

EXHIBIT A

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

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

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

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

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

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

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

MM Aesth-1b: Design Review Board Materials and Colors and Landscape Plan Approval. Consistent with the recommendations of the Design Review Board subsequent to an earlier review, the DRB shall also review and approve the proposed building materials to ensure that the proposed Project is designed with non-reflective and/or tinted glass to minimize potential daytime glare impacts pursuant to the Design Review Permit criteria established in the San Rafael Municipal Code Title 14 (zoning), Chapter 25 (Design Review). Additionally, the DRB shall review and approve the Project final landscape plans for the entire site. The plan shall show the area where the DRB requested the gap in the Eucalyptus row to be filled in. Replacement species shall be consistent with City tree guidelines.”

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

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

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

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

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

To account for California clapper rails or black rails, and other special-status birds, that likely occur and nest in the marsh habitats along the creek in the immediate area of the bridge, all work associated with the new bridge, including the demolition of existing bridge deck, installation of the new deck, and other bridge improvements, shall be restricted to August 1 to October 15. The bridge pile-driving dates shall be further restricted to September 1 and October 15 when potentially occurring anadromous fish would not be expected to occur in the channel. This “avoidance window” is outside of the California clapper rail, California black rail, and other special-status birds breeding seasons, thereby eliminating the potential that bridge reconstruction activities would disrupt breeding attempts. This mitigation measure provides conservation measures that are consistent with the ISP Best Management Practices.”

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

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

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

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

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

“A pre-construction nesting survey shall be conducted by a “qualified biologist” in June during the breeding season (February through July) of the year construction of the project will commence. The nesting survey shall be conducted within 30 days prior to commencing of construction work. The raptor nesting surveys shall include examination of all habitats and trees within 500 feet of the entire Project site, including near the bridge, not just eucalyptus trees on the northern boundary of the Project site.”

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

- “Pre-construction Survey. A preconstruction survey of the Project site shall be conducted by a “qualified biologist” within 30 days prior to any ground disturbing activities to confirm the absence or presence of burrowing owls. If more than 30 days lapse between the time of the preconstruction survey and the start of ground-disturbing activities, another preconstruction survey must be completed. This process should be repeated until the Project site habitat is converted to non-habitat (e.g., developed for recreational uses). If western burrowing owls are not present, no further mitigation is required.”

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

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

“**MM Bio-9: Impacts to CDFG Jurisdiction – Banks of the North Fork of Gallinas Creek.** Construction of the proposed bridge shall be restricted to the terms and activities consistent with the approved CDFG 1602 Lake and Streambed Alteration Agreement (Notification Number: 1600-2006-0266-3), including but not limited to the following:

- All work associated with ~~on~~ the new bridge, including the demolition of existing bridge deck, and other bridge improvements, project shall be restricted to August 1 ~~July 15th~~ through October 15~~th~~ to account for California clapper rails or black rails, and other special-status birds, that could nest in the marsh habitats along the creek in the immediate area of the bridge. This “avoidance window” is outside of the California clapper rail, California black rail, and other special-status birds breeding seasons, thereby eliminating the potential that bridge reconstruction

activities would disrupt breeding attempts. The work on the bridge deck may be extended beyond the October 15th date allowed in the SBAA to February 1st under the condition that CDFG and the City provide approval for this extension and appropriate weather-related BMPs are implemented. Work up until February 1st is likewise outside of the Clapper rail, California black rail, and other special-status bird breeding seasons during periods of low stream flow and dry weather

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

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

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

Impact N-1: Operation of the proposed recreational facility would have the potential to increase noise levels on the Project site, which could adversely affect nearby residential uses. ~~In addition, operation of the facility would increase traffic on local streets providing access to the site, which also could affect residential uses located adjacent to these streets.~~ This impact is considered *potentially significant*.”

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

“MM N-1 Evening Noise. To address the potential that noise from late evening games becomes an annoyance to neighbors to the south due to the potential of a 1 decibel increase over maximum allowable nighttime noise levels, ~~either of the following~~ measures shall be implemented:

- “Close the outdoor fields at 9 p.m., Sundays through Thursdays, and 10 p.m. on Fridays and Saturdays. Alternatively, During the first full year of operations, the project sponsor shall annually monitor noise levels during a minimum of five nighttime games to determine whether the use of outdoor fields and warm-up areas ~~actually causes~~ would result in an exceedance of the 40 dBA (L_{dn}) exterior residential nighttime noise threshold to be exceeded at the closest residential property boundary. The City shall approve the monitoring schedule, to ensure monitoring

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

- ~~• Project sponsor shall revise the site plan to provide sufficient space to accommodate a noise wall along the southern boundary of the parking lot and soccer warm up areas. If noise measurements of nighttime games indicate that the ordinance noise limits are exceeded, the project sponsor could build a noise wall instead of closing the outdoor fields at 9 p.m. If a noise wall is constructed, it shall be subject to the following requirements:
 - ~~o Pursuant to General Plan Policy S-4, the wall's location shall be subject to a geotechnical investigation, and the wall's design and construction shall proceed in accordance with the recommendations of the geotechnical investigation, as set forth in the City's Geotechnical Review Matrix.~~
 - ~~o The design of the sound wall shall be subject to review and approval by the City's Design Review Board.~~
 - ~~o The sound wall shall be constructed consistent with Part 77 of the Federal Aviation Regulations, *Objects Affecting Navigable Airspace*, specifically, the 7:1 transitional surface that governs Airport Safety Zone 5 — Sideline Zone, as analyzed by airport hazards safety specialist."~~~~

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

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

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

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

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

MM Aesth-1b: Design Review Board Materials and Colors and Landscape Plan Approval. Consistent with the recommendations of the Design Review Board subsequent to an earlier review, the DRB shall also review and approve the proposed building

materials to ensure that the proposed Project is designed with non-reflective and/or tinted glass to minimize potential daytime glare impacts pursuant to the Design Review Permit criteria established in the San Rafael Municipal Code Title 14 (zoning), Chapter 25 (Design Review). Additionally, the DRB shall review and approve the Project final landscape plans for the entire site. The plan shall show the area where the DRB requested the gap in the Eucalyptus row to be filled in. Replacement species shall be consistent with City tree guidelines.”

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

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

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

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

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

~~have fledged young. Construction of the recreational facility could extend into October, with interior work allowed throughout the year.~~

To account for California clapper rails or black rails, and other special-status birds, that likely occur and nest in the marsh habitats along the creek in the immediate area of the bridge, all work associated with the new bridge, including the demolition of existing bridge deck, installation of the new deck, and other bridge improvements, shall be restricted to August 1 to October 15. The bridge pile-driving dates shall be further restricted to September 1 and October 15 when potentially occurring anadromous fish would not be expected to occur in the channel. This “avoidance window” is outside of the California clapper rail, California black rail, and other special-status birds breeding seasons, thereby eliminating the potential that bridge reconstruction activities would disrupt breeding attempts. This mitigation measure provides conservation measures that are consistent with the ISP Best Management Practices.”

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

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

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

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

“A pre-construction nesting survey shall be conducted by a “qualified biologist” in June during the breeding season (February through July) of the year construction of the project will commence. The nesting survey shall be conducted within 30 days prior to commencing of construction work. The raptor nesting surveys shall include examination of all habitats and trees within 500 feet of the entire Project site, including near the bridge, not just eucalyptus trees on the northern boundary of the Project site.”

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

“Pre-construction Survey. A preconstruction survey of the Project site shall be conducted by a “qualified biologist” within 30 days prior to any ground disturbing activities to confirm the absence or presence of burrowing owls. If more than 30 days lapse between the time of the preconstruction survey and the start of ground-disturbing activities, another preconstruction survey must be completed. This process should be repeated until

the Project site habitat is converted to non-habitat (e.g., developed for recreational uses). If western burrowing owls are not present, no further mitigation is required.”

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

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

“**MM Bio-9: Impacts to CDFG Jurisdiction – Banks of the North Fork of Gallinas Creek.** Construction of the proposed bridge shall be restricted to the terms and activities consistent with the approved CDFG 1602 Lake and Streambed Alteration Agreement (Notification Number: 1600-2006-0266-3), including but not limited to the following:

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

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

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

Impact N-1: Operation of the proposed recreational facility would have the potential to increase noise levels on the Project site, which could adversely affect nearby residential uses. ~~In addition, operation of the facility would increase traffic on local streets providing~~

access to the site, which also could affect residential uses located adjacent to these streets. This impact is considered *potentially significant*.”

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

“MM N-1 Evening Noise. To address the potential that noise from late evening games becomes an annoyance to neighbors to the south due to the potential of a 1 decibel increase over maximum allowable nighttime noise levels, ~~either of the following measures shall be implemented:~~

- ~~“Close the outdoor fields at 9 p.m., Sundays through Thursdays, and 10 p.m. on Fridays and Saturdays. Alternatively, During the first full year of operations, the project sponsor shall annually monitor noise levels during a minimum of five nighttime evening games (e.g., during peak field usage after 6:00 PM) to determine whether the use of outdoor fields and warm-up areas actually causes the 40 dBA (Ldn) exterior residential nighttime noise threshold to be exceeded at the closest residential property boundary as a result of the outdoor field use. The City shall approve be consulted in determining which games are to be monitored, to ensure monitoring occurs during times when outdoor fields are in full usage. This shall include at least 3 mid-week games and 2 weekend games. A copy of the noise consultant’s analysis shall be submitted to the City. If the analysis demonstrates that the Noise Ordinance nighttime threshold would not is exceeded, the outdoor facilities shall remain closed by at 9 p.m., Sundays through Thursdays, and 10 p.m. on Fridays and Saturdays. If the noise analysis demonstrates that the Noise Ordinance nighttime noise threshold would not be exceeded, the outdoor facilities may extend the hours of operation to 10 p.m., Sundays through Thursdays. or”~~
- ~~Project sponsor shall revise the site plan to provide sufficient space to accommodate a noise wall along the southern boundary of the parking lot and soccer warm up areas. If noise measurements of nighttime games indicate that the ordinance noise limits are exceeded, the project sponsor could build a noise wall instead of closing the outdoor fields at 9 p.m. If a noise wall is constructed, it shall be subject to the following requirements:~~
 - o ~~Pursuant to General Plan Policy S-4, the wall’s location shall be subject to a geotechnical investigation, and the wall’s design and construction shall proceed in accordance with the recommendations of the geotechnical investigation, as set forth in the City’s Geotechnical Review Matrix.~~
 - o ~~The design of the sound wall shall be subject to review and approval by the City’s Design Review Board.~~
 - o ~~The sound wall shall be constructed consistent with Part 77 of the Federal Aviation Regulations, *Objects Affecting Navigable Airspace*, specifically, the 7:1 transitional surface that governs Airport Safety Zone 5 — Sideline Zone, as analyzed by airport hazards safety specialist.”~~

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

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

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

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

“MM Aesth-1b: Design Review Board Materials and Colors and Landscape Plan Approval. Consistent with the recommendations of the Design Review Board subsequent to an earlier review, the DRB shall also review and approve the proposed building materials to ensure that the proposed Project is designed with non-reflective and/or tinted glass to minimize potential daytime glare impacts pursuant to the Design Review Permit criteria established in the San Rafael Municipal Code Title 14 (zoning), Chapter 25 (Design Review). Additionally, the DRB shall review and approve the Project final landscape plans for the entire site. The plan shall show the area where the DRB requested the gap in the Eucalyptus row to be filled in. Replacement species shall be consistent with City tree guidelines.”

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

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

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

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

would not be adversely affected by commencement of the project. If California Clapper Rails or California Black Rails are determined to be nesting between 200 feet and 500 feet from the Project construction envelope on July 1st, the Project may proceed if a qualified biologist determines that the nesting rails would not be affected by the proposed construction activities. Under all circumstances any nest identified within 500 feet of the Project construction envelope would be monitored by a qualified biologist while construction activities were in progress. The monitoring biologist would have the right to shut down any and all construction activities immediately in the event that such activities were determined to be disturbing the nesting attempt. Nests greater than 500 feet away would not require biologist monitoring when the rails can be expected, in most cases, to have fledged young. Construction of the recreational facility could extend into October, with interior work allowed throughout the year.

To account for California clapper rails or black rails, and other special-status birds, that likely occur and nest in the marsh habitats along the creek in the immediate area of the bridge, all work associated with the new bridge, including the demolition of existing bridge deck, installation of the new deck, and other bridge improvements, shall be restricted to August 1 to October 15. The bridge pile-driving dates shall be further restricted to September 1 and October 15 when potentially occurring anadromous fish would not be expected to occur in the channel. This “avoidance window” is outside of the California clapper rail, California black rail, and other special-status birds breeding seasons, thereby eliminating the potential that bridge reconstruction activities would disrupt breeding attempts. This mitigation measure provides conservation measures that are consistent with the ISP Best Management Practices.”

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

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

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

“A pre-construction nesting survey shall be conducted by a “qualified biologist” ~~in June~~ during the breeding season (February through July) of the year construction of the project will commence. The nesting survey shall be conducted within 30 days prior to commencing of construction work. The raptor nesting surveys shall include examination

of all habitats and trees within 500 feet of the entire Project site, including near the bridge, not just eucalyptus trees on the northern boundary of the Project site.”

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

“Pre-construction Survey. A preconstruction survey of the Project site shall be conducted by a “qualified biologist” within 30 days prior to any ground disturbing activities to confirm the absence or presence of burrowing owls. If more than 30 days lapse between the time of the preconstruction survey and the start of ground-disturbing activities, another preconstruction survey must be completed. This process should be repeated until the Project site habitat is converted to non-habitat (e.g., developed for recreational uses). If western burrowing owls are not present, no further mitigation is required.”

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

“MM Bio-9: Impacts to CDFG Jurisdiction – Banks of the North Fork of Gallinas Creek. Construction of the proposed bridge shall be restricted to the terms and activities consistent with the approved CDFG 1602 Lake and Streambed Alteration Agreement (Notification Number: 1600-2006-0266-3), including but not limited to the following:

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

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

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

“Impact N-1: Operation of the proposed recreational facility would have the potential to increase noise levels on the Project site, which could adversely affect nearby residential uses. ~~In addition, operation of the facility would increase traffic on local streets providing access to the site, which also could affect residential uses located adjacent to these streets.~~ This impact is considered *potentially significant*.”

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

“MM N-1 Evening Noise. To address the potential that noise from late evening games becomes an annoyance to neighbors to the south due to the potential of a 1 decibel increase over maximum allowable nighttime noise levels, ~~either of the following measures shall be implemented:~~

- ~~“Close the outdoor fields at 9 p.m., Sundays through Thursdays, and 10 p.m. on Fridays and Saturdays. Alternatively, During the first full year of operations, the project sponsor shall annually monitor noise levels during a minimum of five nighttime games to determine whether the use of outdoor fields and warm-up areas actually causes would result in an exceedance of the 40 dBA (L_{dn}) exterior residential nighttime noise threshold to be exceeded at the closest residential property boundary. The City shall approve the monitoring schedule, to ensure monitoring occurs during times when outdoor fields are in full usage. A copy of the noise consultant’s analysis shall be submitted to the City. If the analysis demonstrates that the Noise Ordinance nighttime threshold would be exceeded, the outdoor facilities shall remain closed by at 9 p.m., Sundays through Thursdays, and 10 p.m. on Fridays and Saturdays. If the noise analysis demonstrates that the Noise Ordinance nighttime noise threshold would not be exceeded, the outdoor facilities may extend the hours of operation to 10 p.m., Sundays through Thursdays. or”~~
- ~~Project sponsor shall revise the site plan to provide sufficient space to accommodate a noise wall along the southern boundary of the parking lot and soccer warm up areas. If noise measurements of nighttime games indicate that the ordinance noise limits are exceeded, the project sponsor could build a noise wall instead of closing the outdoor fields at 9 p.m. If a noise wall is constructed, it shall be subject to the following requirements:~~
 - o ~~Pursuant to General Plan Policy S 4, the wall’s location shall be subject to a geotechnical investigation, and the wall’s design and construction shall proceed in accordance with the recommendations of the geotechnical investigation, as set forth in the City’s Geotechnical Review Matrix.~~

- ~~o The design of the sound wall shall be subject to review and approval by the City's Design Review Board.~~
- ~~o The sound wall shall be constructed consistent with Part 77 of the Federal Aviation Regulations, *Objects Affecting Navigable Airspace*, specifically, the 7:1 transitional surface that governs Airport Safety Zone 5 — Sideline Zone, as analyzed by airport hazards safety specialist.”~~

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

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