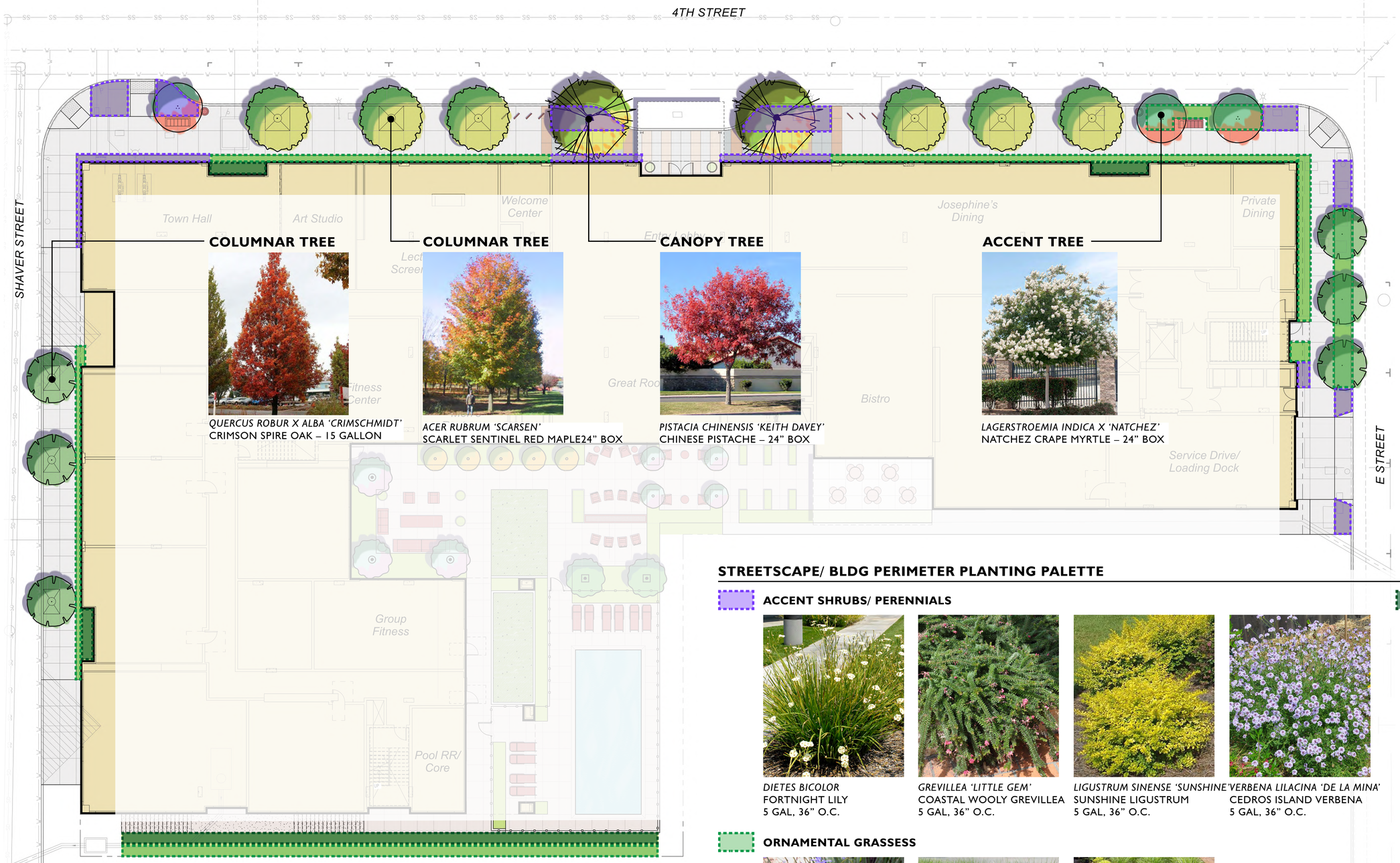
CHARACTER IMAGES & PLANT PALETTE

April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901



QUERCUS ROBUR X ALBA 'CRIMSCHMIDT'
CRIMSON SPIRE OAK – 15 GALLON

ACER RUBRUM 'SCARSEN'
SCARLET SENTINEL RED MAPLE24" BOX

PISTACIA CHINENSIS 'KEITH DAVEY'
CHINESE PISTACHE – 24" BOX

LAGERSTROEMIA INDICA X 'NATCHEZ'
NATCHEZ CRAPE MYRTLE – 24" BOX

STREETSCAPE/ BLDG PERIMETER PLANTING PALETTE

ACCENT SHRUBS/ PERENNIALS

DIETES BICOLOR
FORTNIGHT LILY
5 GAL, 36" O.C.

GREVILLEA 'LITTLE GEM'
COASTAL WOOLY GREVILLEA
5 GAL, 36" O.C.

LIGUSTRUM SINENSE 'SUNSHINE'
SUNSHINE LIGUSTRUM
5 GAL, 36" O.C.

VERBENA LILACINA 'DE LA MINA'
CEDROS ISLAND VERBENA
5 GAL, 36" O.C.

FOUNDATION SHRUBS

NANDINA 'LEMON LIME'
LEMON-LIME NANDINA
5 GAL, 30" O.C.

ORNAMENTAL GRASSESS

DIANELLA REVOLUTA 'LITTLE REV'
LITTLE REV FLAX LILY
1 GAL, 24" O.C.

FESTUCA MAIREI
ATLAS FESCUE
1 GAL, 36" O.C.

LOMANDRA 'BREEZE'
DWARF MAT RUSH
5 GAL, 36" O.C.

PITTOSPORUM 'CRÈME DE MINT'
DWARF PITTOSPORUM
5 GAL, 30" O.C.

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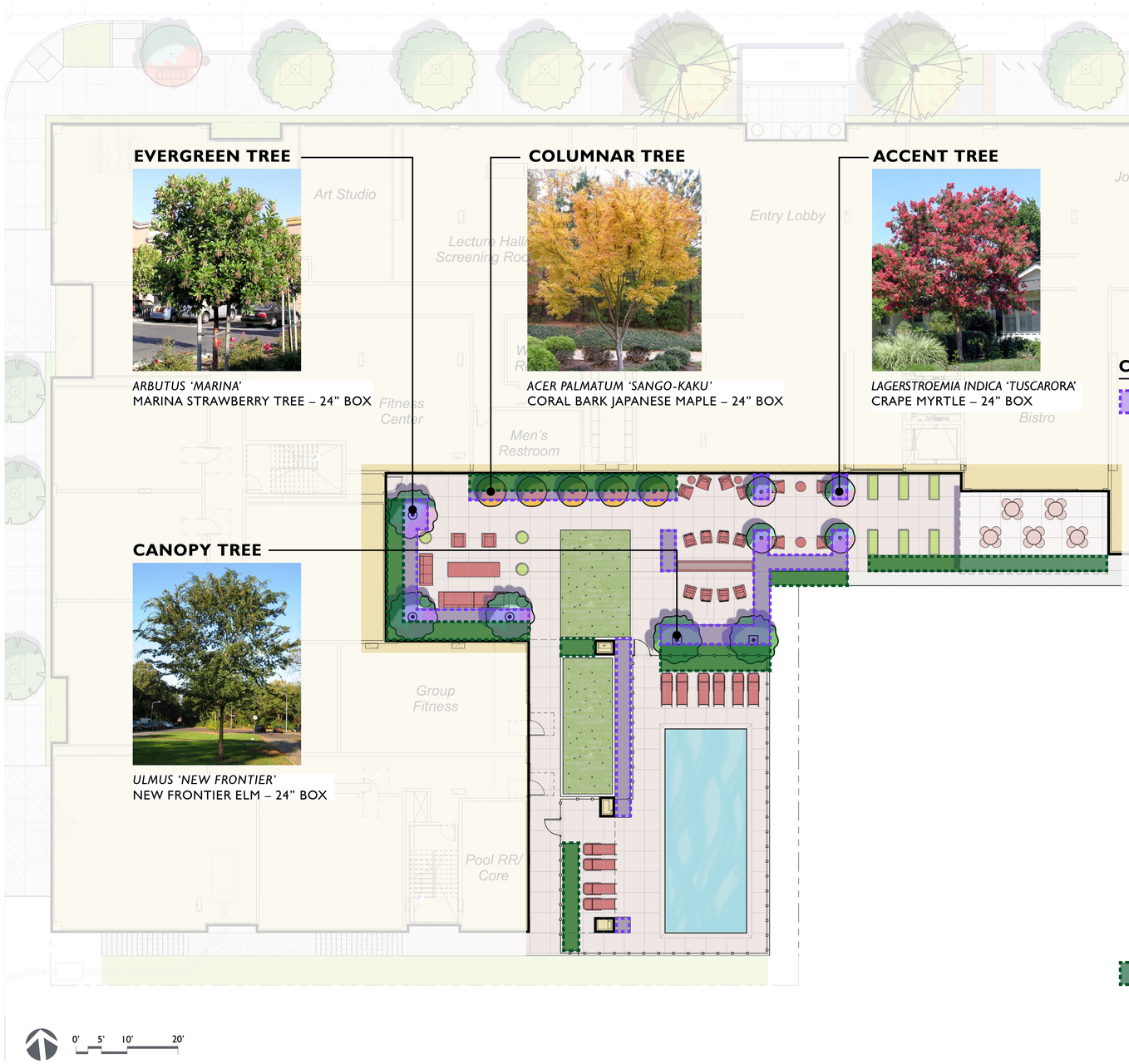
PLANTING PROFILE - GROUND LEVEL
STREETSCAPE/ BLDG PERIMETER

April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

L-4



EVERGREEN TREE

ARBUTUS 'MARINA'
MARINA STRAWBERRY TREE – 24" BOX

COLUMNAR TREE

ACER PALMATUM 'SANGO-KAKU'
CORAL BARK JAPANESE MAPLE – 24" BOX

ACCENT TREE

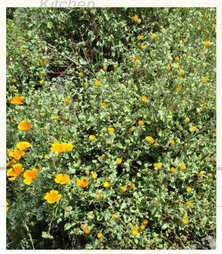
LAGERSTROEMIA INDICA 'TUSCARORA'
CRAPE MYRTLE – 24" BOX

CANOPY TREE

ULMUS 'NEW FRONTIER'
NEW FRONTIER ELM – 24" BOX

COURTYARD PLANT PALETTE

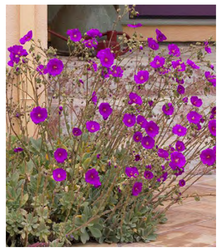
ACCENT SHRUBS/ PERENNIALS



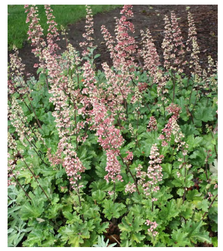
ABUTILON PALMERI
INDIAN MALLOW
5 GAL, 42" O.C.

ACHILLEA SP.
YARROW
1 GAL, 30" O.C.

AEONIUM 'SUNBURST'
SUNBURST AEONIUM
5 GAL, 30" O.,C.

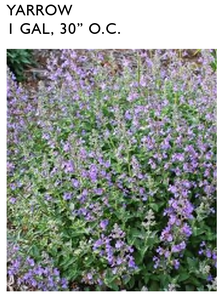


CALANDRINIA 'SHINING PINK'
SHINING PINK CALANDRINIA
1 GAL, 24" O.C.

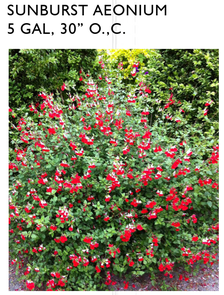


HEUCHERA MAXIMA 'ALUM ROOT'
OPAL ISLAND ALUM ROOT
1 GAL, 24" O.C.

LIGUSTRUM SINENSE 'SUNSHINE'
SUNSHINE LIGUSTRUM
5 GAL, 36" O.C.



NEPETA X FAASSENII
CATMINT
1 GAL, 30" P.C.



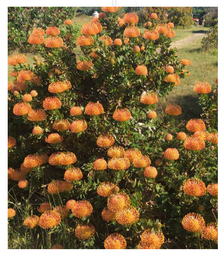
SALVIA 'HOT LIP'
HOT LIP SALVIA
5 GAL, 48" O.C.

TEUCRIUM CHAMAEDRYS
WALL GERMANDER
1 GAL, 24" O.C.

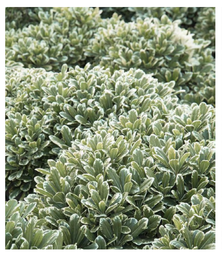
FOUNDATION SHRUBS

NANDINA 'LEMON LIME'
LEMON-LIME NANDINA
5 GAL, 30" O.C.

OLEA EUROPAEA 'MONTRA'
LITTLE OLLIE OLIVE
5 GAL, 48" O.C.



LEUCOSPERMUM C. 'FLAME GIANT'
PINCHSHION
5 GAL, 48" O.C.



PITTOSPORUM 'CRÈME DE MINT'
DWARF PITTOSPORUM
5 GAL, 30" O.C.

WESTRINGIA F. 'MORNING LIGHT'
GREY BOX COAST ROSEMARY
5 GAL, 42" O.C.

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PLANTING PROFILE - GROUND LEVEL STREETSCAPE/ BLDG PERIMETER

April 29, 2024

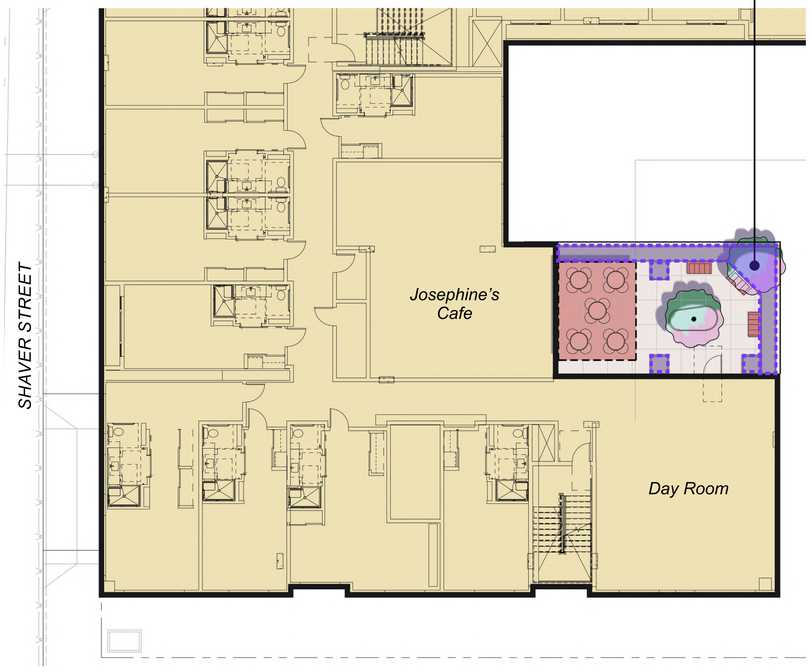
BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

ACCENT TREE

LAGERSTROEMIA 'ZUNI'
ZUNI CRAPE MYRTLE – 15 GALLON

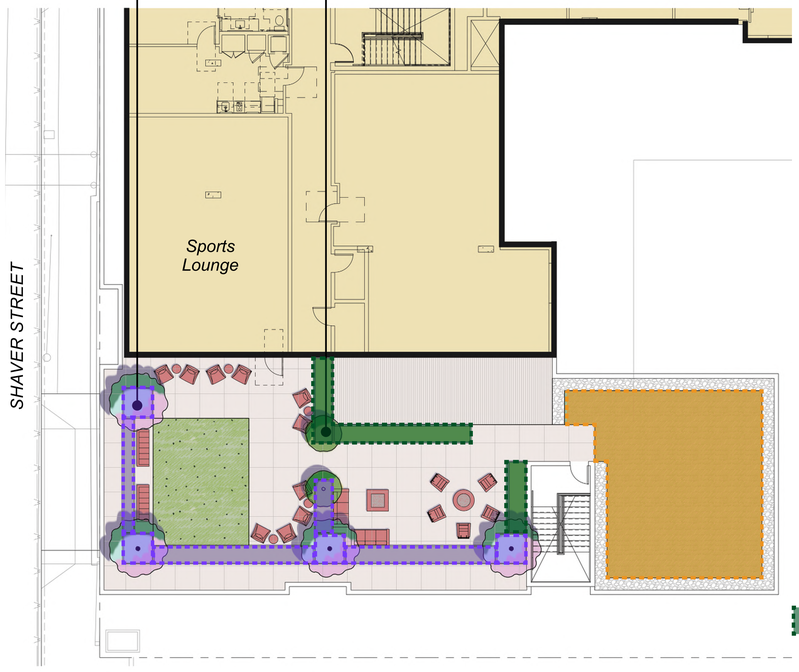
ACCENT TREE

OLEA EUROPAEA 'MONTRA'
LITTLE OLLIE OLIVE – 15 GALLON



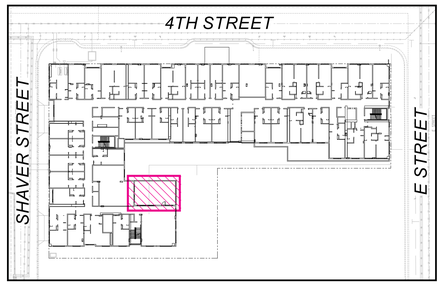
1 2ND FLOOR MEMORY CARE TERRACE
1" = 10'-0"

0' 5' 10' 20'

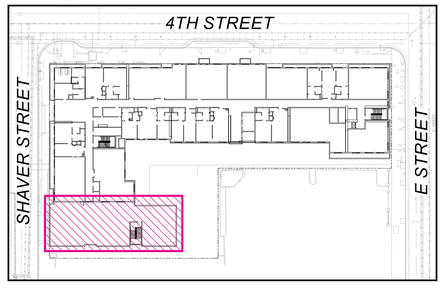


2 7TH FLOOR ROOF TERRACE
1" = 10'-0"

0' 5' 10' 20'



KEY PLAN
N.T.S.



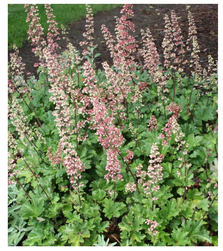
KEY PLAN
N.T.S.

COURTYARD PLANT PALETTE

ACCENT SHRUBS/ PERENNIALS

ACHILLEA SP.
YARROW
1 GAL, 30" O.C.

AEONIUM 'SUNBURST'
SUNBURST AEONIUM
5 GAL, 30" O.,C.

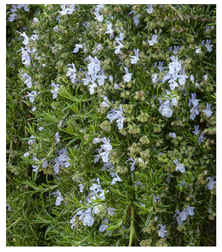


HEUCHERA MAXIMA 'ALUM ROOT'
OPAL ISLAND ALUM ROOT
1 GAL, 24" O.C.

HESPERALOE PARVIFLORA 'PERPA'
BRAKELIGHTS RED YUCCA
5 GAL, 30" O.C.

LOMONDRA 'ROMA'
PLATINUM BEAUTY VARIEGATED
MAT RUSH - 5 GAL, 36" O.C.

NEPETA X FAASSENII
CATMINT
1 GAL, 30" P.C.



ROSMARINUS
'HUNGTINGTON CARPET'
HUNTINGTON CARPET
ROSEMARY - 1GAL, 48" O.C.

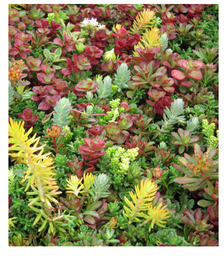
SALVIA LEUCOPHYLLA
PURPLE SAGE
1 GAL, 30" O.C.

FOUNDATION SHRUBS

PITTOSPORUM 'CRÈME DE MINT'
DWARF PITTOSPORUM
5 GAL, 30" O.C.

WESTRINGIA F. 'MORNING LIGHT'
GREY BOX COAST ROSEMARY
5 GAL, 42" O.C.

GREEN ROOF



PLANTED-IN-PLACE SEDUM TILE BLEND
BY COLUMBIA GREEN TECHNOLOGIES
MODEL: COLOR MAX PL4400

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PLANTING PROFILE - UPPER TERRACES

April 29, 2024

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

SAN RAFAEL
THE CITY WITH A MISSION

Community Development Department – Planning Division

INTER-DEPARTMENTAL MEMORANDUM

Date: July 23,2024

To: Project File

From: Margaret Kavanaugh-Lynch, Planning Manager

Subject: **CEQA Infill Exemption Memorandum for a proposed state licensed residential care facility for the elderly (RCFE) containing 155 senior independent and assisted living units, and 28 secured memory care units at 1515 4th Street; APN 011-245-41; City Case Numbers PLAN24-033**

SUMMARY

The project satisfies the criteria set forth in CEQA Guideline 15332 and is therefore exempt from CEQA review. Furthermore, the project is not subject to any of the statutory exceptions set forth in Section 15300.2(a-f) that would make the project ineligible for the exemption.

Project Description

The proposed project ("Project") is an infill development on a previously developed 0.88-acre site at 1515 Fourth Street in downtown San Rafael. The Project site is currently occupied with a vacant commercial building and parking lot which will be demolished to accommodate construction to build and operate a state licensed residential care facility for the elderly (RCFE) containing 155 senior independent and assisted living units, and 28 secured memory care units at 1515 4th Street. The project is subject to approval of Use Permit.

The CEQA Process

CEQA establishes a three-tier environmental review process. The first step is jurisdictional and requires a public agency to determine whether a proposed activity is a "project" as defined in Section 21065 of the CEQA Guidelines. As provided therein, under CEQA a "project" means an activity that may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and which is any of the following:

a. An activity directly undertaken by any public agency.
b. An activity undertaken by a person which is supported, in whole or in part, through contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.
c. An activity that involves the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

If an activity is defined as a "project, the agency must decide whether the project is exempt from CEQA review under either a statutory or categorical exemption, Articles 18 and 19, respectively. If a project is categorically exempt, it is not subject to CEQA and is processed without an initial study or further CEQA review. (*Holden v. City of San Diego* (2019) 43 Cal.App.5th 404, 409.)

CEQA provides several "categorical exemptions" that are applicable to categories of projects that the Legislature has determined do not pose a risk of significant impacts on the environment. Here, the Project qualifies for the infill exemption pursuant to Title 14 of the California Code of Regulations Section 15332 ("CEQA Guidelines 15332").

The CEQA Infill Exemption

CEQA Guidelines 15332 states that infill development is exempt from CEQA review if it meets the following criteria:

> "a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
>
> b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.
>
> c) The project site has no value, as habitat for endangered, rare or threatened species.
>
> d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
>
> e) The site can be adequately served by all required utilities and public services."

As discussed below, the Project meets each of these criteria and is therefore categorically exempt from CEQA. Furthermore, there are no applicable exceptions to the exemption.

> **a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulation.**

The Project site meets this condition. The Project site consists of one assessor's parcel, which has the Downtown Mixed-Use general plan designation. The Project site includes two Downtown Precise Plan zoning designations: T4MS 50/70 and T4N 40/50. As described in detail in the July 23, 2024 Planning Commission staff report for the Project, the Project would conform to all pertinent General Plan goals, policies and programs and zoning designations, and no rezonings or General Plan amendments would be required.

While the Project does seek waivers pursuant to the State Density Bonus Law, the use of waivers does not render the infill exemption inapplicable. This issue was squarely addressed and resolved in *Wollmer v. City of Berkeley* (2011) 193 Cal. App. 4th 1329. In *Wollmer*, an opponent of a Berkeley mixed use density bonus project challenged the City's use of the 15332 urban infill exemption on the grounds that the City's modifications and waivers of development standards, as required under the Density Bonus Law, meant that the project was not consistent with existing zoning.

The court rejected the argument, finding that the modifications authorized by the Density Bonus Law did not disqualify the project from claiming the exemption. The court concluded the infill exemption was still

appropriate and that environmental review was not required. Waived development standards and regulations are not "applicable" to a qualifying density bonus project.

b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.

The Project site meets this condition. The Project site is 0.88 acres and is located within the limits of the City of San Rafael. The Project site is entirely surrounded by urban uses, including a variety of office, retail, and food service uses.

c) The project site has no value, as habitat for endangered, rare or threatened species.

The Project site meets this condition. The Project site is located in Downtown San Rafael and is surrounded by urban development. As shown on the San Rafael General Plan 2040 map of Special Status Species (Figure 6-3), there are no known special status species within the project boundaries. Furthermore, the Project site is a developed site, fully graded, paved, and occupied with an existing vacant office/retail structure and vegetation is limited to ornamental trees, shrubs, and groundcovers. Accordingly, the site has no value as habitat for endangered, rare, or threatened species.

d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

The Project would not result in any significant effects relating to traffic, noise, air quality or water quality for the reasons discussed below:

- *Traffic* - As noted in the Local Transportation Analysis prepared by Advanced Mobility Group for the previously approved project, (12/2022) the 4th Street/E Street and 4th Street/Shaver Street intersections currently operate at level of service (LOS) B and A, respectively. The previously approved project would have introduced 131 new trips (this number reflects corrections to the previous traffic count in compliance with Resolution 14983, which expressly states that the "*fee will be based on the unadjusted (no pass by or multimodal adjustments) trip generation calculations approved by the City Traffic Engineer*.") The trip generation of the proposed project is less than the approved project as detailed in the Technical Memorandum dated 2/27/2024. The proposed project will generate 18 AM peak hour trips and 35 PM peak hour trips, for a total of 53 peak hour trips. therefore, the study intersections will continue to operate at LOS B and A, respectively.

- Areas within the Downtown Precise Plan area, including the project site are not subject to the City's adopted LOS policy which calls for LOS D or better. Despite not being subject to this standard, study intersections will operate above LOS D and as such, the project will not result in a significant traffic impact as a result of conflict with an adopted policy.

- In addition to providing a LOS analysis, the Local Transportation Analysis also includes a discussion of project-generated vehicle miles traveled (VMT). As noted therein, the project screens out from the need for a detailed VMT analysis pursuant to the City's adopted VMT Guidelines which exempts residential and employment-generating projects in low VMT areas. As noted in the Analysis, the project is a local serving public facility and located in a low VMT area and as such the project will not result in significant traffic impacts due to VMT generation above adopted thresholds.

Additionally, the Analysis concludes that pedestrian, bicycle, and transit facilities, site access and circulation, and parking are adequate to serve the project and the project will not result in impacts to emergency access.

- *Noise* - The Project would also not result in any significant effects relating to noise as confirmed by the Senior Housing Project NOISE AND VIBRATION ASSESSMENT 1515 Fourth Street, San Rafael, California (3/6/2024) prepared by Illingworth & Rodkin, Inc.

  Construction Noise and Vibration. The Noise and Vibration Assessment indicates that the project would have temporary increases in noise and vibration that would last for up to two years based on the proposed construction schedule. However, it is expected that construction related noise levels exceeding 60 dBA Leq would not last more than one year and the nearest noise sensitive (residential) uses will be 75 feet from close-in on-site construction. Additionally, the project will be subject to best practice controls along with the allowable hours of construction pursuant to Section 8.13.050 of the Municipal Code including the following as identified in the Noise and Vibration Assessment:

  - Noise-generating construction activities, including truck traffic coming to and from the construction site for any purpose, shall be limited to between the hours of 7:00 am and 6:00 pm on weekdays and 9:00 am and 6:00 pm on Saturdays. No construction shall occur on Sundays or holidays.
  - All equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment.
  - The construction contractor shall utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
  - At all times during project grading and construction, stationary noise--generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from residences.
  - Unnecessary idling of internal combustion engines shall be prohibited.
  - Construction staging areas shall be established at locations that will create the greatest distance between the construction related noise sources and noise--sensitive receptors nearest the project site during all project construction.
  - The required construction-related noise mitigation plan shall also specify that haul truck deliveries are subject to the same hours specified for construction equipment.
  - Neighbors located adjacent to the construction site shall be notified of the construction schedule in writing.
  - The construction contractor shall designate a “noise disturbance coordinator” who will be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures as warranted to correct the problem. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.

  The Noise and Vibration Assessment concludes that by use of administrative controls such as notifying adjacent land uses of scheduled construction activities and scheduling construction activities with the highest potential to produce perceptible vibration to hours with least potential to affect nearby residences, perceptible vibration can be kept to a minimum and as such would not result in a significant impact with respect to perception.

Noise and vibration would be temporary and limited through the use of best management practices and the design of the proposed project will limit the potential for operational noise impacts. Therefore, the proposed project would not have a significant effect on noise.

Operational Noise. As a residential project located in an urbanized area, the project will not result in any significant effects relating to operational noise. Additionally, the Noise and Vibration Assessment determined that the proposed project would result in less than 1dBA increase in noise from the additional traffic that might result from the proposed project and as such impacts resulting from an increase in the ambient noise environment will be less than significant.

Furthermore, the proposed project uses design to limit noise exposure to sensitive receptors introduced by the project which is not considered an environmental impact, but is included to ensure compliance with adopted regulations related to land use consistency. The project will utilize mechanical ventilation systems to supply fresh air and includes exterior wall assemblies, windows, and doors intended to maintain interior noise levels at or below 45 dBA L_{dn}. With incorporation of design features, the project will not result in a conflict with adopted policies related to land use consistency and impacts of the project will be less than significant.

- *Air Quality and Greenhouse Gas Emissions* - The Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines provide preliminary screening for a lead agency to consider in making a conservative determination of a project's potential impacts on air quality based on proposed land-use (i.e. residential, commercial, industrial, etc.). Projects that are below the screening criteria are reasonably expected to result in less than significant impacts to air quality since pollutant emissions would be minimal. The screening level criteria for an apartment, high rise, and strip mall (presumed to be of like uses as the proposed project, are presented below:

Table 1: BAAQMD Screening Criteria

Land Use Type	Operational Screening Size	Construction Screening Size
Apartment, High Rise	510 du (ROG)	249 du (ROG)
Strip Mall	99 ksf (NOX)	277 ksf (ROG)
Source: Table 3-1, page 3-2 BAAQMD 2017 CEQA Guidelines, May 2017 *du= dwelling unit; ksf= thousand square feet*		

Table 1 shows the screening size for construction and operation of high-rise apartments, and strip malls (presumed to be comparable to the commercial component). When projects exceed the BAAQMD screening criteria a quantitative analysis would be warranted to determine if the project would result in significant impacts related to air quality. The project proposes the development of a state licensed residential care facility for the elderly (RCFE) containing 155 senior independent and assisted living units, and 28 secured memory care units, which is below the screening size for construction (249 dwelling units) and operation (510 dwelling units for criteria pollutants). The proposed 23,959 square feet of amenity space is below the screening levels for construction (97,000 square feet), and operation (277,000 square feet for criteria pollutants). Given that the proposed project size is well below the screening criteria, the project does not trigger the need for a quantitative air quality analysis. It can be conclusively determined that the proposed project would have no impacts due to degraded air quality resulting from the infill project. It should be noted that the project will be subject to BAAQMD best management

practices during construction to control for dust and vehicle emissions. As such, impacts from air quality emissions as a result of the project construction and operation would be negligible.

Furthermore, the proposed project will not result in significant GHG impacts. BAAQMD published updated GHG thresholds in April 2022 for land use projects. The new thresholds establish that a project is considered to have a less-than-significant impact due to GHG emissions if it is consistent with a local GHG Reduction Strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b), or meets the following 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.

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

The project is consistent with BAAQMD's thresholds for land use projects for buildings in that it will not include natural gas appliances or natural gas plumbing and will not result in wasteful use of energy as it will be consistent with the most recent building requirements for energy efficiency. The project will be consistent with Title 24 building efficiency standards, will comply with the California Energy Commission's standards for lighting efficiency, and will comply with lighting standards. As discussed previously, the project will not result in significant VMT impacts and will be required to comply with off-street electric vehicle (EV) requirements in the most recently adopted version of CALGreen Tier 2C. Based on the project's consistency with BAAQMD's thresholds for land use projects, the project will not have significant effects on related to greenhouse gas emissions.

- *Water Quality* - No significant water quality impacts would occur as a result of project implementation. The project site is 0.88 acres located in a heavily urbanized and developed area. The project has been required as a condition of approval to provide an updated Stormwater Treatment plan that shall be in compliance with Marin County Stormwater Pollution Prevention Program (MCSTOPPP) requirements. Further, the proposed project's activities which will not introduce new types of pollutants on site. As such, the proposed project will not have a significant effect on water quality.

Based on the analysis provided above, the proposed project will not result in any significant effects relating to traffic, noise, air quality, or water quality and therefore qualifies for the use of a categorical exemption from the requirements of CEQA pursuant to Section 15332

e) The site can be adequately served by all required utilities and public services.

The Project site is located within the City of San Rafael and would continue to be adequately served by City and regional services. The Property is currently being served and water service would continue to be provided by the Marin Municipal Water District (MMWD), though the purchase of additional water allotment will be required. The proposed project is consistent with the expected growth in the Downtown Precise Plan and the EIR prepared for the 2040 General Plan and Downtown Precise Plan concluded that MMWD will have sufficient water supply to meet the demand for buildout of the San Rafael Downtown Precise Plan pursuant to the MMWD Water Resources Plan 2040 (March 2017) and would neither exceed planned levels of supply nor require building new water treatment facilities or expanding existing facilities beyond what is currently planned. Therefore, the proposed project would not have a significant effect on electricity or water utility services.

Wastewater service would be provided by the San Rafael Sanitation District. The EIR for the General Plan and Downtown Precise Plan concluded that the expected increase in downtown population as a result of the plans would not exceed the permitted capacity of the Central Marin Sanitation Agency's wastewater treatment plant or have other significant impacts to wastewater. As noted in the April 11, 2023 Planning Commission staff report for the project, the proposed project is consistent with the proposed Downtown Precise Plan and, therefore, the proposed project would not have a significant effect on wastewater.

As the proposed project is within the planned development of the area and can be served by all utilities and would exceed the capacity of or require the construction or expansion of new utility services, it can be concluded that the project can be adequately served by all required utilities and public services.

Therefore, as analyzed above, the proposed project meets the criteria for a 15332 Infill Exemption under the California Environmental Quality Act.

No Exceptions to the Exemption Apply

If a project qualifies for use of a categorical exemption, then the lead agency must determine whether the categorical exemption is unavailable because the project is subject to an exception to the categorical exemptions. (CEQA Guidelines § 15300.2.) A project will not qualify as exempt if it is subject to one of the six exceptions provided below:

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located.

(b) Cumulative Impact. All exemptions are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources within a highway officially designated as a state scenic highway.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

As described below, none of the exceptions to the exemption apply.

a. Location. Section 15300.2(a) does not apply to a Class 32 infill exemption.

b. Cumulative Impact. Section 15300.2(b) does not apply as there is no evidence of a potential significant cumulative impact because successive projects of the same type in the same place have not been approved and are not currently contemplated or proposed. Furthermore, development of the site as well as development throughout the city was analyzed in the City of San Rafael's EIR which concluded that buildout under the General Plan and Downtown Precise Plan would result in cumulative impacts. These impacts have been previously analyzed and the City adopted a statement of overriding considerations. The project will be subject to all applicable mitigation measures contained in the EIR for the General Plan and Downtown Precise Plan and as such, this exception does not apply to the project.

c. Significant Effect and Unusual Circumstances. This exception has 2 prongs:

1. Whether the project presents unusual circumstances; and
2. Whether there is a reasonable possibility of a significant effect on the environment due to those unusual circumstances.

There is nothing unusual about the Project. It is proposed for an existing infill site that is substantially developed on all sides. There is no sensitive habitat or sensitive areas on or around the site. Case law strongly affirms that, even when opponents point to distinctive aspects of a project or its location, a typical project such as this is not subject to the "unusual circumstances" exception. (See, e.g., *Berkeley Hillside Pres. v. City of Berkeley*, 241 Cal. App. 4th 943, 955 (2015) (no "unusual circumstances" despite claims of unusual size, environmental setting, and inconsistency with general plan); *Protect Tustin Ranch v. City of Tustin*, 70 Cal. App. 5th 951, 962 (2021) (no "unusual circumstances" despite claims of unusually large project configuration); *Wollmer v. City of Berkeley*, 193 Cal. App. 4th 1329, 1336 (2011) (98-unit mixed use development affirmed under Class 32 exemption despite claimed unusual location and traffic issues).)

Further, the General Plan/Precise Plan EIR specifically notes that the increase of downtown higher density development would not have a significant effect.

d. Scenic Highways. Section 15300.2(d) does not apply because the Project site is not in proximity or visible to any designated scenic highway or highway eligible for designation based on the State of California's Scenic Highway program.

e. Hazardous Waste Sites. Section 15300.2(e) does not apply because the site is not a state designated hazardous waste site. A search of the State Water Resources Control Board GeoTracker site did not reveal any Leaking Underground Storage Tank (LUST) projects on the site nor did it indicate that there were any other Cleanup Program Sites. Additionally, a review of California Department of Toxic Substances Control EnviroStor database which lists all hazardous waste sites including Superfund sites,

State Response Sites did not show any listings for 1515 4th St in San Rafael. Therefore, the exception would not apply because the site is not a state designated hazardous waste site.

f. Historical resources. Section 15300.2(f) does not apply because there are no historical resources located on the proposed Project site. The existing building on the site was constructed in 1985. It does not contain any unique architectural features nor have any community significance. The City recently updated the list of historic resources in the Precise Plan and the Project site is not identified as a historic resource. Therefore, this exception would not apply to the project.

The proposed project qualifies for a 15332 exemption as it is substantially surrounded by development in an urbanized area on a site less than five acres. As determined above it meets the conditions required for the exemption and there are no exceptions to the exemption that apply. As such the proposed project is eligible for an exemption under CEQA Guidelines Categorical Exemption Class 32 for infill development.

Attachments:

1. Local Transportation Analysis prepared by Advanced Mobility Group, dated December 2022
2. Technical Memorandum prepared by Advanced Mobility Group, dated February 27, 2024
3. Belmont Village of San Rafael Senior Housing Project NOISE AND VIBRATION ASSESSMENT by Illingworth & Rodkin, Inc., dated March 6, 2024

Technical Memorandum

To:	**Randy Ackerman** **Managing Director** Greystar Development West, LLC	**From:**	**Joy Bhattacharya, PE**
Address:	450 Sansome Street, Suite 500 San Francisco, CA 94111	**Date:**	February 27, 2024

Reference: Trip Generation Estimates for the Proposed Belmont Village Senior Housing / Residential Care Facility for the Elderly in the City of San Rafael

The purpose of this technical memorandum is to present the Trip Generation Estimates for the proposed Belmont Village project at the south side of 4th Street between E Street and Shaver Street.

The proposed project will be a new construction of a 193,567 -square-foot building, 7-Story, residential care facility for the elderly with 155 living units and 28 memory care dwellings. The facility will also include amenities like several dining halls, two fitness centers, an art studio, a lecture hall, a town hall, and a pool. **Appendix A** includes a site plan of the proposed Belmont Village project.

The site plan shows that some of these amenities will be "retail" spaces. These retail amenities will only be available to residents and not open to the public, so they will not generate any additional trips.

At this same location, a 7-story mixed use housing development with 162 dwelling units and 8,925 square feet of ground-floor retail was previously proposed and approved by the City based on the traffic study prepared by AMG. **Table 1** below shows the Trip Generation for the previously proposed project as presented in the Local Traffic Analysis (LTA).

Table 1: Trip Generation for Previously Proposed development at 1515 4th Street

Land Use	ITE Code	Size[1,2]	Daily		Weekday A.M.				Weekday P.M.			
			Rate	Total	Rate	In	Out	Total	Rate	In	Out	Total
Apartments	ITE 221	162 DU	2.93	475	0.28	7	39	46	0.26	31	12	43
Commercial Variety Store	ITE 814	9 KSF	37.27	333	1.47	8	16	14	3.1	14	14	28
Total			-	**807**	-	**15**	**45**	**60**	-	**45**	**26**	**71**

Notes:
1. DU = Dwelling Units
2. KSF = 1000 Square Feet

Note: ITE Source: ITE Trip Generation Manual 11th Edition, 2021

Since the previously proposed project was a mixed-use development of residential and retail stores, a trip rate reduction was allowed in the form of internal trips. Internal trip reductions were calculated using the ITE Trip Generation Handbook, 3rd Edition. The estimated trip

reduction and net project trip generation for the previously proposed development are shown in **Table 2**. Therefore, the total number of trips generated by the previously proposed project were 60 and 61 trips during the a.m. and p.m. peak hours, respectively.

Table 2: Trip Reduction and Net Trip Generation for the Previously Proposed Project

	AM Trips			PM Trips		
	In	Out	Total	In	Out	Total
Gross Project Trip Generation	15	45	60	45	26	71
Internal Trip Reduction	0	0	0	5	5	10
Net Project Trip Generation	**15**	**45**	**60**	**40**	**21**	**61**
Percent Reduction	**0%**	**0%**	**0%**	**11%**	**19%**	**14%**

AMG proposed that the peak hour trip generation for the project should be based on the *Trip Generation Manual, 11th Edition*, published by the Institute of Transportation Engineers (ITE). Based on the proposed project land use and site plan, Congregate Care Facility (ITE 253) and Assisted Living (ITE 254) seemed to be the most appropriate.

The ITE Manual included several other living categories for seniors (Senior Adult Housing - Single-Family, Senior Adult Housing – Multifamily, etc.). However, the information provided in ITE described a Congregate Care Facility as "an independent living development that provides centralized amenities." A Congregate Care facility also provides a kitchenette in each individual dwelling and residents may contract additional medical professional services. This fits the description of the proposed 155 living units. ITE described Assisted Living as "an assisted living complex is a residential setting that provides either routine general protective oversight or assistance with activities necessary for independent living to persons with mental or physical limitations. The typical resident has difficulty managing an independent living arrangement but does not require nursing home care" which does fit the description of the proposed 28 memory care dwellings.

It is estimated that the project will generate approximately 415 daily trips and approximately 18 trips during the AM peak hour and 35 drips during the PM peak hour as shown in **Table 3**. Based on the proposed land use for this project, there were no additional trip reductions.

Table 3: Trip Generation for Proposed Belmont Village

Land Use	ITE Code	Size[1]	Daily		Weekday A.M.				Weekday P.M.			
			Rate	Total	Rate	In	Out	Total	Rate	In	Out	Total
Congregate Care Facility	ITE 253	155 DU	2.21	343	0.08	7	6	13	0.18	14	14	28
Assisted Living	ITE 254	28 BEDS	2.60	73	0.18	4	1	5	0.24	2	5	7
Total			-	**415**	-	**11**	**7**	**18**	-	**16**	**19**	**35**

Notes:
1. DU = Dwelling Units

Note: ITE Source: ITE Trip Generation Manual 11th Edition, 2021

Details of the ITE Congregate Care Facility and ITE 254 assisted living categories are contained in **Appendix B**.

Table 4 below summarizes the net new AM and PM peak hour trips generated by previously proposed mixed-use development project and the Belmont Village Senior Housing/Residential Care facility project.

Table 4: AM & PM Peak Trip Generation Comparison

	AM Trips			PM Trips		
	In	Out	Total	In	Out	Total
Previously Proposed Project (1515 4th Street Mixed-Use Development)	15	45	60	40	21	61
Proposed Project (Belmont Village)	11	7	18	16	19	35
Net Project Trip Generation	**-4**	**-38**	**-42**	**-29**	**-7**	**-26**
Net AM & PM Trips between Previously Proposed Project & Belmont Village Project						**-68**

As shown in the Table above, the proposed Belmont Village project is expected to generate 42 and 26 less trips in the AM and PM peak, respectively. That is a combined total of 68 less trips in the peak hours. Since there are significantly fewer trips created by the project no additional analyses should be conducted, as the new proposed project will have less impact than the previously proposed project.

VMT Analysis:

In 2013, Governor Jerry Brown signed SB 743, which both streamlined review for transit-oriented infill projects and directed the State Office of Planning and Research (OPR) to establish new practices and metrics to evaluate transportation impacts under the California Environmental Quality Act (CEQA). Specifically, SB 743 requires that Level of Service (LOS) metrics be replaced by VMT metrics for purposes of CEQA analysis. While SB 743 did not eliminate the ability of local agencies to continue using LOS as a planning metric in General Plans, it reflected a shift in perspective to more sustainable transportation planning that relies on metrics like VMT, which avoid discouraging infill development, and can help make non-automotive transportation faster, safer, and more reliable. The new guidelines require the use of vehicle miles travelled (VMT) as the metric for evaluating the significant traffic impacts to promote greenhouse gas emissions reductions, multimodal transportation networks and diverse land uses.

Senate Bill (SB) 743 (Steinberg 2013) adds Public Resources Code Section 21099 to CEQA and changes the way that transportation impacts are analyzed to better align local environmental review with statewide objectives to reduce greenhouse gas (GHG) emissions, encourage infill mixed-use development in designated priority development areas, reduce regional sprawl development, and reduce vehicle miles traveled (VMT) in California.

The City of San Rafael has adopted VMT methodology for application within the city. The methodology has five screening criteria to determine if a project can be exempted from the VMT analysis.

1. **Transit Priority Area (TPA)**: Projects located within ½ mile walkshed around major transit stops in San Rafael. *The proposed project is not within ½ mile walkshed of a major transit stop. However, it does border the Downtown San Rafael TPA*.
2. **Affordable Housing**: 100% restricted affordable residential projects in infill locations. *The project is located within an infill location*.
3. **Small Projects**: Small projects can be presumed to cause a less-than-significant VMT impact. Small projects are defined as generating 110 or fewer average daily vehicle trips. *The proposed project generates more than 110 daily vehicle trips*.
4. **Local Serving Public Facilities**: Projects that consist of Local Serving Public Facilities that encompass government, civic, cultural, health, and infrastructure uses and activity which contribute to and support community needs. *The proposed project is a local serving public facility*.
5. **Neighborhood-Serving Retail Project**: Neighborhood-serving retail projects that are less than 50,000 square feet, which serve the immediate neighborhoods. *The proposed project is not a neighborhood-serving retail project*.
6. **Residential and Office Projects Located in Low VMT Areas**: Residential and employment-generating projects located within a low VMT-generating area can be presumed to have a less-than-significant impact absent substantial evidence to the contrary. *The proposed project is a residential generating project. Based on the information provided by the TAM model for the previously proposed project, the project is in a low VMT area per residents*.

Section 15064.3 of the CEQA Guidelines provides guidance on evaluating a project's transportation impacts. According to Section 15064.3, vehicle miles traveled (VMT) is generally the most appropriate measure of transportation impacts, except for projects consisting of the addition of travel lanes to roadways. VMT refers to the amount and distance of automobile travel attributable to a project, regardless of the type of vehicle or number of occupants in a vehicle. Section 15064.3(b) establishes metrics and thresholds by which VMT can be evaluated for land use projects and transportation projects.

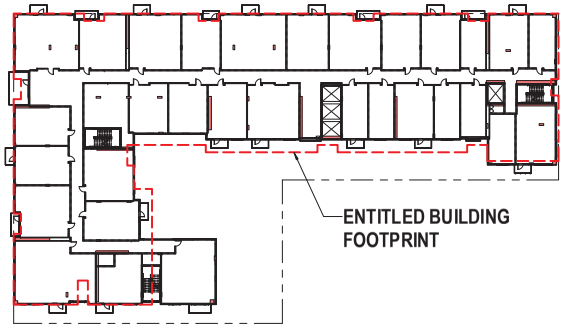
The proposed project is a senior housing/residential care facility for the elderly in a downtown location and is in a low VMT per resident area (TAZ 800165). Based on evaluation performed for the San Rafael General Plan 2040, housing projects in Downtown San Rafael will be screened out of a detailed VMT analysis. Hence, the proposed project passes two of the criteria shown above and will not require further VMT analysis.

Appendix A

Belmont Village Site Plan

ENTITLED BUILDING - GROUND FLOOR

0 16 32 64 FEET



	ENTITLED BUILDING		PROPOSED BUILDING	
	UNIT COUNT	GROSS AREA	UNIT COUNT	GROSS AREA
LEVEL 7	23	23,678	16	22,840
LEVEL 6	26	28,710	23	28,086
LEVEL 5	26	28,710	30	28,086
LEVEL 4	26	28,710	29	28,086
LEVEL 3	26	28,710	38	28,086
LEVEL 2	26	28,710	41	28,402
LEVEL 1	9	28,710	6	28,981
BASEMENT PARKING B1	0	35,590	0	36,302
BASEMENT PARKING B2	0	29,730	0	24,825
TOTAL	**162**	**261,258**	**183**	**253,694**
BUILDING HEIGHT	**76'-6"**		**76'-6"**	
VOLUNTARY PARKING PROVIDED	**179**		**138**	

2 TYPICAL FLOOR PLATE
1/32" = 1'-0"

0 16 32 64 FEET

1 GROUND LEVEL FLOOR PLAN
1/16" = 1'-0"

0 8 16 32 FEET

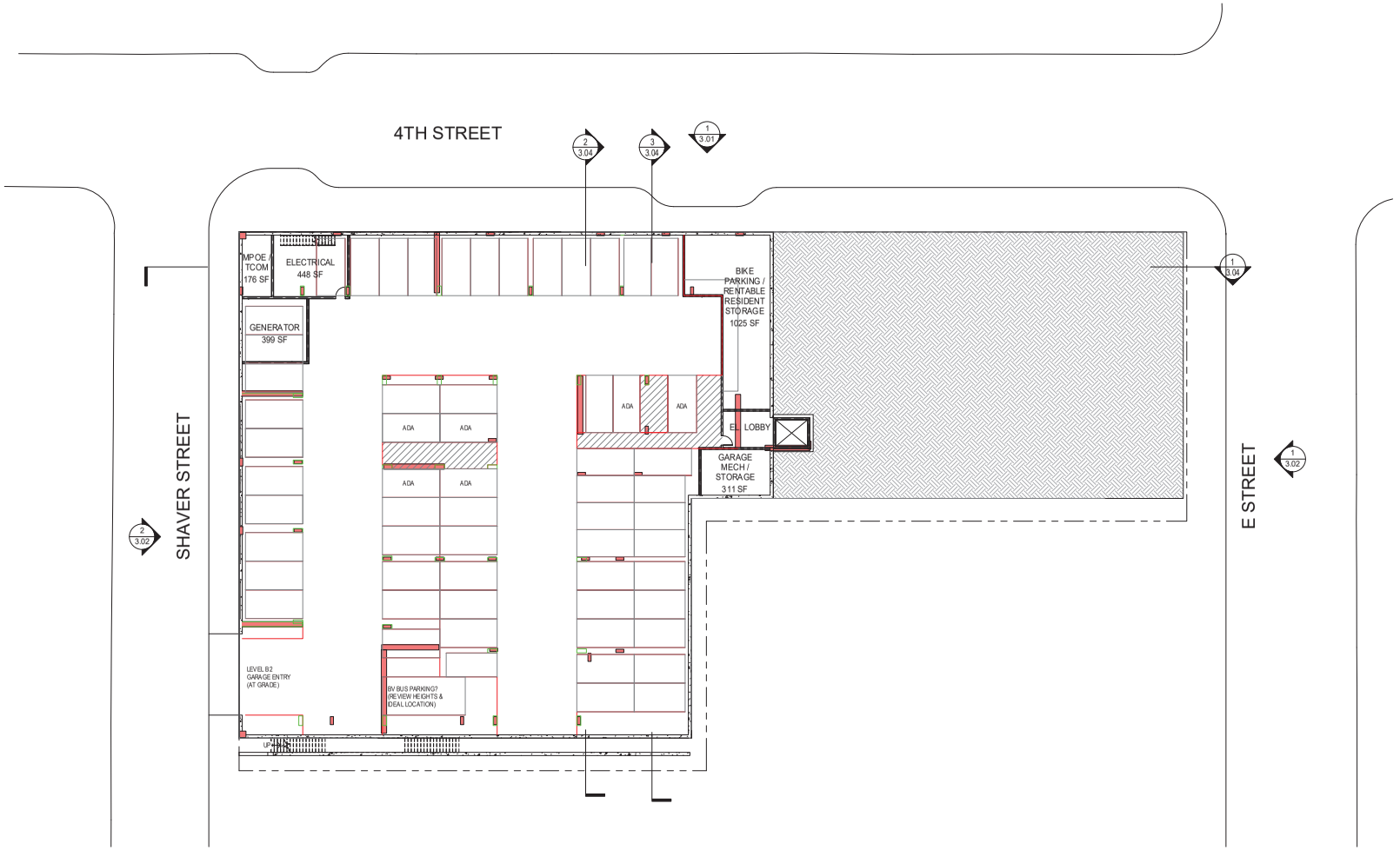
HKIT ARCHITECTS

GROUND LEVEL FLOOR PLAN COMPARISON

2/13/24

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

1.01



1 FLOOR PLAN AT LEVEL B2
1/16" = 1'-0"

FEET
0 8 16 32

HKIT ARCHITECTS

FLOOR PLAN AT LEVEL B2

2/13/24

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

2.0A

1 FLOOR PLAN AT LEVEL B1
1/16" = 1'-0"

FEET
0 8 16 32

HKIT ARCHITECTS

FLOOR PLAN AT LEVEL B1

2/13/24

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

2.0B

1 GROUND LEVEL FLOOR PLAN
1/16" = 1'-0"

HKIT ARCHITECTS

FLOOR PLAN AT GROUND LEVEL

2/13/24

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

2.01

1 FLOOR PLAN AT LEVEL 2
1/16" = 1'-0"

FEET
0 8 16 32

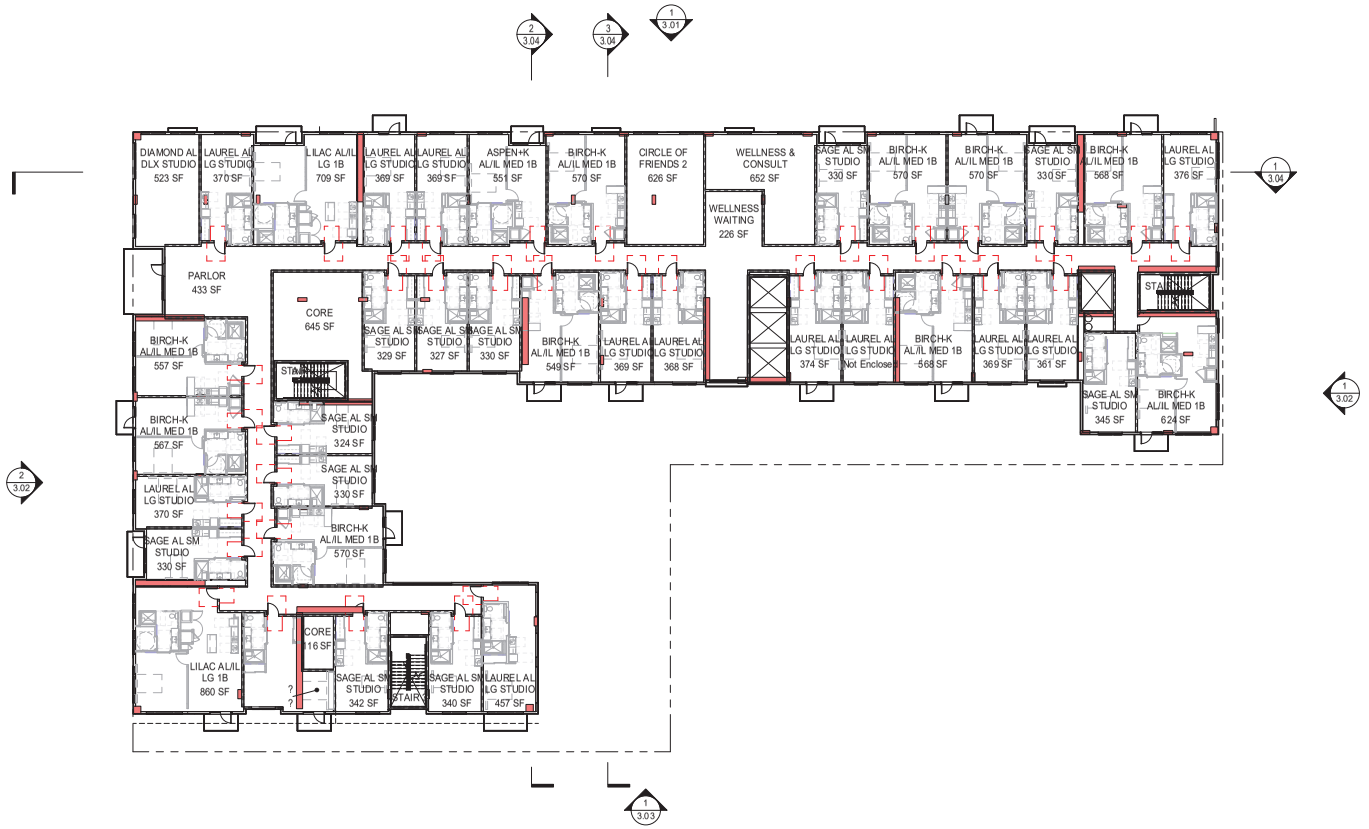
HKIT ARCHITECTS

FLOOR PLAN AT LEVEL 2

2/13/24

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

2.02



1 FLOOR PLAN AT LEVEL 3
1/16" = 1'-0"

FEET
0 8 16 32

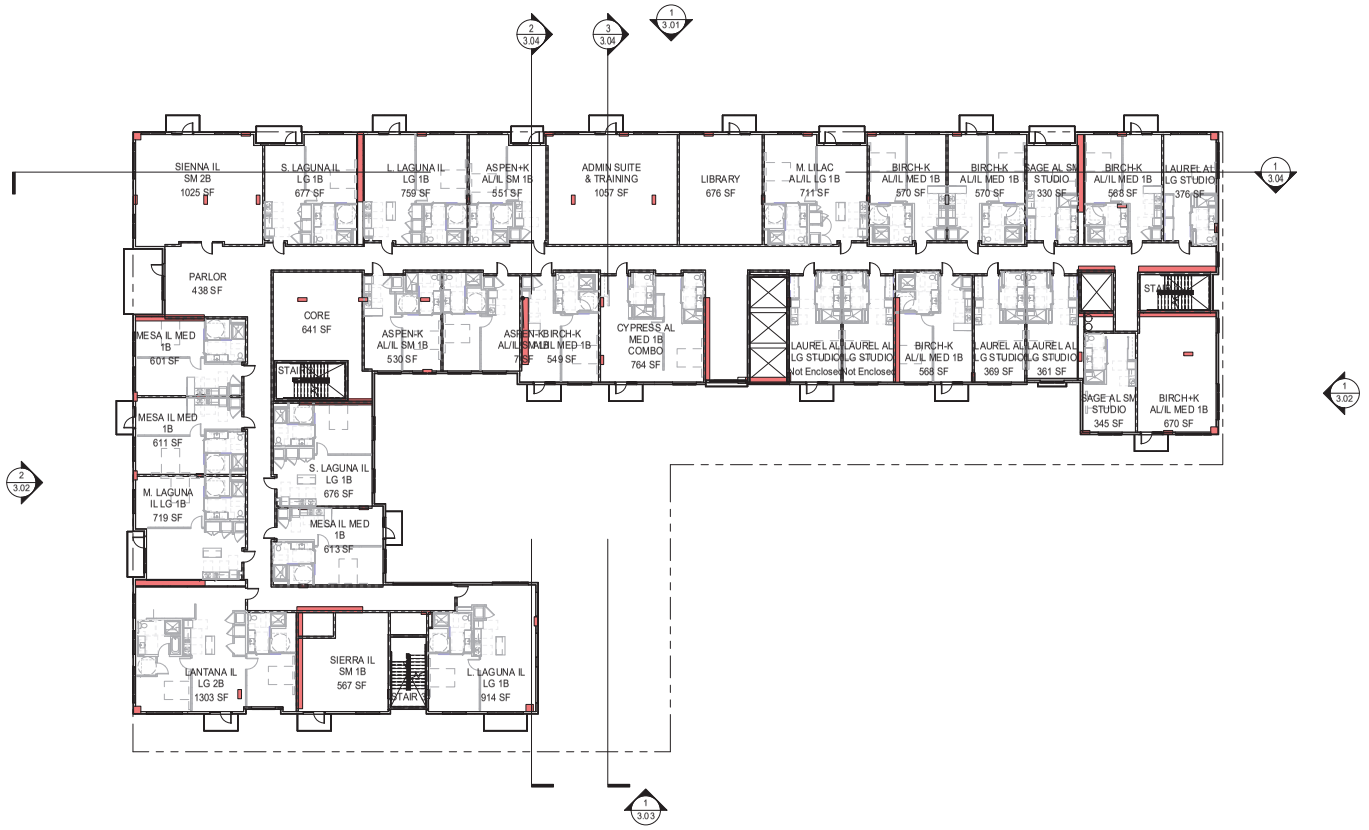
HKIT ARCHITECTS

FLOOR PLAN AT LEVEL 3

2/13/24

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

2.03



1 FLOOR PLAN AT LEVEL 4
1/16" = 1'-0"

FEET
0 8 16 32

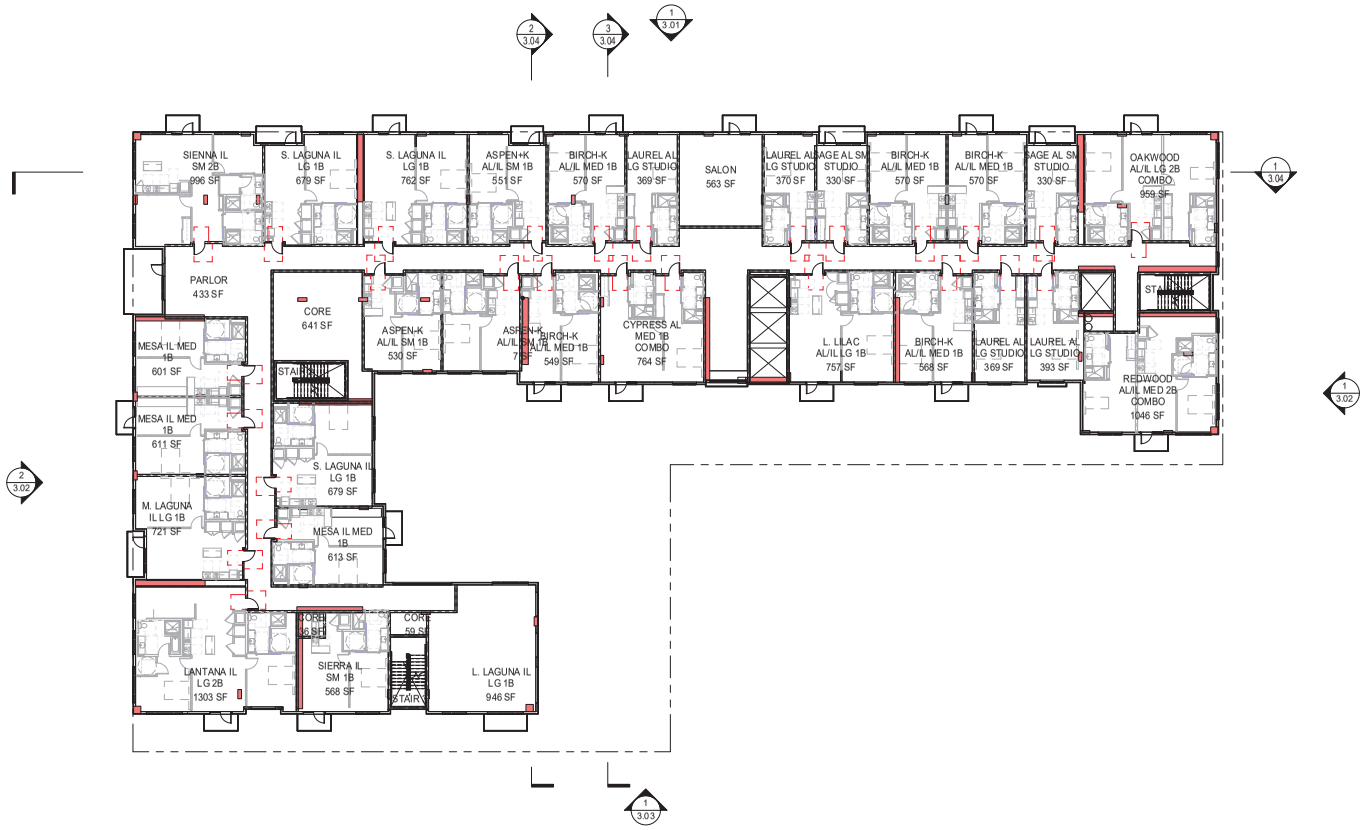
HKIT ARCHITECTS

FLOOR PLAN AT LEVEL 4

2/13/24

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

2.04



1 FLOOR PLAN AT LEVEL 5
1/16" = 1'-0"

FEET
0 8 16 32

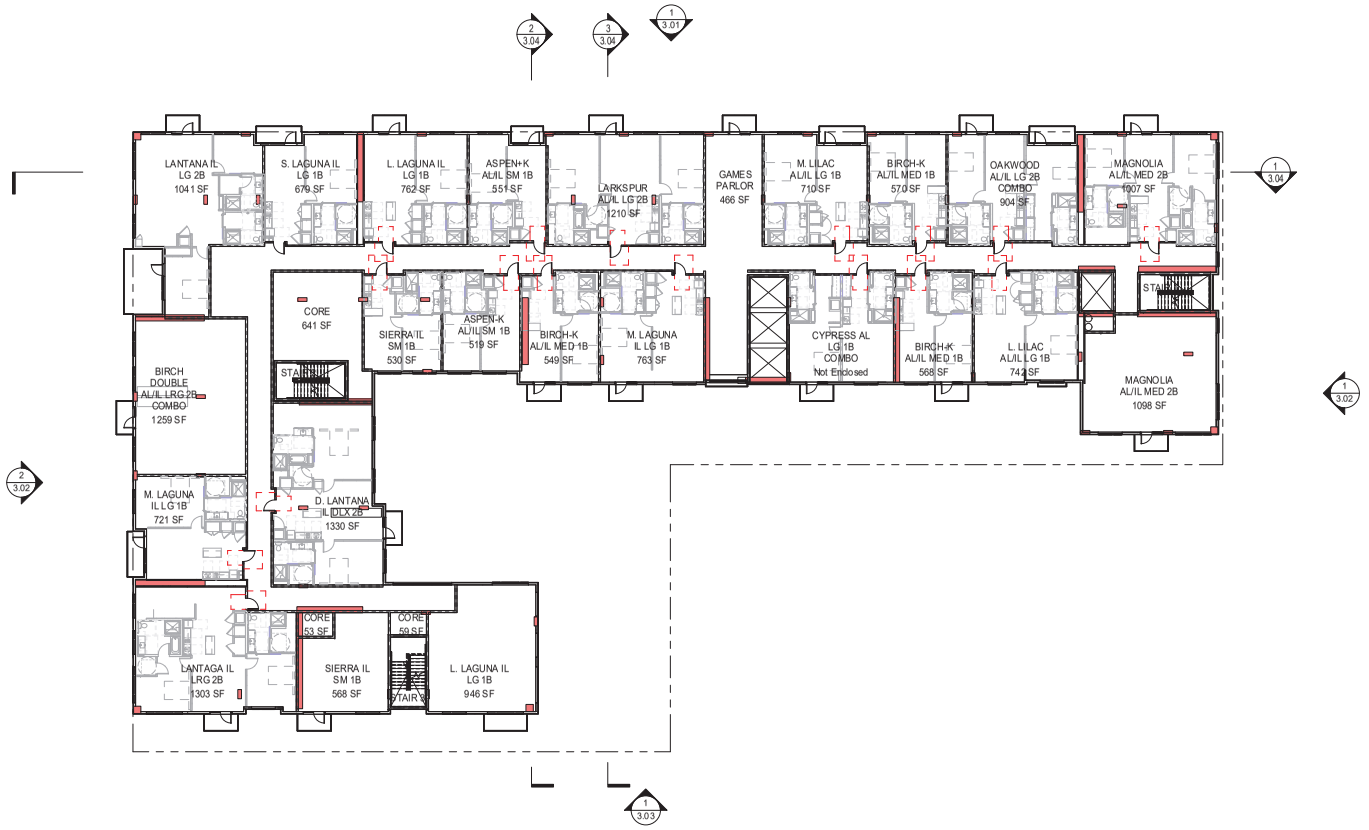
HKIT ARCHITECTS

FLOOR PLAN AT LEVEL 5

2/13/24

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

2.05



1 FLOOR PLAN AT LEVEL 6
1/16" = 1'-0"

FEET
0 8 16 32

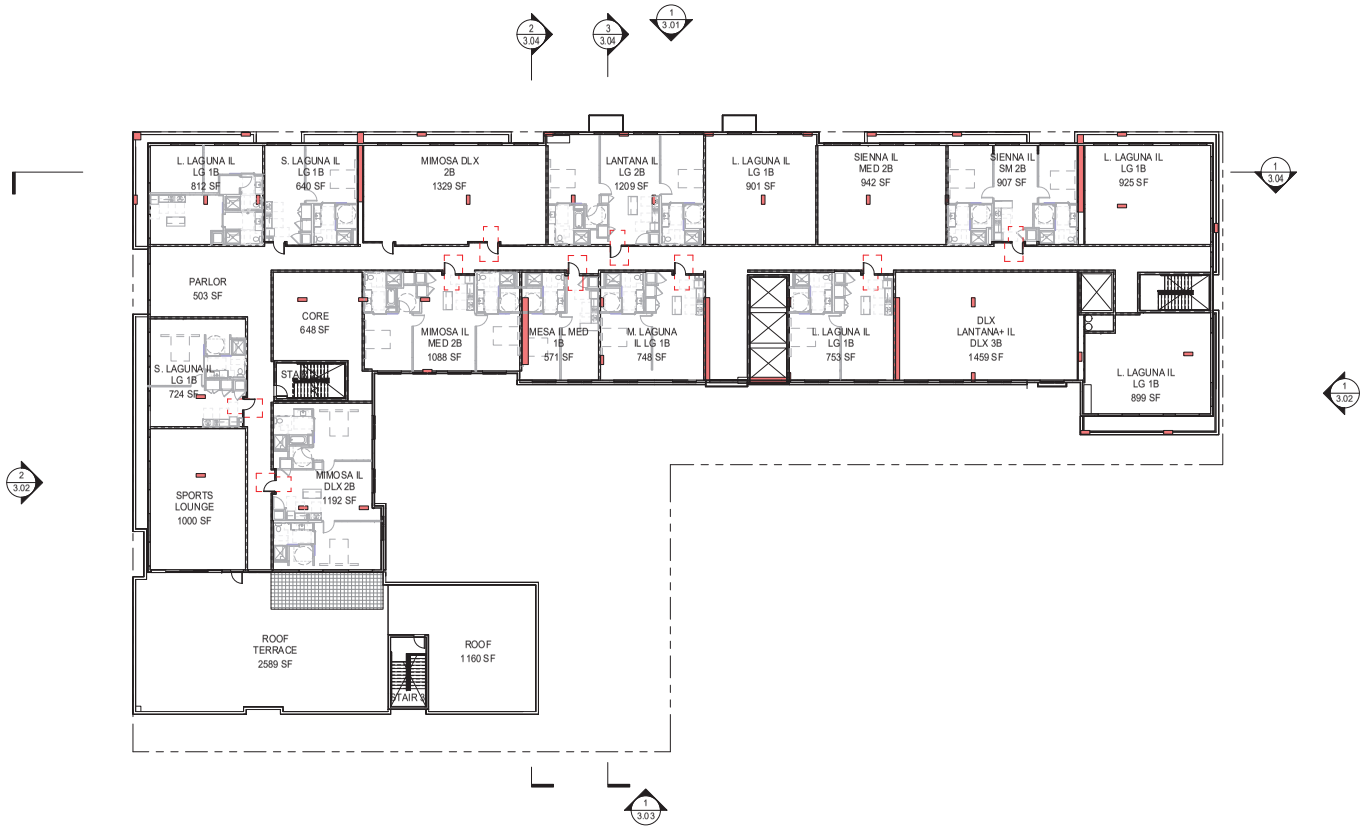
HKIT ARCHITECTS

FLOOR PLAN AT LEVEL 6

2/13/24

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

2.06



1 FLOOR PLAN AT LEVEL 7
1/16" = 1'-0"

FEET
0 8 16 32

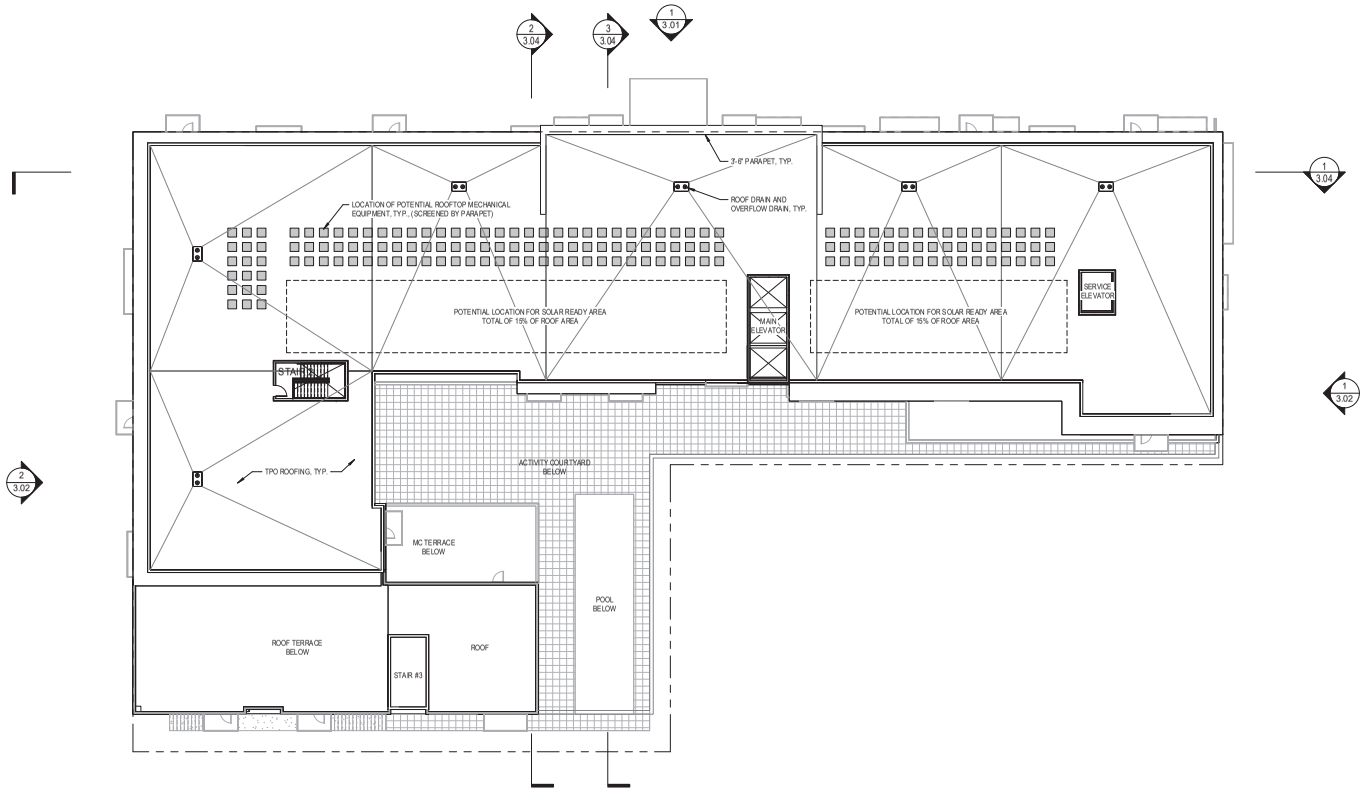
HKIT ARCHITECTS

FLOOR PLAN AT LEVEL 7

2/13/24

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

2.07



1 ROOF PLAN
1/16" = 1'-0"

FEET
0 8 16 32

HKIT ARCHITECTS

ROOF PLAN

2/13/24

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

2.08

1 NORTH ELEVATION - PROPOSED
1/16" = 1'-0"

1 NORTH ELEVATION
1/16" = 1'-0" @ 24X36 1/32" = 1'-0" @ 11X17

0 4 8 16 32

HKIT ARCHITECTS

NORTH ELEVATION

2/13/24

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

3.01

1 EAST ELEVATION - PROPOSED
1/16" = 1'-0"

2 WEST ELEVATION - PROPOSED
1/16" = 1'-0"

2 EAST ELEVATION
1/16" = 1'-0" @ 24X36 1/32" = 1'-0" @ 11X17

0 4 8 16 32

2 WEST ELEVATION
1/16" = 1'-0" @ 24X36 1/32" = 1'-0" @ 11X17

0 4 8 16 32

HKIT ARCHITECTS

EAST & WEST ELEVATION

2/13/24

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

3.02

1 SOUTH ELEVATION - PROPOSED
1/16" = 1'-0"

1 - SOUTH ELEVATION
1/16" = 1'-0" @ 24X36 1/32" = 1'-0" @ 11X17

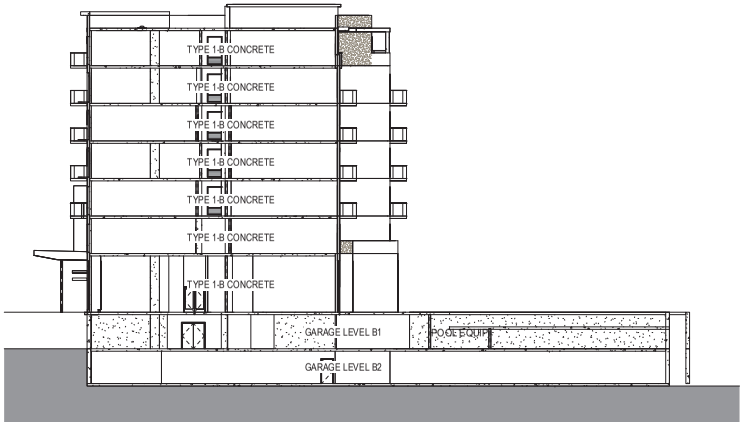
0 4 8 16 32

HKIT ARCHITECTS

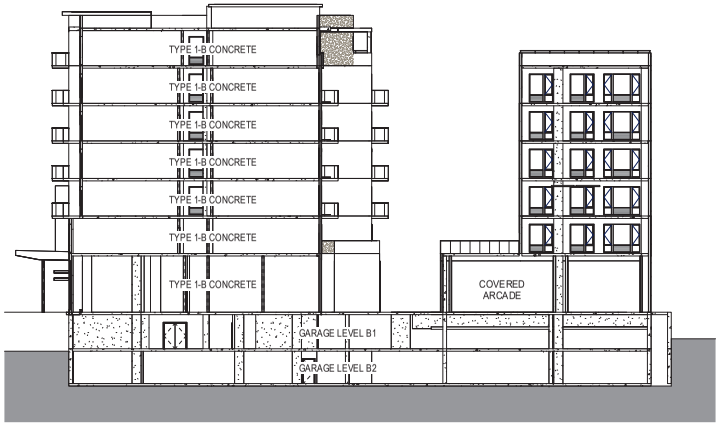
SOUTH ELEVATION

2/13/24

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901



3 NORTH-SOUTH SECTION LOOKING EAST
1/16" = 1'-0"



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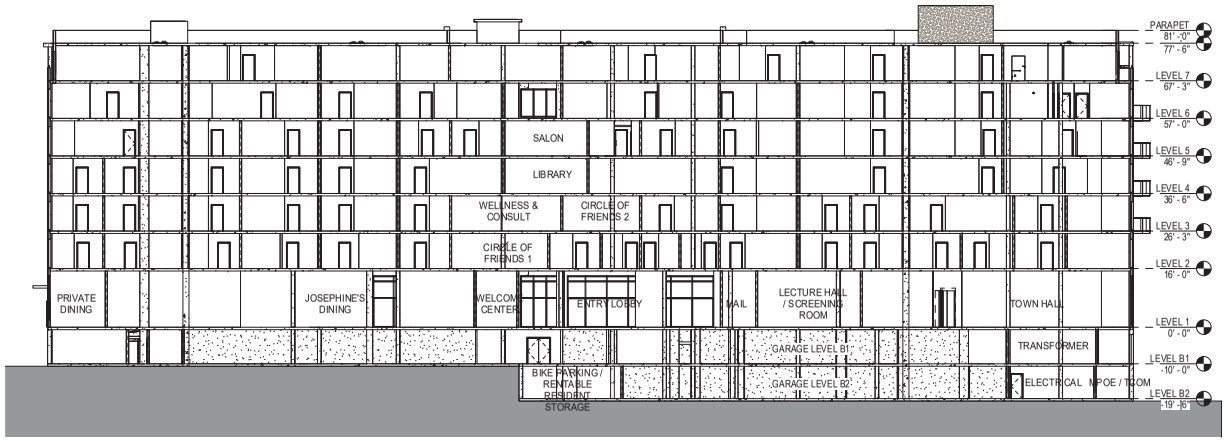


1 EAST-WEST SECTION LOOKING SOUTH
1/16" = 1'-0"

HKIT ARCHITECTS

BUILDING SECTION

2/13/24

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

3.04

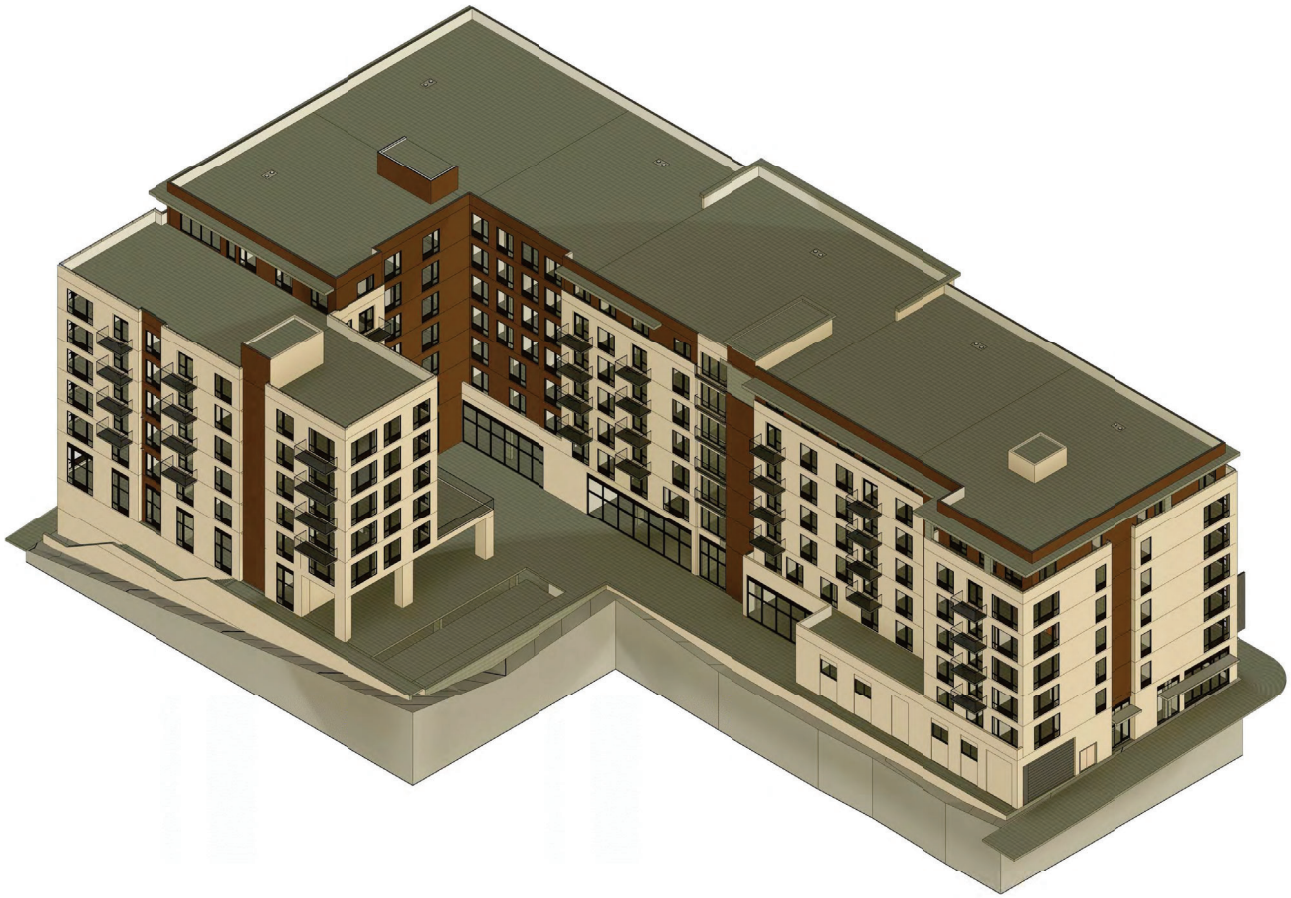
1 3D AERIAL - NW CORNER

HKIT ARCHITECTS

EXTERIOR VIEWS

2/13/24

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901



1 3D AERIAL - SE CORNER

HKIT ARCHITECTS

EXTERIOR VIEWS

2/13/24

BELMONT VILLAGE OF SAN RAFAEL
BELMONT VILLAGE
1515 FOURTH ST, SAN RAFAEL, CA 94901

Appendix B

ITE 253 Congregate Care Facility and 254 Assisted Living

Land Use: 253
Congregate Care Facility

Description

A congregate care facility is an independent living development that provides centralized amenities such as dining, housekeeping, communal transportation, and organized social/recreational activities. Each individual dwelling unit often has a kitchenette. Assistance is typically available for housekeeping or minor household maintenance. Limited medical services (such as nursing and dental) may or may not be provided. The resident may contract additional medical services or personal assistance. Senior adult housing—single-family (Land Use 251), senior adult housing—multifamily (Land Use 252), assisted living (Land Use 254), and continuing care retirement community (Land Use 255) are related uses.

Additional Data

Resident vehicle ownership levels are very low at a congregate care facility. The majority of site-generated trips are made by facility employees, contracted services, and visitors.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), Minnesota, Ontario (CAN), and Oregon.

Source Numbers

155, 584, 910, 970, 1049

Congregate Care Facility
(253)

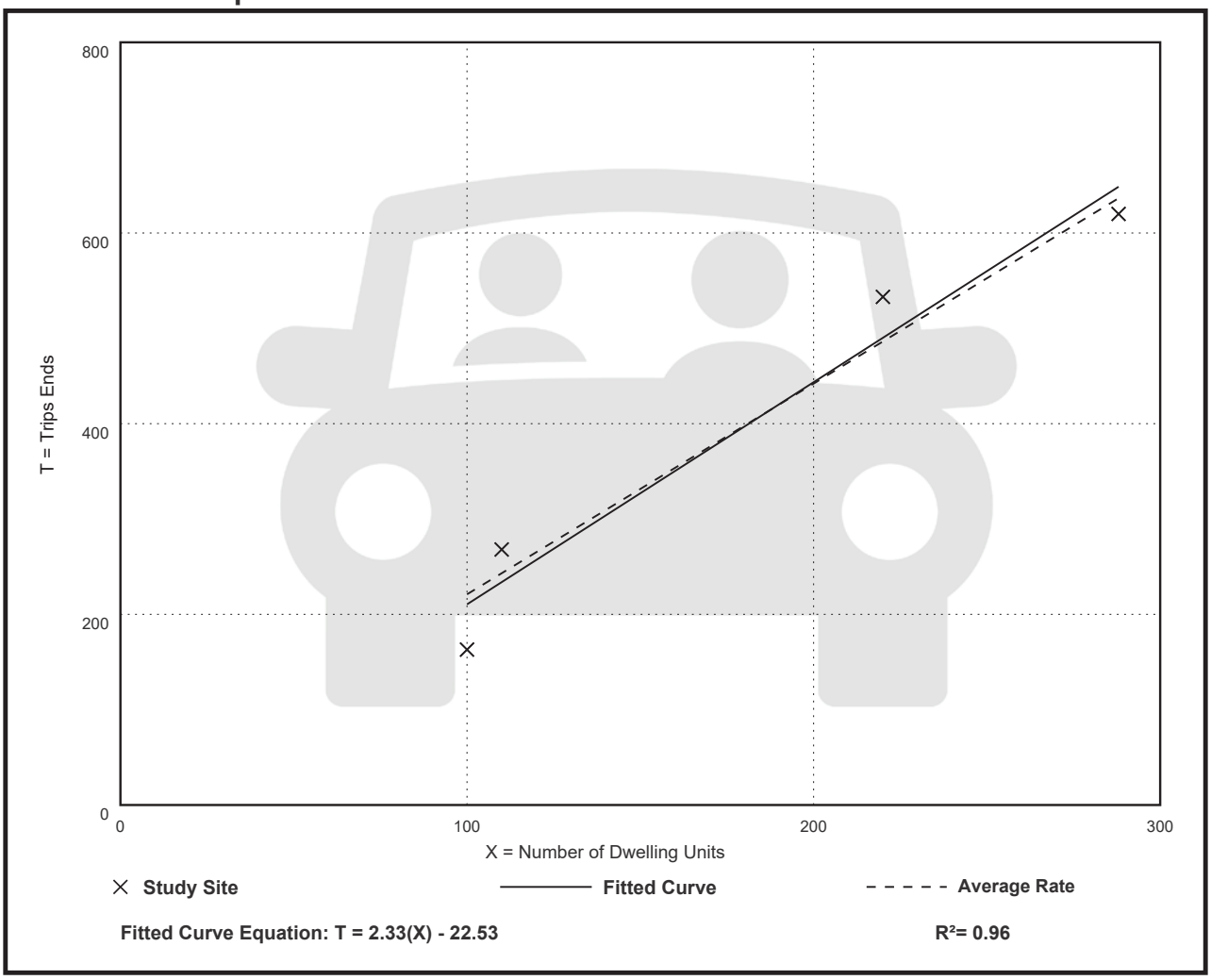
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. Num. of Dwelling Units: 180
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
2.21	1.63 - 2.44	0.31

Data Plot and Equation



Fitted Curve Equation: T = 2.33(X) - 22.53

R^2= 0.96

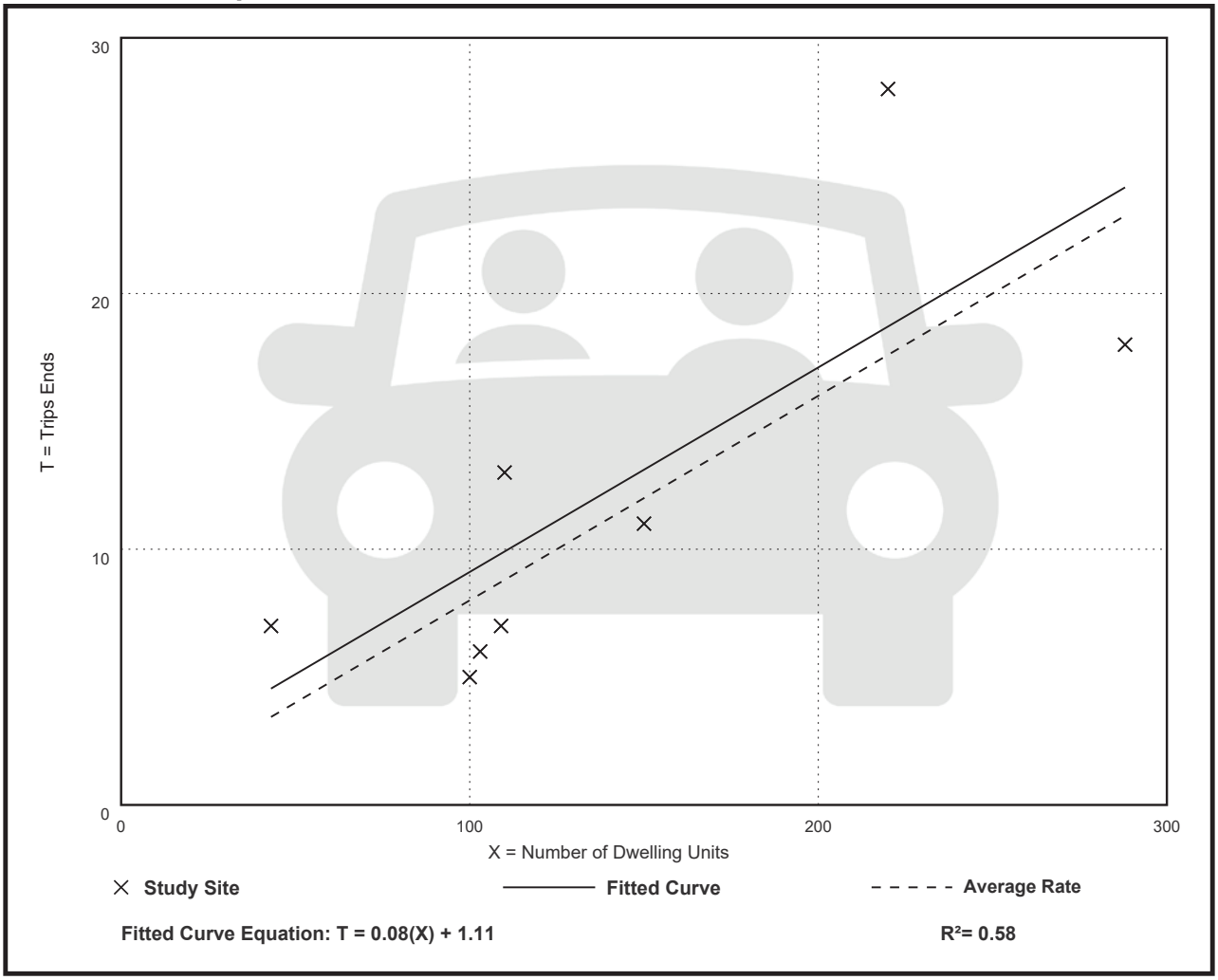
Congregate Care Facility
(253)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. Num. of Dwelling Units: 140
Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.08	0.05 - 0.16	0.03

Data Plot and Equation



Fitted Curve Equation: T = 0.08(X) + 1.11

R^2= 0.58

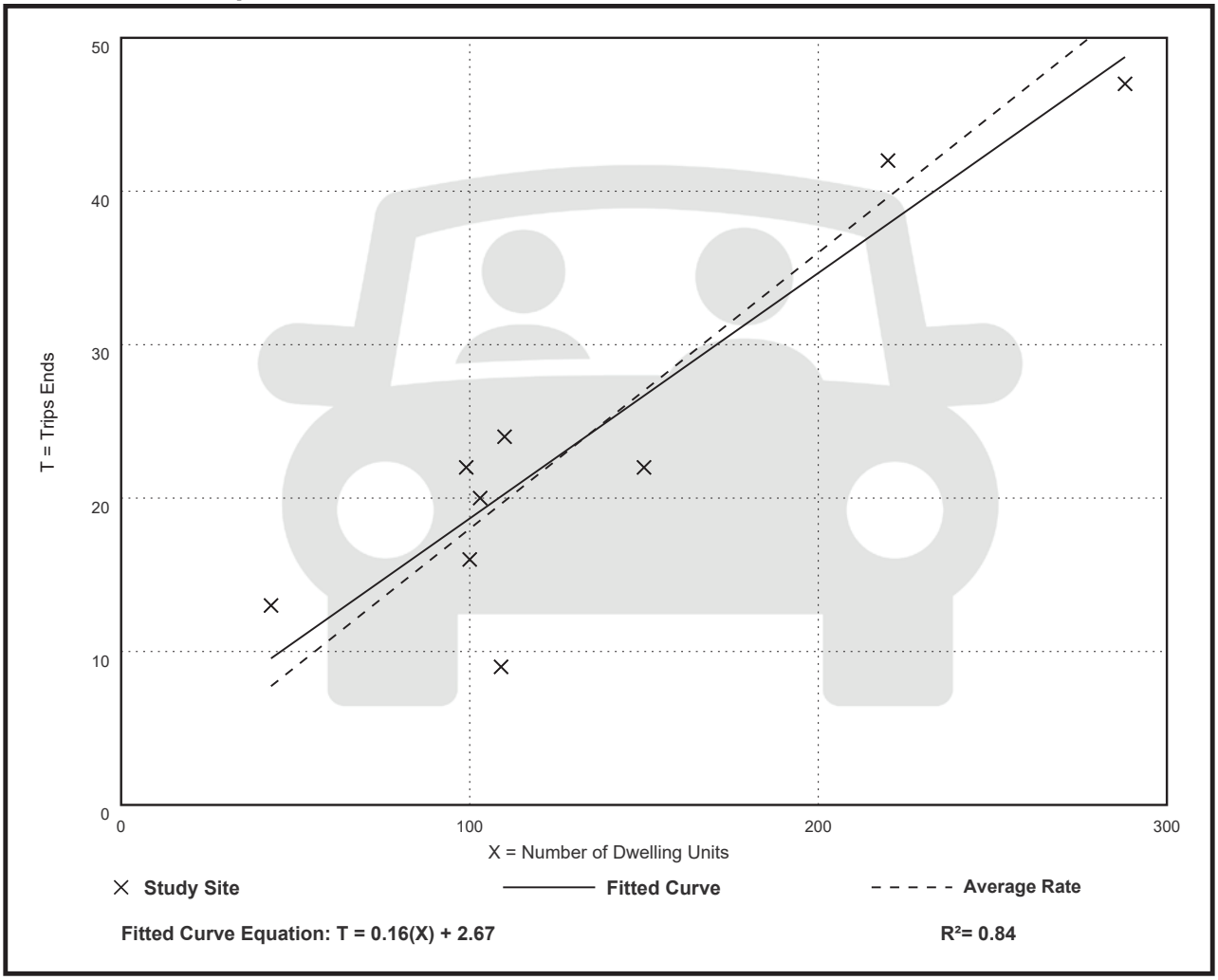
Congregate Care Facility
(253)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. Num. of Dwelling Units: 136
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.18	0.08 - 0.30	0.05

Data Plot and Equation



Fitted Curve Equation: T = 0.16(X) + 2.67

R^2= 0.84

Land Use: 254
Assisted Living

Description

An assisted living complex is a residential setting that provides either routine general protective oversight or assistance with activities necessary for independent living to persons with mental or physical limitations. The typical resident has difficulty managing in an independent living arrangement but does not require nursing home care. Its centralized services typically include dining, housekeeping, social and physical activities, medication administration, and communal transportation.

The complex commonly provides separate living quarters for each resident. Alzheimer's and ALS care are commonly offered at an assisted living facility. Living quarters for these patients may be located separately from the other residents.

Assisted care commonly bridges the gap between independent living and a nursing home. In some areas of the country, an assisted living residence may be called personal care, residential care, or domiciliary care. Staff may be available at an assisted care facility 24 hours a day, but skilled medical care—which is limited in nature—is not required. Congregate care facility (Land Use 253), continuing care retirement community (Land Use 255), and nursing home (Land Use 620) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Connecticut, New Jersey, New York, Oregon, Pennsylvania, Tennessee, Texas, and Utah.

Source Numbers

244, 573, 581, 611, 725, 876, 877, 912, 1016, 1029

Assisted Living
(254)

Vehicle Trip Ends vs: Beds
On a: Weekday

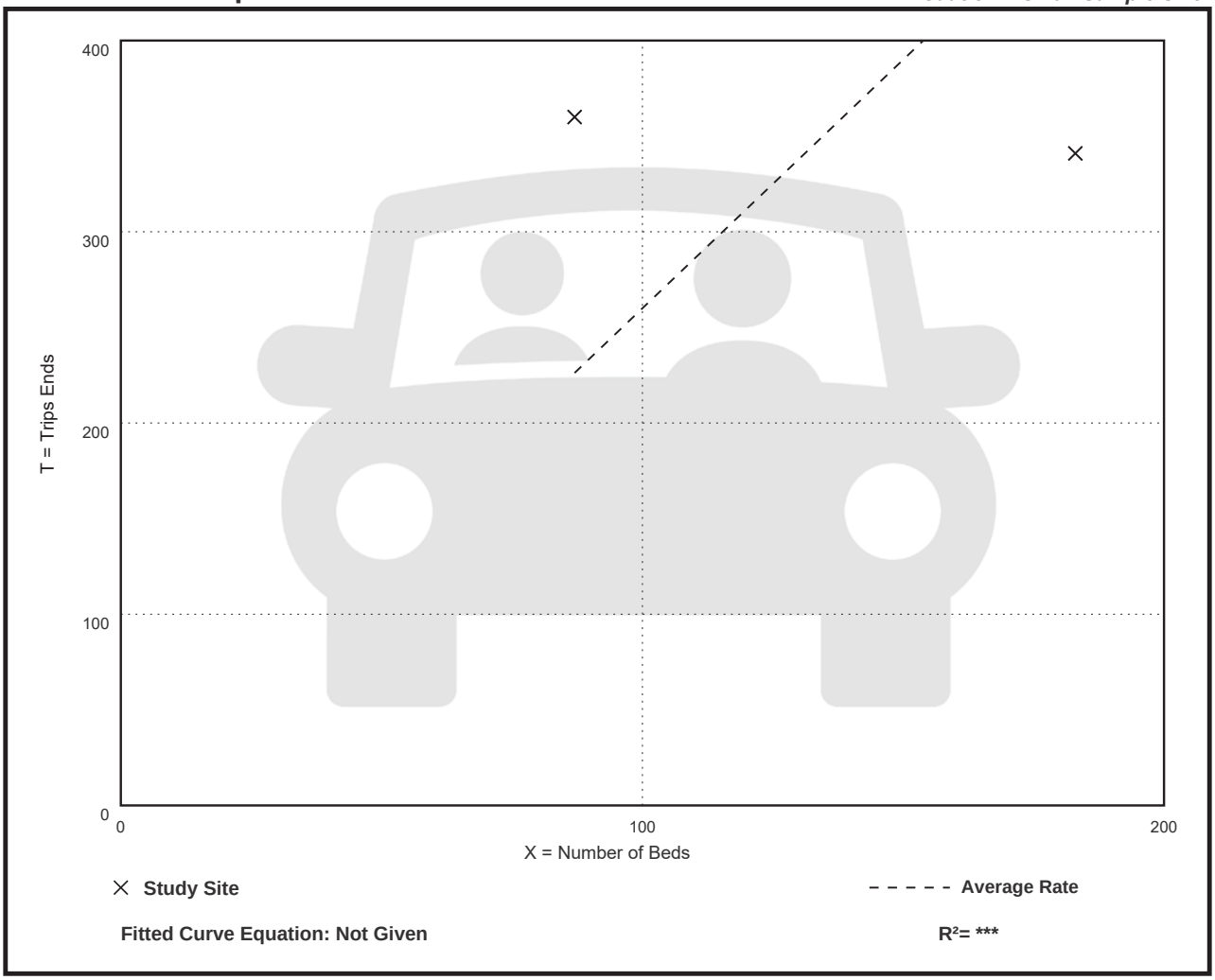
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Beds: 135
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
2.60	1.86 - 4.14	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

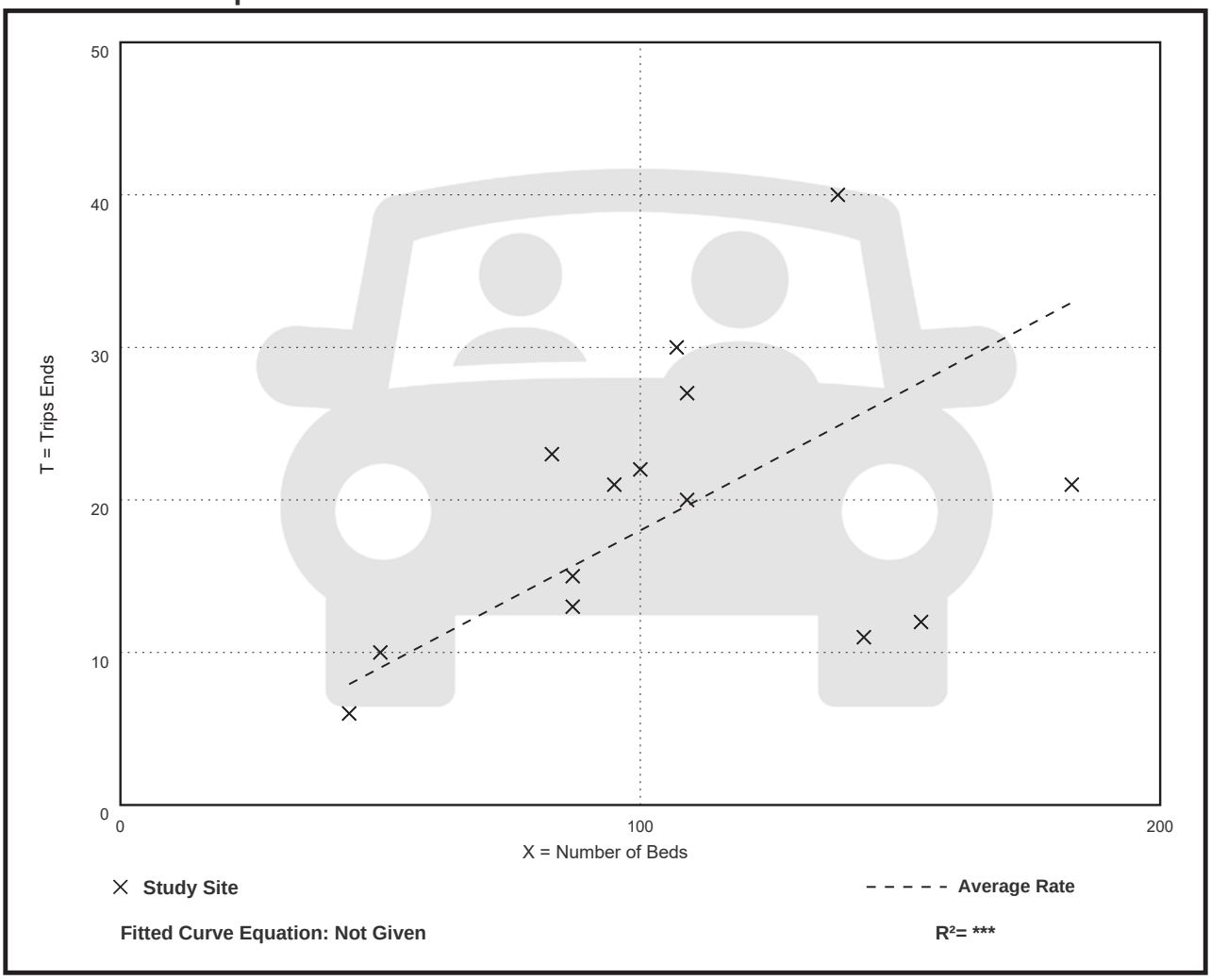
Assisted Living
(254)

Vehicle Trip Ends vs: Beds
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. Num. of Beds: 106
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.18	0.08 - 0.29	0.08

Data Plot and Equation



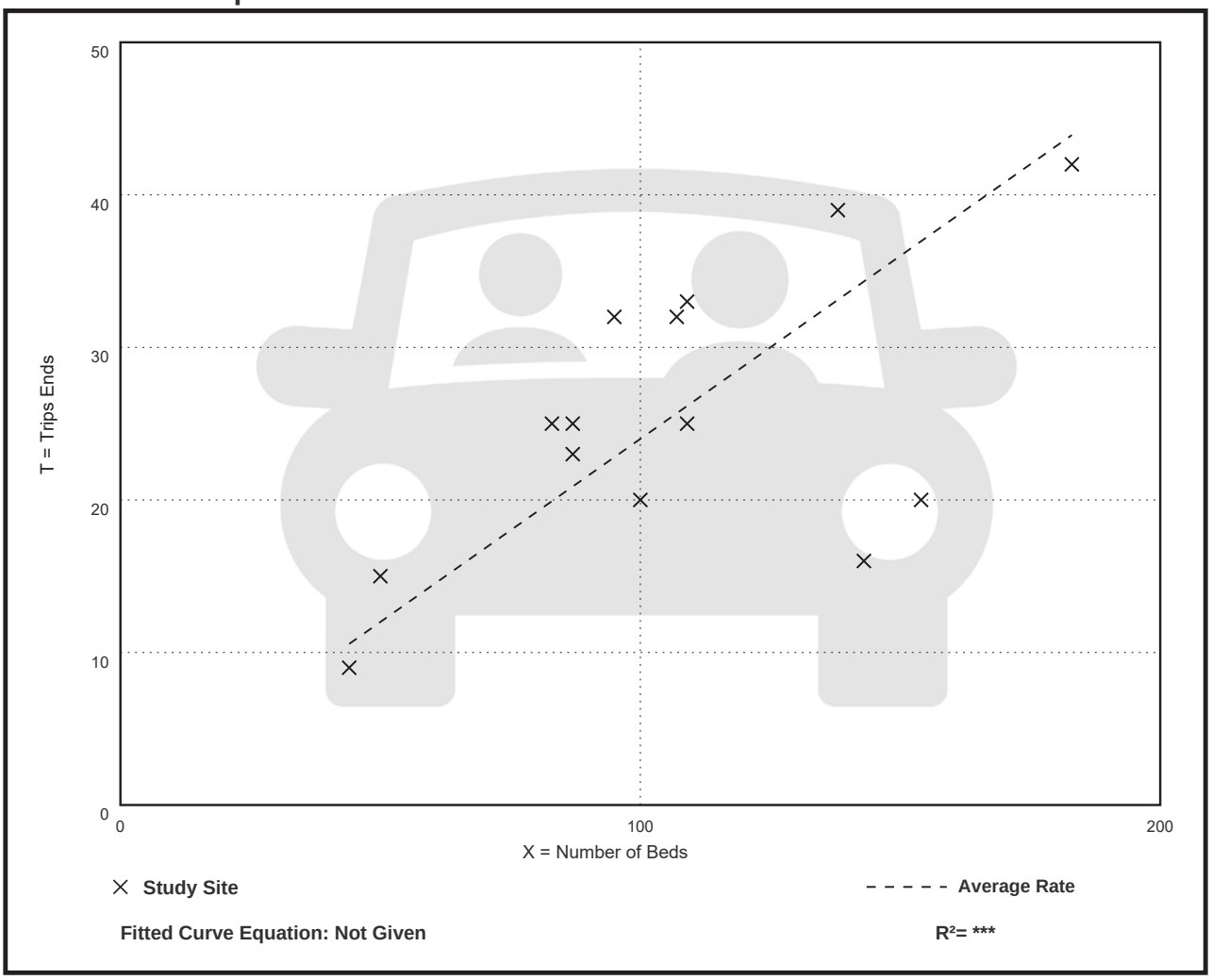
Assisted Living
(254)

Vehicle Trip Ends vs: Beds
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. Num. of Beds: 106
Directional Distribution: 39% entering, 61% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.24	0.11 - 0.34	0.07

Data Plot and Equation



City of San Rafael

Local Traffic Analysis for the Proposed 1515 Fourth Street Apartments Project

Draft Project Report

December 2022

AMG ADVANCED MOBILITY GROUP

MONAHAN PACIFIC

TABLE OF CONTENTS

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Redefining Mobility.

EXECUTIVE SUMMARY

The purpose of this Local Traffic Analysis (LTA) is to evaluate potential transportation impacts associated with the proposed mixed-use development project located on 4th Street between E Street and Shaver Street in San Rafael, California. The proposed mixed-use development project consists of 162 dwelling units and approximately 9,000 square feet of retail.

Results

AMG determined that the project will have no significant impacts under existing plus project conditions. Based on the results of the analysis, the following is a summary of our findings:

Existing Traffic Condition:

- All the intersections operate at acceptable LOS D or better.

Existing Plus Project Traffic Condition:

- The project will generate 60 trips during the AM peak hour and 61 trips PM peak hour.
- All the intersections operate at acceptable LOS D or better.

Project Site Access and Circulation Assessment:

- Pedestrian, bicycle, and transit facilities are adequate to serve the project site.
- Site access to the project site is adequate.
- Site Circulation within the project site is adequate.
- Parking spaces provided at the project site are adequate.
- The existing lane geometry and turn lane of study intersections is adequate and will not result in spillover of traffic queues due to the addition of the project.

INTRODUCTION

This technical memorandum presents the Local Transportation Analysis (LTA) for the proposed mixed-use development, 1515 Fourth Street Apartments project. The project site is located on 4th Street between Shaver Street and E Street in the City of San Rafael as shown in **Figure 1**. The proposed project will be a new construction of a 7-story mixed use housing development that will consist of 162 multifamily residential units, courtyard with a pool, workout area, approximately 9,000 square feet of commercial area, and gallery space. The new project includes 179 on-site parking spaces and 205 bicycle parking spaces. **Appendix A** shows the project site plan.

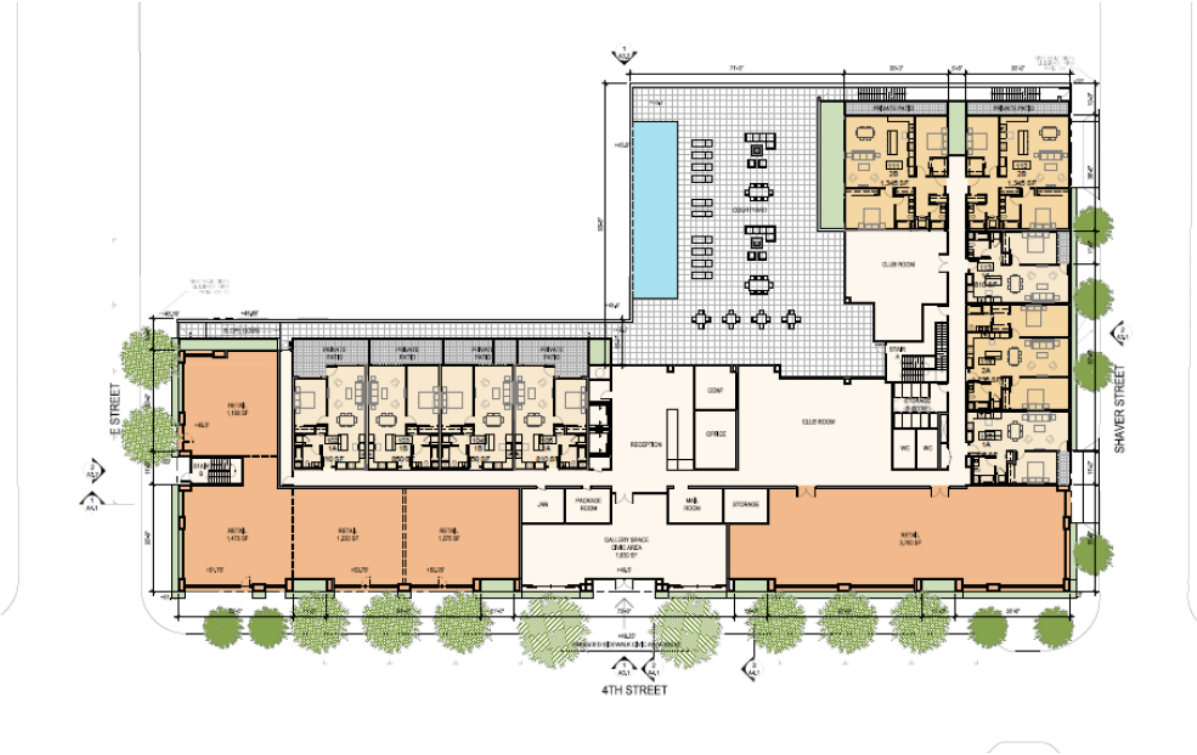


Figure 1: Project Site Plan

The purpose of a Local Transportation Analysis is to evaluate the potential traffic impacts of a proposed project and assess if any improvements would be required to mitigate these impacts based on the level of significance criteria established by the City of San Rafael. Vehicular traffic impacts are typically evaluated by determining the number of new trips that the proposed use is expected to generate and distributing these trips to the surrounding street system based on existing travel patterns or anticipated travel patterns specific to the proposed project. The existing street system is then evaluated using the new traffic to assess the impact of the proposed project. Additionally, parking requirements, sight evaluation, site circulation, pedestrian, bicycle, and transit access are also qualitatively evaluated.

Project Study Area

This study evaluates the following 2 intersections as shown in **Figure 2**:

1. 4th Street and E street (Signalized Intersection)
2. 4th Street and Shaver Street (Two-Way Stop Controlled Intersection)

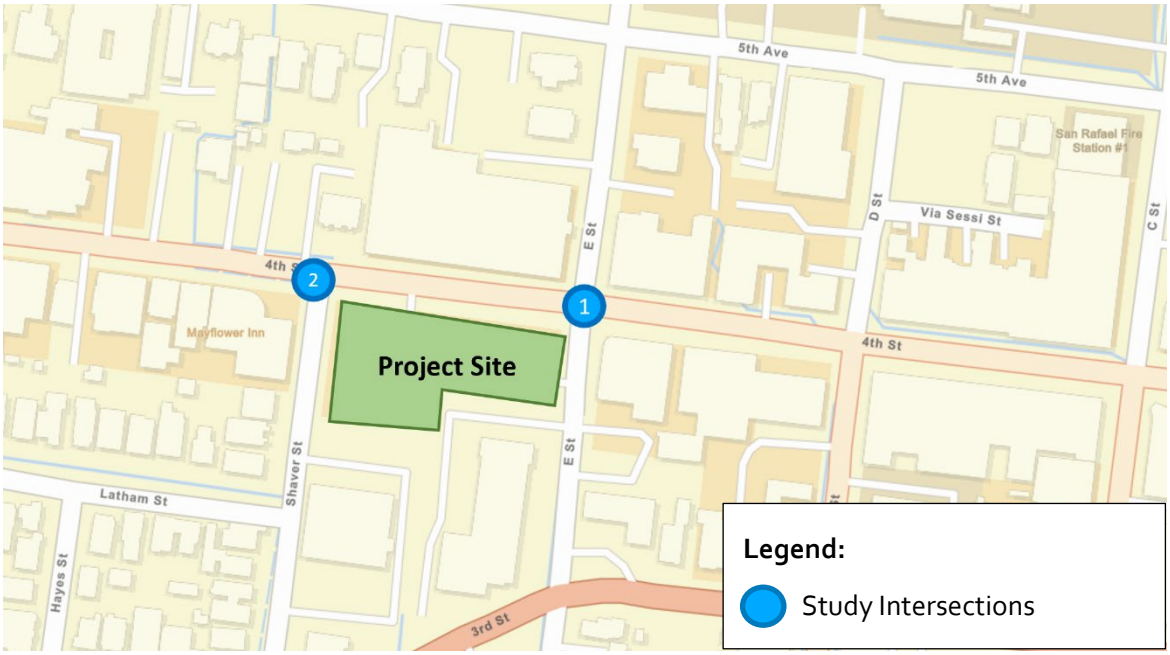


Figure 2: Project Study Area

Study Approach

The following are key steps of the study approach:

- Conduct traffic counts to establish baseline traffic conditions
- Conduct trip generation and distribution of project trips
- Determine the traffic conditions for the following scenarios:
  - Existing Traffic Condition
  - Existing Plus Project Traffic Condition
- Determine the impact of project trips based on established Significance Criteria
- Determine the impact of proposed project driveways

Project Study Scenarios

This study evaluates the weekday a.m. and p.m. peak hour traffic conditions for the following scenarios:

1. **Existing Conditions:**
   The existing conditions scenario evaluates weekday a.m. and p.m. peak hours with existing lane geometry, traffic control and traffic volumes.
2. **Existing plus Project Conditions:**
   The existing plus project conditions scenario adds proposed project trips to the existing conditions traffic models and evaluates the impact of the proposed project at the project intersection and study segments. This scenario recommends mitigation measures, based on the City of San Rafael TA guidelines, to mitigate any significant impacts that may occur due to the proposed project.

Data Collection

AMG collected the AM and PM peak hour intersection turning movement counts (TMC) on November 3, 2022, for the two study intersections. Counts were collected during the typical weekday AM peak hour, occurring between 7:00 and 9:00 AM, and PM peak hour, occurring between 4:00 and 6:00 PM. These counts are shown in **Appendix B**.

Field Review

AMG conducted a field visit to observe any potential issues with queuing or traffic operations under the existing conditions. At the time of site visit, no pedestrians or bicyclists were observed at the intersection.

SIGNIFICANCE CRITERIA

Significance Criteria for the City of San Rafael

The City of San Rafael has established criteria to determine the level of significance of traffic impacts based on standards set in the San Rafael General Plan 2040, the Downtown Precise Plan, and the Draft 2021 Congestion Management Program Update, by the Transportation Authority of Marin (TAM).

Based on these planning documents, a traffic impact is considered significant if the project would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

The following policies/goals are applicable to the proposed project:

Policy M-2.5: Traffic Level of Service
Maintain traffic Level of Service (LOS) standards that ensure an efficient roadway network and provide a consistent basis for evaluating the transportation effects of proposed development projects on local roadways. For most intersections, the citywide LOS Standard from the San Rafael General Plan 2040 is LOS D. For the study intersections, LOS D or better is the threshold.

For this analysis, significant impacts to an intersection are:

- If baseline traffic volumes are operating at an acceptable LOS and it deteriorates to an unacceptable operation with the addition of project traffic.

However, Point C from Policy M-2.5 in the San Rafael General Plan 2040, states that intersections within the boundaries of the Downtown Precise Plan are not subject to LOS Standards, if proactive measures are taken to address and manage congestion, and functionality of these intersections are insured. Both study intersections are within these boundaries, but LOS Analysis will be completed to quantify congestion caused by the proposed project.

Goal M-3: Cleaner Transportation
Reduce transportation impacts on the environment by supporting higher vehicle efficiency standards and reducing Vehicle Miles Travelled (VMT) by San Rafael workers and residents.

Special exemptions for VMT Analysis are provided for mixed use and infill developments in downtown San Rafael. Since this project meets the description above, it is exempt from VMT Analysis per Program M-3.2A in the San Rafael General Plan 2040[1].

Goal M-4: High Quality, Affordable Public Transit
Offer a safe, convenient, and affordable transit system that will become a competitive alternative to driving.

For this analysis, significant transit impacts would be:

- If demand is significantly increased and existing standards are not maintained
- If access to public transit facilities is reduced

Goal M-6: Safe Walking and Cycling
Encourage walking and cycling as the travel mode of choice for short trips, prioritize pedestrian and bicycle safety, and provide greater access to pedestrian and cycling amenities.

For this analysis, significant cycling/walking impacts would be:

- If safety and quality of service of existing pedestrian/cycling facilities are reduced
- If access to pedestrian/cycling facilities are reduced

The analysis conducted in the following sections of the report show that there is no significant impact to the study intersection with the proposed project based on the City of San Rafael's thresholds of significance criteria.

EXISTING CONDITIONS

Existing Street Network

4th Street is a two-lane east-west minor arterial roadway serving downtown San Rafael. It extends from Union Street to 2nd Street where both streets merge. It is adjacent to the project site and serves as a major transit route in San Rafael and Marin County. 4th Street has Class III bike facilities and on-street parking in both directions. Sidewalks are provided on both sides of the street. The speed limit is 30 mph.

E Street is a two-lane north-south minor arterial roadway that is east of the project site. Sidewalks and on-street parking are available on both sides of Shaver Street. The speed limit is 30 mph.

Shaver Street is a north-south two-lane local street that provides access to the proposed project parking lot with two driveways adjacent to it. Sidewalks and on-street parking are available on both sides of Shaver Street. The speed limit is 25 mph.

Study Intersections

The intersection of 4th Street and E Street is a signalized intersection with four approaches. The intersection is currently operating with two-phase signal control and left turns are permitted.

The intersection of 4th Stret and Shaver Street is an unsignalized intersection with three approaches. Both legs on 4th street are free, while the leg on Shaver Street is stop-controlled.

Bike Facilities

Bicycle facilities are classified by Caltrans into four distinct types of bikeway facilities, as generally described below:

- Class I Bikeway (Bike Path). Provides a separate right-of-way and is designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian crossflow minimized.
- Class II Bikeway (Bike Lane). Provides a restricted right-of-way and is designated for the use of bicycles with a striped lane on a street or highway. Vehicle parking and vehicle/pedestrian crossflow are permitted.
- Class III Bikeway (Bike Route). Provides for a right-of-way designated by signs or pavement markings for shared use with pedestrians or motor vehicles.
- Class IV Bikeway (Separated Bikeway/Cycle Track). Provides a cycle track or protected bike lane, is for the exclusive use of bicycles, physically separated from motor traffic with a vertical feature.

Class III facilities with sharrow markings are available on 4th Street near the proposed project as seen in **Figure 3**.

Figure 3: Existing Bicycle Facilities

Pedestrian Facilities

Pedestrian facilities in the project area include sidewalks, crosswalks, and ADA curb ramps. Sidewalks along the study roadways vary in width from 5 to 12 feet, meeting the minimum city standards for sidewalks and wider through zone areas (4th Street).

4th Street/E Street has crosswalks and ADA curb ramps at every intersection leg.

4th Street/Shaver Street has a crosswalk and ADA curb ramps on the west leg of the intersection. A ladder crosswalk, curb extension, and ADA curb ramps are available on the south leg of the intersection.

Transit Facilities

Transit Service within the study area is provided by Marin Transit, Golden Gate Transit, and the Sonoma-Marin Area Rail Transit (SMART). The project site is located near the intersection of 4th Street and E Street which includes bus stops for Marin Transit (Lines 22,23 and 68), and Golden Gate Transit (Line 132). The downtown San Rafael SMART transit station is approximately 0.60 miles from the proposed project and connects multiple cities in Marin County to cities in Sonoma County.

The existing transit network is shown in **Figure 4**.

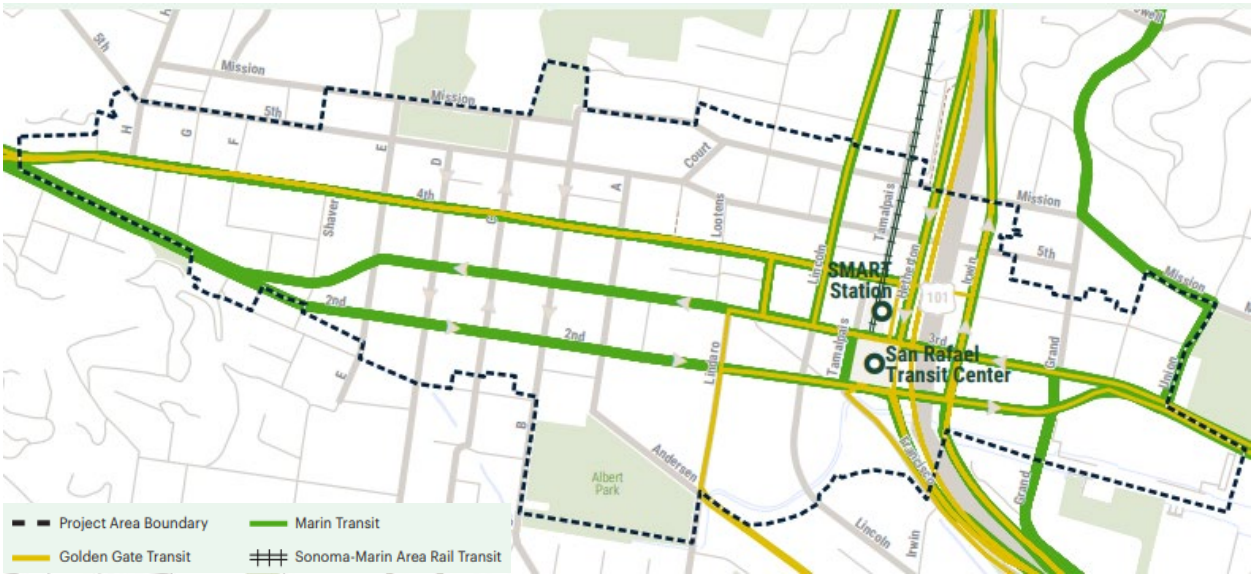


Figure 4: Existing Transit Network

Level of Service (LOS) Methodology

This study uses two different methods to determine LOS. For the signalized intersection, the percentile method was used. For the unsignalized intersection, the LOS criteria established in the Highway Capacity Manual (HCM), 6th Edition published and updated by the Transportation Research Board for unsignalized intersections.

The HCM 6th Edition methodology in Synchro 11 does not provide delay or LOS when signal timing includes non-standard ring-barrier structures (NEMA phasing). Therefore, the percentile delay method was used for analysis. The percentile delay method is based on HCM 2000 methodology that Synchro uses for optimization.

The Highway Capacity Manual (HCM) assigns intersection level of service (LOS) based on average control delay. Signalized intersection LOS is defined in terms of weighted average control delay for the entire intersection. Unsignalized intersection LOS criteria can be reduced into three intersection types: all-way stop control, two-way stop control, and roundabout control.

All-way stop control intersection LOS is expressed in terms of the weighted average control delay for the entire intersection. Two-way stop-controlled intersection LOS is defined in terms of the average control delay for each minor-street movement (or shared movement) as well as critical major-street left-turns. Roundabout control LOS is expressed using both average control delay for the intersection as well as LOS for the worst performing lane.

Table 1 provides the relationship between LOS rating and delay for signalized and unsignalized intersections based on the San Rafael General Plan 2040 thresholds.

Table 1: Level of Service Thresholds Based on Intersection Delay

Level of Service	Signalized Intersection Delay (sec)	Unsignalized Intersection Delay (sec)
A	$0 \leq D \leq 10$	$0 \leq D \leq 10$
B	$10 < D \leq 20$	$10 < D \leq 15$
C	$20 < D \leq 35$	$15 < D \leq 25$
D	$35 < D \leq 55$	$25 < D \leq 35$
E	$55 < D \leq 80$	$35 < D \leq 50$
F	$80 < D$	$50 < D$

Existing Conditions Analysis

AMG developed existing conditions traffic simulation models using Synchro 11 software using existing lane configuration, traffic signal timings and traffic volumes. Existing conditions level of service (LOS) and delay were evaluated for the weekday a.m. and p.m. peak hours.

The results of the LOS and delay analysis conducted for the existing conditions scenario are summarized in **Table 2**. **Appendix C** contains the existing conditions Synchro analysis reports.

Table 2: Existing Conditions LOS and Delay

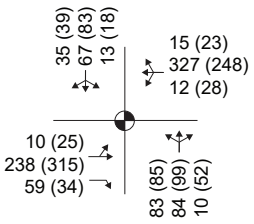
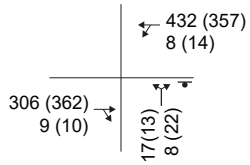
#	Intersection	Control Type	Peak Hour	Existing Conditions	
				Average Delay (sec)	LOS
1	4th Street & E Street	Signal	AM	**15.0**	**B**
			PM	**16.8**	**B**
2	4th Street & Shaver Street[1]	One Way Stop	AM	1.2 / (24.9)	A / (C)
			PM	1.2 / (16.3)	A / (C)

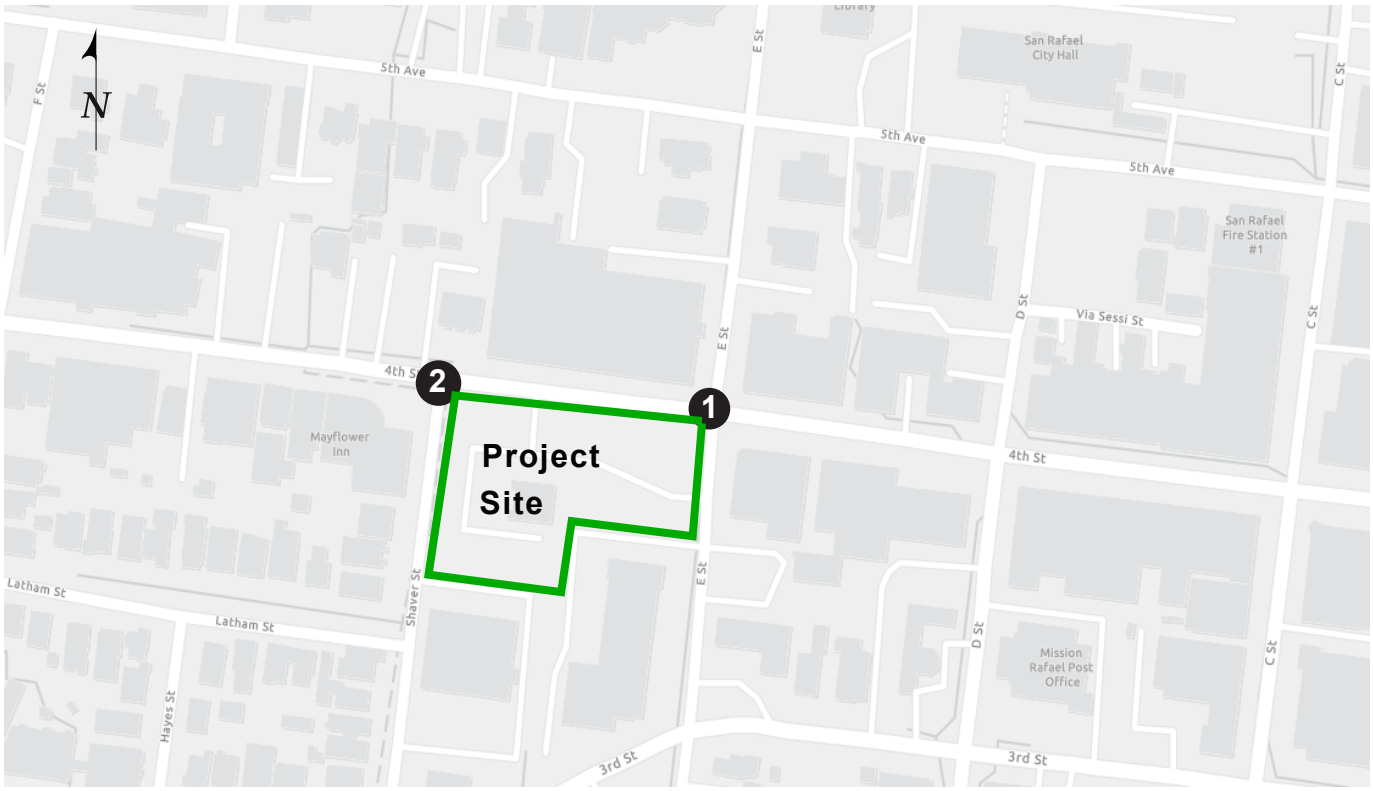
Notes:
1. First number shown is the intersection delay, number inside the () is the highest delay movement

Based on the results of the existing conditions analysis, both study intersections operate at LOS D or better during both the a.m. and p.m. peak hours.

Existing Peak Hour Volumes, Lane Geometry and Controls

Figure 5

Intersection #1 4th Street/E Street	Intersection #2 4th Street/Shaver Street
	



Legend

- 1 Study Intersection
- Traffic Signal
- Stop Sign
- XX AM Peak Hour Volume
- (XX) PM Peak Hour Volume

AMG ADVANCED MOBILITY GROUP

PROJECT TRIP GENERATION AND DISTRIBUTION

Trip Generation is defined as the number of "vehicle trips" produced by a particular land use or project. A trip is defined as a one-direction vehicle movement. The total number of trips generated by each land use includes the inbound and outbound trips.

The trip generation estimates for the proposed land uses (Multifamily Housing (Mid-Rise) & Variety Store) were calculated using the standard reference, Trip Generation, 11th Edition, published by the Institute of Transportation Engineers (ITE).

The estimated potential trip generation of the proposed project is shown in **Table 3**. It is estimated that the project will generate approximately 60 and 71 trips during the AM and PM peak hours respectively.

Table 3: Trip Generation

Land Use	ITE Code	Size[1,2]	Daily		Weekday A.M.				Weekday P.M.			
			Rate	Total	Rate	In	Out	Total	Rate	In	Out	Total
Apartments	ITE 221	162 DU	2.93	475	0.28	7	39	46	0.26	31	12	43
Commercial Variety Store	ITE 814	9 KSF	37.27	333	1.47	8	16	14	3.1	14	14	28
Total			-	**807**	-	**15**	**45**	**60**	-	**45**	**26**	**71**

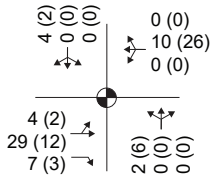
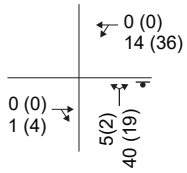
Notes:
1. DU = Dwelling Units
2. KSF = 1000 Square Feet

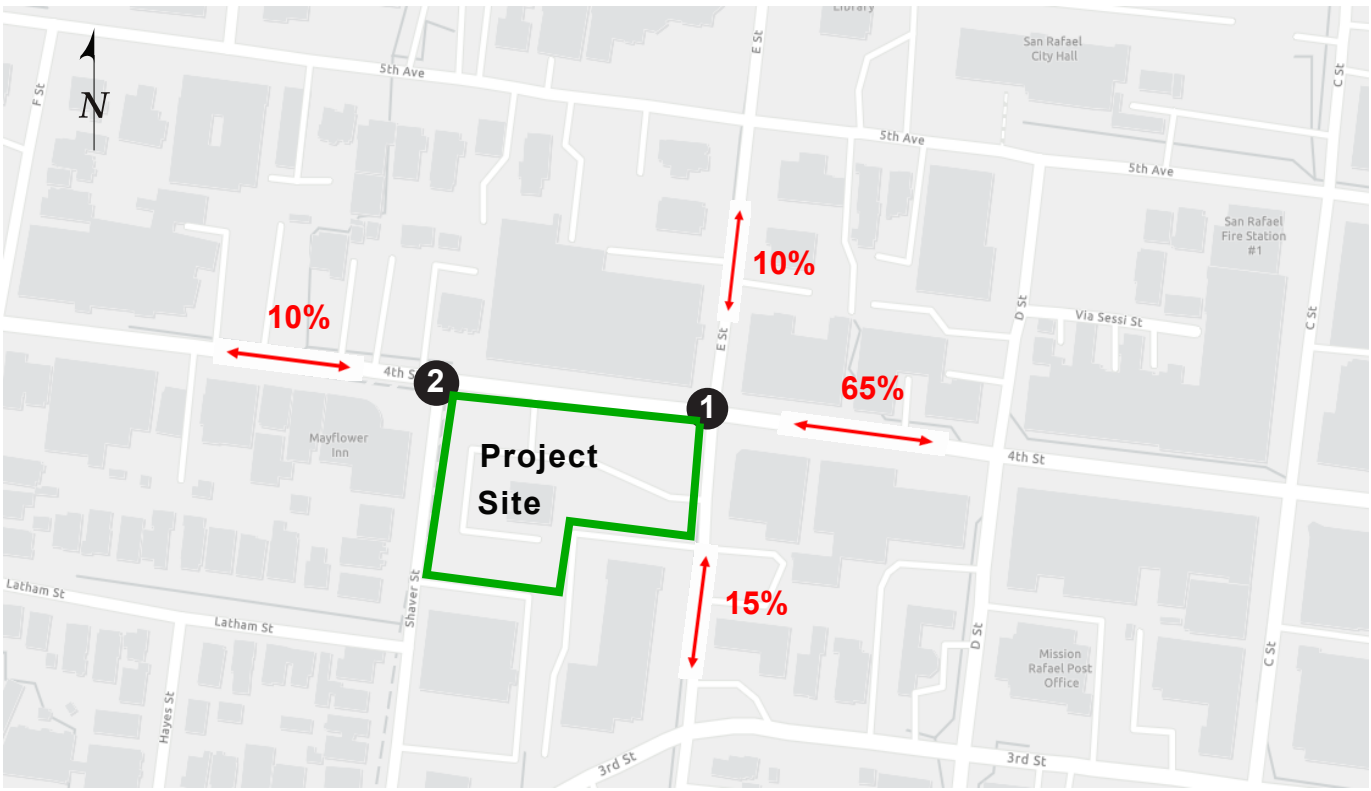
The San Rafael Transportation Analysis Guidelines state that projects within the downtown area and projects of mixed-use development are allowed to trip rate reductions as internal trips. The proposed project will be a mixed-use development and is within the downtown area, so it will allow for internally-captured trips. Internal trip reductions were calculated using the ITE Trip Generation Handbook, 3rd Edition. The estimated trip reduction and net project vehicle trip generation are shown in **Table 4**.

Table 4: Trip Reduction and Net Trip Generation

	AM Trips			PM Trips		
	In	Out	Total	In	Out	Total
Gross Project Trip Generation	15	45	60	45	26	71
Internal Trip Reduction	0	0	0	5	5	10
Net Project Trip Generation	**15**	**45**	**60**	**40**	**21**	**61**
Percent Reduction	**0%**	**0%**	**0%**	**11%**	**19%**	**14%**

Figure 6 illustrates the project trips for the a.m. and p.m. peak hours and the trip distribution through the study intersection based on existing peak hour turning movement counts.

Intersection #1 4th Street/E Street	Intersection #2 4th Street/Shaver Street
	



Legend

- 1 Study Intersection
- Traffic Signal
- Stop Sign
- XX AM Peak Hour Volume
- (XX) PM Peak Hour Volume
- Trip Distribution

AMG ADVANCED MOBILITY GROUP

EXISTING CONDITIONS PLUS PROJECT CONDITIONS ASSESSMENT

As aforementioned, existing plus project conditions scenario adds proposed project trips to the existing conditions traffic models and evaluates the impact of the proposed project at the project intersection and study segments. **Figure 7** illustrates the existing plus project turning movement counts, lane geometry & traffic controls.

The results of the LOS and delay analysis conducted for existing plus project conditions scenario are summarized in **Table 5**. **Appendix D** contains the existing plus project conditions Synchro analysis reports.

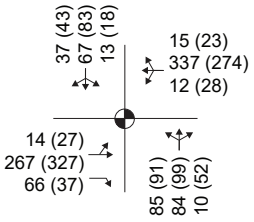
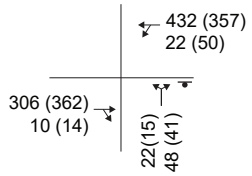
Table 5: Existing Plus Project Conditions LOS and Delay

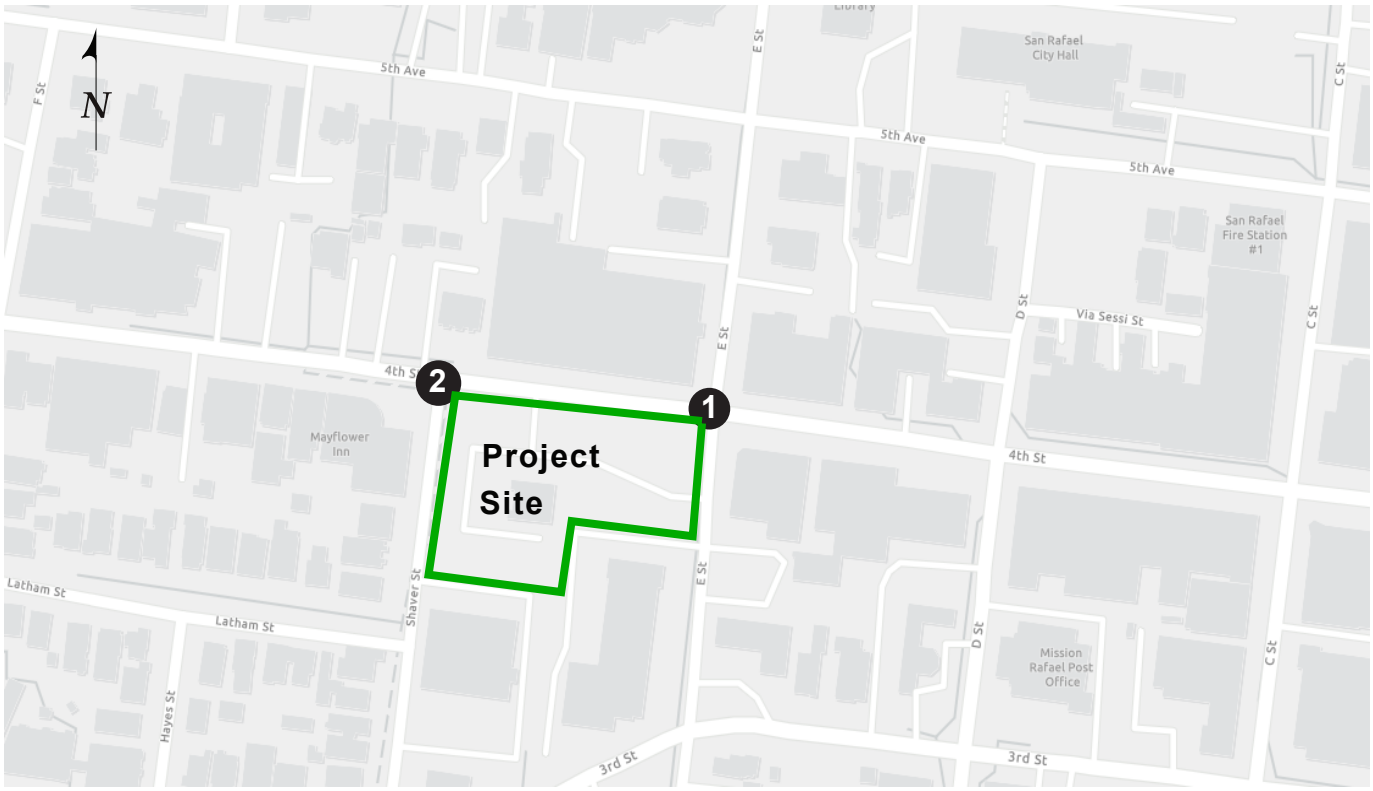
#	Intersection	Peak Hour	Existing Conditions		Existing Plus Proposed Conditions	
			Average Delay (sec)	LOS	Average Delay (sec)	LOS
1	4th Street & E Street	AM	**15.0**	**B**	**15.0**	**B**
		PM	**16.8**	**B**	**17.4**	**B**
2	4th Street & Shaver Street[1]	AM	**1.2 / (24.9)**	**A / (C)**	**3.0 / (26.1)**	**A / (D)**
		PM	**1.2 / (16.3)**	**A / (C)**	**2.2 / (18.3)**	**A / (C)**

Notes:
1. First number shown is the intersection delay, number inside the () is the highest delay movement

The results of the existing plus project conditions analysis show that there is no significant impact with the addition of the project trips, both intersections will continue to operate at LOS D or better. There is a slight increase in delay during both AM and PM peak hours at intersection 2, but the intersection overall will continue to operate at LOS A. There is also a slight increase in delay at the worst intersection approach delay during both AM and PM peak hours, but it will still operate at LOS D and better.

Existing Plus Project Peak Hour Volumes, Lane Geometry and Controls

Intersection #1 4th Street/E Street	Intersection #2 4th Street/Shaver Street
	



Legend

- 1 Study Intersection
- Traffic Signal
- Stop Sign
- XX AM Peak Hour Volume
- (XX) PM Peak Hour Volume

AMG ADVANCED MOBILITY GROUP

SITE CIRCULATION AND OTHER ISSUES

Site Access

The project site would be located along 4th Street between E Street and Shaver Street. Vehicle access to the apartments will be provided by two driveways along Shaver Street. This approach would be the only access point to on-site parking and is expected to be adequate. Pedestrian access to the project will be provided through multiple entrances along 4th Street and E Street.

Sight Distance

AMG conducted stopping sight distance analysis in the field to ensure that there is sufficient distance for a driver to effectively apply the brakes and stop the vehicle without colliding with a vehicle/obstruction on the road. At driveways, a clear line of sight should be provided between the vehicle waiting at the driveway and the approaching vehicle. The vehicle waiting to either cross, turn left, or turn right, through the driveway should have sufficient time to make that maneuver without requiring the through traffic to drastically alter their speed.

Based on AMG's field observations and The Highway Design Manual, July 1, 2020, Chapter 200 - Geometric Design & Structure Standards, Table 201.1 Sight Distance Standards, which recommends a stopping sight distance of 150 feet for a design speed of 25 mph, the sight distance for the west leg of the intersection on Shaver Street is adequate.

Based on City of San Rafael's Municipal Code, Article 14.16.295 - Sight Distance, the required "vision triangle" at driveways is fifteen feet from the curb return. Any improvements or vegetation within that established vision triangle shall be less than 3 feet from the street pavement. Sight Distance for the driveways at Shaver Street should also be adequate, given that landscaping on Shaver Street is maintained at the dimensions mentioned above.

On-Site Circulation

AMG assessed the on-site circulation at the project site based on the site plan provided by the client. The proposed project will have two driveways, that will allow entrance, parking, and exit of vehicles with a 30' parking buffer. Both driveways access Shaver Street, that may cause congestion in the case of an emergency. Pedestrian entrances are provided on 4th Street and E Street, and 2 pedestrian emergency exits are provided in the basement. On-Site circulation is expected to be adequate, given that a parking management plan be provided by the project sponsor for tandem parking.

Pedestrian, Bicycle & Transit Facilities

The proposed project will seem to attract 10 PM peak hour non-vehicular trips as shown in **Table 4**. These trips will cause no reduction in quality of service on existing facilities and will not reduce safety or access to pedestrian, bicycle, or transit facilities. Therefore, the proposed project impacts on these facilities have no substantial effect.

Pedestrian Access:

Sidewalks are provided along Shaver Street, 4th Street, and E Street in the vicinity of the project site. The width of the sidewalk ranges from 6 feet to 8 feet. Crosswalks mentioned in the Existing Conditions at the study intersections would also provide pedestrian access to the project site from other cross-streets.

Currently, two driveways are located on 4th Street and one driveway on E Street. The proposed project will move these driveways to Shaver Street. Pedestrians would have increased safety on these two roadways. Based on AMG's observations pedestrian access to the site is adequate.

Bicycle Access

There are Class III Bike facilities on 4th Street near the project site. These facilities include sharrow markings on the pavement and wayfinding signs to alert drivers that the roadway is shared with cyclists. The project will also provide bicycle parking with bike racks for eight bicycles on the sidewalk along 4th street.

Currently, cyclists on the Class III facilities on 4th Street have the threat of vehicles coming in and out of two driveways on 4th Street. The proposed project will move these driveways to Shaver Street, increasing safety for cyclists on 4th Street. Based on these observations, bicycle access to the project site is adequate.

Transit Facilities

There are two transit stops in the vicinity of the project site. One bus stop is on 4th Street west of the intersection with E Street. Pedestrians and cyclists can access this bus stop by using the crosswalk located at the west leg of the 4th Street/E Street intersection. Another stop is directly across the project site on the north side of 4th Street. Pedestrians and cyclists can access this bus stop by using the crosswalk located at the north leg of the 4th Street/E Street intersection. Hence, transit access to the project site is adequate.

Roadway Assessment

Shaver Street is a 30-foot-wide local roadway that currently has on-street parking on both sides. The proposed project will remove on-street parking adjacent to the project on Shaver Street. Removing on-street parking on Shaver Street will increase roadway width from about 18 feet currently to about 22 feet wide (not including on-street parking), providing a safer roadway width for vehicles. Hence, the proposed roadway width for Shaver Street is adequate.

As mentioned above, the current sidewalk width on Shaver Street is 6 feet to 7 feet. The proposed project sidewalk will be widened to 8 feet to accommodate for the project driveways. An 18-inch planting strip flush with the sidewalk and adjacent to the building will be provided for additional safety of pedestrians. Hence, the proposed sidewalk for Shaver Street is adequate.

Parking

The proposed project provides 179 parking spaces including four handicap parking spaces within the basement parking of the project site. There will be 205 bike parking spaces provided on bike racks located within the basement parking of the project site.

Table 6 summarizes the parking requirements for the proposed project based on City of San Rafael's Downtown Precise Plan for buildings in the T4MS 50/70 Zone.

Table 6: Parking Requirements

Land Use	Size	Parking Demand	Minimum Parking Spaces Required
1 Bedroom Unit	115 units	0.5	57.5
2 Bedroom Unit	43 units	1	43
Total			102.5

Based on the parking analysis conducted, the proposed project provides at least the minimum number of parking spaces per the City of San Rafael's parking requirements.

The proposed project will remove on-street parking adjacent to the project, and place 6 on-street parking spaces along 4th & E Street. There will be no net loss or net gain of on-street parking due to the proposed project.

Intersection Queueing

AMG evaluated 95th percentile queues in length for the site access study intersection to assess if the existing storage capacity is adequate with the proposed project demands. The 95th percentile queue was calculated using HCM 2000 methodology. Additionally, AMG reviewed the 95th percentile queue lengths at the northbound approach to ensure that the northbound approach queues do not extend past the first project driveway under existing plus project conditions. **Table 7** summarizes the existing and existing plus project conditions queue lengths at the study intersection. **Appendix E** contains the Synchro 95th percentile queue length reports.

Table 7: 95th Percentile Queue Length (ft) Analysis

#	Intersection	Movements	Existing Storage Length (ft)	Existing Plus Proposed Project Storage Length (ft)	Existing Conditions		Existing Plus Proposed Project Conditions	
					AM	PM	AM	PM
2	4th Street & Shaver Street	EBTR	0*	0	-	-	-	-
		WBTL	0*	0	1	1	4	5
		NBLR	0*	45**	12	9	31	16

Note:

EBTR=Eastbound shared through and right-turn; WBTL=Westbound shared through and left-turn; NBLR=Northbound shared right-turn and left-turn;

*Assumed based on existing Google Earth imagery.

**Storage for NBL & NBR movement is measured from the intersection to the first project driveway

Based on the 95th percentile queue length analysis, the existing storage capacity for the eastbound approach, northbound left-turn and southbound right-turn movements is adequate to accommodate the proposed project trips.

VMT ANALYSIS

In 2013, Governor Jerry Brown signed SB 743, which both streamlined review for transit-oriented infill projects and directed the State Office of Planning and Research (OPR) to establish new practices and metrics to evaluate transportation impacts under the California Environmental Quality Act (CEQA). Specifically, SB 743 requires that Level of Service (LOS) metrics be replaced by VMT metrics for purposes of CEQA analysis. While SB 743 did not eliminate the ability of local agencies to continue using LOS as a planning metric in General Plans, it reflected a shift in perspective to more sustainable transportation planning that relies on metrics like VMT, which avoid discouraging infill development, and can help make non-automotive transportation faster, safer, and more reliable. The new guidelines require the use of vehicle miles travelled (VMT) as the metric for evaluating the significant traffic impacts to promote greenhouse gas emissions reductions, multimodal transportation networks and diverse land uses.

Senate Bill (SB) 743 (Steinberg 2013) adds Public Resources Code Section 21099 to CEQA and changes the way that transportation impacts are analyzed to better align local environmental review with statewide objectives to reduce greenhouse gas (GHG) emissions, encourage infill mixed-use development in designated priority development areas, reduce regional sprawl development, and reduce vehicle miles traveled (VMT) in California.

The City of San Rafael has adopted VMT methodology for application within the city. The methodology has five screening criteria to determine if a project can be exempted from the VMT analysis.

1. **Transit Priority Area (TPA)**: Projects located within ½ mile walkshed around major transit stops in San Rafael. *The proposed project is not within ½ mile walkshed of a major transit stop. However, it does border the Downtown San Rafael TPA.*
2. **Affordable Housing:** 100% restricted affordable residential projects in infill locations. *The project is located within an infill location.*
3. **Small Projects:** Small projects can be presumed to cause a less-than-significant VMT impact. Small projects are defined as generating 110 or fewer average daily vehicle trips. *The proposed project generates more than 110 daily vehicle trips.*
4. **Local Serving Public Facilities.** Projects that consist of Local Serving Public Facilities that encompass government, civic, cultural, health, and infrastructure uses and activity which contribute to and support community needs. *The proposed project is not a local serving public facility.*
5. **Neighborhood-Serving Retail Project.** Neighborhood-serving retail projects that are less than 50,000 square feet, which serve the immediate neighborhoods. *The proposed project's retail has not been defined as a neighborhood-serving retail project.*
6. **Residential and Office Projects Located in Low VMT Areas.** Residential and employment-generating projects located within a low VMT-generating area can be presumed to have a less-than-significant impact absent substantial evidence to the contrary. *The proposed project is a residential generating project. Based on the information provided by the TAM model, the project is in a low VMT area per residents.*

Section 15064.3 of the CEQA Guidelines provides guidance on evaluating a project's transportation impacts. According to Section 15064.3, vehicle miles traveled (VMT) is generally the most appropriate measure of transportation impacts, except for projects consisting of the addition of travel lanes to roadways. VMT refers to the amount and distance of automobile travel attributable to a project, regardless of the type of vehicle or number of occupants in a vehicle. Section 15064.3(b) establishes metrics and thresholds by which VMT can be evaluated for land use projects and transportation projects.

The proposed project is a mixed-use development in a downtown location that will increase non-vehicular trips and is expected to lower emissions and VMT within the project area. Based on evaluation performed for the San Rafael General Plan 2040, housing projects in Downtown San Rafael will be screened out of a detailed VMT analysis. Hence, this proposed project will not contain a detailed VMT. The project passes two of the criteria shown above, so it will not include VMT analysis.

CONCLUSIONS

- The proposed project would generate approximately 807 daily trips, including 60 new trips during the a.m. peak hour and 61 new trips during the p.m. peak hour.
- Both study intersections operate at LOS D or better under existing conditions during both the a.m. and p.m. peak hours. Under existing plus project scenario, the intersection is expected to operate with acceptable LOD D during the a.m. peak hour and p.m. peak hours. The increases in delay under the existing plus project scenario are less than five seconds. Based on the thresholds of significance criteria adopted by the City of San Rafael, this increase in delay is not considered a substantial deficiency.
- Pedestrian, bicycle, and transit facilities are adequate to serve the project site.
- Site access to the project site is adequate.
- Site Circulation within the project site is adequate.
- Parking spaces provided at the project site are adequate.
- The existing storage capacity for the project access street, and the shared northbound left and northbound right-turn out of the project site is adequate and will not result in spillover of traffic queues due to the addition of the project.

APPENDIX A | Project Site Plan

1 PLAN AT GROUND LEVEL
-

TRACHTENBERG
ARCHITECTS

2421 Fourth Street
Berkeley, California 94710
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www.TrachtenbergArch.com

1515 FOURTH STREET

San Rafael, CA

10.10.2022 SB35 APPLICATION PLANS

JOB: 2212

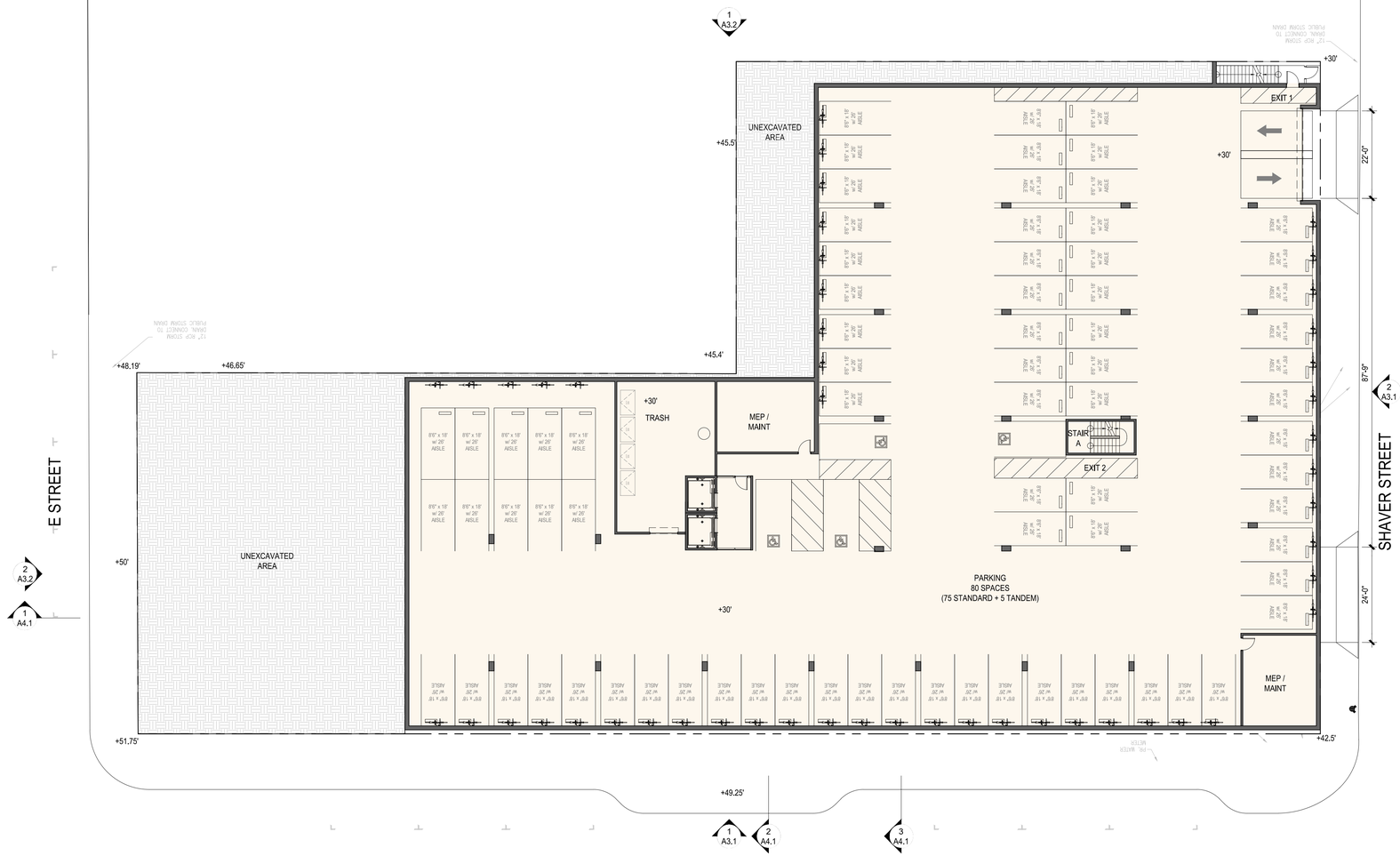
SHEET:

PLAN AT
GROUND LEVEL

A2.1

GENERAL NOTES:

1. IN NEW OR SUBSTANTIALLY RENOVATED PARKING FACILITIES OF TWENTY-FIVE (25) OR MORE SPACES ELECTRICAL CONDUIT CAPABLE OF SUPPORTING SUITABLE WIRING FOR AN ELECTRIC VEHICLE CHARGING STATION SHALL BE INSTALLED BETWEEN AN ELECTRICAL SERVICE PANEL AND AN AREA OF CLEAN AIR VEHICLE PARKING SPACES AS REQUIRED BY THIS SECTION. THE CONDUIT SHALL BE CAPPED AND LABELED FOR POTENTIALFUTURE USE.



1 / - PLAN AT SUBTERRANEAN BASEMENT PARKING LEVEL P2

-

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1515 FOURTH STREET

San Rafael, CA

10.10.2022 SB35 APPLICATION PLANS

JOB: 2212

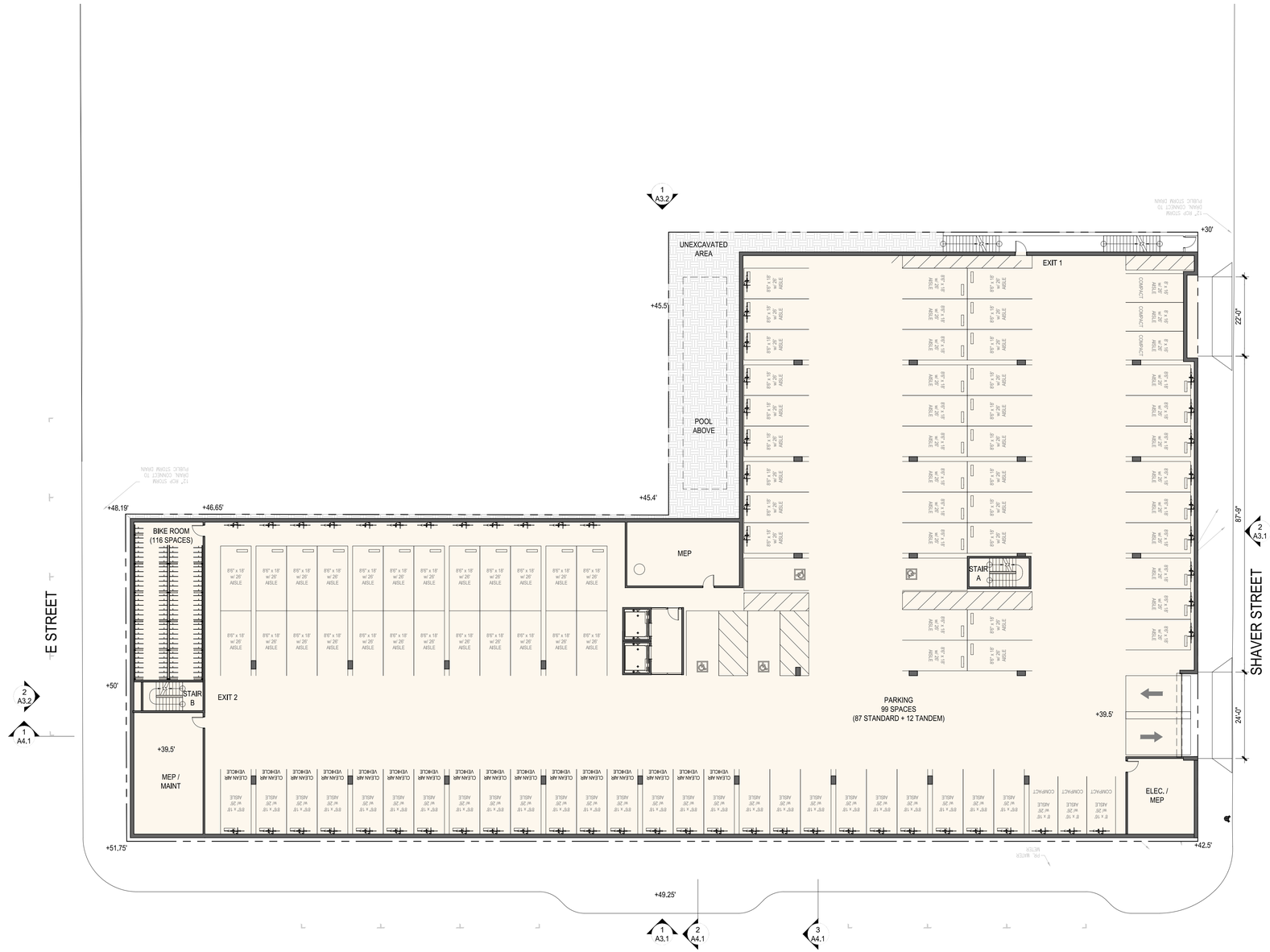
SHEET:

PLAN AT LEVEL P2

A2.0A

GENERAL NOTES:

1. IN NEW OR SUBSTANTIALLY RENOVATED PARKING FACILITIES OF TWENTY-FIVE (25) OR MORE SPACES ELECTRICAL CONDUIT CAPABLE OF SUPPORTING SUITABLE WIRING FOR AN ELECTRIC VEHICLE CHARGING STATION SHALL BE INSTALLED BETWEEN AN ELECTRICAL SERVICE PANEL AND AN AREA OF CLEAN AIR VEHICLE PARKING SPACES AS REQUIRED BY THIS SECTION. THE CONDUIT SHALL BE CAPPED AND LABELED FOR POTENTIALFUTURE USE.



1 / - PLAN AT SUBTERRANEAN BASEMENT PARKING LEVEL P1

-

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1515 FOURTH STREET

San Rafael, CA

10.10.2022 SB35 APPLICATION PLANS

JOB: 2212

SHEET:

PLAN AT LEVEL P1

A2.0B

APPENDIX B | Traffic Volume Counts

Prepared by National Data & Surveying Services

E St & 4th St

Peak Hour Turning Movement Count

ID: 22-080329-001
City: San Rafael

Day: Thursday
Date: 11/3/2022

PEAK HOURS	
AM	08:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 05:00 PM

COUNT PERIODS	
AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

E St — SOUTHBOUND

	Right	Thru	Left	U-Turn	Exit
AM	35	67	13	0	109
NOON	0	0	0	0	0
PM	39	83	18	0	147
	0	0	0	0	

4th St — EASTBOUND

	AM	NOON	PM	
Exit	445	0	372	
U-Turn	0	0	0	0
Left	10	0	25	0
Thru	238	0	315	0
Right	59	0	34	0

4th St — WESTBOUND

		PM	NOON	AM
Right	0	23	0	15
Thru	0	248	0	327
Left	0	28	0	12
U-Turn	0	2	0	0
Exit		387	0	261

E St — NORTHBOUND

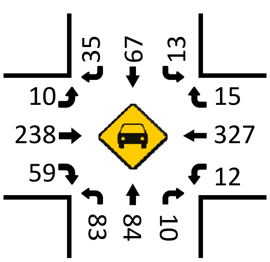
	Exit	U-Turn	Left	Thru	Right
		0	0	0	0
PM	145	0	85	99	52
NOON	0	0	0	0	0
AM	138	0	83	84	10

CONTROL

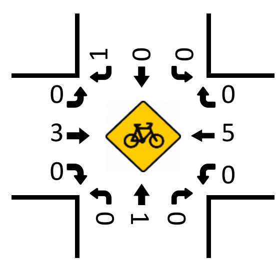
Signalized

	AM	NOON	PM
TEV	953	0	1051
PHF	0.82		0.95

Totals (AM)



Total Bikes (AM)



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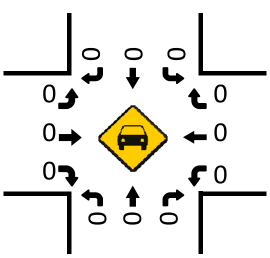
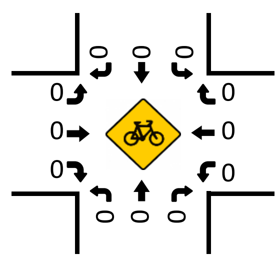
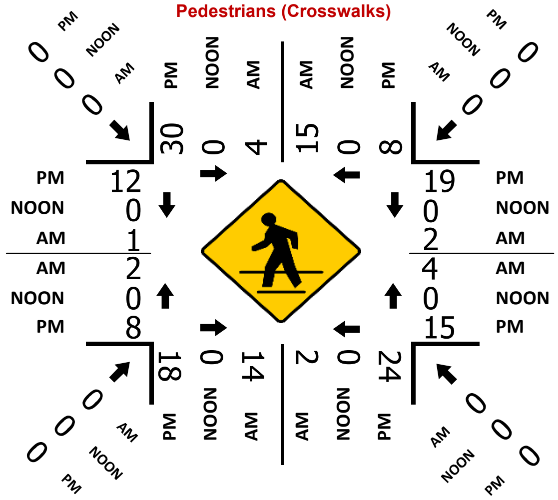


Total Bikes (NOON)



Pedestrians (Crosswalks)



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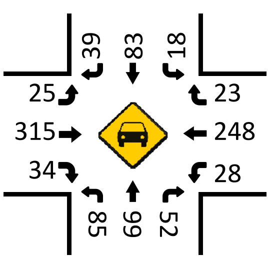
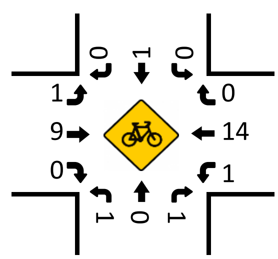


Total Bikes (PM)



Prepared by National Data & Surveying Services

Shaver St & 4th St

Peak Hour Turning Movement Count

ID: 22-080329-002
City: San Rafael

Day: Thursday
Date: 11/3/2022

PEAK HOURS
08:00 AM - 09:00 AM
NONE
04:00 PM - 05:00 PM

COUNT PERIODS
7:00 AM - 09:00 AM
NONE
4:00 PM - 06:00 PM

SOUTHBOUND (Shaver St)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (4th St)

AM	NOON	PM	
449	0	370	⇦
0	0	0	↶ 0
0	0	0	↱ 0
306	0	362	→ 0
9	0	10	↴ 0
AM	NOON	PM	

WESTBOUND (4th St)

PM	NOON	AM	
0	0	0	0 ↰
357	0	432	0 ←
14	0	8	0 ↙
1	0	0	0 ↲
			⇨
385	0	314	
PM	NOON	AM	

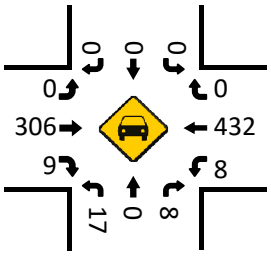
CONTROL
1-Way Stop(NB)

TEV	780 AM	0 NOON	779 PM
PHF	0.85		0.94

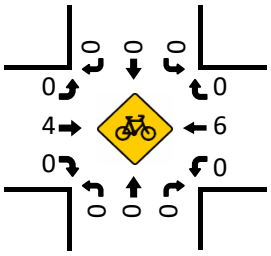
NORTHBOUND (Shaver St)

PM	24	0	13	0	22	PM
NOON	0	0	0	0	0	NOON
AM	17	0	17	0	8	AM

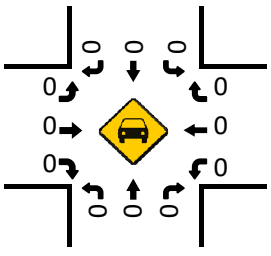
Totals (AM)



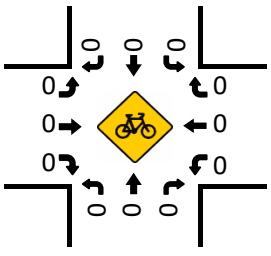
Total Bikes (AM)



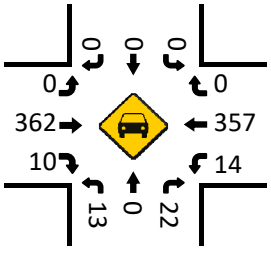
Totals (NOON)



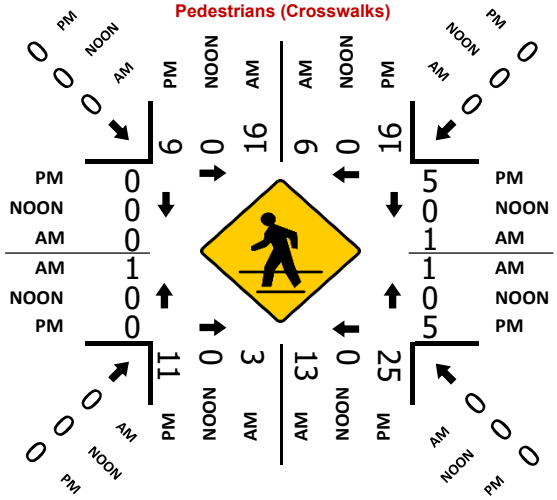
Total Bikes (NOON)



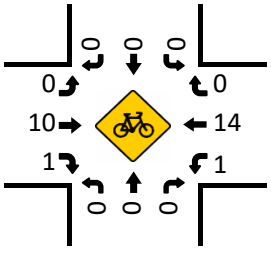
Totals (PM)



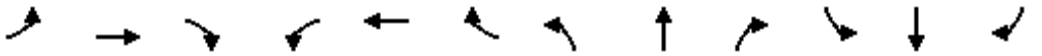
Pedestrians (Crosswalks)



Total Bikes (PM)



APPENDIX C | Existing Conditions Synchro Reports



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	238	59	12	327	15	83	84	10	13	67	35
Future Volume (vph)	10	238	59	12	327	15	83	84	10	13	67	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-3%			3%			2%			-2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1883	1607	0	1816	0	0	1795	0	0	1788	0
Flt Permitted		0.960			0.979			0.715			0.947	
Satd. Flow (perm)	0	1815	1607	0	1782	0	0	1309	0	0	1703	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			120		6			4			35	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		355			335			214			214	
Travel Time (s)		8.1			7.6			4.9			4.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.42	0.79	0.49	0.60	0.87	0.63	0.83	0.66	0.83	0.46	0.56	0.49
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	325	120	0	420	0	0	239	0	0	219	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2		2	2	2		4	4		4	4	
Total Split (s)	45.0	45.0	45.0	45.0	45.0		30.0	30.0		30.0	30.0	
Total Lost Time (s)		4.6	4.6		4.6			4.6			4.6	
Act Effct Green (s)		45.8	45.8		45.8			20.0			20.0	
Actuated g/C Ratio		0.61	0.61		0.61			0.27			0.27	
v/c Ratio		0.29	0.12		0.39			0.68			0.46	
Control Delay		8.9	2.1		9.7			33.5			21.1	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		8.9	2.1		9.7			33.5			21.1	
LOS		A	A		A			C			C	
Approach Delay		7.1			9.7			33.5			21.1	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		66	0		90			96			69	
Queue Length 95th (ft)		108	0		164			103			62	
Internal Link Dist (ft)		275			255			134			134	
Turn Bay Length (ft)												
Base Capacity (vph)		1108	1027		1090			445			599	
Starvation Cap Reductn		0	0		0			0			0	
Spillback Cap Reductn		0	0		0			0			0	
Storage Cap Reductn		0	0		0			0			0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.29	0.12		0.39			0.54			0.37	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of 1st Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 15.0		Intersection LOS: B	
Intersection Capacity Utilization 51.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: E St. & 4th St./4th St.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	306	9	8	432	17	8
Future Volume (vph)	306	9	8	432	17	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	1%			-3%	7%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1844	0	0	1887	1670	0
Flt Permitted				0.998	0.965	
Satd. Flow (perm)	1844	0	0	1887	1670	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	307			355	271	
Travel Time (s)	7.0			8.1	6.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.70	0.56	0.40	0.87	0.53	0.67
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	453	0	0	517	44	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.1%		ICU Level of Service A	
Analysis Period (min) 15			

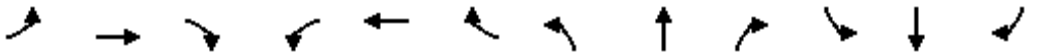
Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	306	9	8	432	17	8
Future Vol, veh/h	306	9	8	432	17	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-3	7	-
Peak Hour Factor	70	56	40	87	53	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	437	16	20	497	32	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	453	0	982	445
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	537	-
Critical Hdwy	-	-	4.12	-	7.82	6.92
Critical Hdwy Stg 1	-	-	-	-	6.82	-
Critical Hdwy Stg 2	-	-	-	-	6.82	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1108	-	189	562
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	476	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1108	-	184	562
Mov Cap-2 Maneuver	-	-	-	-	184	-
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	464	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	24.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	225	-	-	1108	-
HCM Lane V/C Ratio	0.196	-	-	0.018	-
HCM Control Delay (s)	24.9	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	315	34	28	248	23	85	99	52	18	83	39
Future Volume (vph)	25	315	34	28	248	23	85	99	52	18	83	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-3%			3%			2%			-2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1883	1607	0	1800	0	0	1757	0	0	1786	0
Flt Permitted		0.960			0.925			0.757			0.935	
Satd. Flow (perm)	0	1815	1607	0	1675	0	0	1356	0	0	1682	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			48		11			20			35	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		355			335			214			214	
Travel Time (s)		8.1			7.6			4.9			4.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.97	0.71	0.64	0.94	0.72	0.73	0.83	0.81	0.64	0.80	0.61
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	353	48	0	340	0	0	299	0	0	196	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2		2	2	2		4	4		4	4	
Total Split (s)	45.0	45.0	45.0	45.0	45.0		30.0	30.0		30.0	30.0	
Total Lost Time (s)		4.6	4.6		4.6			4.6			4.6	
Act Effct Green (s)		44.4	44.4		44.4			21.4			21.4	
Actuated g/C Ratio		0.59	0.59		0.59			0.29			0.29	
v/c Ratio		0.33	0.05		0.34			0.75			0.39	
Control Delay		9.8	2.9		9.7			34.1			18.8	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		9.8	2.9		9.7			34.1			18.8	
LOS		A	A		A			C			B	
Approach Delay		8.9			9.7			34.1			18.8	
Approach LOS		A			A			C			B	
Queue Length 50th (ft)		80	0		75			113			57	
Queue Length 95th (ft)		141	9		136			169			89	
Internal Link Dist (ft)		275			255			134			134	
Turn Bay Length (ft)												
Base Capacity (vph)		1074	970		996			472			592	
Starvation Cap Reductn		0	0		0			0			0	
Spillback Cap Reductn		0	0		0			0			0	
Storage Cap Reductn		0	0		0			0			0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.33	0.05		0.34			0.63			0.33	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of 1st Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 16.8		Intersection LOS: B	
Intersection Capacity Utilization 70.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: E St. & 4th St./4th St.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	362	10	14	357	13	22
Future Volume (vph)	362	10	14	357	13	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	1%			-3%	7%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1840	0	0	1887	1628	0
Flt Permitted				0.998	0.977	
Satd. Flow (perm)	1840	0	0	1887	1628	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	307			355	271	
Travel Time (s)	7.0			8.1	6.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.50	0.70	0.94	0.54	0.79
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	401	0	0	400	52	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

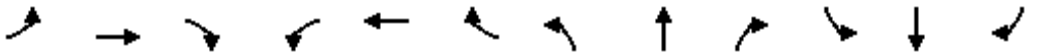
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	362	10	14	357	13	22
Future Vol, veh/h	362	10	14	357	13	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-3	7	-
Peak Hour Factor	95	50	70	94	54	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	381	20	20	380	24	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	401	0	811	391
Stage 1	-	-	-	-	391	-
Stage 2	-	-	-	-	420	-
Critical Hdwy	-	-	4.12	-	7.82	6.92
Critical Hdwy Stg 1	-	-	-	-	6.82	-
Critical Hdwy Stg 2	-	-	-	-	6.82	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1158	-	255	609
Stage 1	-	-	-	-	587	-
Stage 2	-	-	-	-	563	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1158	-	249	609
Mov Cap-2 Maneuver	-	-	-	-	249	-
Stage 1	-	-	-	-	587	-
Stage 2	-	-	-	-	551	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	16.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	365	-	-	1158	-
HCM Lane V/C Ratio	0.142	-	-	0.017	-
HCM Control Delay (s)	16.5	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

APPENDIX D | Existing Plus Project Conditions Synchro Reports



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	267	66	12	337	15	85	84	10	13	67	37
Future Volume (vph)	14	267	66	12	337	15	85	84	10	13	67	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		3%			3%			2%			-2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1827	1560	0	1816	0	0	1793	0	0	1784	0
Flt Permitted		0.945			0.978			0.707			0.947	
Satd. Flow (perm)	0	1734	1560	0	1780	0	0	1295	0	0	1700	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			135		6			4			37	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		355			335			214			214	
Travel Time (s)		8.1			7.6			4.9			4.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.42	0.79	0.49	0.60	0.87	0.63	0.83	0.66	0.83	0.46	0.56	0.49
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	371	135	0	431	0	0	241	0	0	224	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2		2	2	2		4	4		4	4	
Total Split (s)	45.0	45.0	45.0	45.0	45.0		30.0	30.0		30.0	30.0	
Total Lost Time (s)		4.6	4.6		4.6			4.6			4.6	
Act Effct Green (s)		45.6	45.6		45.6			20.2			20.2	
Actuated g/C Ratio		0.61	0.61		0.61			0.27			0.27	
v/c Ratio		0.35	0.13		0.40			0.69			0.46	
Control Delay		9.6	2.1		9.9			33.9			21.0	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay		9.6	2.1		9.9			33.9			21.0	
LOS		A	A		A			C			C	
Approach Delay		7.6			9.9			33.9			21.0	
Approach LOS		A			A			C			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 75	
Actuated Cycle Length: 75	
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of 1st Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	

Intersection Signal Delay: 15.0 | Intersection LOS: B
Intersection Capacity Utilization 52.5% | ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: E St. & 4th St./4th St.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	306	10	22	432	22	48
Future Volume (vph)	306	10	22	432	22	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	1%			-3%	7%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1844	0	0	1881	1615	0
Flt Permitted				0.995	0.982	
Satd. Flow (perm)	1844	0	0	1881	1615	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	307			355	254	
Travel Time (s)	7.0			8.1	5.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.70	0.56	0.40	0.87	0.53	0.67
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	455	0	0	552	114	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	306	10	22	432	22	48
Future Vol, veh/h	306	10	22	432	22	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-3	7	-
Peak Hour Factor	70	56	40	87	53	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	437	18	55	497	42	72

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	455	0	1053	446
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	607	-
Critical Hdwy	-	-	4.12	-	7.82	6.92
Critical Hdwy Stg 1	-	-	-	-	6.82	-
Critical Hdwy Stg 2	-	-	-	-	6.82	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1106	-	163	561
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	534	-
Platoon blocked, %	-	-		-	1	
Mov Cap-1 Maneuver	-	-	1106	-	152	561
Mov Cap-2 Maneuver	-	-	-	-	152	-
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	497	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	26.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	282	-	-	1106	-
HCM Lane V/C Ratio	0.401	-	-	0.05	-
HCM Control Delay (s)	26.1	-	-	8.4	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	1.8	-	-	0.2	-

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	27	327	37	2	28	274	23	91	99	52	18	83
Future Volume (vph)	27	327	37	2	28	274	23	91	99	52	18	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		3%				3%			2%			-2%
Storage Length (ft)	0		0		0		0	0		0	0	
Storage Lanes	0		1		0		0	0		0	0	
Taper Length (ft)	25				25			25			25	
Satd. Flow (prot)	0	1827	1560	0	0	1800	0	0	1757	0	0	1780
Flt Permitted		0.955				0.914			0.738			0.936
Satd. Flow (perm)	0	1752	1560	0	0	1657	0	0	1323	0	0	1678
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			52			10			19			38
Link Speed (mph)		30				30			30			30
Link Distance (ft)		355				335			214			214
Travel Time (s)		8.1				7.6			4.9			4.9
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.97	0.71	0.25	0.64	0.94	0.72	0.73	0.83	0.81	0.64	0.80
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%				0%			0%			0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	367	52	0	0	375	0	0	308	0	0	202
Turn Type	Perm	NA	Perm	Perm	Perm	NA		Perm	NA		Perm	NA
Protected Phases		2				2			4			4
Permitted Phases	2		2	2	2	2		4	4		4	4
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0		30.0	30.0		30.0	30.0
Total Lost Time (s)		4.6	4.6			4.6			4.6			4.6
Act Effct Green (s)		44.0	44.0			44.0			21.8			21.8
Actuated g/C Ratio		0.59	0.59			0.59			0.29			0.29
v/c Ratio		0.36	0.06			0.38			0.77			0.39
Control Delay		10.3	2.8			10.4			36.2			18.5
Queue Delay		0.0	0.0			0.0			0.0			0.0
Total Delay		10.3	2.8			10.4			36.2			18.5
LOS		B	A			B			D			B
Approach Delay		9.3				10.4			36.2			18.5
Approach LOS		A				B			D			B

Intersection Summary	
Area Type:	Other
Cycle Length: 75	
Actuated Cycle Length: 75	
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of 1st Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	43
Future Volume (vph)	43
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.61
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Total Split (s)	
Total Lost Time (s)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Intersection Signal Delay: 17.4 | Intersection LOS: B
Intersection Capacity Utilization 72.9% | ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: E St. & 4th St./4th St.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	362	14	50	357	15	41
Future Volume (vph)	362	14	50	357	15	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	1%			-3%	7%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1837	0	0	1876	1611	0
Flt Permitted				0.992	0.983	
Satd. Flow (perm)	1837	0	0	1876	1611	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	307			355	254	
Travel Time (s)	7.0			8.1	5.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.50	0.70	0.94	0.54	0.79
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	409	0	0	451	80	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	362	14	50	357	15	41
Future Vol, veh/h	362	14	50	357	15	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-3	7	-
Peak Hour Factor	95	50	70	94	54	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	381	28	71	380	28	52

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	409	0	917	395
Stage 1	-	-	-	-	395	-
Stage 2	-	-	-	-	522	-
Critical Hdwy	-	-	4.12	-	7.82	6.92
Critical Hdwy Stg 1	-	-	-	-	6.82	-
Critical Hdwy Stg 2	-	-	-	-	6.82	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1150	-	211	606
Stage 1	-	-	-	-	584	-
Stage 2	-	-	-	-	486	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1150	-	195	606
Mov Cap-2 Maneuver	-	-	-	-	195	-
Stage 1	-	-	-	-	584	-
Stage 2	-	-	-	-	448	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	18.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	349	-	-	1150	-
HCM Lane V/C Ratio	0.228	-	-	0.062	-
HCM Control Delay (s)	18.3	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-

APPENDIX E | 95th Percentile Queue Length Synchro Reports

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	306	9	8	432	17	8
Future Volume (Veh/h)	306	9	8	432	17	8
Sign Control	Free			Free	Stop	
Grade	1%			-3%	7%	
Peak Hour Factor	0.70	0.56	0.40	0.87	0.53	0.67
Hourly flow rate (vph)	437	16	20	497	32	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				355		
pX, platoon unblocked					0.90	
vC, conflicting volume			453		982	445
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			453		925	445
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		88	98
cM capacity (veh/h)			1108		263	613

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	453	517	44
Volume Left	0	20	32
Volume Right	16	0	12
cSH	1700	1108	312
Volume to Capacity	0.27	0.02	0.14
Queue Length 95th (ft)	0	1	12
Control Delay (s)	0.0	0.5	18.4
Lane LOS		A	C
Approach Delay (s)	0.0	0.5	18.4
Approach LOS			C

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	39.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	362	10	14	357	13	22
Future Volume (Veh/h)	362	10	14	357	13	22
Sign Control	Free			Free	Stop	
Grade	1%			-3%	7%	
Peak Hour Factor	0.95	0.50	0.70	0.94	0.54	0.79
Hourly flow rate (vph)	381	20	20	380	24	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				355		
pX, platoon unblocked					0.96	
vC, conflicting volume			401		811	391
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			401		780	391
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		93	96
cM capacity (veh/h)			1158		341	657

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	401	400	52
Volume Left	0	20	24
Volume Right	20	0	28
cSH	1700	1158	460
Volume to Capacity	0.24	0.02	0.11
Queue Length 95th (ft)	0	1	9
Control Delay (s)	0.0	0.6	13.8
Lane LOS		A	B
Approach Delay (s)	0.0	0.6	13.8
Approach LOS			B

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	40.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	306	10	22	432	22	48
Future Volume (Veh/h)	306	10	22	432	22	48
Sign Control	Free			Free	Stop	
Grade	1%			-3%	7%	
Peak Hour Factor	0.70	0.56	0.40	0.87	0.53	0.67
Hourly flow rate (vph)	437	18	55	497	42	72
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				355		
pX, platoon unblocked					0.89	
vC, conflicting volume			455		1053	446
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			455		999	446
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		82	88
cM capacity (veh/h)			1106		228	612

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	455	552	114
Volume Left	0	55	42
Volume Right	18	0	72
cSH	1700	1106	377
Volume to Capacity	0.27	0.05	0.30
Queue Length 95th (ft)	0	4	31
Control Delay (s)	0.0	1.4	18.6
Lane LOS		A	C
Approach Delay (s)	0.0	1.4	18.6
Approach LOS			C

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	51.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	362	14	50	357	15	41
Future Volume (Veh/h)	362	14	50	357	15	41
Sign Control	Free			Free	Stop	
Grade	1%			-3%	7%	
Peak Hour Factor	0.95	0.50	0.70	0.94	0.54	0.79
Hourly flow rate (vph)	381	28	71	380	28	52
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				355		
pX, platoon unblocked					0.94	
vC, conflicting volume			409		917	395
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			409		877	395
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		90	92
cM capacity (veh/h)			1150		279	654

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	409	451	80
Volume Left	0	71	28
Volume Right	28	0	52
cSH	1700	1150	445
Volume to Capacity	0.24	0.06	0.18
Queue Length 95th (ft)	0	5	16
Control Delay (s)	0.0	1.9	14.9
Lane LOS		A	B
Approach Delay (s)	0.0	1.9	14.9
Approach LOS			B

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	54.8%	ICU Level of Service	A
Analysis Period (min)	15		

Belmont Village of San Rafael
Senior Housing Project
NOISE AND VIBRATION ASSESSMENT
1515 Fourth Street, San Rafael, California

March 6, 2024

♦ ♦ ♦

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INTRODUCTION AND SUMMARY

This report presents the results of an environmental noise assessment completed for the proposed 7 story 183-unit senior housing project 1515 4th Street in San Rafael, California (see Figure 1)[1]. The purpose for this noise assessment is to evaluate the compatibility of the development with respect to the environmental noise levels at the project site and evaluate noise impacts upon sensitive receptors in the area. The study also makes comparisons of the relative impacts of this and the 7 story 162-unit mixed-use housing project that was previously proposed on the site.

The Setting Section of this report presents the fundamentals of environmental noise and vibration, describes regulatory criteria that are applicable in the project's assessment, and summarizes the results of a survey of the existing noise environment at the project site and vicinity.

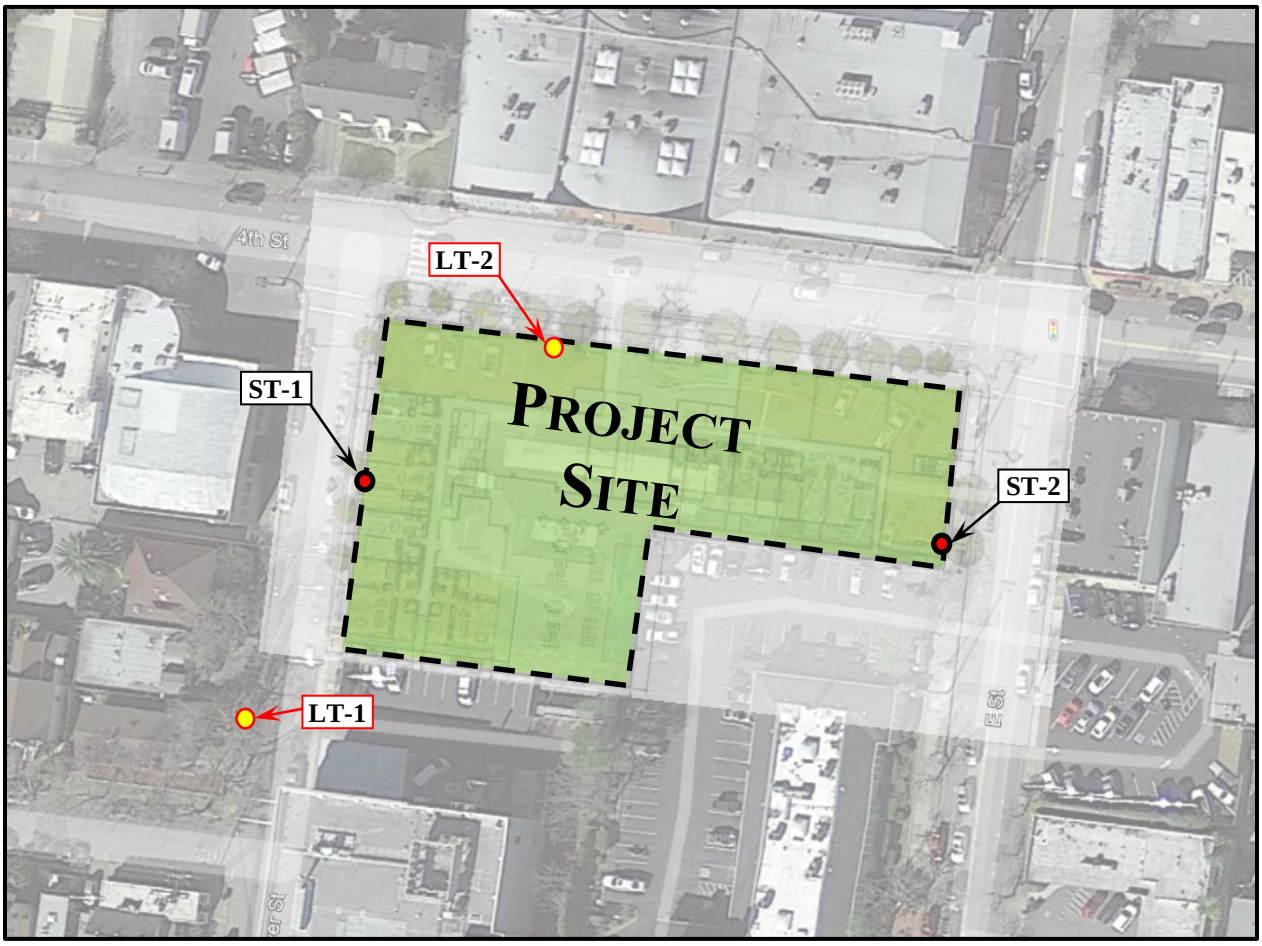


Figure 1: Project Site, Vicinity and Measurement Locations

SETTING

FUNDAMENTALS OF ENVIRONMENTAL NOISE

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. The objectionable nature of sound could be caused by its *pitch* or its loudness. *Pitch* is the height or depth of a tone or sound, depending on the relative rapidity (frequency) of the vibrations by which it is produced. Higher pitched signals sound louder to humans than sounds with a lower pitch. *Loudness* is intensity of sound waves combined with the reception

1 This project was originally proposed on the same and within the same building footprint as a 7 story 162-unit mixed-use housing project in 2023. This report utilizes portions of the analysis of the ENVA completed for that project in 2023.

characteristics of the ear. Intensity may be compared with the height of an ocean wave in that it is a measure of the amplitude of the sound wave.

In addition to the concepts of pitch and loudness, there are several noise measurement scales, which are used to describe noise in a particular location. *A decibel (dB)* is a unit of measurement, which indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its intensity. Each 10-decibel increase in sound level is perceived as approximately a doubling of loudness over a wide range of intensities. Technical terms are defined in Table 1.

There are several methods of characterizing sound. The most common in California is the *A-weighted sound level (dBA).* This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Representative outdoor and indoor noise levels in units of dBA are shown in Table 2. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This *energy-equivalent sound/noise descriptor* is called L_{eq}. The most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends upon the distance the receptor is from the noise source. Close to the noise source, the models are accurate to within about plus or minus 1 to 2 dBA.

Since the sensitivity to noise increases during the evening and at night -- because excessive noise interferes with the ability to sleep -- 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The *Community Noise Equivalent Level* (*CNEL*) is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 pm - 10:00 pm) and a 10 dB addition to nocturnal (10:00 pm - 7:00 am) noise levels. The *Day/Night Average Sound Level* (*DNL* or L_{dn}) is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

EFFECTS OF NOISE

Sleep and Speech Interference. The thresholds for speech interference indoors are about 45 dBA if the noise is steady and above 55 dBA if the noise is fluctuating. Outdoors the thresholds are about 15 dBA higher. Steady noises of sufficient intensity (above 35 dBA) and fluctuating noise levels above about 45 dBA have been shown to affect sleep. Interior residential standards for multi-family dwellings are set by the State of California at 45 dBA L_{dn}. Typically, the highest steady traffic noise level during the daytime is about equal to the L_{dn} and nighttime levels are 10 dBA lower. The standard is designed for sleep and speech protection and most jurisdictions apply the same criterion for all residential uses. Typical structural attenuation is 12-17 dBA with open windows. With closed windows in good condition, the noise attenuation factor is around 20 dBA for an older structure and 25 dBA for a newer dwelling. Sleep and speech interference is therefore possible when exterior noise levels are about 57-62 dBA L_{dn} with open windows and 65-70 dBA L_{dn} if the windows are closed. Levels of 55-60 dBA are common along collector

streets and secondary arterials, while 65-70 dBA is a typical value for a primary/major arterial. Levels of 75-80 dBA are normal noise levels at the first row of development outside a freeway right-of-way. To achieve an acceptable interior noise environment, bedrooms facing secondary roadways need to be able to have their windows closed, those facing major roadways and freeways typically need special glass windows.

Table 1: Definitions of Acoustical Terms Used in this Report

Term	Definitions
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micro-Pascals (or 20 micro-Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 micro-Pascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and Ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, L_{eq}	The average A-weighted noise level during the measurement period. The hourly Leq used for this report is denoted as dBA Leq[h].
Day-Night Level, L_{dn}	The equivalent noise level for a continuous 24-hour period with a 10-decibel penalty imposed during nighttime and morning hours (10:00 pm to 7:00 am).
Community Noise Exposure Level, CNEL	CNEL is the equivalent noise level for a continuous 24-hour period with a 5-decibel penalty imposed in the evening (7:00 pm to 10:00 pm) and a 10-decibel penalty imposed during nighttime and morning hours (10:00 pm to 7:00am)
L_1, L_{10}, L_{50}, L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Source: Handbook of Acoustical Measurements and Noise Control, Harris, 1998.

Annoyance. Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that the causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. When measuring the percentage of the population highly annoyed, the threshold for ground vehicle noise is about 50 dBA L_{dn}. At a L_{dn} of about 60 dBA, approximately 12 percent of the

population is highly annoyed. When the L_{dn} increases to 70 dBA, the percentage of the population highly annoyed increases to about 25-30 percent of the population. There is, therefore, an increase of about 2 percent per dBA between a L_{dn} of 60-70 dBA. Between a L_{dn} of 70-80 dBA, each additional decibel increases the percentage of the population highly annoyed by about 3 percent. People appear to respond more adversely to aircraft noise. When the L_{dn} is 60 dBA, approximately 30-35 percent of the population is believed to be highly annoyed. Each decibel increase to 70 dBA adds about 3 percentage points to the number of people highly annoyed. Above 70 dBA, each decibel increase results in about a 4 percent increase in the percentage of the population highly annoyed.

Table 2: Typical Noise Levels in the Environment

Common Outdoor Noise Source	Noise Level (dBA)	Common Indoor Noise Source
	110 dBA	Rock band
Jet fly-over at 1,000 feet		
	100 dBA	
Gas lawn mower at 3 feet		
	90 dBA	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	80 dBA	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	70 dBA	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60 dBA	
		Large business office
Quiet urban daytime	50 dBA	Dishwasher in next room
Quiet urban nighttime	40 dBA	Theater, large conference room
Quiet suburban nighttime		
	30 dBA	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	20 dBA	
		Broadcast/recording studio
	10 dBA	
	0 dBA	

Source: Technical Noise Supplement (TeNS), Caltrans, November 2009.

FUNDAMENTALS OF GROUNDBORNE VIBRATION

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is the Peak Particle Velocity (PPV), and another is the Root Mean Square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration. In this section, a PPV descriptor with units of mm/sec or in/sec is used to evaluate construction generated vibration for building damage and human complaints. Table 3 displays the reactions of people and the effects on buildings that continuous vibration levels produce. The annoyance levels shown in Table 3 should be interpreted with care since vibration may be found to be annoying at much lower levels than those shown, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying.

Table 3: Reaction of People and Damage to Buildings for Continuous Vibration Levels

Vibration Level, PPV (in/sec)	Human Reaction	Effect on Buildings
0.006 to 0.019	Threshold of perception, Possibility of intrusion	Vibration unlikely to cause damage of any type
0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
0.20	Vibrations annoying to people in buildings	Threshold at which there is a risk of "architectural" damage to normal dwellings such as plastered walls or ceilings.
0.4 to 0.6	Vibrations considered unpleasant by people subjected to continuous vibrations	Vibration at this level would cause "architectural" damage and possibly minor structural damage.

Source: Transportation Related Earthborne Vibrations (Caltrans Experiences), Technical Advisory, Vibration TAV-02-01-R9601, California Department of Transportation, February 20, 2002.

Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where groundborne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

Construction activities can cause vibration that varies in intensity depending on several factors. The use of pile driving and vibratory compaction equipment typically generate the highest construction related ground-borne vibration levels. Because of the impulsive nature of such activities, the use of the peak particle velocity descriptor (PPV) has been routinely used to measure and assess ground-borne vibration and almost exclusively to assess the potential of vibration to induce structural damage and the degree of annoyance for humans.

The two primary concerns with construction-induced vibration, the potential to damage a structure and the potential to interfere with the enjoyment of life are evaluated against different vibration limits. Studies have shown that the threshold of perception for average persons is in the range of 0.008 to 0.012 in/sec PPV. Human perception to vibration varies with the individual and is a function of physical setting and the type of vibration. Persons exposed to elevated

ambient vibration levels such as people in an urban environment may tolerate a higher vibration level.

Structural damage can be classified as cosmetic only, such as minor cracking of building elements, or may threaten the integrity of the building. Safe vibration limits that can be applied to assess the potential for damaging a structure vary by researcher and there is no general consensus as to what amount of vibration may pose a threat for structural damage to the building. Construction-induced vibration that can be detrimental to the building is very rare and has only been observed in instances where the structure is at a high state of disrepair and the construction activity occurs immediately adjacent to the structure.

REGULATORY BACKGROUND

The State of California and the City of San Rafael have established regulatory criteria that are applicable in this assessment. The State of California Environmental Quality Act (CEQA) Guidelines, Appendix G, are used to assess the potential significance of impacts pursuant to local General Plan policies, Zoning Code standards, or the applicable standards of other agencies. A summary of the applicable regulatory criteria is provided below.

State CEQA Guidelines.

The California Environmental Quality Act (CEQA) contains guidelines to evaluate the significance of effects of environmental noise attributable to a proposed project. Under CEQA, noise impacts would be considered significant if the project would result in:

(a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies,
(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, if the project would expose people residing or working in the project area to excessive noise levels.

Checklist item (c) is not applicable to this project because the project is not located within an airport land use plan, is not within two miles of an airport or in the vicinity of a private air strip.

2022 California Building Code, Title 24, Part 2.

The current version of the California Building Code (CBC) requires interior noise levels attributable to exterior environmental noise sources to be limited to a level not exceeding 45 dBA L_{dn}/CNEL in any habitable room.

California Building Cal Green Code, Title 24, Part 11.

The Green Building Standards of the State of California Code of Regulations (Title 24, Part 11) establishes mandatory exterior sound transmission control standards for new non-residential buildings as set forth in the 2022 California Green Building Standards Code Sections 5.507.4.1 and 5.507.4.2 Exterior noise transmission as follows[2]:

5.507.4.1 Exterior noise transmission, prescriptive method. Wall and roof-ceiling assemblies exposed to the noise source making up the building envelope shall meet a

[2] Exception: Buildings with few or no occupants and where occupants are not likely to be affected by exterior noise, as determined by the enforcement authority, such as factories, stadiums, storage, enclosed parking structures and utility buildings.

composite STC rating of at least 50 or a composite OITC rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 in the following locations:

1. Within the 65 CNEL noise contour of an airport.
   Exceptions:
   1. L_{dn} or CNEL for military airports shall be determined by the facility Air Installation Compatible Land Use Zone (AICUZ) plan.
   2. L_{dn} or CNEL for other airports and heliports for which a land use plan has not been developed shall be determined by the local general plan noise element.
2. Within the 65 CNEL or L_{dn} noise contour of a freeway or expressway, railroad, industrial source or fixed-guideway noise source as determined by the General Plan Noise Element.

5.507.4.1.1 Noise exposure where noise contours are not readily available. Buildings exposed to a noise level of 65 dB L_{eq}-1-hr during any hour of operation shall have exterior wall and roof-ceiling assemblies exposed to the noise source meeting a composite STC rating of at least 45 (or OITC 35), with exterior windows of a minimum STC of 40 (or OITC 30).

5.507.4.2 Performance method. For buildings located as defined in Sections A5.507.4.1 or A5.507.4.1.1, wall and roof-ceiling assemblies exposed to the noise source making up the building envelope shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level (L_{eq}-1Hr) of 50 dBA in occupied areas during any hour of operation.

5.507.4.2.1 Site features**.** Exterior features such as sound walls or earth berms may be utilized as appropriate to the project to mitigate sound migration to the interior.

5.507.4.2.2 Documentation of compliance. An acoustical analysis documenting complying interior sound levels shall be prepared by personnel approved by the architect or engineer of record.

City of San Rafael General Plan (adopted 8.02.2021)

The Noise Element of the City of San Rafael's General Plan provides the following Goals, Policies, and Programs which are relevant to the proposed project:

GOAL N-1: Acceptable Noise Levels

Protect the public from excessive unnecessary, and unreasonable noise.

Excessive noise is a concern for many residents of San Rafael. This concern can be addressed through the implementation of standards to protect public health and reduce noise conflicts in the community, including the Noise Ordinance.

Policy N-1.1: Land Use Compatibility Standards for Noise

Protect people from excessive noise by applying noise standards in land use decisions. The Land Use Compatibility standards in Table 9-2 are adopted by reference as part of this General Plan and shall be applied in the determination of appropriate land uses in different ambient noise environments.

Program N-1.1A: Residential Noise Standards. *Maintain a maximum noise standard of 70 dBA L_{dn} for backyards, decks, and common/usable outdoor spaces in residential and mixed-use areas. As required by Title 24 insulation requirements, interior noise levels shall not exceed 45 dBA L_{dn} in all habitable rooms in residential units.*

Policy N-1.2: Maintaining Acceptable Noise Levels

Use the following performance standards to maintain an acceptable noise environment in San Rafael:

(a) New development shall not increase noise levels by more than 3 dBA L_{dn} in a residential area, or by more than 5 dBA L_{dn} in a non-residential area.
(b) New development shall not cause noise levels to increase above the "normally acceptable" levels shown in Table 9-2.
(c) For larger projects, the noise levels in (a) and (b) should include any noise that would be generated by additional traffic associated with the new development.
(d) Projects that exceed the thresholds above may be permitted if an acoustical study determines that there are mitigating circumstances (such as higher existing noise levels) and nearby uses will not be adversely affected.

Program N-1.2A: Acoustical Study Requirements. *Require acoustical studies for new single family residential projects within the projected 60 dBA L_{dn} noise contour and for multi-family or mixed-use projects within the projected 65 dBA L_{dn} contour. The studies should include projected noise from additional traffic, noise associated with the project itself, and cumulative noise resulting from other approved projects. Mitigation measures should be identified to ensure that noise levels remain at acceptable levels.*

Program N-1.2B: Approval Conditions. *Establish conditions of approval for activities with the potential to create significant noise conflicts and enforce these conditions once projects become operational.*

Policy N-1.3: Reducing Noise Through Planning and Design

Use a range of design, construction, site planning, and operational measures to reduce potential noise impacts.

Program N-1.3A: Site Planning. *Where appropriate, require site planning methods that minimize potential noise impacts. By taking advantage of terrain and site dimensions, it may be possible to arrange buildings, parking, and other uses to reduce and possibly eliminate noise conflicts. Site planning techniques include:*

(a) Maximizing the distance between potential noise sources and the receiver.
(b) Placing non-sensitive uses such as parking lots, maintenance facilities, and utility areas between the source and receiver.
(c) Using non-sensitive uses such as garages to shield noise sensitive areas.
(d) Orienting buildings to shield outdoor spaces from noise sources.
(e) Incorporating landscaping and berms to absorb sound.

Program N-1.3B: Architectural Design. *Where appropriate, reduce the potential for noise conflicts through the location of noise-sensitive spaces. Bedrooms, for example, should be placed away from freeways. Mechanical and motorized equipment (such as air conditioning units) should be located away from noise-sensitive rooms. Interior courtyards with water features can mask ambient noise and provide more comfortable outdoor spaces.*

Program N-1.3C: Noise Barriers. *Where appropriate, use absorptive noise barriers to reduce noise levels from ground transportation and industrial noise sources. A barrier should provide at least Ldn 5 dB of noise reduction to achieve a noticeable change in noise levels.*

Program N-1.3D: Noise Reduction through Construction Materials. *Where appropriate, reduce noise in interior spaces through insulation and the choice of materials for walls, roofs, ceilings, doors, windows, and other construction materials.*

Policy N-1.4: Sound Walls
Discourage the use of sound walls when other effective noise reduction measures are available. Vegetation, berms, and the mitigation measures in Policy N-3 are the preferred methods of absorbing sound along roads, rail, and other transportation features. Where there are no other feasible options (for example, along many sections of US Highway 101), the City will review and comment on sound wall design. Sound walls should be aesthetically pleasing, regularly maintained, and designed to minimize the potential displacement of sound.

Policy N-1.5: Mixed Use
Mitigate the potential for noise-related conflicts in mixed use development combining residential and non-residential uses.

Program N-1.5A: Disclosure Agreements. *Where appropriate, require disclosure agreements for residents in mixed use projects advising of potential noise impacts from nearby commercial enterprises, such as restaurants and entertainment venues.*

Policy N-1.9: Maintaining Peace and Quiet
Minimize noise conflicts resulting from everyday activities such as construction, sirens, yard equipment, business operations, night-time sporting events, and domestic activities.

Program N-1.9A: Noise Ordinance. *Maintain and enforce the noise ordinance, which addresses common noise sources such as amplified music, mechanical equipment use, and construction. Updates to the ordinance should be periodically considered in response to new issues (for example, allowing portable generators during power outages).*

Program N-1.9B: Construction Noise. *Establish a list of construction best management practices (BMPs) for future projects and incorporate the list into San Rafael Municipal Code Chapter 8.13 (Noise) The City Building Division shall verify that appropriate BMPs are included on demolition, grading, and construction plans prior to the issuance of associated permits.*

Program N-1.9C: Noise Specifications. *Include noise specifications in requests for equipment information and bids for new City equipment and consider this information as part of evaluation of the bids.*

Policy N-1.11: Vibration
Ensure that the potential for vibration is addressed when transportation, construction, and non-residential projects are proposed, and that measures are taken to mitigate potential impacts.

Program N-1.11A: Vibration-Related Conditions of Approval. *Adopt Standard conditions of approval in San Rafael Municipal Code Chapter 8.13 (Noise) that apply Federal Transit Administration (FTA) criteria for acceptable levels of groundborne vibration for various building types. These conditions should:*

(a) reduce the potential for vibration-related construction impacts for development projects near sensitive uses such as housing, schools, and historically significant buildings.
(b) *reduce the potential for operational impacts on existing or potential future sensitive uses such as uses with vibration-sensitive equipment (e.g., microscopes in hospitals and research facilities) or residences.*

Vibration impacts shall be considered as part of project level environmental evaluation and approval for individual future projects. If vibration levels exceed FTA limits, conditions of approval shall identify construction and operational alternatives that mitigate impacts.

Table 9-2: Noise Compatibility Guidelines for San Rafael[1]

Land Uses	Interior CNEL or L_{dn} (dBA)	Exterior Noise Exposure, CNEL or L_{dn} (dBA) 55	60	65	70	75	80
Residential-Low Density Single-Family, Duplex, Mobile Homes	45*						
Residential-Multiple Family	45*						
Transient Lodging, Motels, Hotels	45*						
Schools, Libraries, Churches, Hospitals, Nursing Homes	45*						
Auditoriums, Concert Halls, Amphitheaters	--						
Sports Arena, Outdoor Spectator Sports	--						
Playgrounds, Neighborhood Parks	--						
Golf Courses, Riding Stables, Water Recreation, Cemeteries	--						
Office Buildings, Businesses, Commercial and Professional	50						
Industrial, Manufacturing, Utilities, Agricultural	--						

Normally Acceptable:
Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Normally Unacceptable:
New construction or development should generally be discouraged. If new construction does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Conditionally Acceptable:
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and the needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Clearly Unacceptable:
New construction or development generally should not be undertaken.

City of San Rafael Municipal Code.

The City's Municipal Code contains a Noise Ordinance that limits sound levels at adjacent properties. Section 8.13.040 states the allowable sound pressure level at various land uses during the day and night for intermittent and constant noise. The general noise limits are given in Table 8.13-1.

TABLE 8.13-1—GENERAL NOISE LIMITS

Property type or zone	Daytime limits	Nighttime limits
Residential	60 dBA Intermittent	50 dBA Intermittent
	50 dBA Constant	40 dBA Constant
Mixed-use	65 dBA Intermittent	55 dBA Intermittent
	55 dBA Constant	45 dBA Constant
Multifamily residential (interior sound source)	40 dBA Intermittent	35 dBA Intermittent
	35 dBA Constant	30 dBA Constant
Commercial	65 dBA Intermittent	65 dBA Intermittent
	55 dBA Constant	55 dBA Constant
Industrial	70 dBA Intermittent	70 dBA Intermittent
	60 dBA Constant	60 dBA Constant
Public Property	Most restrictive noise limit applicable to adjoining private property	Most restrictive noise limit applicable to adjoining private property

Section 8.13.050 of the Municipal Code establishes allowable hours of construction between 7am. and 6pm. Monday through Friday and between 9am. and 6pm. on Saturdays, unless permission is granted with a development permit or other approval from planning commission, or the activity belongs to one of the exceptions stated in Subsection B of Section 3.13.050 (Standard Exceptions to general noise limits) of the City of San Rafael's Municipal Code. No construction activities are permitted on Sundays and holidays. Additionally, noise levels at any point outside of the property plane of the project are limited to a maximum level of 90 dBA.

EXISTING NOISE ENVIRONMENT

The proposed project is located on the southern side of 4th Street between Shaver and E Streets in San Rafael and is bordered by Cains Tire, an automotive service (tire) shop, and multifamily residences to the west across Shaver Street, a single-family residence and retail/commercial shops to the north opposite 4th Street, a dental office and parking to the east across E Street and a law office, parking area ns an AT&T service center on the property line to the south. The existing noise environment on the project site results primarily from vehicular traffic on 4th, E and Shaver Streets along with equipment/repair noise from Cains Tire to the west, with distant noise from other area roadways and business also contributing to background sound levels.

Noise monitoring surveys were conducted on the site and surrounding areas between 12 pm on Thursday January 19th and 12pm on Monday January 23rd 2023, to quantify the existing noise environment on and around the project site. The noise monitoring survey included two long-term (LT-1 and LT-2) and two short term (ST and ST-2) noise measurements as shown in Figure 1. The noise measurements were conducted with Larson Davis Laboratories (LDL) Type I Model LXT Sound Level Meters. All meters were equipped with ½-inch pre-polarized condenser microphones and windscreens and were calibrated with a Larson Davis Model CA250 precision acoustic calibrator prior to and following the measurement survey.

Long-term noise measurement, LT-1 was made on the trunk of a tree at a height of 12 feet above grade and approximately 20 feet from the centerline of Shaver Street adjacent to the multifamily residences west of the project site (see Figure 1) and directly opposite the AT&T service yard south of the site. The measured noise levels at this location, including the energy equivalent noise level (L_{eq}), maximum (L_{max}), minimum (L_{min}), and the noise levels exceeded 10, 50 and 90 percent of the time (indicated as L_{10}, L_{50} and L_{90}) are shown on Chart 1, following.

A review of Chart 1 indicates that the noise levels at site LT-1 followed a diurnal pattern characteristic of traffic noise, with the typical nighttime noise level reduction limited by a constant noise source (likely due to mechanical equipment operating at the AT&T service center). During the 96-hour noise measurement period, the average daytime noise levels ranged from 50 to 67 dBA L_{eq} and the average hourly nighttime noise levels ranged from 46 to 61 dBA L_{eq}. The overall average Day/Night noise Level (L_{dn}) for the monitoring period at position LT-1 was 59 dBA, with the respective full day [Friday(1/20), Saturday(1/21), and Sunday1/22)] L_{dn} levels at 61 dBA, 58 dBA, and 56 dBA. The maximum hourly noise level measured at this location was 70 dBA.

Long-term noise measurement LT-2 was made on the trunk of a tree at a height of 12 feet above grade in the existing parking area south of 4th Street at and approximately 40 feet from the roadway centerline (see Figure 1). Noise level at this location represent the existing noise exposure at the lower-level 4th Street project facades. The measured noise levels at this location, including the energy equivalent noise level (L_{eq}), maximum (L_{max}), minimum (L_{min}), and the noise levels exceeded 10, 50 and 90 percent of the time (indicated as L_{10}, L_{50} and L_{90}) are shown on Chart 2, following.

A review of Chart 2 indicates that the noise levels at site LT-2 also followed a diurnal pattern characteristic of traffic noise. The average daytime noise levels at this monitoring location ranged from 49 to 61 dBA Leq and the average hourly nighttime noise levels ranged from 46 to 58 dBA Leq. During the 96-hour noise measurement period, the average daytime noise levels ranged from 56 to 70 dBA L_{eq} and the average hourly nighttime noise levels ranged from 49 to 66 dBA L_{eq}. The overall average Day/Night noise Level (L_{dn}) for the monitoring period at position LT-1 was 66 dBA, with the respective full day [Friday(1/20), Saturday(1/21), and Sunday1/22)] L_{dn} levels at 68 dBA, 66 dBA, and 62 dBA. The maximum hourly noise level measured at this location was 67 dBA.

Short-term noise measurements were made concurrently with the long-term measurements at long term positions LT-1 and LT-2 at two locations on January 23rd, 2023, between 11:40 and 12:00pm. The first measurement (ST-1 as shown in Figure 1) was made on the western site edge opposite Shaver Street from Cains Tire to document noise from its operations and Shaver Street traffic noise. The second short-term measurement (ST-2 as shown in Figure 1) was made on the eastern site edge opposite E Street from the dental office building to document traffic noise at the southeast site edge. The existing L_{dn} at each of these short-term locations was estimated by correlating the short-term measurement data to the data gathered during the corresponding time period at positions LT-1 and LT-2. These measurement results and estimated L_{dn} levels are shown in Table 3.

TABLE 3 Summary of Short-Term Noise Measurement Data, dBA

Noise Measurement Location	**L_{max}**	**$L_{(1)}$**	**$L_{(10)}$**	**$L_{(50)}$**	**$L_{(90)}$**	**L_{eq}**	**L_{dn}**
ST-1: Western (Shaver Street) site edge: facing Cains Tire. [1/23/2023 11:40am to 11:50am]	76	69	63	57	53	60	**61**
ST-2: Eastern (E Street) site edge: facing dental office building. [1/23/2023 11:50am to 12:00pm]	70	67	64	57	52	59	**63**

Chart 1: Measured Noise Levels at LT-1

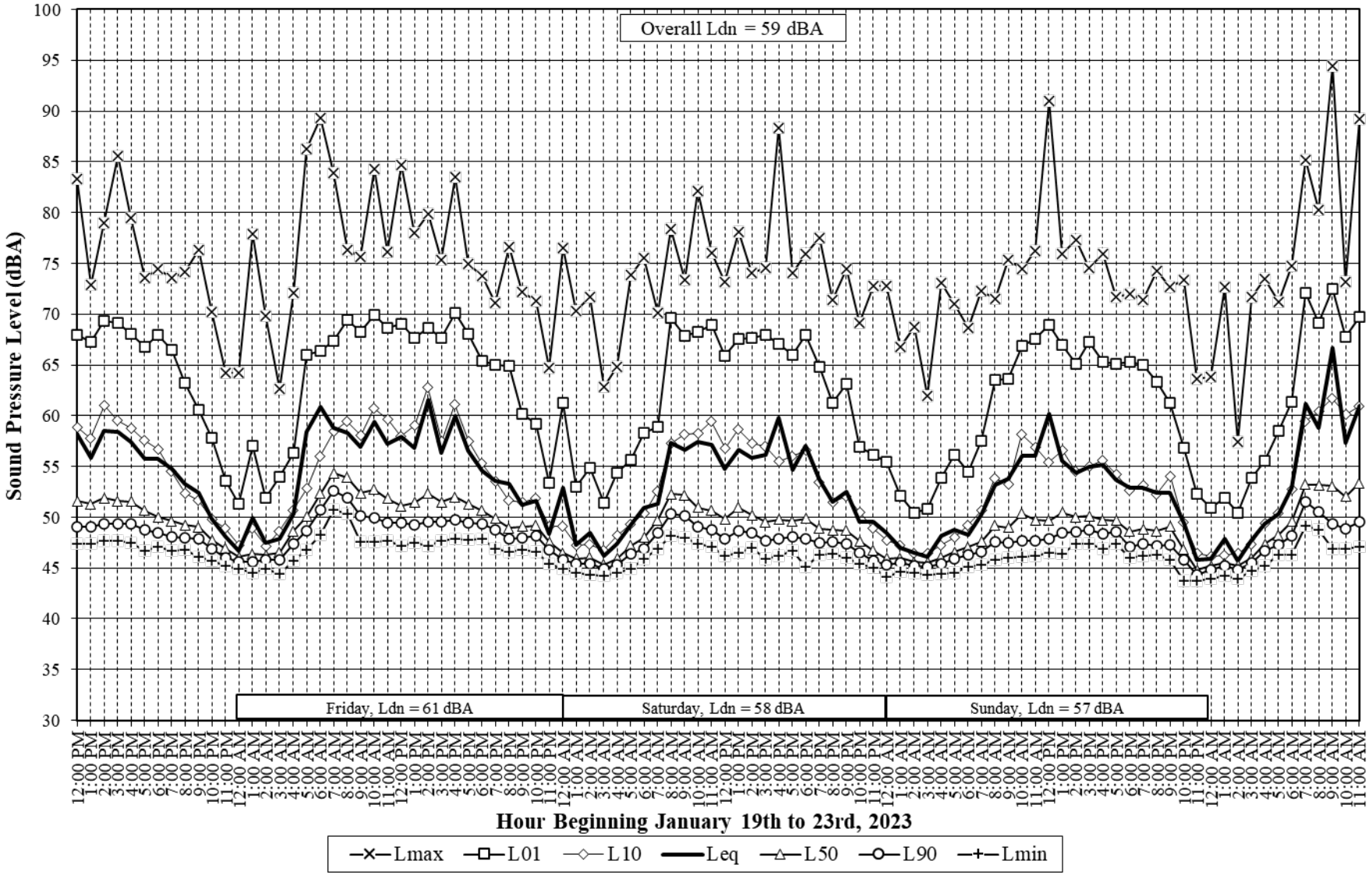
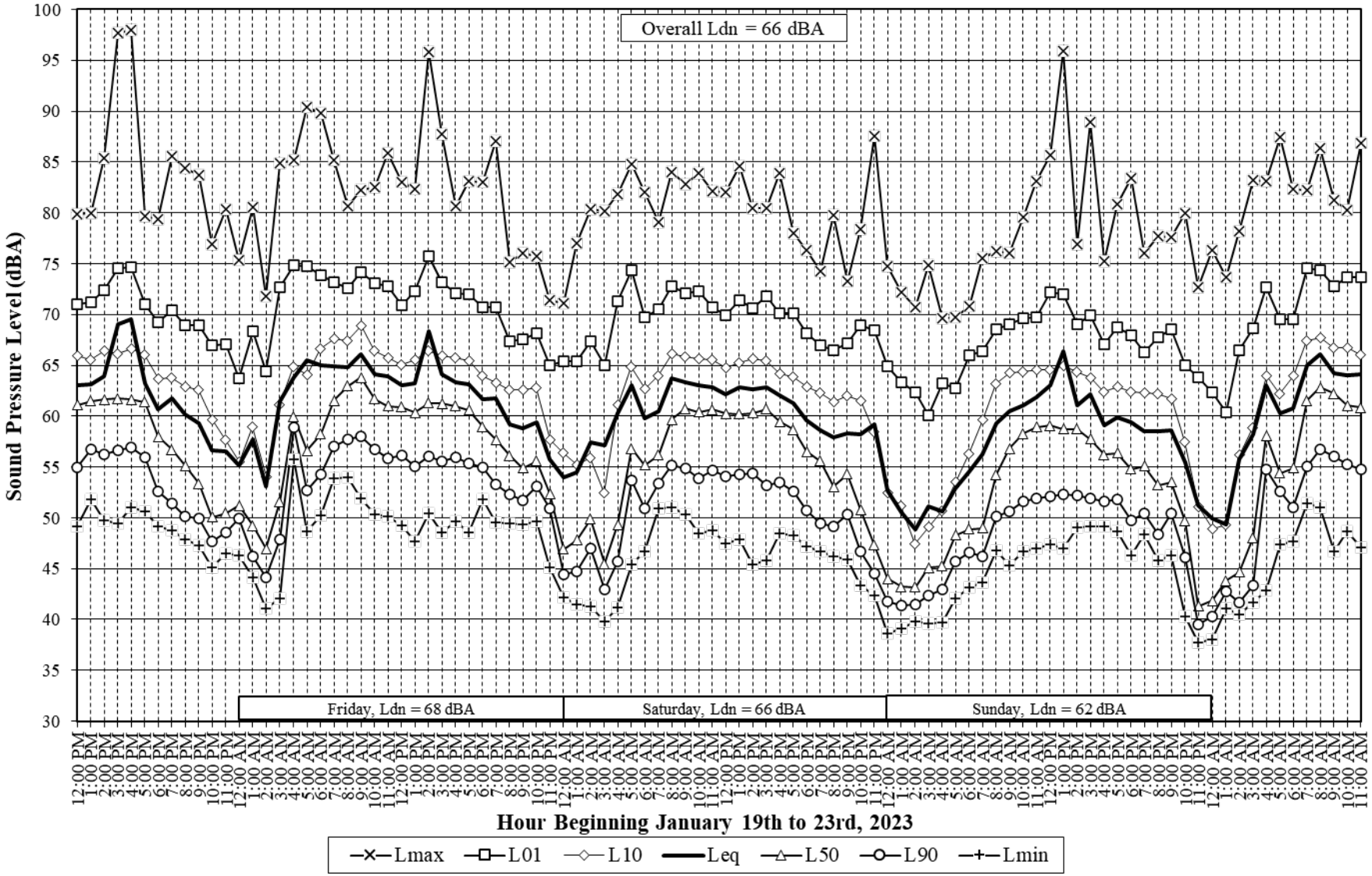


Chart 2: Measured Noise Levels at LT-2



Additionally, observations and measurements made during the measurement at ST-1 on the western edge of the site opposite Cains Tire indicate that shop activities produce occasional maximum noise levels of 60 to 69 dBA from the use of pneumatic wrenches, 60 to 75 dBA from dropping of metal items and tools, 60 to 65 dBA from the all-call system, and 55 to 59 dBA when filling tires and performing other shop activities at the proposed project building setback.

All project traffic will access the parking garage via Shaver Street. Based on a review of the the original traffic report for the prior mixed use residential project proposed on the site[3] and an updated memo of this traffic report[4] of the new use of the site, the new use would increase existing sound levels on Shaver Street by up to 2 dBA, which is 1 dBA less than that anticipated for the previously proposed (mixed use residential) use of the site. This increase would result in existing plus project traffic noise levels of 63 dBA L_{dn} at position ST-1.

FUTURE NOISE ENVIRONMENT

The future noise environment on the project site would continue to result primarily from traffic on the adjacent roadways, noise from Cains Tire to the west and more distant noise from other area roadways and business. Based on a review of the original and updated traffic reports, under existing plus project conditions traffic from the project will not increase noise levels along 4th or E Streets but will increase traffic noise on Shaver Street between the parking lot exit and 4th Street by 2 dBA, increasing the average day/night noise level on Shaver Street to 63 dBA L_{dn}. Though the project traffic study does not include predictions of future traffic volumes on these roadways to assess the future noise environment we have assumed a conservative 1-2% annual increase in traffic volumes along these roadways because of general area and regional growth over the next 10 to 15 years. With this increase in traffic volumes estimate, the future noise environment on the site and in the project area, would be expected to increase by approximately 1 decibel over existing noise levels. Considering this, without any site improvements, we expect noise levels at the 4th Street project façades will be 67 dBA L_{dn}, those at the Shaver and E Street project façades will be 64 dBA L_{dn} under future conditions. The proposed project will also include an emergency diesel generator at the level B1 parking garage.

SIGNIFICANCE CRITERIA

Appendix G of the CEQA Guidelines states that a project would normally be considered to result in significant noise impacts if noise levels conflict with adopted environmental standards or plans or if noise generated by the project would substantially increase existing noise levels at sensitive receivers over a permanent or temporary basis. A significant impact would be identified for a proposed land use if it were exposed to noise levels exceeding established guidelines or standards for noise and land use compatibility. A substantial permanent noise increase would occur if the noise level increase resulting from the project is more than 3 dBA L_{dn} in a residential area, or more than 5 dBA L_{dn} in a non-residential area as established by the San Rafael General Plan. Generally, a substantial temporary noise level increase would occur if noise levels exceed 60 dBA L_{eq} and the ambient noise environment by at least 5 dBA L_{eq} at adjacent land uses in the project vicinity for a period of one year or more. Additionally, per the per the City Municipal Code a substantial temporary noise level increase would occur where maximum noise levels from construction activities exceed 90 dBA L_{eq} outside of the property

[3] AMG, "Local Traffic Analysis for the Proposed 1515 Fourth Street Apartments Project: Draft Project Report", December 2022

[4] AMG, "Technical Memorandum re: Trip Generation Estimates for the Proposed Belmont Village Senior Housing /Residential Care Facility for the Elderly in the City of San Rafael", February 2024

plane of the project. Vibration levels generated during demolition or construction activities would be significant if they exceed FTA limits.

NOISE IMPACTS AND MITIGATION MEASURES

Impact 1a: **Exterior Residential Noise and Land Use Compatibility.** Residential uses developed at portions of the project site would be exposed to normally acceptable noise levels. **This is a less-than-significant impact.**

Current project drawings indicate that residential uses on the site will be on the ground through seventh floors on the Shaver Street project frontage and on the second through seventh floors on the 4th and E Street project frontages. Project plans also show that the common outdoor use areas for the project will be on the first level at the block interior and on the seventh level at the southern end of the building along Shaver Street.

In these locations the common open spaces will receive acoustical shielding from intervening project structures. Based on a consideration of noise shielding and the results of our measurement survey and future noise projections, sound levels in the project common open space areas are expected to be below 65 dBA L_{dn} under future conditions. Such exterior noise levels are considered "normally acceptable" for multifamily residential land uses by the City of San Rafael General Plan Noise Element.

This finding remains unchanged from that found for the prior 7 story 162-unit mixed-use housing project proposed for the site.

Mitigation Measure 1a: None Required.

Impact 1b: **Interior Residential Noise and Land Use Compatibility.** The project facades along 4th Street would be exposed to "conditionally acceptable" noise levels such that the interior noise levels may exceed the City and State required 45 dBA L_{dn} level. **This is a less-than-significant impact with the incorporation of noise control measures in the project design.**

Interior noise levels within residential buildings of normal construction are typically 15 dBA lower than exterior noise levels with the windows partially open. With the windows closed, standard residential construction typically provides 20 to 25 decibels of exterior to interior noise reduction. Considering this, where exterior day-night average noise levels are 65 dBA L_{dn}, or less, interior noise levels can typically be maintained below the City and State interior noise standard of 45 dBA L_{dn} with the incorporation of forced air mechanical ventilation systems to provide adequate fresh air when residents wish to keep their windows closed for noise control. Where noise levels exceed 65 dBA L_{dn}, forced-air mechanical ventilation systems and sound-rated building elements are normally required.

Residential units on the 4th Street project façades will be exposed to exterior noise levels of up to 67 dBA L_{dn} under future conditions. Additionally, residential units on the Shaver Street project façades will be exposed to intermittent maximum daytime noise levels of up to 75 dBA from Cains Tire operations. Considering this, the following noise control measures are assumed to be included in the final project design:

Exterior to Interior Noise Control Design Measures:

1. To allow all the residents of the residential units on the 1st through 7th floors adjacent to Fourth and Shaver Streets to keep their windows closed for noise control.

   These apartments will be equipped with a mechanical ventilation systems to supply fresh air to the units such as an acoustically rated straight air transfer duct such as the Fresh 80, 90 or 100-dB units by Fresh Ventilation (or equal) or a standard central air conditioning and/or a

central heating system with adequate fresh air supply, which is equipped with a 'summer switch' to allow the fan to circulate air without cooling or heating operation, or other systems satisfactory to the local building official, which provide adequate mechanical ventilation to the residences with closed windows.

2. The exterior wall assemblies & window/door STC ratings of the residential units on the 1st through 7th floors adjacent to Fourth and Shaver Streets, will be designed to maintain interior noise levels at or below 45 dBA L_{dn} and to reduce maximum noise levels from adjacent tire shop activities to the fluctuating noise speech interference threshold of 55 dBA L_{max} (see discussion on page 2) with closed exterior doors and windows and the exterior wall assemblies & window/doors.
3. Based on typical residential construction, it is expected that the windows and doors in residential units facing or with a view of either 4th Street traffic or Cains Tire opposite Shaver Street, will require STC ratings of between 26 and 30, however the specific determination of sound isolation ratings of the exterior wall assemblies and window/door assemblies will be determined during the project design.

These findings and exterior to interior noise control design measures remain unchanged from those found for the prior 7 story 162-unit mixed-use housing project proposed for the site.

Mitigation Measure 1b: No additional measures required.

Impact 1c: **Interior Non-Residential Noise and Land Use Compatibility.** The interiors of the community (non-residential) uses in along 4th Street could be exposed to an L_{dn} level of 72 dBA. Following the State of California *Cal Green* Building Code standard, exterior sound transmission control must be incorporated in the design of these buildings using either the prescriptive (section 5.507.4.1) or performance (section 5.507.4.2) analysis methods. **This is a less-than-significant impact.**

Under the performance method wall, window and roof-ceiling assemblies facing noise sources need to be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level ($L_{eq\text{-}1Hr}$) of 50 dBA in occupied areas during any hour of operation. A review of the noise measurement of existing conditions indicates that the existing peak hour L_{eq} level is 70 dBA. Considering a possible increase of 1 dBA over existing noise conditions under future traffic conditions, the future peak hour $L_{eq\ -1Hr}$ level is expected to be 71 dBA. Considering this, the exterior façades of the non-residential uses along 4th Street will need to reduce the exterior to interior noise level by 21 dBA to meet the 50 dBA L_{eq}-$_{1Hr}$ standard.

A review of building elevations indicates that extensive use of storefront glazing is planned at the lower-level commercial/retail spaces. Though some of this glazing is expected to be spandrel glass, under worst case condition without spandrel conditions (full glazing), storefront glazing systems with a minimum STC rating of 26 would meet the interior hourly equivalent noise level ($L_{eq\text{-}1Hr}$) limit of 50 dBA during any hour of operation of these businesses. Because an STC rating of 26 is typical of standard operable thermal insulating glazing systems, and standard fixed storefront glazing systems meet, and many exceed, this rating, this report finds that the interior hourly equivalent noise level ($L_{eq\text{-}1Hr}$) limit of 50 dBA during any hour of operation with a standard, non-STC rated, thermally insulating fixed storefront glazing system.

These findings remain unchanged from those found for the prior 7 story 162-unit mixed-use housing project proposed for the site.

Mitigation 1c: None Required.

Impact 2: **Project Operational Noise Generation** Noise due to the use and occupation of the project residences on adjacent noise sensitive uses is not expected to significantly increase or alter the existing noise environment at these uses. **This is a less-than-significant impact.**

The proposed project would place new residential uses within 70 feet of an existing multi-family residential unit to the west opposite Shaver Street and within 95 feet of an existing single-family home to the north opposite 4th Street. The occupation and use of the proposed residences is expected to result in the typical noises associated with residential development, including voices of the new residents, residential maintenance activities, barking dogs and children. The Heating Ventilation and Air Conditioning (HVAC) and other mechanical equipment associated with the multifamily residential development and the project's emergency generator. will also add noise to the existing environment.

A review of the project plans indicates that the outdoor HVAC equipment will be installed on the roof of the proposed 7 story building. Based on noise measurements made at similar projects the individual outdoor condensing units at the proposed residences may produce constant sound pressure levels of 60 to 65 dBA L_{eq} at 1 meter (3.3 feet) and under worst-case conditions with all units running at the same time could produce sound pressure levels of 55 to 60 dBA L_{eq} at the roof edge during both daytime and nighttime hours. Considering this noise level, that the rooftop parapet wall and building structure itself would provide at 10 decibels (or more) of noise reduction, and the distances to the adjacent residential uses, noise from the project rooftop HVAC equipment is expected to be below ambient noise levels at these adjacent residences and not exceed the Municipal Code noise limits at these residences.

Though the size of the emergency generator needed for the project is not available, in I&R's experience, similar sized senior assisted care facilities have required emergency generators with a capacity of up to 250 kW. Generators of this size typically produce noise levels of about 89 dBA at 23 feet when installed within a weather enclosure and between 75 to 81 dBA at 23 feet with a typical manufacturer's specified sound enclosure. During emergency situations, the noise produced by the operation of generators is typically exempt from City noise restrictions, however, generators are typically tested for a period of a few hours every month. During these testing periods, ambient noise levels would temporarily increase and would be required to meet the 50 dBA constant use daytime threshold at nearby residential land uses. With the emergency generator installed inside level B1of the garage near the transformer room, the solid structure of the building itself is expected to provide a minimum sound loss of 20 dBA from the inside of the garage to the nearest residential uses to the north and west. Considering this attenuation and the increased distance from the generator installation to these residences, the sound levels at the closest offsite residential uses to the project during the testing of a 250 kW generator installed in a typical manufacturer's specified sound enclosure is expected to be 48 dBA or less.

In addition, though noise resulting from occupation of the new residences may noticeably change the noise environment in some adjacent residential areas, these sources are not expected to increase noise levels in any surrounding areas by 3 or more dBA and the noise associated with the proposed residences is not incompatible with the surrounding land uses.

Considering the above discussions, project operation is not judged to result in a noise impact on adjacent noise sensitive uses.

This finding remains unchanged from that found for the prior 7 story 162-unit mixed-use housing project proposed for the site.

Mitigation 2: None Required.

Impact 3: **Project-Generated Traffic Noise.** The proposed project would not substantially increase noise levels on a permanent basis at noise sensitive uses in the vicinity. **This is a less-than-significant impact.**

A significant impact would be identified if traffic generated by the project would substantially increase noise levels at sensitive receivers in the vicinity. A substantial increase would occur if the project traffic on area roadways where to result in a noise level increase of 5 dBA L_{dn} or greater at the multi-family residences west of the project site along Shaver Street, or by 3 dBA L_{dn} or greater at the single-family home north of the project site opposite 4th Street.

A review of the traffic report for the prior mixed use residential development indicated that under existing conditions project traffic would result in a less than 1 dBA increase in noise levels on 4th Street and a 4 dBA or less increase in noise levels on Shaver Street. Considering that the proposed project will likely have a lower demand for parking and vehicular trips, as many residents may not have a vehicle (especially those in memory care and some assisted living units), we would expect a lesser (or possibly equal) increase in area traffic noise due to the currently proposed project. Therefore, project traffic is not judged to result in a noise impact.

This finding indicates that the proposed project would produce a noise increase of 1 dBA less than that of the prior 7 story 162-unit mixed-use housing project proposed for the site at adjacent residential uses along Shaver Street.

Mitigation 3: None Required.

Impact 4: **Construction Noise.** Noise levels generated by project construction activities would temporarily elevate ambient noise levels at sensitive land uses in the vicinity. Major noise generating construction activities would be limited to less than one construction season or less. **This is a less-than-significant impact.**

The construction of the project would generate noise and would temporarily increase noise levels at adjacent residential receivers. Noise impacts resulting from construction depend on the noise generated by various pieces of construction equipment operating on site, the timing and duration of noise generating activities, and the distance between construction noise sources and noise sensitive receptors. Construction of the project would involve site improvements, such as the establishment of utilities, excavation of foundations, building erection, paving, and landscaping along with home construction. The hauling of excavated material and construction materials would generate truck trips on local roadways.

Construction activities are typically carried out in stages. During each stage of construction, there would be a different mix of equipment operating. Construction noise levels would vary by stage and vary within stages based on the amount of equipment in operation and location where the equipment is operating. Typical noise levels which during the construction of housing at 50 feet are shown in Table 6, which gives the average noise level ranges by construction phase. Site work and housing construction noise ranges from of 65 to 88 dBA at 50 feet from the source.

The nearest noise sensitive (residential) uses will be 75 feet from close-in on-site construction. Average noise levels produced by construction activities at this distance would range from 78 to 86 dBA, with an average level of 82 dBA. These noise levels drop off at a rate of about 6 dBA per doubling of distance between the noise source and receptor, such that noise levels produced during most site construction activities, which would occur at distances of 200 feet or more from adjacent noise sensitive uses, would produce average noise levels of 66 dBA or less during by construction activities

TABLE 6: Typical Ranges of L_{eq} Construction Noise Levels at 50 Feet, dBA

Construction Stage	Domestic Housing		Office Building, Hotel, Hospital, School, Public Works		Public Works Roads & Highways, Sewers, and Trenches	
	I	II	I	II	I	II
Ground Clearing	83	83	84	84	84	84
Excavation	88	75	89	79	88	78
Foundations	81	81	78	78	88	88
Erection	81	65	87	75	79	78
Finishing	88	72	89	75	84	84
I - All pertinent equipment present at site, **II** - Minimum required equipment present at site.						

Source: U.S.E.P.A., Legal Compilation on Noise, Vol. 1, p. 2-104, 1973.

A review of the construction schedule indicates that the project would take more than 1 year to complete, with site work expected to take about 3 months and building construction occurring for about up to 19 months. Though this timetable indicates a 2 year total construction period, based on the construction noise levels at various distances discussed above, and a consideration that once intervening structures are built, they would provide noise attenuation at the residences opposite Shaver and 4th Streets, we expect that the existing residences adjacent to the project site would not be exposed to construction related noise levels exceeding 60 dBA L_{eq} for a period of greater than one year.

Additionally, in keeping with the intent of the General Plan to **'e**stablish a list of construction best management practices', the following commonly adopted best practice controls along with the allowable hours of construction from Section 8.13.050 of the Municipal Code are assumed to be included in the project:

- Noise-generating construction activities, including truck traffic coming to and from the construction site for any purpose, shall be limited to between the hours of 7:00 am and 6:00 pm on weekdays and 9:00 am and 6:00 pm on Saturdays. No construction shall occur on Sundays or holidays.
- All equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment.
- The construction contractor shall utilize "quiet" models of air compressors and other stationary noise sources where technology exists.
- At all times during project grading and construction, stationary noise---generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from residences.
- Unnecessary idling of internal combustion engines shall be prohibited.
- Construction staging areas shall be established at locations that will create the greatest distance between the construction related noise sources and noise---sensitive receptors nearest the project site during all project construction.
- The required construction related noise mitigation plan shall also specify that haul truck deliveries are subject to the same hours specified for construction equipment.
- Neighbors located adjacent to the construction site shall be notified of the construction schedule in writing.
- The construction contractor shall designate a "noise disturbance coordinator" who will be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures as warranted to correct the problem. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.

With the implementation of these controls, and the limited duration of the noise generating construction at the adjacent noise sensitive uses, the substantial temporary increase in ambient noise levels associated with construction activities would be less-than-significant.

This finding remains unchanged from that found for the prior 7 story 162-unit mixed-use housing project proposed for the site.

Mitigation Measure 4: No additional measures required.

Impact 5: Exposure to Construction Generated Groundborne Vibration. Residences in the vicinity of the project site are not expected to be exposed to perceptible vibration levels from construction activities. **This is a less-than-significant impact.**

Construction activities would include the demolition of existing buildings, site preparation work, foundation work, paving, and new building framing and finishing. The construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g., jackhammers, hoe rams) are used. Construction techniques that generate the highest vibration levels, such as impact or vibratory pile driving, are not expected at this project. For structural damage, the California Department of Transportation uses a vibration limit of 0.5 in/sec, PPV for buildings structurally sound and designed to modern engineering standards and 0.2 in/sec, PPV for buildings that are found to be structurally sound but where structural damage is a major concern.

Project construction activities such as drilling, the use of jackhammers, rock drills and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.) may generate substantial vibration in the immediate vicinity. Building framing, exterior and interior finishing, and landscaping activities are not anticipated to be sources of substantial vibration. Based on a review of the site plan and surround uses, construction activities would generally occur at distances of 75 feet or more from the nearest residences to the west, 100 feet or more from the residence to the north and 60 to 70 feet from area non-residential uses. Construction activities may extend over two construction seasons, but construction vibration would not be substantial for most of this time except during vibration generating activities (as discussed above).

Table 7 presents vibration source levels for typical construction equipment at distances of 40 and 60 feet. Jackhammers typically generate vibration levels of 0.017 to 0.009 in/sec PPV, drilling typically generates vibration levels of 0.044 to 0.024 in/sec PPV, and vibratory rollers generate vibration levels of 0.104 to 0.056 in/sec PPV at 60 feet. Based on this, construction vibration levels would be well below the 0.20 in/sec and 0.50 in/sec PPV damage criteria at the closest structures.

In areas where vibration would not be expected to cause structural damage, vibration levels may still be perceptible. However, as with any type of construction, this would be anticipated and would not be considered significant given the intermittent and short duration of the phases that have the highest potential of producing vibration (jackhammers and vibratory rollers). By use of administrative controls such as notifying adjacent land uses of scheduled construction activities and scheduling construction activities with the highest potential to produce perceptible vibration to hours with least potential to affect nearby residences, perceptible vibration can be kept to a minimum and as such would not result in a significant impact with respect to perception.

This finding remains unchanged from that found for the prior 7 story 162-unit mixed-use housing project proposed for the site.

TABLE 7 Vibration Source Levels for Construction Equipment[5]

Equipment		PPV at 60 ft. (in/sec)
Clam shovel drop		0.054
Hydromill (slurry wall)	in soil	0.008
	in rock	0.017
Vibratory Roller		0.056
Hoe Ram		0.024
Large bulldozer		0.024
Caisson drilling		0.024
Loaded trucks		0.020
Jackhammer		0.009
Small bulldozer		0.004

Mitigation 5: None Required

[5] Transit Noise and Vibration Impact Assessment, United States Department of Transportation, Office of Planning and Environment, Federal Transit Administration, May 2006.

Public Comments

Felix St Augustine

Dear Margaret:

As a resident of this community for over 50 years, and as an Architect who has practiced in this community for over 20+ of those years, I am appalled that this project is even being considered. The scale of this project is inconsistent with anything along 4th Street, and certainly with any other building located in the West End. Everything else in this area is 2 to 3 stories typically, with I believe one 4 story down around H street. The closest equivalent may be the Court Street project, however, that is located on the North side of the street, and as such does not shadow the street. THIS project, however, appears to be 7 to 8 stories with no setback from 4th. I anticipate it will completely shadow 4th street in this area by mid-day, and certainly block views towards Mt. Tam. It is completely insensitive towards the community and the neighboring properties, and substantially out of scale and character with anything at that end of our town.

Has a shadow study been requested? What about parking and traffic? Has anyone considered how massive and out of character this is with the existing architecture in West End? As an architect who spent much of his career designing multi-family and senior housing projects, I do understand the need. I do. However, what I cannot understand is complete disregard for how it will impact the character of our town and community in West End. Had the project stepped back at mid level away from 4th Street by at least half the depth of the project, it would still be massive, but at least a bit less prominent. There is little-to-no sensitivity to the scale of the design, a design which clearly is aimed at exploiting the boundaries of what should otherwise be considered unreasonable. There are little to no setback requirements, no scaling elements, etc. It is wrong for this community, and the “City" should reconsider permitting this type of monstrosity in our town. It is simply too big, too tall, and without setbacks. It will become a precedent for all future development along 4th Street, and in West End in particular. I think you are making a grave mistake. I don’t want to live in a town like Oakland or San Francisco where these types of structures are the norm.

San Rafael has always had a small town character. The yearly events calendar on 4th Street supports that character with events such as the hot rod/classic car show, the bicycle race, farmers market, the Italian Street Painting, etc. THIS project is not in character with that small town vibe. Not at all. In contrast, this 7-8 story project is more in character with ticker tape parades and lines of yellow cabs. That is NOT our town.

The rendering is not even correct and is mis-leading. It does not show realistic shadowing, except perhaps at noon on June 21st. As a building on the south side of the street, it is going to cast long shadows across 4th street, especially in fall and winter months. It will be VERY imposing and massive in an area of town that is otherwise modest in scale and character.

Please, please reconsider your approvals, and more importantly, your long-term vision of what this town should become. Because if this project becomes a precedent, we will no longer be that quaint small town in central Marin where American Graffiti was filmed, and where some sense of nostalgia for the simpler life still remains. Please do not destroy what makes San Rafael, my town, so incredibly special.

Regards.

Felix St. Augustine

Architect

Linda Seabright

Please reconsider this 7-8 story housing development.

This is a neighborhood street with shops and restaurants that cannot sustain more traffic and parking issues.

Not to mention the sheer volume of residences planned.

Terrible idea.

Linda Seabright

Randi Reiremo

I hate the overwhelming size of big cities and I agree wholeheartedly with the letter from the architect Patti Mitchell of Sun Valley (San Rafael). It is not worth the money to ruin a charming city. If this is supposed to be a government of, by and for the people, this is NOT IT!

Sue Burrell and Donald Kerson

Dear Planning Commission Members:

Last year, many of us in the community learned of the gargantuan development planned for 1515 4th Street too late to effectively advocate against it. My husband and I wrote a letter at that time expressing concern over impact the sheer number of units (162) would have on the neighborhood, as well as the fact that the development itself would be out of scale with the character of the neighborhood. Now we have learned that a new proposal would build even more units on the same spot and bring in even more people on a daily basis.

In proposing assisted living and memory care units for the same footprint of land, the new proposal is even worse. It would have 183 (as opposed to the previously proposed 162) units. There would be many more staff and other helpers vying for parking and congesting the streets. As with the previous proposal, the building comes right up to the street with no setbacks. Think of what this would do to the poor merchants adjacent to or across the streets (Cains, Bordenaves, etc.) – they would no longer have air and sunshine as this behemoth filled their sky.

The concerns we expressed in our May 7, 2023 letter are equally present here: “As residents of nearby Gerstle Park, the impact of so large a residential development will have a dramatic effect in worsening the already terrible traffic and parking issues we experience in that

area.” The congestion we saw during the Third Street road work would become a permanent scenario in which cars stack up on Third and Fourth Streets and the tiny cross streets in that neighborhood

Our letter also noted that ,“Beyond the traffic and congestion issues, the plan is out of scale and character for the wonderful historic West End neighborhood. We love the old buildings, and this seven-story monstrosity, built on top of a hill and right up to the curbs, will destroy the very feeling that attracts people to that neighborhood.”

And finally, as residents who may someday need assisted living, we do not like the idea of building mega-institutions for the elderly. It would be very different if this were proposed as a real community – like the Redwoods in Mill Valley – but this proposal reflects an effort to use every inch to cram more units into the proposal.

Please use this second chance to downsize whatever is approved for that spot, and make it something that will fit with the infrastructure capacity and character of the community. Thank you for your consideration,

Sincerely yours,

Sue Burrell and Donald Kerson

Larry Lauter

1515 4th St. Project. I just saw renderings of this proposed project. I am shocked that this is even in the planning stage. This project is out of context for the whole West End neighborhood, The scale of this project is inconsistent with anything along 4th Street, and certainly with any other building located in the West End.

It will destroy the neighborhood ambiance that the residents and Marin citizens so appreciate. It is the wrong project in the wrong neighborhood. Not to mention adding traffic, water and population issues for the neighborhood.

Please reconsider this out of place project.

Larry Lauter

Eileen Dervisevic

Hello, Ms Kavanugh-Lynch

I would like to express my proposal to this development. While I understand, housing needs to be provided in this county, all of these for-profit, long-term memory care, institutional owned developments are not with this County needs! The amount of rent that will be charged in this

facility is anything but “affordable” for those aging out in the county. we also need housing for the disabled in this county and those who don’t have the luxury of affording, long-term healthcare insurance or having children with high enough incomes to afford a place like this.

How in the world does something like this get approved? In the location that it gets approved? Charging the rent it charges? We need to start locally to Wall Street from owning Main Street, and it starts exactly with projects like this! Look at EAH Housing, I’m sure they would be happy to some that’s actually affordable and benefits the neighborhood.

Thank you for listening.

Best,
Eileen Toal-Dervisevic

Carol Duke

Hello,

I agree with the following letter. I am opposed to a 7-8 story building in San Rafael,.. it is out of scale and character for our town.

Carol duke

Dear Margaret: As a resident of this community for over 50 years, and as an Architect who has practiced in this community for over 20+ of those years, I am appalled that this project is even being considered. The scale of this project is inconsistent with anything along 4th Street, and certainly with any other building located in the West End. Everything else in this area is 2 to 3 stories typically, with I believe one 4 story down around H street. The closest equivalent may be the Court Street project, however, that is located on the North side of the street, and as such does not shadow the street. THIS project, however, appears to be 7 to 8 stories with no setback from 4th. I anticipate it will completely shadow 4th street in this area by mid-day, and certainly block views towards Mt. Tam. It is completely insensitive towards the community and the neighboring properties, and substantially out of scale and character with anything at that end of our town. Has a shadow study been requested? What about parking and traffic? Has anyone considered how massive and out of character this is with the existing architecture in West End? As an architect who spent much of his career designing multi-family and senior housing projects, I do understand the need. I do. However, what I cannot understand is complete disregard for how it will impact the character of our town and community in West End. Had the project stepped back at mid level away from 4th Street by at least half the depth of the project, it would still be massive, but at least a bit less prominent. There is little-to-no sensitivity to the scale of the design, a design which clearly is aimed at exploiting the boundaries of what should otherwise be considered unreasonable. There are little to no setback requirements, no scaling elements, etc. It is wrong for this community, and the “City" should reconsider permitting this type of monstrosity in our town. It is simply too big, too tall, and without setbacks. It will become a precedent for all future development along 4th Street, and in West End in particular. I think you are making a grave mistake. I don’t want to live in a town like Oakland or San Francisco where these types of structures are the norm. San Rafael has always had a small town

character. The yearly events calendar on 4th Street supports that character with events such as the hot rod/classic car show, the bicycle race, farmers market, the Italian Street Painting, etc. THIS project is not in character with that small town vibe. Not at all. In contrast, this 7-8 story project is more in character with ticker tape parades and lines of yellow cabs. That is NOT our town. The rendering is not even correct and is mis-leading. It does not show realistic shadowing, except perhaps at noon on June 21st. As a building on the south side of the street, it is going to cast long shadows across 4th street, especially in fall and winter months. It will be VERY imposing and massive in an area of town that is otherwise modest in scale and character. Please, please reconsider your approvals, and more importantly, your long-term vision of what this town should become. Because if this project becomes a precedent, we will no longer be that quaint small town in central Marin where American Graffiti was filmed, and where some sense of nostalgia for the simpler life still remains. Please do not destroy what makes San Rafael, my town, so incredibly special.

Sherry Jacobs

Dear Ms. Kavanaugh-Lynch:

As a homeowner in Gerstle Park for over 30 years I am writing to express my concern regarding the building that is being considered for 1515 Fourth Street in San Rafael.

My primary concern is that this large building will significantly affect traffic, which is already bad, especially during commute hours. It will also reduce parking availability for local businesses and residents. Additionally the building that is being proposed does not fit the small town character of San Rafael. The 7-8 story apartment complex is much taller than any other building in the West End area of Fourth Street. Please consider those of us who chose to purchase homes in San Rafael because of the small town vibe that it exudes. We have dutifully paid property taxes for many years and are heavily invested in our homes. Building the proposed development will strongly affect our way of life and the city in which we live. I beg of you NOT to destroy beautiful San Rafael and HALT the development of the proposed 1515 Fourth Street Senior Living Project. I am sure that another location can be found for this facility.

Thank you.

Sherry Jacobs

Alyce Piper

Dear Ms Kavanaugh,

Please reconsider the size and depth of the building you are reviewing to approve in San Rafael. It is massive and many stories too high — this will overtake the charm and character of the West End. Yes we need more housing for seniors, but as designed, it will block views and create dullness with shadowing on 4th Street. I am a homeowner of a home in the West End and this building as designed will be an eye sore and be a detriment to SR and our long time

residents. Please reconsider approving this building as currently submitted.

Thank you!

Respectfully,
Alyce Piper

Lisa Lavrisha

Dear Ms. Kavanaugh-Lynch,

This letter is about proposals for multi-story housing units in the west end of San Rafael.

I understand the need for dense housing in our urban/ suburban areas. Building multi-story housing in this area will create significantly more problems than it will solve. I have lived in the Sun Valley neighborhood for 24 years. Had I not moved in then, and been able to get housing under market, I would not be able to live here. So I really appreciate the move to build affordable housing as well as housing for our aging population.

For the many reasons you have heard from others: the projects are going to make this end of SR horrible due to density, shadows, TRAFFIC! The congestion will not just be the residents, but the employees and staff who work in the building if it is for senior housing. As it is now, I often takes 20 minutes to get from H street to the freeway. I am not exaggerating!

We do need some dense housing options, but building downtown is not the solution. We need to be creative to solve these issues.

The area that currently is poorly used businesses and warehouses along Kerner, E. Francisco, closer to Target area is significantly under utilized. In the very lease, the city could re-develop that into another area of dense housing, shops and restaurants. There is a building on Kerner and Morphew that is barely utilitized. I commuted via public transportation to the East bay for years and never saw any cars in their parking lot. In addition, there are many industrial storage areas in that area that could be relocated.

Creative development: that are could handle not just tall multi unit housing options and a small community with shops and restaurants. It is near the bay and trails and small parks could make it quite beautiful.

And there are many lots with open parking that could be re assigned.

The industrial area of SR may need to be moved futher out in the county or elsewhere. This section of central Marin should not have land used for storage and companies' fleets. Land is too precious. There could be more transporation shuttles to downtown. But if developed properly, it will become its own thriving community.

Think creatively and for the future! Suburbia cannot just transform to urban density. It will be horrible for all. We need to create more communities with their own hub with services.

I am sure there are other industrial areas of SR that could be transformed. The city took many of their areas and transformed it to housing and neighborhoods that are now thriving. Please reconsider the proposals.

Sincerely,

Lisa Lavrisha

Laurene Schlosser

Dear Margaret:

It appears that there's no long-term vision in San Rafael, and if there is, it's a nightmarish one. The scale of this project is inconsistent with anything along 4th Street, and certainly with any other building located in the West End. THIS project, however, appears to be 7 to 8 stories with no setback from 4th. I anticipate it will completely shadow 4th street in this area by mid-day, and certainly block views towards Mt. Tam. It is completely insensitive towards the community and the neighboring properties, and substantially out of scale and character with anything at that end of our town. It looks like a horrible institution that does not fit in with the surrounding buildings.

All I know is that what the residents (tax pay paying citizens) have to say is not heard by our City officials. Going to meetings is a waste of time. Classic bait and switch

We have to deal with the monstrosity on Mission and Lincoln that took no one into account – the project just went ahead and was built. My heart breaks for the nearby buildings especially the one next door with what used to be a beautiful balcony but now is a couple feet away from a massive wall. Just appalling. I feel so hopeless though. I don't feel like we are being heard even when we speak up. The planners for our city will just plough through it all like a freight train.

Look at the Redwoods in Mill Valley - it is by far the best designed and most thoughtfully run. It shows in the quality of life and well-being of the residents too, and their inclusion into the community. This isn't impossible or even difficult. In contrast, the big box storage facility plan I see here is bad news. We can do this, we should, we deserve to have our elders in our community.

Off street parking must be added, that neighborhood already see's bad conflicts over scarce street parking. We need affordable housing. But it must really be affordable (who enforces that long term?). And we must have adequate off-street parking no matter what the legislature mandates. No one is giving up their car. It just never has and never will happen! No one in in City and County planning has ever given up their car.

Why not build something this big in the area over by Target, along E Francisco?? It could be redeveloped to incorporate such housing and include shops and a few restaurants, and the city could increase shuttles or public transport over to downtown. Adding tall structures and multi-unit buildings in this small downtown corridor to solve the housing and state mandates is going

to be terrible. While I whole-heartedly agree with all of your design points, the traffic nightmare to all of us living west of that area is going to cause chaos. Develop the poorly utilized space over on Kerner. There is an office building nearly empty on Kerner and Morphew. So much space over there to build a small community.

Please, please reconsider your approvals, and more importantly, your long-term vision of what this town should become. Because if this project becomes a precedent, we will no longer be that quaint small town in central Marin where American Graffiti was filmed, and where some sense of nostalgia for the simpler life still remains. Please do not destroy what makes San Rafael, my town, so incredibly special.

In gratitude,

Laurene Schlosser

Sun Valley resident since 1997

Harold Sloane

Dear Ms Kavanaugh

I am an almost 30-year resident of San Rafael. I love this town and call it home. This project has just come to my attention. I am absolutely opposed to it.

The building is out of character to the rest of the neighborhood, and indeed, the rest of the city. It sets a dangerous precedent that threatens to alter the character of the rest of the city. Parking, already scarce in the area, will become far worse. Not only will there need to be parking for residents and staff, but also visitors. Considering the size of the structure and the probable number of residents/staff, it's unlikely there will be enough.

I have personal experience with the elder care/assisted living/memory care/skilled nursing industry. And "industry" it is. This facility will NOT provide much-needed housing and shelter for our aging seniors. It will, however, provide extraordinarily expensive ($8-10,000 per month) services to the least needy, while reaping large profits and not materially improving the quality of our community. Please also know that the workers in these facilities are as a rule overworked, underpaid, taken advantage of. There is no advantage to our town, and many many negative impacts that will result if this project is allowed to be built.

I strongly urge you to reject the plan in its entirety, and find a use for the property that will truly benefit the community, and perhaps even provide genuine relief for the countless elderly members who are facing possible homelessness or displacement from a community that they may have called home for most of their lives.

Please, do something that truly benefits this community, makes it a better place to live for ALL concerned. Do not approve this project.

Thank you
Harold Sloane

Elizabeth Lopez

Dear Margaret,

As a resident of the San Rafael community and as a neighbor of the site where this project is being proposed (1515 4th street), I'd like to express my concerns about this project and I urge the City of San Rafael to please re-consider the approval of this project.

In simple words, I oppose this project at the scale it's being proposed. Considering only the scale of the design of the project, this is insensitive to the community. If we add to it the lack of setbacks, the traffic it will create, the loss of character of the West End neighborhood, anyone can clearly conclude that the project will negatively impact the community instead of improve it. This project may benefit a few investors but it will be detrimental to the community in San Rafael including myself.

I ask you and the City to please re-consider the approval of this project. The rendering is misleading. The approval of it patches a dark future for the city of San Rafael because it will set a precedent that these kind of buildings (which are out of character) will be allowed. this project represents the opposite to what the city has historically represented.

I urge you that you don't destroy the historic legacy of San Rafael and the West End neighborhood by approving this magnificent project that will set the new standards for greedy builders and developers.

We have been fighting homeless people for a long time, and these kind of projects only create more inequality and inequity than inclusion for the community. Please do not approve this project.

Thanks for your attention and your consideration.

Best regards,

Elizabeth Lopez

Martha Walters

Hi Margaret,

I wanted to get some clarification about the 1515 4th Street Project in San Rafael.

Last year, the City of San Rafael approved a plan for a seven story mixed use building.

Two days ago, I saw a sign posted on this property about a Notice of Application for this site for a new use; as a residential care facility for the elderly containing 155 senior and independent and assisted living units and 28 secured memory care units.

The sign posted indicated that there will be a meeting held by the San Rafael Planning Commission on July 23, 2024 at 7pm. The sign also states that the "new project" has been found to be consistent with the previous project by the Director of the Community and Economic Development and has been determined "categorically exempt" under CEQA.

First, this is a significant change to the previous mixed use proposed by developer Tom Momahan and it is troublesome that the City did not reach out to the "community" directly, i.e., the local businesses and people living in the West End and Gerstle Park neighborhoods.

Second, how was the Cat Ex determined and I would like for you to send me this Cat Ex document immediately.

Third, I would suggest holding this Planning about this site and the significant changes to this project until this September after the City has completed a thorough public outreach process and it is after the summertime when very few people are now in town.

I look forward to your prompt response.