

MARIN GENERAL HOSPITAL REPLACEMENT BUILDING PROJECT

EIR Addendum #2
State Clearinghouse #2011092057

Prepared for
Marin Healthcare District

April 2015



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SECTION 1

Introduction

1.1 Overview

The Marin Healthcare District (“District”) is the Lead Agency (pursuant to State and local guidelines for implementing the California Environmental Quality Act [CEQA]) and has prepared this Addendum subject to CEQA (Public Resources Code Section 21000, et seq. and Section 15000, et seq.) and the State CEQA Guidelines (California Code of Regulations). This is the second Addendum that the District has prepared to the Marin General Hospital Replacement Building Project EIR (SCH No. 2004032052), which the District certified on June 11, 2013 (“2013 EIR”).

The 2013 EIR encompasses the August 2012 Draft EIR; the March 2013 Response to Comments / Final EIR; the May 29, 2013 Final Addendum to the Response to Comments / Final EIR; the November 2013 first Addendum, and the respective appendices to each of these documents. Each of the CEQA documents are incorporated in this Addendum by reference and are available at locations listed at the end of this chapter.

The District, which is the Project Sponsor and CEQA Lead Agency, proposes modifications to the Marin General Hospital Project analyzed in the 2013 EIR and the first Addendum (referred to collectively as “Approved Project”). The modifications primarily include changes to the main entrance locations for the campus and the proposed Hospital Replacement Building (HRB); the height, open space, sustainability elements, and floor area of the HRB; interim and preferred final bus stop locations and circulation; proposed and relocated onsite generators; and construction activity and parking changes resulting from the proposed modifications. (All proposed modifications are described in detail in Section 2 of this document.) Collectively, the proposed modifications applied to the Approved Project represent the proposed “2015 Modified Project” analyzed in this Addendum.

The District has prepared this Addendum to analyze the potential environmental effects of the 2015 Modified Project. This Addendum demonstrates that no additional CEQA review is required to address the potential environmental effects of the proposed modifications, as none of the conditions discussed below requiring preparation of a Supplemental or Subsequent EIR, as specified in Public Resources Code section 21166 and CEQA Guidelines sections 15162 and 15163, are present.

1.2 CEQA Context for this Addendum

According to CEQA Guidelines Section 15162, a Subsequent or Supplemental EIR is required when:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

An addendum may be prepared if some changes or additions are necessary to a certified EIR and none of the above-stated conditions are present.

Based on the above considerations, the District has determined that an addendum to the previously certified 2013 EIR is appropriate. In accordance with CEQA Guidelines Section 15164, this Addendum contains only the information necessary to make the 2013 EIR adequate for the 2015 Modified Project.

1.3 Addendum Scope and Determination

Using a checklist for supplemental environmental review (Section 3 of this document), this Addendum reviews the proposed 2015 Modified Project in light of each environmental topic addressed by CEQA and the significance criteria applied in the 2013 EIR.

Based on the considerations listed above in Section 1.2, this Addendum concludes that there is no substantial change proposed with the 2015 Modified Project that would require major revisions to the 2013 EIR; that there is no substantial change in circumstances that would cause new significant impacts or a substantial increase in the severity of previously identified significant impacts; and, that there is no new information of substantial importance that identifies new significant impacts or a substantial increase in the severity of previously identified significant impacts (CEQA Guidelines Section 15162). Also, the 2015 Modified Project does not result in the need for new or substantially revised mitigation measures not previously identified for the Approved Project, thus a mitigated negative declaration is also not warranted.

Modifications to mitigation measures identified in the 2013 EIR are addressed in Section 3 of this Addendum and summarized in Section 3.4.

1.4 Previous CEQA Documentation

All previous CEQA documents prepared for the Marin General Hospital Replacement Building Project are available for review by the public at the Marin Healthcare District offices (100B Drakes Landing Road, Suite 250, Greenbrae, California, 94904) and the District's Internet website (www.marinhealthcare.org). Copies were also temporarily available at the main branch of the Marin County Free Library (3501 Civic Center Drive, San Rafael, California, 94903) and the Larkspur Library (400 Magnolia Ave., Larkspur, California, 94939) during the public review periods for the CEQA document, and may still be available at these locations although not required to be by CEQA or local guidelines.

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SECTION 2

Project Description

2.1 Approved Project

Project Overview and Objectives

As analyzed in the 2013 EIR, the Marin General Hospital Replacement Building (HRB) Project (“Approved Project”) consists of a phased development of a 300,000 square-foot Hospital Replacement Building, a 100,000 square-foot Ambulatory Services Building, multi-level Hillside Parking Structures and various accessory site improvements.¹ The Approved Project would be developed in phases to ensure that the hospital would stay fully operational during construction. (See **Figure 2-1**, Approved Project.)

CEQA Guidelines Section 15124(b) requires that an EIR include a statement of objectives for the proposed project. The objectives stated in the 2013 EIR for the Approved Project continue to apply to the 2015 Modified Project.

Project Setting and Ownership

No aspects of the overall project site and setting are changed from the 2013 EIR. The project site is located at 250 Bon Air Road, in unincorporated Marin County, California.² The project site is approximately 10 miles north of San Francisco and 1.25 miles west of Highway 101. Sir Francis Drake Boulevard is located approximately 1,000 feet to the north of the site.

The project site is approximately 19.7 acres bounded generally by Bon Air Road to the west and north, Bayview Road to the south, medical offices and apartment buildings (Via Hidalgo) to the northeast, and the Spyglass and Corte Oriental Apartments uphill to the east and southeast.³

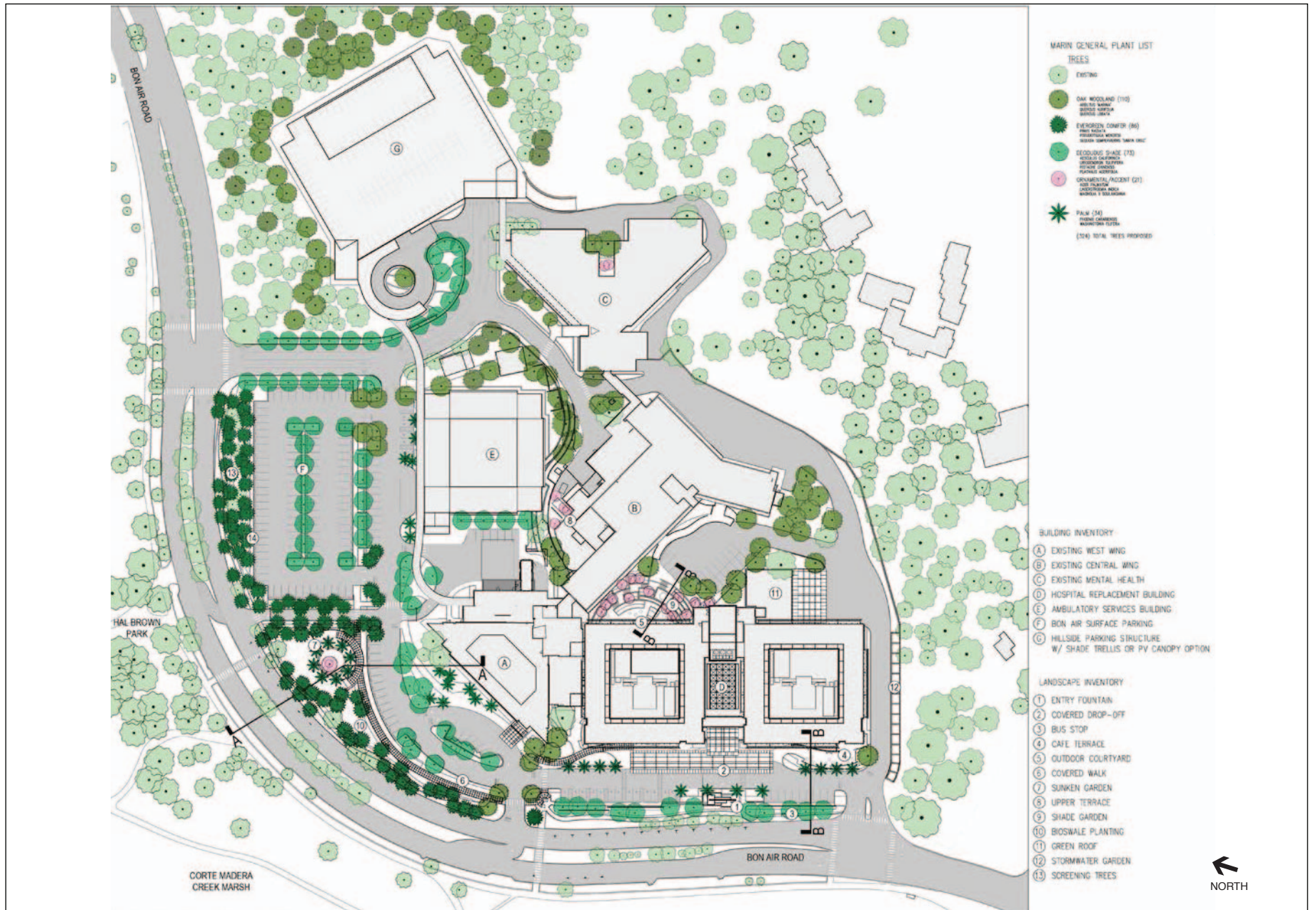
The Marin Countywide Plan Land Use designation for the project site is “PF – Public Facility.” The Marin County Zoning designation for the project site is “PF (Public Facilities District).”

As described in the 2013 EIR, the District and the County of Marin (“County”) co-own 25 percent of the project site at its northernmost corner where a phase of the Hillside Parking

¹ The 2013 EIR encompasses the August 2012 Draft EIR; the March 2013 Response to Comments / Final EIR; the May 29, 2013 Final Addendum to the Response to Comments / Final EIR; the November 2013 first Addendum, and the respective appendices to each of these documents.

² The entire Marin General Hospital campus is considered the project site.

³ All portions of Bon Air Road are considered to run north-south.



SOURCE: Lee Burkhart, Liu, Inc.

Marin General Hospital . 210606
Figure 2-1
 Approved Project Site Plan

Structure would be constructed. The District and the County continue to coordinate on an agreement by which the District would either lease 0.82 acres of land from the County or swap land with the County to accommodate the parking structure. Also, the District would provide an easement for access and parking to the Marin County Community Health Building in the eastern area of the project site. The County Assessor's Parcel Numbers (APN) for the parcels that make up the project site remain 022-010-34 and 022-060-20.

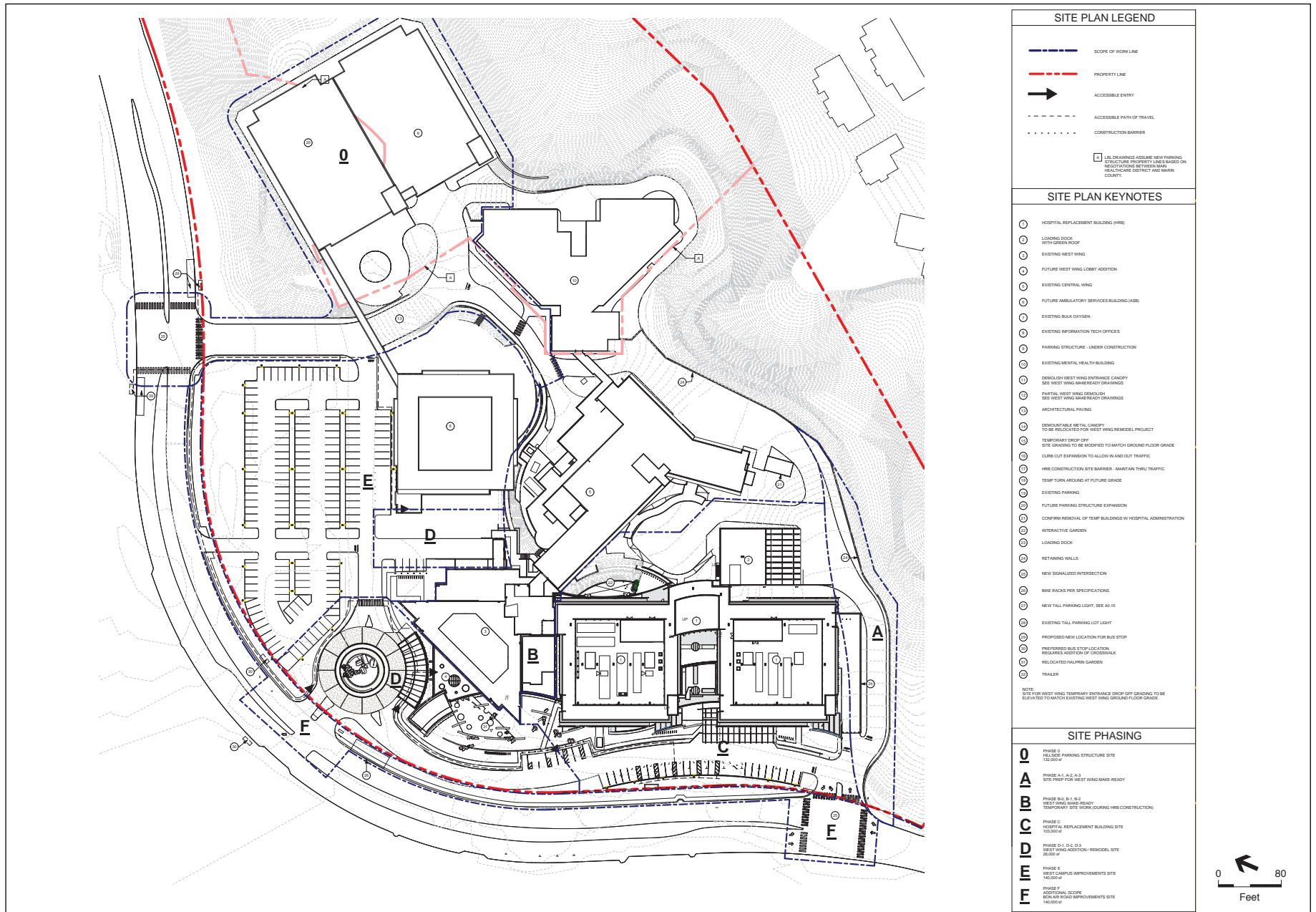
2.2 2015 Modified Project

The District's current proposal is referred to as the "2015 Modified Project." It encompasses various project characteristics previously considered with the Approved Project analyzed in the 2013 EIR. This section focuses on the differences between the 2015 Modified Project and the Approved Project for purposes pertinent to assessing comparative environmental effects for this Addendum. (See **Figure 2-2**, 2015 Modified Project Site Plan. See **Figure 2-3**, 2015 Modified Project Aerial.)

Proposed Modifications

The overall differences with the 2015 Modified Project involve modifications to the main entrance locations for the campus and the proposed Hospital Replacement Building (HRB); the height, open space, sustainability elements, and floor area of the HRB; interim and preferred final bus stop locations and circulation; proposed and relocated onsite generators; and construction activity and parking changes resulting from the proposed modifications. Each of the proposed modifications is described below.

1. **Relocated Main Hospital Entry and West Wing Addition.** The main front door entrance to the HRB was previously proposed on the west/front face of the building. With the 2015 Modified Project, the main front door entrance to the HRB would be relocated northward and include a new approximately 3,300 square-foot addition to a remodeled West Wing.
2. **Relocated Main Campus Entrance and Roundabout.** In response to relocating the main front door entrance to the HRB (see *1. Relocated Main Hospital Entry and West Wing Addition*), the 2015 Modified Project would relocate the main driveway entrance to the campus approximately 200 feet north of the location analyzed in the 2013 EIR, placing it more directly in front of the new main HRB entrance. The new main driveway entrance leads to a new circular roundabout for vehicular access. The roundabout would be approximately 112-foot in diameter and incorporate single lane entries for southbound, eastbound, and westbound approaches. From Bon Air Road there would be a single right-out exit lane and a single left / right entrance lane due to the short intersection spacing and queuing between Bon Air Road and the roundabout. Splitter islands placed at each approach would manage vehicle streams and speeds.

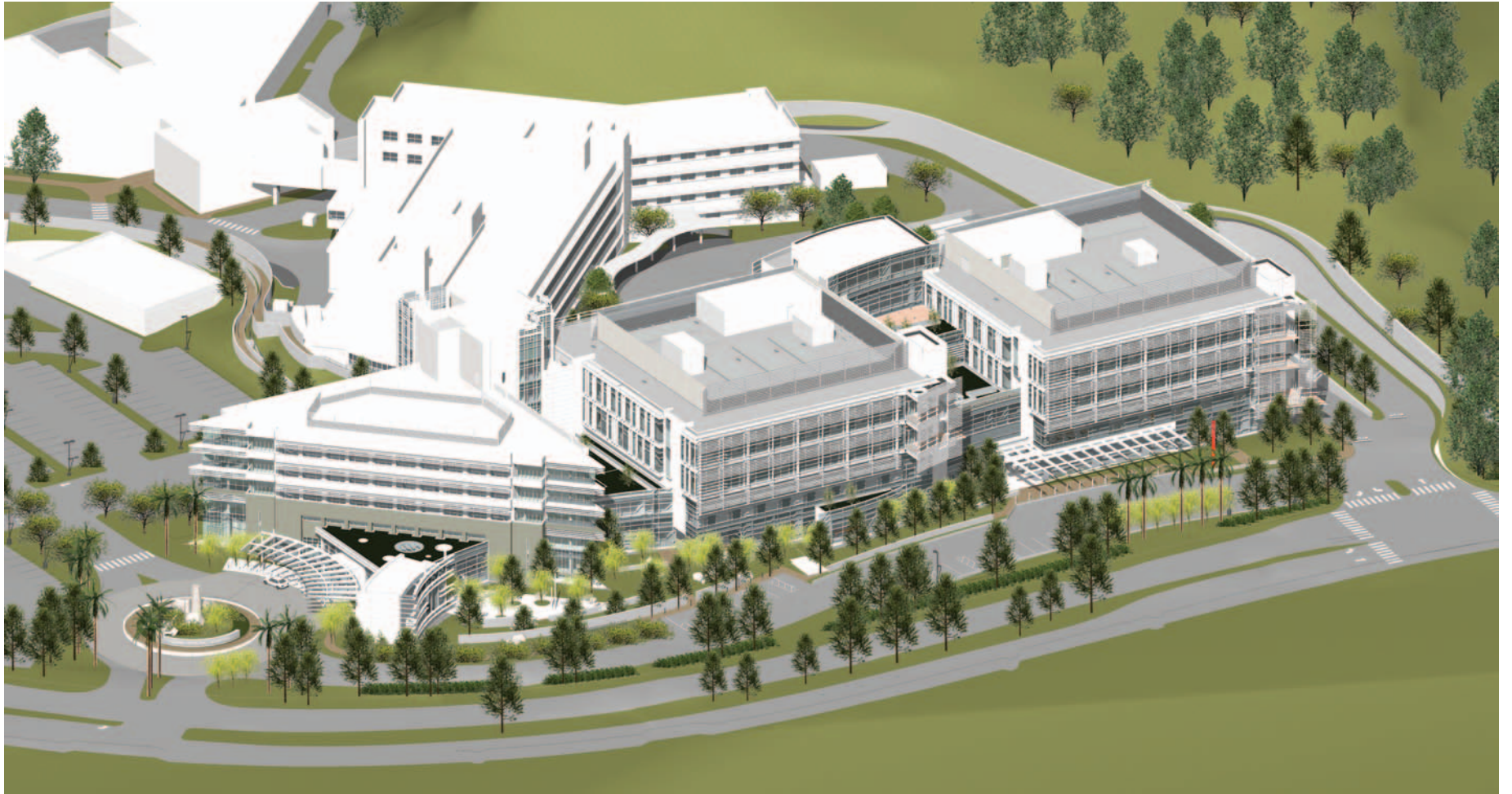


SITE PLAN LEGEND	
	SCOPE OF WORK LINE
	PROPERTY LINE
	ACCESSIBLE ENTRY
	ACCESSIBLE PATH OF TRAVEL
	CONSTRUCTION BARRIER
	ALL DRAWINGS ASSUME NEW PARKING STRUCTURE IMPROVEMENTS ARE BASED ON HEALTHCARE DISTRICT AND MARIN COUNTY.
SITE PLAN KEYNOTES	
○	HOSPITAL REPLACEMENT BUILDING (HRS)
○	LOADING DOCK WITH GREEN ROOF
○	EXISTING WEST WING
○	FUTURE WEST WING LOBBY ADDITION
○	EXISTING CENTRAL WING
○	FUTURE AMBULATORY SERVICES BUILDING (ASB)
○	EXISTING BULK OXYGEN
○	EXISTING INFORMATION TECH OFFICES
○	PARKING STRUCTURE - UNDER CONSTRUCTION
○	EXISTING MENTAL HEALTH BUILDING
○	DEMOLISH WEST WING ENTRANCE CANOPY SEE WEST WING MAKE-READY DRAWINGS
○	PARTIAL WEST WING DEMOLISH SEE WEST WING MAKE-READY DRAWINGS
○	ARCHITECTURAL PAVING
○	DEMOUNTABLE METAL CANOPY TO BE RELOCATED FROM WEST WING RENOVEL PROJECT
○	TEMPORARY DROP OFF
○	SITE GRADING TO BE MODIFIED TO MATCH GROUND FLOOR GRADE
○	CURB CUT EXPANSION TO ALLOW IN AND OUT TRAFFIC
○	HRS CONSTRUCTION SITE BARRIER - MAINTAIN THRU TRAFFIC
○	TEMP TURN AROUND AT FUTURE GRADE
○	EXISTING PARKING
○	FUTURE PARKING STRUCTURE EXPANSION
○	CONFIRM REMOVAL OF TEMP BUILDINGS W/ HOSPITAL ADMINISTRATION
○	INTERACTIVE GARDEN
○	LOADING DOCK
○	RETAINING WALLS
○	NEW SIGNALIZED INTERSECTION
○	BIKE RACKS PER SPECIFICATIONS
○	NEW TALL PARKING LIGHT - SEE AD-15
○	EXISTING TALL PARKING LOT LIGHT
○	PROPOSED NEW LOCATION FOR BUS STOP
○	PREFERRED BUS STOP LOCATION REQUIRES ADJUSTION OF CROSSWALK
○	RELOCATED HALPRIN GARDEN
○	TRAILER
NOTE: SITE FOR WEST WING TEMPORARY ENTRANCE DROP OFF GRADING TO BE ELEVATED TO MATCH EXISTING WEST WING GROUND FLOOR GRADE.	
SITE PHASING	
Q	PHASE Q FUTURE PARKING STRUCTURE SITE 150,000 SF
A	PHASE A-1, A-2, A-3 SITE PREP FOR WEST WING MAKE-READY
B	PHASE B-1, B-2 WEST WING MAKE-READY TEMPORARY SITE WORK (DURING HRS CONSTRUCTION)
C	PHASE C HOSPITAL REPLACEMENT BUILDING SITE 100,000 SF
D	PHASE D-1, D-2, D-3 WEST WING ADDITION/REMODEL SITE 25,000 SF
E	PHASE E WEST CAMPUS IMPROVEMENTS SITE 140,000 SF
F	PHASE F EAST CAMPUS IMPROVEMENTS SITE 140,000 SF



SOURCE: Lee Burkhardt, Liu, Inc.

Marlin General Hospital . 210606
Figure 2-2
 2015 Modified Project Site Plan



SOURCE: Lee Burkhardt, Liu, Inc.

Marin General Hospital . 210606
Figure 2-3
2015 Modified Project Site View

Given the proposed relocation of the main entrances to the HRB and the campus, the general public's use of the south access driveway considered in the 2013 EIR would be largely diverted to the north and main campus driveways closer to the new proposed main entrance of the HRB.

The roundabout would accommodate passenger vehicles, emergency vehicles, trucks and buses for all turning movements; a passenger loading zone; adjacent 10-foot sidewalks; and meet all American's with Disabilities (ADA) requirements. The slope plane across the roundabout and passenger loading area would maintain a recommended 2 to 3 percent to match grades between Bon Air Road and the West Wing building.

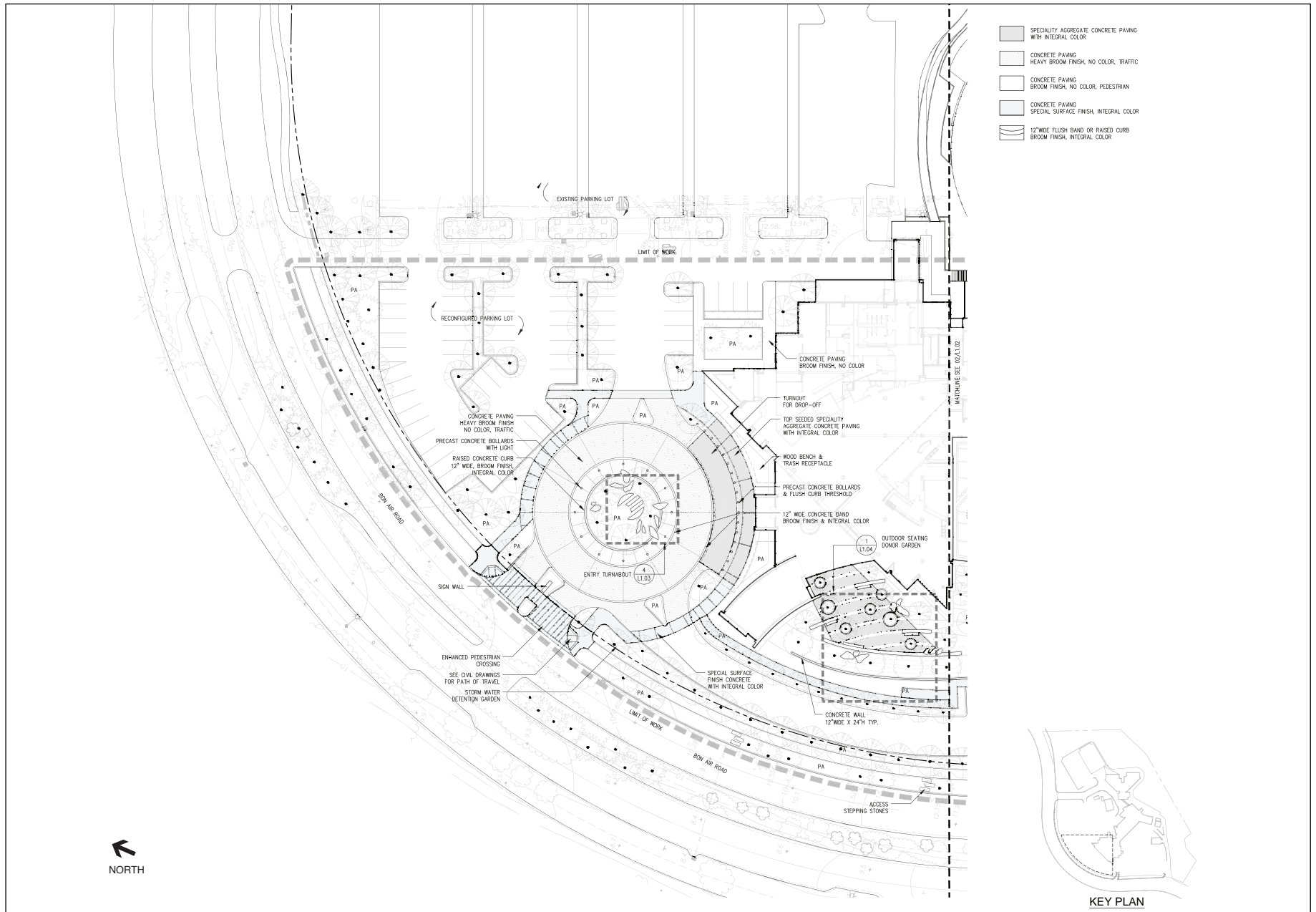
On Bon Air Road, a new 100-foot left turn pocket through the existing landscaped median would accommodate left turns into the main entrance. (The previous left turn pocket on Bon Air Road with the Approved Project's main entrance was approximately 60-foot long and located further south with the previously proposed main entrance location.)

On-street parking on northbound Bon Air Road would be restricted for a distance of approximately 275 feet south of the main campus driveway to ensure sufficient sight clearance and visibility within the view angle for exiting vehicles to turn right safely onto Bon Air Road from the main campus driveway. Landscaping and any other physical obstructions along the east side of Bon Air Road and its median would also be limited to at most 4 feet 3 inches tall to ensure sufficient sight clearances. (This modification is addressed in **Modified Mitigation Measure TRA-2a** in Section 3 of this Addendum.) (Omni Means, 2015, 2014c)

The modifications to the new main entry area to the campus also require changes to the previously proposed new Lawrence Halprin commemorative garden (shown as "Sunken Garden" in Figure 2-1 and "Relocated Halprin Garden" in Figure 2-2) for patients, staff, and visitors. The commemorative garden would be relocated southward, directly adjacent to the proposed West Wing addition at the new main hospital entrance. The garden is also reconfigured and slightly larger than previously proposed. Also see **Figures 2-4a** and **2-4b**, 2015 Modified Project Landscape Concept, on which the area is shown as "Donor Garden" and "Meditation Garden," respectively.

3. **Relocated Emergency Department/Ambulance Drop-off and South Retaining Wall.**

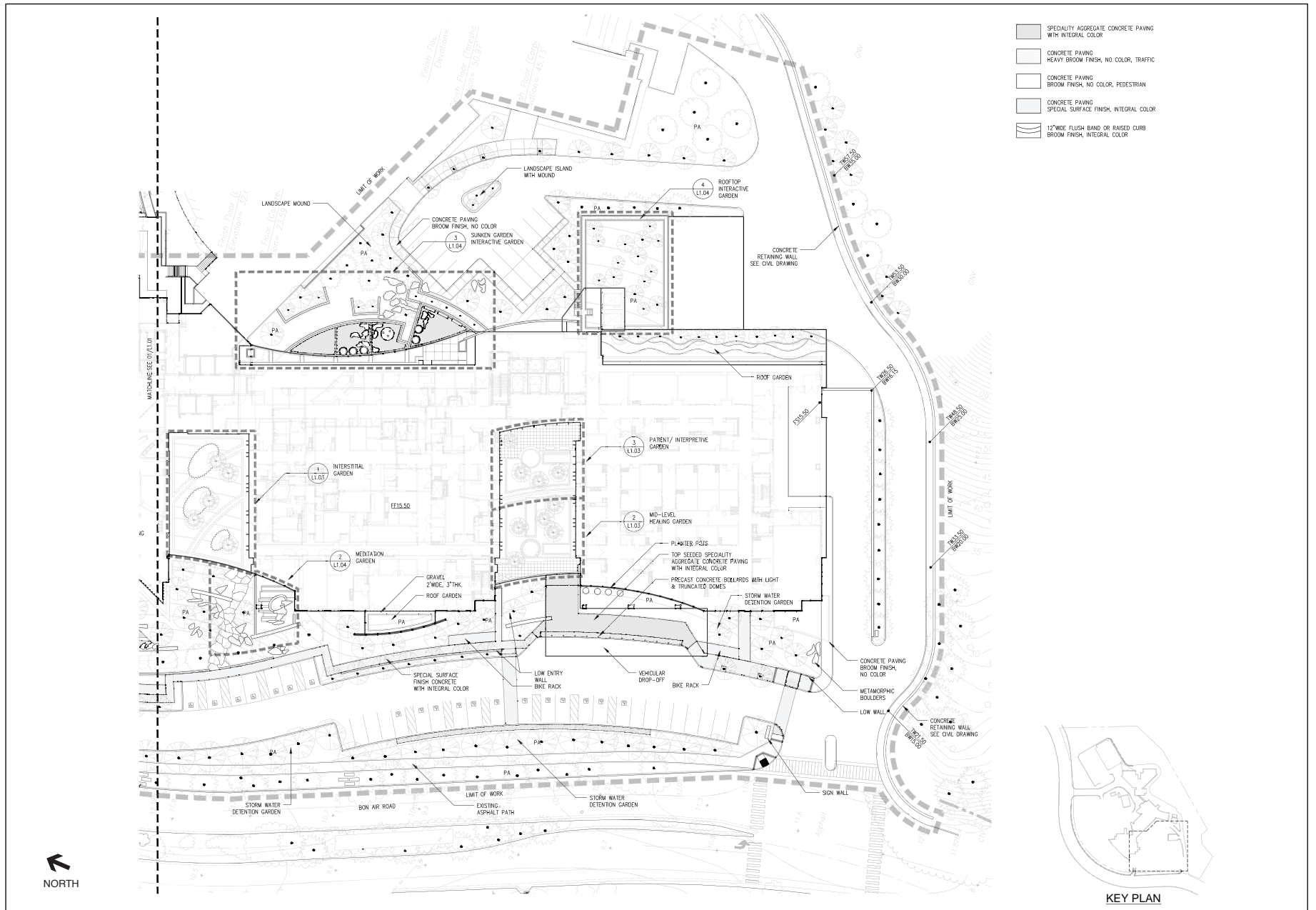
Emergency Department Relocation and Access. With the Approved Project, the emergency department was located immediately east of the West Wing. With the 2015 Modified Project, the hospital emergency department is relocated to the south end of the HRB. Therefore, the south access driveway to the campus would serve as an ambulance / emergency vehicle route. Consequently, the previously proposed cut through the Bon Air Road median to allow left turns from southbound Bon Air Road to an access road dedicated for ambulance and other emergency response vehicles near the previous emergency department is no longer proposed or warranted. (This modification affects **Mitigation Measures NOI-4b** and **TRA-3** in the 2013 EIR, discussed in Section 3 of this Addendum.)



SOURCE: Lee Burkhardt, Liu, Inc.

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Figure 2-4a
2015 Modified Project Landscape Concept - North



SOURCE: Lee Burkhardt, Liu, Inc.

Marin General Hospital . 210606

Figure 2-4b
2015 Modified Project Landscape Concept - South

Ambulance Drop-off Area. With the relocated hospital emergency department, the 2015 Modified Project includes a new ambulance drop-off along the south side of the HRB. (See Figure 2-2.) The ambulance drop-off would be a 24-foot wide, two-lane driveway that would connect with an underground loading bay garage inside the HRB. Ambulances and other emergency vehicles entering the driveway would pull forward and reverse into the garage to park. A new retaining wall is proposed along the south edge of the driveway leading to the underground loading bay. Several elements will be incorporated to avoid any conflicts between the inbound and outbound ambulance vehicles, to prioritize unobstructed access for incoming emergency vehicles, and to prevent conflicts between emergency vehicles and service truck vehicles using the adjacent service access road. Elements include signal lights phased to flash when an inbound emergency vehicle passes through the south driveway entrance from Bon Air Road, overall lane geometrics, curb bulb outs and radii, roadway grades, intersection spacing, signage and stop control markings, and storage lanes for queuing vehicles that are designed to ensure safe and efficient circulation and adequate sight distance visibility in this south driveway area (as all as throughout the campus) among all modes.

Figure 2-5 illustrates the new ambulance drop-off driveway relative to the service vehicle lane and relocated south retaining wall described below.

Relocated South Retaining Wall. With the 2015 Modified Project, the south retaining wall would be moved approximately 30 feet south to accommodate interim parking along the driveway during early construction phases (see *Refined Construction Phasing, Circulation and Parking* below) and to fully accommodate both the previously analyzed service vehicle/truck driveway and the proposed ambulance driveway at the south end of the site (see Figure 2-5). Shifting the retaining wall would involve an additional approximately 6,500 cubic yards (CY) of grading and the removal of nine (9) protected or heritage trees in addition to the 144,700 CY of off-haul and up to 378 trees to be removed with the Approved Project analyzed in the 2013 EIR.⁴ The shift of the retaining wall increases the project construction area by approximately 51,164 square feet (from approximately 530,678 square feet in the 2013 EIR); this is relevant to the assessment of storm drainage (discussed below). The height of relocated retaining wall will not be increased from that evaluated in the 2013 EIR and will continue to be designed in multiple tiers, pursuant to mitigations identified in the 2015 EIR (**Mitigation Measure AES-2**).

⁴ 230 trees removed associated with the project analyzed in the 2013 Draft EIR, and an additional 148 trees removed associated with the expanded Hillside Parking Structure analyzed in the November 2013 first Addendum. Protected or heritage trees are six (6) inches or greater in diameter at breast height (DBH).

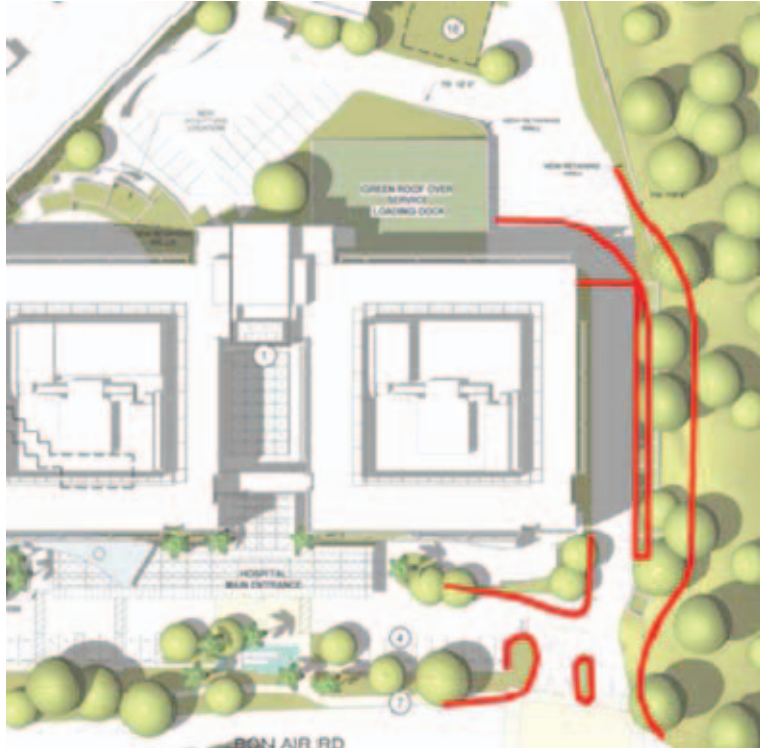
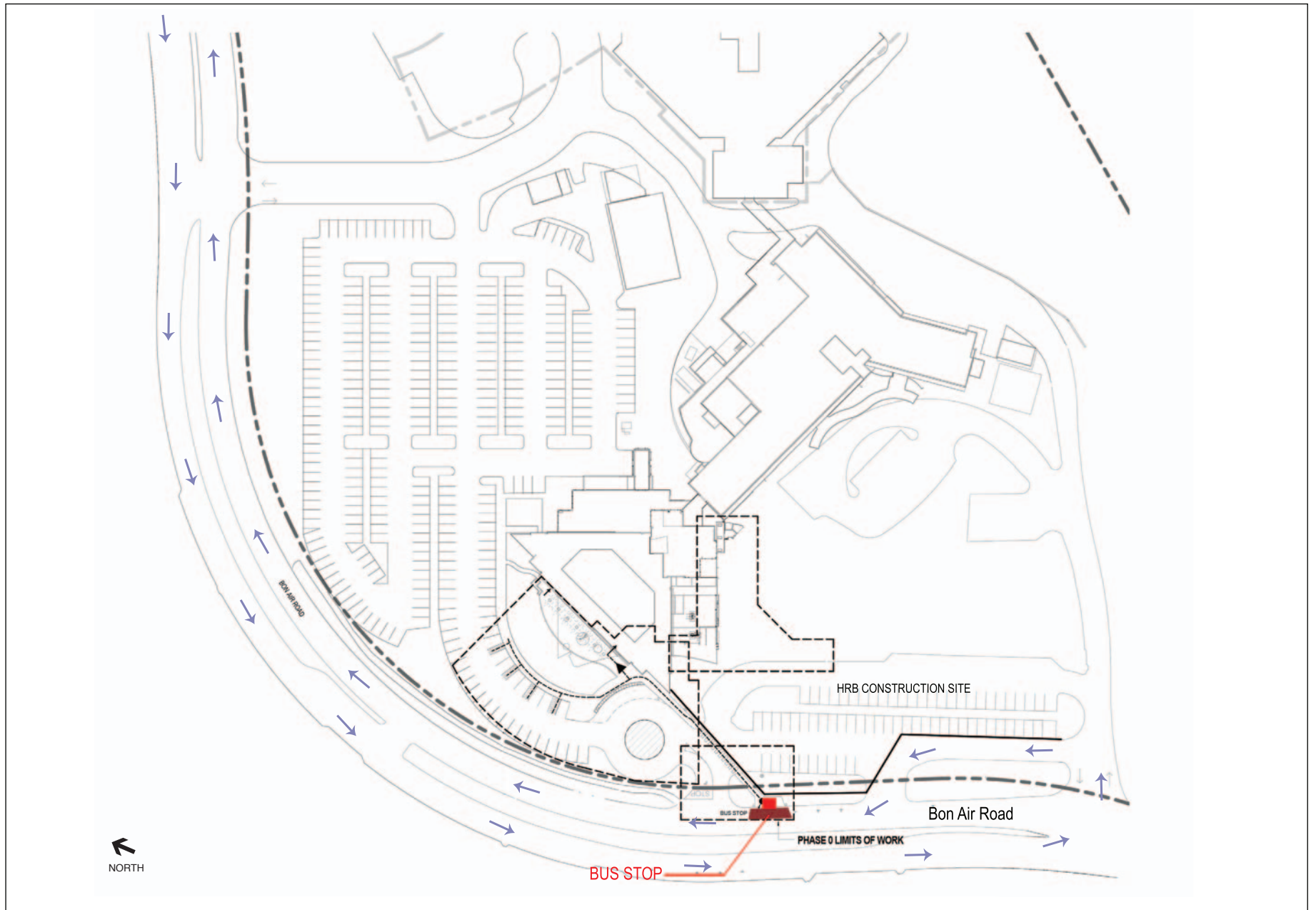


Figure 2-5
2015 Modified Project South Access Driveway:
Ambulance Drop-Off and Service Lanes

4. **Interim South Bus Stop/Turn-around, Pedestrian Circulation and Traffic Circle (during Construction).** The 2015 Modified Project proposes an interim configuration at the south access driveway to accommodate a bus turnaround and stop near the temporary West Wing lobby entrance, and the interim traffic circle and vehicle pick-up/drop-off area. (See **Figure 2-6**, Interim South Bus Stop/Turnaround Plan) This route would be in place until the traffic signal at the north access driveway/intersection, and the new lobby addition and permanent main entrance roundabout are constructed after completion of the HRB (see *Refined Construction Phasing, Circulation and Parking* below). This route is proposed because construction of the new HRB would interfere with the existing bus route on campus.

The bus would travel south on Bon Air Road and turn left into the main south entrance, and then left onto the internal north-south parking aisle, consistent with the existing bus route. The bus would then exit back out onto Bon Air Road (similar to the existing bus circulation route) via a new driveway cut located approximately 150 feet north of the south driveway/intersection. A temporary bus stop would be located on Bon Air Road just north of the new driveway cut.



SOURCE: Lee Burkhardt, Liu, Inc.

Marin General Hospital . 210606

Figure 2-6
Interim South Bus Stop / Turn-Around Plan

An interim ADA-compliant pedestrian route is proposed from the temporary bus stop to the temporary hospital entrance near the West Wing. It would be an east-west pedestrian crosswalk at the north end of the north-south parking aisle (just east of the bus stop) to allow safe pedestrian crossing to the parking aisle median. A north-south pedestrian crosswalk would then link from the parking median island north to the temporary main hospital entrance. All vehicle turning movements from the north-south parking aisle or the interim traffic circle would be stop-sign controlled at the pedestrian crosswalks.

The interim traffic circle and vehicle pick-up/drop-off area in front of the temporary main hospital entrance would be designed for adequate emergency vehicle access and allow adequate travel widths for both the drop-off area and the through-vehicle traffic lane. No parking would be allowed along all other areas of the interim traffic circle.

5. **Preferred Paired Bus Stops at Main Campus Entrance.** The 2015 Modified Project considers relocating the paired bus stops located near the north access driveway and intersection, to the proposed relocated main campus entrance driveway and intersection. (See Figure 2-2.) Both the northbound and southbound bus stops would be located north of the intersection.

This scenario would warrant a new pedestrian crosswalk on the south side of the main campus entrance intersection to connect the southbound bus stop with the main campus. The crosswalk would be located south of the intersection (although the preferred bus stop would be north of the intersection); it would require pedestrians to cross southbound thru- and left-turn traffic lanes if it was located north of the intersection.

The crosswalk would cut across the raised median on Bon Air Road, which would act as a refuge for pedestrians crossing the street. The crosswalk would be located approximately 60 feet south of the southbound bus stop, so pedestrians using the bus would walk this distance along the existing Bon Air Road sidewalk. Also, the crosswalk and the southbound bus stop location would provide direct access to the existing Class 1 pedestrian/bike path that currently extends along most of Bon Air Road.

Signage and striping would be implemented to direct pedestrians, once onsite from the crosswalk or bus stop, safely across the internal driveway (south of the proposed roundabout). The crosswalk would include a lighted pedestrian cross signal and prior warning signs, consistent with Caltrans and County of Marin requirements. (As analyzed in the 2013 EIR, no signal is warranted at this intersection due to low traffic volumes.)

This scenario is subject to Marin Transit/Golden Gate Transit changing its existing route/stop location, and the District continues to coordinate with that agency on the viability of this preferred bus stop location.

Bon Air Parking Removal for Sight Distance Clearance. One to two parallel parking spaces (or 25 to 40 feet) on both sides of Bon Air Road would be removed immediately adjacent to the approach sides of the crosswalk. For the northbound direction, as previously discussed (see 2. *Relocated Main Campus Entrance and Roundabout*), parking on Bon Air Road would already be prohibited for a distance of approximately 275 feet (or approximately 12 parallel spaces) south of the main driveway and the north driveway to ensure sufficient sight distance clearance and visibility for vehicles existing onto Bon Air Road from these two driveways. Therefore, the one to two spaces to be removed on the northbound approach to the new pedestrian crosswalk were part of the previously-identified spaces to be removed from northbound Bon Air Road. Because the crosswalk with this preferred scenario would be located immediately south of the main driveway intersection, there would not be any parking spaces on the southbound approach to the crosswalk.

As a result, there would be no change in the total number of Bon Air Road parking spaces to be removed compared to the Approved Project: 3 spaces removed to accommodate new driveways to the project site, and up to 24 spaces to ensure sufficient site distance clearances from the northbound approaches to the proposed driveways.

Alternative Onsite Bus Route and Stop. As an alternative to the paired bus stops at the north access road or the preferred paired bus stops at the main campus entrance described above, the 2015 Modified Project also considers a bus route/stop scenario in which the bus would travel south on Bon Air Road and turn left into the new main driveway and roundabout in front of the new main HRB entrance at the West Wing. The bus would then continue around the roundabout and travel north along the north-south internal parking drive aisle, stopping at a relocated bus stop before turning left (west) (pending adequate turning radii allowances) onto the pending driveway aisle to the right-only exit onto Bon Air Road (located between the main driveway and the north access driveway).

This scenario would require that the pending exit-only driveway onto Bon Air would need to be funded and constructed. It would also require Marin Transit/Golden Gate Transit's agreement and action to change its existing route/stop location, therefore the District continues to coordinate with that agency. Further, it would continue to have a bus stop on the campus rather than on Bon Air Road. For the aforementioned reasons, this scenario is more preferred than the paired stop at the north access driveway of the Approved Project, but considered only if the preferred paired stops at the main campus entrance are ultimately determined infeasible.

6. Relocated and New Generators.

Relocated HRB Generators. The 2013 EIR analyzed the Approved Project's proposal to replace emergency generators at the existing hospital, with two new emergency stand-by generators in an underground vault of the new HRB. The replacement generators would have met USEPA Tier 4 emission standards.

The 2015 Modified Project proposes to relocate the two generators from the basement-level vault to an enclosed roof penthouse on the HRB to comply with current state law which mandates that the generators must be located above ground. The proposed penthouse enclosure would be fully enclosed and roofed with ventilation openings. The enclosure would have sound attenuation to meet the required maximum 75 dBA at a distance of 23 feet from the unit, as well as all other regulatory requirements. Each generator would have a 2,000 kilowatt (kW) power rating and meet USEPA Tier 2 emission standards. The previously analyzed generators would meet USEPA Tier 4 emission standards. As emergency stand-by generators, they would only be operated when a loss of utility occurs and for testing. Generator testing frequency is a requirement of hospital licensing in California and occurs pursuant to the state's Joint Commission on Accreditation of Healthcare Organizations (JCAHO). The proposed generators will be tested up to 30 minutes a month.

New Parking Structure Generator. A new generator is proposed for the Hillside Parking Structure to comply with code requirements that ensure ADA elevator access up and down within the garage during a power outage. The 2013 EIR analysis considered use of battery back-up to safely lower the elevator to the lobby level in the event of an outage; a battery back-up would not accommodate lifting the elevator. The garage generator would have a 75 kW power rating and also meet USEPA Tier 2 emission standards. The generator would be enclosed and located along the internal roadway that runs east from the parking structure in front of the existing Mental Health Building. The unit would be enclosed on three sides by retaining walls and a front-facing screened fence. This emergency generator would also be tested 30 minutes a month consistent with the state's JCAHO.

7. **Reduced HRB Levels, Floor Area, and New Beds.** The HRB analyzed in the 2013 EIR was five levels, and the 2015 Modified Project reduces the HRB to four levels. The overall floor area of the HRB is thereby reduced from 300,000 square feet to 260,000 square feet. This 40,000 square-foot reduction in HRB's floor area, considered with the newly proposed 3,300 square-foot addition at the new main hospital entrance (see 1. *Relocated Main Hospital Entry and West Wing Addition* above), results in a total net reduction of 36,700 square feet of building floor area compared to that analyzed in the 2013 EIR.

Like the Approved Project, the 2015 Modified Project would continue to operate with 235 licensed beds and add 87 new beds to the 148 beds currently in use onsite. Up to 28 of the new beds would be in the nursing unit infill project scheduled after completion of the HRB and renovations to the remaining hospital wings; this infill project may involve initial construction of the building shell with the interior space being completed later (prior to 2025).

8. **Increased HRB "Green" Roof Areas.** The new loading dock proposed at the first floor level of the new HRB would continue to be covered with a "green" roof with natural landscaping that is a pervious surface area because they absorb, store, and later allow precipitation (from runoff) and transportation (from landscaping) to evaporate (evapotranspire). This element would screen the new loading dock from view from patients, hospital rooms, and project site

neighbors, provide stormwater runoff reduction, and may also provide energy use reduction benefits, although not quantified or assumed in the energy assessment in the 2013 EIR. The 2015 Modified Project increases the provision of “green” roofs to be included within the HRB by an additional approximately 6,000 square feet. The additional “green” roof areas occur on two levels of outdoor decks between the two HRB pods (the two square elements around the central atrium), and the new roof-level garden area connecting the HRB to the West Wing. (See Figure 2-4b.)

Refined Construction Phasing, Circulation, and Parking

The overall phasing and construction duration with the 2015 Modified Project is not materially changed or extended from that assessed in the 2013 EIR. As presented in the 2013 EIR, the project would be developed in four major phases and involve generally six to seven years of construction activity through Phase D, completion of the HRB and new West Wing addition and improvements. An additional four years would involve subsequent work onsite and within the right-of-way in latter phases of the overall project (described in Table 2-1 below.⁵ Initial construction on the project commenced in early 2015.

Comparative Project Phasing and Tasks

The proposed changes addressed in this Addendum largely address interim HRB make-ready construction activities during 2015 to April 2016 in greater detail than was possible or necessary in the 2013 EIR. Specifically, the work phases detailed in this Addendum include several activities that would have occurred within the Approved Project and are now highlighted to specifically address relocating the main HRB entrance and the subsequent changes (interim and permanent) triggered by that fundamental change. The Approved Project would have involved construction activities to remodel and modify the West Wing, the access, egress and circulation in front of the West Wing and HRB; improvements to the south access driveway; and changes to the existing onsite bus route and stop.

Table 2-1 summarizes the overall phases of work and highlights (underlined) the phases of work and tasks associated with the 2015 Modified Project. As depicted in the table, the only overall change in the major project phases is that the previous work to surface the Bon Air Road parking lot is shifted to occur substantially later in the project. Narrative descriptions, specific timeframes, and related parking effects for each phase are presented following Table 2-1.

⁵ Phasing references in this document are alphabetical (A through F), consistent with the District’s construction phase exhibits being developed. These generally correspond to the original Roman numeral designators (I-VI) used in the 2013 EIR and its exhibits. Where relevant for meaningful comparison, the Roman numeral designations from the 2013 EIR are provided in parentheses.

**TABLE 2-1
SUMMARY OF 2015 PROJECT PHASING**

Approved Project		2015 Modified Project (Underlined text shows revisions to Approve Project Phase; Phases II through IV correspond with the 2015 Modified Project)	
Phase I (13 mo)	Grading for entire Hillside Parking Structure and Construction of Eastern Garage (2014-2015)	Phase I (13 mo)	Grading for entire Hillside Parking Structure and Construction of Eastern Garage and North Entrance Road with Traffic Signal (2015-2016)
Phase II (2 mo)	Bon Air Road Surface Parking Lot (2015)	Phase II (2 mo)	Bon Air Road Surface Parking Lot (2015) Phase II (<u>4.5 mo</u>) <u>West Wing Make-Ready and South Access Work</u> ^b (2015)
Phase III (57 mo)	Hospital Replacement Building (2015-2018)	Phase III (<u>4.5 years</u>)	Hospital Replacement Building (<u>2015-2019</u>) ^c
Phase IV (10 mo)	Hillside Parking Structure – Western Garage (2018-2019)	Phase IV (10 mo)	Hillside Parking Structure – Western Garage (2018-2019) (<u>12 mo</u>) <u>Temporary Hospital Entrance, West Wing Addition/Remodel</u> ^d (2019-2020)
Phase V (27 mo)	Ambulatory Services Building and Elevated Pedestrian Bridge (2019-2021)	Phase V (27 mo)	Ambulatory Services Building and Elevated Pedestrian Bridge <u>and Bon Air Road Parking Lot</u> (2019-2021) ^e
Phase VI / Phase VII	Central and East Wing Renovations (2019–2020) / Nursing Unit Infill Project (2023–2025)	Phase VI / Phase VII	Central and East Wing Renovations (2019–2020) / Nursing Unit Infill Project (2023–2025) <u>Bon Air Road Improvements (2023-2025)</u> ^f

a Reflects "Alternative Phasing Scenario for Two-Phase Hillside Parking Structure Option A-12A" approved with EIR Addendum #1 and consistent with construction underway.

b Phase II encompasses six construction phases under the 2015 Modified Project: A.1) Restripe South Lot; A.2) Develop new ADA Spaces; B.1) Interim Traffic Circle/Exit; B.2) Interior West Wing Lobby Renovation and Sign Relocation; B.3) Interim Bus Turnaround and New Curb Cut; and B.4) Build Retaining Wall and New South Campus Service Road.

c Phase III encompasses three construction phases under the 2015 Modified Project: C.1) Cut West Wing Lobby and Elevator to Accept HRB/ Demolish Gardens; C.2) HRB Preparation; and C.3) HRB Construction.

d Phase IV encompasses three construction phases under the 2015 Modified Project: D.1) Locate Temporary Hospital Entrance; D.2) West Wing Renovation and Lobby Addition; and D.3) Remove Temporary Exit at South Lot.

e Phase V corresponds with Phase "E" shown on Figure 2-3.

f Phase VI/VII Bon Air Road Improvements corresponds with Phase "F" shown on Figure 2-3.

SOURCE: Marin Healthcare District, 2015

Construction Phasing Detail

The following **Table 2-2** is a detailed description of the construction phases of work relevant to the changes with the 2015 Modified Project, which are highlighted in Table 2-1. Corresponding exhibits showing the location and other details of the work are shown in **Figures 2-7a through 2-7d** that follow.

**TABLE 2-2
2015 MODIFIED PROJECT CONSTRUCTION PHASE WORK AND SCHEDULE**

Phase ^a	Description	Duration		
		Start	End	Total
A.1	Restripe South Lot: Restripes south parking lot to create 21 new parking spaces. (Green area on Figure 2-7a)	4/24/2015	4/30/2015	1 week
A.2	Develop new ADA Spaces: Develops new ADA Spaces in front of the existing Emergency Department entrance. (Blue area on Figure 2-7a)	4/24/2015	4/30/2015	
B.1	Interim Traffic Circle: Constructs the interim traffic circle in front of the temporary lobby at the West Wing. Widens area to accommodate exit and entry (currently exit only) to the campus. Raise grade for adjacent parking. (Pink on Figure 2-7b)	4/30/2015	7/13/2015	13 weeks
B.2	Interior West Wing Lobby Renovation and Sign Relocation: Interior renovation to create temporary lobby in the West Wing and relocate hospital entrance signage. (Green on Figure 2-7b)	6/8/2015	7/13/2015	
B.3	Interim Bus Turnaround and New Curb Cut: Widens the public encroachment area to accommodate interim bus exit and entry (currently exit only) to the campus. (Blue on Figure 2-7b)	4/30/2015	7/13/2015	
B.4	Build Retaining Wall / New South Service Road: Builds retaining wall and new south campus service road. (Yellow area on Figure 2-7b)	6/1/2015	8/3/2015	
C.1	Cut West Wing Lobby and Elevator to Accept HRB/ Demolish Gardens: Demolishes portion of West Wing and the elevator tower to prepare for the HRB connection. Demolishes the Halprin Gardens. (Tan on Figure 2-7c)	7/15/2015	2/1/2016	4.5 years
C.2	HRB Preparation: Starts excavation and shoring for HRB. (Blue on Figure 2-6c)	2/1/2016	7/30/2016	
C.3	HRB Construction. (Purple on Figure 2-7c)	7/30/2016	12/31/2019	
D.1	Locate Temporary Hospital Entrance. Prepare West Wing for temporary canopy, entrance and corridor connection to HRB. (Blue on Figure 2-6d)	12/3/2019	1/18/2020	12 months
D.2	West Wing Renovation and Lobby Addition. (Yellow on Figure 2-7d)	1/18/2020	12/18/2020	
D.3	Remove Temporary Exit at South Lot. Removed temporary driveway from Phase B.3. (Purple on Figure 2-7d)	12/1/2020	12/18/2020	

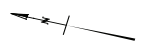
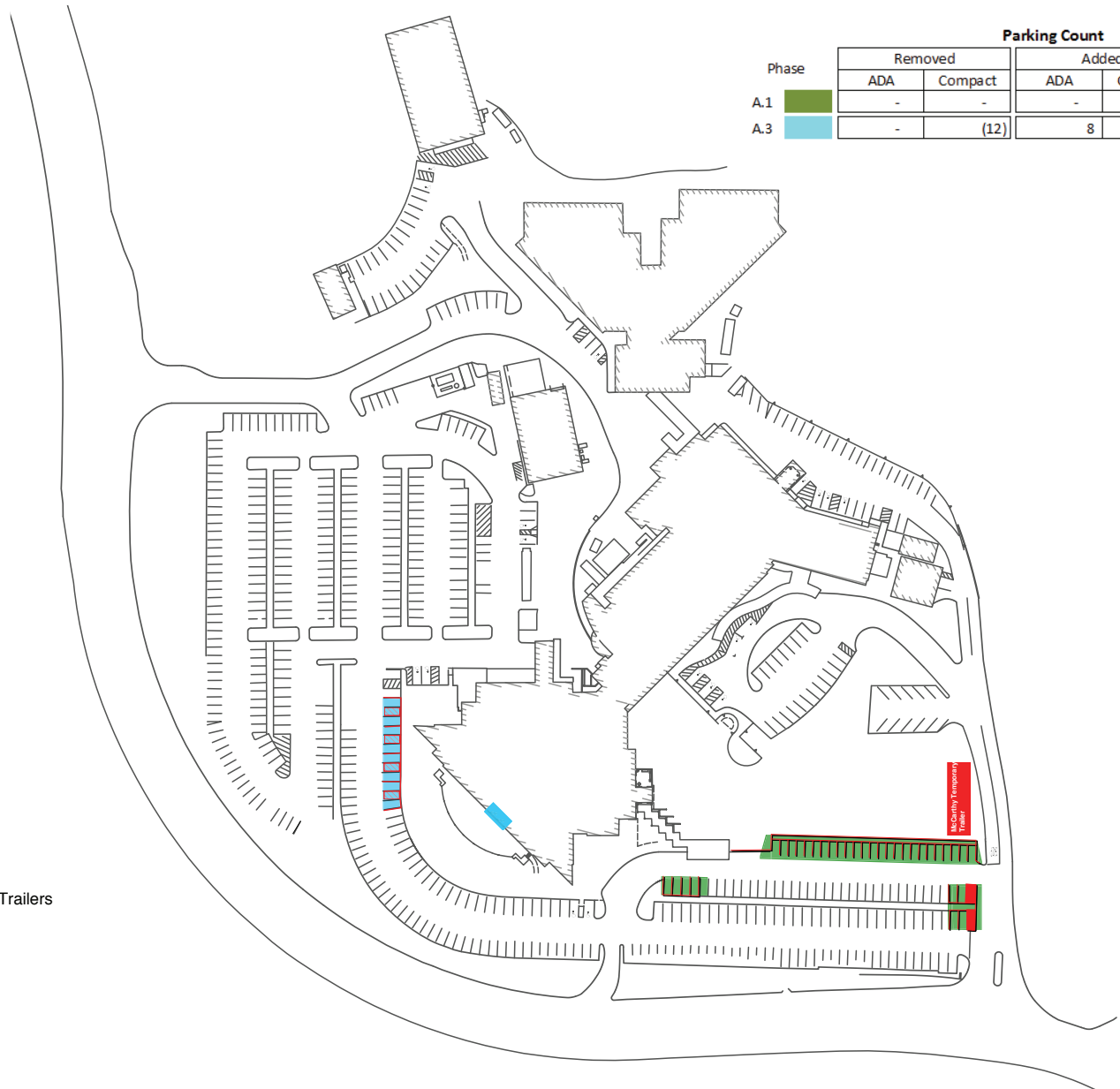
^a All construction phase work described was previously considered in the 2013 EIR, except for additional grading and tree removal associated with Construction Phase B.4. These construction phases occur within Overall Project Phases II through IV, as shown in the Table 2-1 above.

SOURCE: Marin Healthcare District; McCarthy, 2015

Parking Count

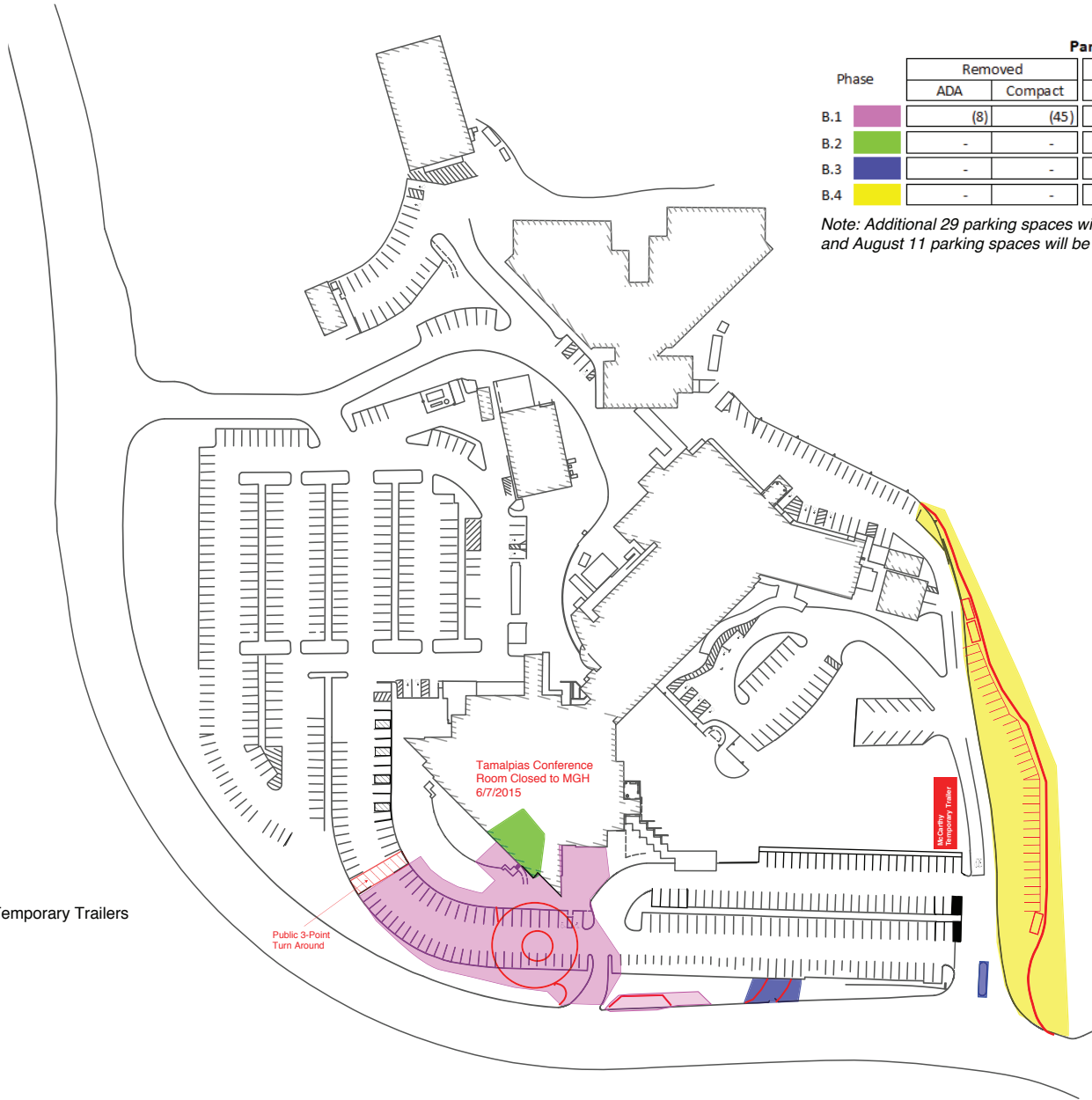
Phase	Removed		Added		Net Impact	
	ADA	Compact	ADA	Compact	ADA	Compact
A.1	-	-	-	21	-	21
A.3	-	(12)	8	-	8	9

- Key**
- McCarthy Temporary Trailers
 - Phase A.1
 - Phase A.2



SOURCE: Lee Burkhart, Liu, Inc.

Marin General Hospital . 210606
Figure 2-7a
 Construction Phase A and Parking



Parking Count

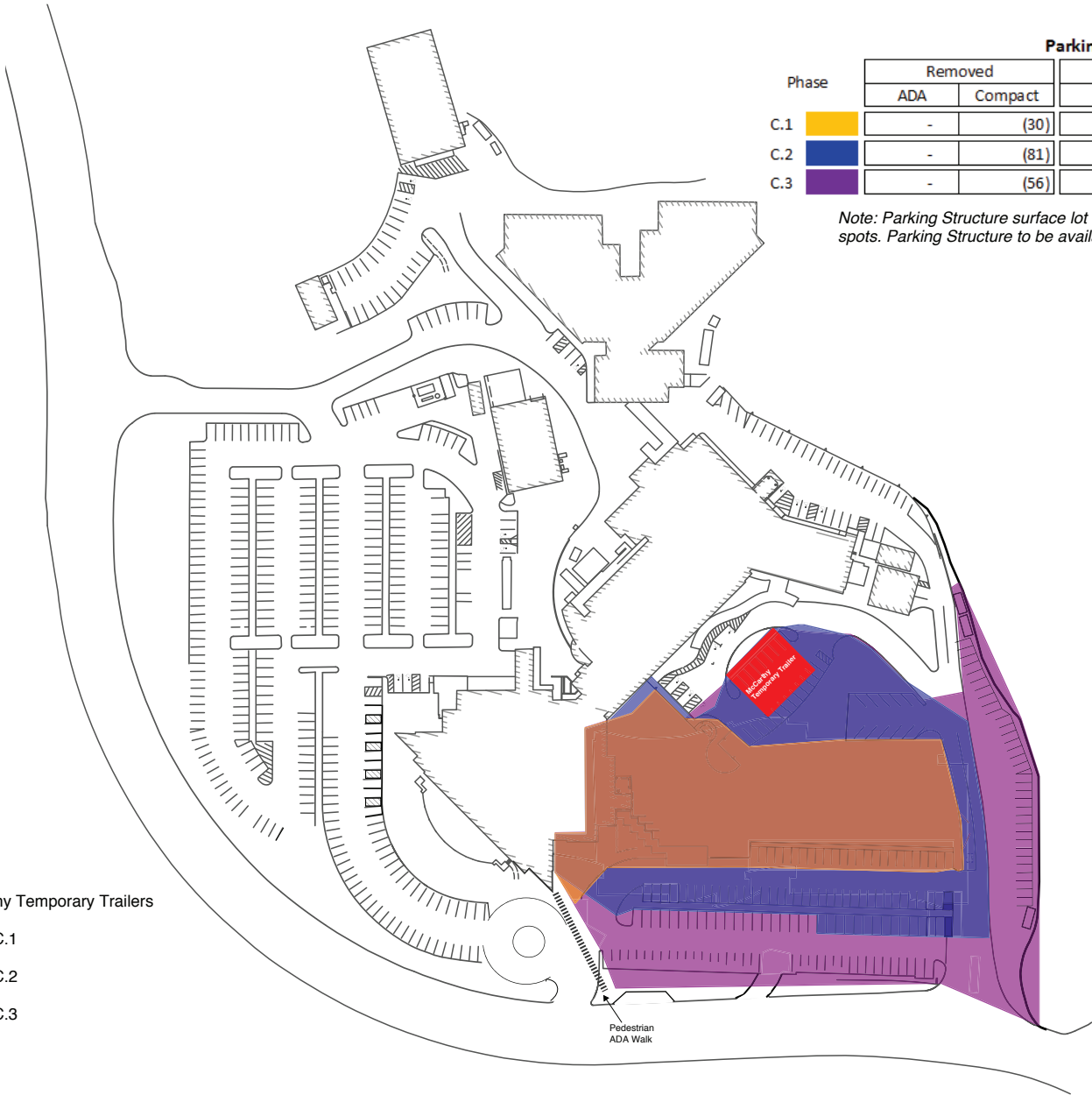
Phase	Removed		Added		Net Impact	
	ADA	Compact	ADA	Compact	ADA	Compact
B.1	(8)	(45)	-	-	-	(36)
B.2	-	-	-	-	-	(36)
B.3	-	-	-	-	-	(36)
B.4	-	-	-	36	-	-

Note: Additional 29 parking spaces will be available 1100 S Eliseo, during June, July and August 11 parking spaces will be available St. Sebastian's church parking lot

- Key**
- McCarthy Temporary Trailers
 - Phase B.1
 - Phase B.2
 - Phase B.3
 - Phase B.4

SOURCE: Lee Burkhart, Liu, Inc.

Marin General Hospital . 210606
Figure 2-7b
 Construction Phase B and Parking



Parking Count

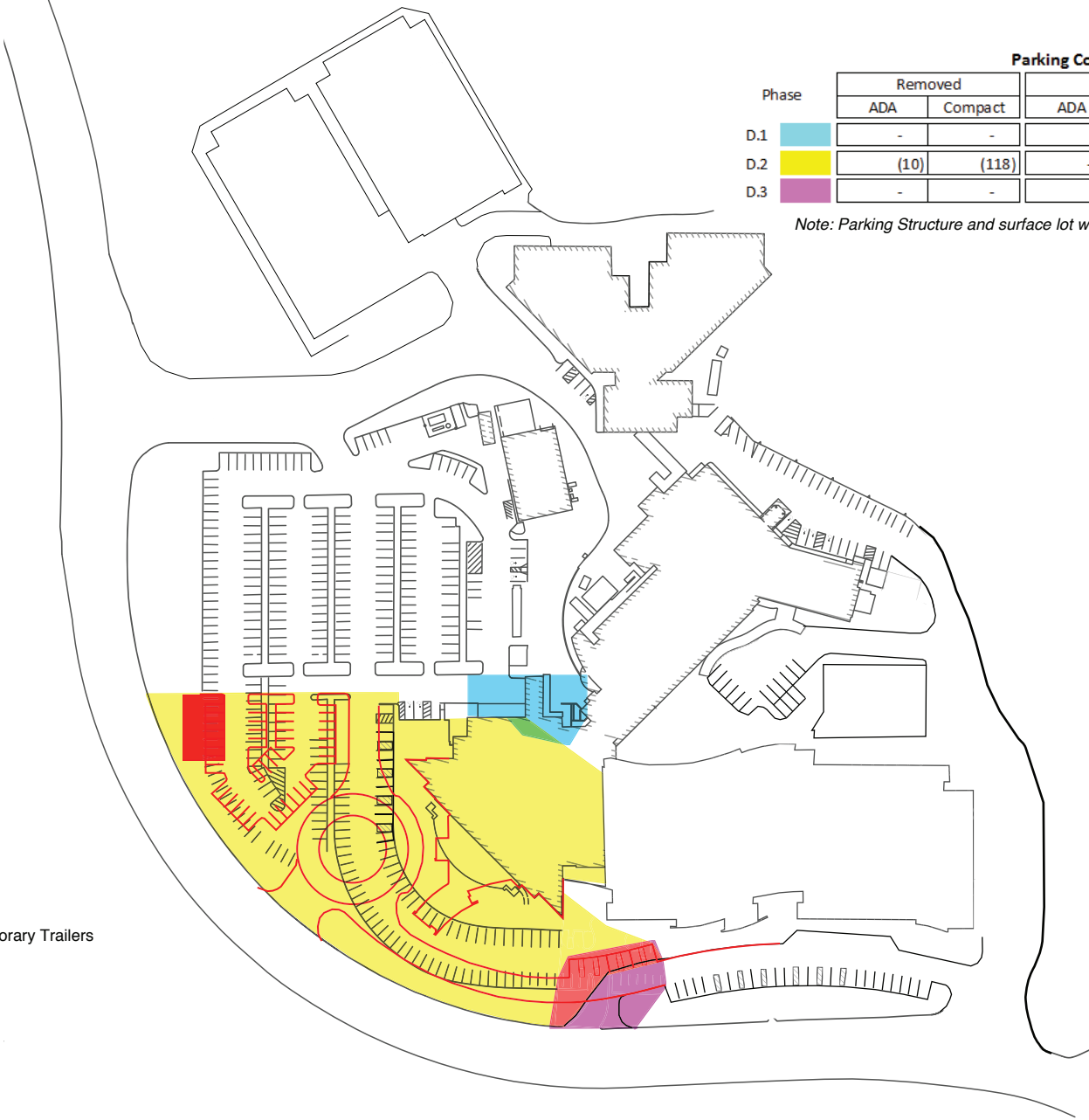
Phase	Removed		Added		Net Impact	
	ADA	Compact	ADA	Compact	ADA	Compact
C.1	-	(30)	-	27	-	(3)
C.2	-	(81)			-	(84)
C.3	-	(56)			-	(140)

Note: Parking Structure surface lot to be available during phase C.2 providing 40 spots. Parking Structure to be available during phase C.3 providing 415 spots.

- Key**
- McCarthy Temporary Trailers
 - Phase C.1
 - Phase C.2
 - Phase C.3

SOURCE: Lee Burkhardt, Liu, Inc.

Marin General Hospital . 210606
Figure 2-7c
 Construction Phase C and Parking



Parking Count

Phase	Removed		Added		Net Impact	
	ADA	Compact	ADA	Compact	ADA	Compact
D.1	-	-	12	33	12	(107)
D.2	(10)	(118)	-	-	2	(225)
D.3	-	-	9	-	11	-

Note: Parking Structure and surface lot will be available during this time.

- Key**
- McCarthy Temporary Trailers
 - Phase D.1
 - Phase D.2
 - Phase D.3

SOURCE: Lee Burkhart, Liu, Inc.

Marin General Hospital . 210606
Figure 2-7d
 Construction Phase D and Parking

Modified Construction Parking Detail

On-site Parking During Construction. **Table 2-3** details the change in onsite parking that would occur during each construction phase affected by the 2015 Modified Project; this information is also provided by phase and parking type (compact and ADA spaces) on each corresponding construction phase plan (Figures 2-7a through 2-7d).

**TABLE 2-3
2015 MODIFIED PROJECT
CONSTRUCTION PARKING DETAIL BY PHASE AND SCHEDULE**

TBD

As with the Approved Project, an initial onsite parking shortfall would occur when existing parking spaces in the south surface lot are removed to install the temporary traffic circle in Phase B.1 (Spring 2015), until the first Hillside Parking Structure is completed concurrent with Phase C.3 (Spring 2016). The parking shortfall would range from six to 39 spaces during that period of about one year.

As with the Approved Project, the District would secure offsite parking spaces for construction workers and employees to address the periodic construction phase parking shortfall. A total of up to 39 spaces would be available at any one time during the shortfall period at off-site locations. This would largely include 29 spaces at the hospital’s existing medical office facility at 1100 S. Eliseo Drive and an additional 10 spaces that would be located for a few months at a time either at that location or at Saint Sebastian’s Church (as previously considered in the 2013 EIR) located immediately northwest of the campus, across Bon Air Road, and where satellite parking for the hospital is currently provided.

Total 2015 Modified Project Buildout Parking Summary. **Table 2-4** summarizes the comparison of total buildout parking supply with the 2015 Modified Project compared to the Approved Project. No aspect of the changes affects the parking demand of the project

**TABLE 2-4
BUILDOUT PARKING SUMMARY – 2015 MODIFIED PROJECT AND APPROVED PROJECT (SPACES)**

Parking Demand (No change)	Approved Project		2015 Modified Project		
Hospital	629	Surface Parking	258	Surface Parking	258
Health & Human Services	76	Hillside Parking Structures	823	Hillside Parking Structures	824
Ambulatory Services Building	400			-	-
TOTAL	1,105		1,081		1,082
(Deficit)/ Surplus compared to Parking Demand			(24)		(23)

SOURCE: Lee Burkhart, Lui, Inc., 2014

As indicated under 2. *Relocated Main Campus Entrance and Roundabout*, on-street parking would be restricted along northbound Bon Air Road within approximately 275 feet south of the main campus driveway (as well as the north access driveway). These spaces would be removed to ensure sufficient sight clearance and visibility for exiting vehicles to turn right safely onto Bon Air Road from the main campus driveway. Restricting some of these spaces would also ensure safe sight lines at the proposed pedestrian crosswalk at the main driveway, however, the spaces adjacent to the cross walk would have been part of those already removed to ensure safe sight lines at the driveways. Although on-street parking was not counted as part of parking supply provided with the project, the same total number of parking spaces would be removed from Bon Air Road as previously considered.

Major Project Characteristics Not to Change

All other aspects of the Approved Project, as analyzed in the 2013 EIR, would remain wholly or materially unchanged with the 2015 Modified Project. Those fundamental characteristics are summarized below.

1. **New and Replacement Buildings.** The 2015 Project maintains the same overall development program as analyzed in the 2013 EIR. New buildings include an HRB, an Ambulatory Services Building, multi-level Hillside Parking Structures, a pedestrian bridge connecting the two latter buildings, and various accessory site improvements.
2. **Main Vehicular Site Access/Egress and Circulation.** At buildout, there would continue to be three primary driveways to the project site from Bon Air Road, including (1) the north access driveway, (2) the main central driveway (relocated), and (3) the south access driveway (now proposed mainly for ambulance/emergency vehicle and service truck use, with general public access largely diverted to the north and main campus driveways. There would also continue to be the potential for an exit-only driveway between the north and main driveways (as shown in Figure 2-2), however this component of the project is not currently funded.

Overall internal site circulation to all campus buildings, including the Hillside Parking Structures, would remain unchanged (except the proposed changes to the main central driveway and HRB drop-off described above under *Proposed Modifications*).

3. **Roadway Geometry and Traffic Signals.** The overall intersection lane geometries and signalizations at the north and south driveway intersections would remain unchanged (except for the proposed changes at the central driveway and the related shift of the left-turn pocket on Bon Air Road described under *Proposed Modifications*).
4. **Pedestrian Circulation/Access (Interim and Final).** ADA-compliant pedestrian walkways would continue to be provided to ensure safe and efficient connections between all public buildings and parking areas on campus, during and after construction. Also, all aspects of bicycle and delivery access would remain unchanged. The pedestrian bridge connecting the proposed Hillside Parking Structure to the proposed Ambulatory Service Building would still

be constructed. (Interim pedestrian access would be modified as described under *Proposed Modifications*.)

5. **Utilities and Stormwater Management.** The 2015 Modified Project would not substantially change the modifications necessary to existing publicly-owned utilities or Marin General Hospital-owned utilities, most of which would be modified to serve all development during construction and upon buildout. Specifically, there would be no different affect or changes to the work necessary to ensure potable water supply and adequate fire flows, sanitary sewer, natural gas, and electricity, or telecommunication systems.

Regarding stormwater management, the 2015 Modified Project would replace or introduce new impervious surface area primarily due to construction of the new 3,300 square foot addition at the relocated main entrance to the HRB, and with the widened south access road. Also, the 2015 Modified Project would introduce new pervious surface area with the expanded open space/garden areas and expanded stormwater treatment areas, including larger pervious green roofs introduced around the HRB. As a result, with the 2015 Modified Project, the overall project would result higher percentage of pervious surface area on the total construction area compared to the Approved Project and its total (and slightly smaller) construction area.⁶

6. **Onsite Population.** Compared to the 2013 EIR, the 2015 Modified Project would not change the total onsite population (visitors, patients, and employees), the demands or effects associated with this population, nor the operational characteristics of the project.

2.3 Modified Project Entitlements and Approvals

This Addendum, together with the 2013 EIR, will provide the environmental review for all discretionary actions and other considerations and approvals necessary for the 2015 Modified Project.

The specific changes proposed by the 2015 Modified Project do not require additional approvals by the District, the County of Marin, or other Trustee Agencies to those identified in the 2013 EIR. However, because the 2015 Modified Project changes the Approved Project by modifying the aspects described in this Section, the District must amend its previous approval. The required approvals for the 2015 Modified Project are listed, without limitation:

Marin Healthcare District

As the Lead Agency pursuant to CEQA *Guidelines* § 15051, the District shall consider the following for the 2015 Modified Project:

- Approval of this second Addendum to the Certified June 2013 EIR;
- Approval of an amended Mitigation Monitoring and Reporting Plan (MMRP);
- Approval of the 2015 Modified Project.

⁶ As mentioned previously, the shift of the south retaining wall by 30 feet increases the project construction area from 530,678 square feet (as considered in the stormwater assessment in the 2013 EIR) to 581,842 square feet.

County of Marin

Marin County is a Responsible Agency pursuant to CEQA *Guidelines* § 15381 because it has the authority to grant or modify other discretionary approvals required before the Marin Healthcare District can implement the proposed project. The project site is located in unincorporated Marin County. The County would continue to make or modify its decisions on the following discretionary actions (and other considerations and approvals) that have been identified at the time this Addendum was prepared and as identified in the 2013 EIR:

- Design Review (pursuant to Development Code section 22.14.040, Special Purpose District Development Standards) (County Community Development Agency);
- Any work in the Bon Air Road Right of Way (County Public Works); and
- Building Permits for Parking Structures and Ambulatory Services Building (County Building Department); and
- Elimination of parking spaces on Bon Air Road.

Although the project does not propose or anticipate any temporary public road closures, the approval of such, if warranted, must be granted by the Marin County Board of Supervisors.

Marin Transit Authority / Golden Gate Transit

Marin County Transit District, through Golden Gate Transit, provides the local route along Bon Air Road where bus stop locations/relocations are considered with the proposed project. The District continues to coordinate with Marin Transit and Golden Gate Transit District and would need to approve changes affecting existing or future bus routes along and onto the campus.

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SECTION 3

Environmental Checklist for Supplemental CEQA Review

3.1 Checklist Overview

This environmental checklist for supplemental environmental review (“checklist”) presents reference information or questions referred to as “evaluation categories” (listed across the top of the checklist) for each environmental significance criterion considered in the 2013 EIR (listed on the left column of the checklist). The purpose of this checklist is to evaluate the categories in terms of any “changed condition” (i. e. changed circumstances, project changes, or new information of substantial importance) that may result in a changed environmental result. A “No” answer does not necessarily mean that there are no potential impacts relative to the evaluation category for a particular criterion, but that there is no change in the condition or status of the impact since it was analyzed and addressed with mitigations in prior environmental documents. The evaluation categories might be answered with a “No” in the checklist since the 2015 Modified Project does not introduce changes that would result in a modification to the conclusion of the prior environmental documents.

The prior environmental review is encompassed in the 2013 EIR, which includes the August 2012 Draft EIR; the March 2013 Response to Comments / Final EIR; the May 29, 2013 Final Addendum to the Response to Comments / Final EIR; the November 2013 first Addendum, and the respective appendices to each of these documents.

3.2 Explanation of Evaluation Categories

1) Where Impact Was Analyzed in Prior Environmental Documents.

This column of the checklist provides a cross-reference to the pages or sections of the prior environmental documents where information and analysis may be found relative to the environmental issue listed under each topic.

2) Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?

Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the 2015 Modified Project will result in new significant impacts that have not already been considered and mitigated by the prior environmental review or a substantial increase in the severity of a previously identified impact.

3) Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (circumstances under which the project is undertaken) which have occurred subsequent to the prior environmental documents, which would result in the 2015 Modified Project having new significant environmental impacts that were not considered in the prior environmental documents or that substantially increase the severity of a previously identified impact.

4) Any New Information Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3)(A-D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified as complete is available requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigations remain valid.

If there is no information that shows that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects on the project, but the project proponents decline to adopt the mitigation measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative, then the question would be answered "Yes", requiring the preparation of a subsequent or supplemental EIR.

However, if the additional analysis completed as part of this Environmental Review finds that the conclusions of the prior environmental documents remain the same and no new significant impacts are identified, or identified environmental impacts are not found to be more severe, or additional mitigation is not necessary than the question would be answered "No" and no additional environmental documentation (supplemental or subsequent EIR) is required.

Supporting technical documentation supporting this environmental review is attached to this Addendum, or is on file with the Marin Healthcare District offices.

5) Prior Environmental Documents' Mitigations Implemented or Address Impacts.

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether the prior environmental documents provide mitigations to address effects in the related impact category. In some cases, the mitigations have already been implemented. A "Yes" response will be provided in either instance. If "NA" is indicated, this Environmental Review concludes that the impact does not occur with the 2015 Modified Project and therefore no mitigations are needed.

3.3 Explanation of Other Checklist Sections

1) Discussion

A discussion is provided under each environmental category in order to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue and the status of any mitigation that may be required or that has already been implemented.

2) Mitigation Measures

Applicable mitigation measures from the prior environmental review that apply to the project are listed under each environmental category.

3) Conclusions

A discussion of the conclusion relating to the analysis contained in each section.

3.4 Environmental Checklist for Supplemental CEQA Review

Checklist Determination Overview

The 2015 Modified Project would not result in new significant impacts with respect to any environmental topics or have a substantial increase in the severity of impacts previously identified in the 2013 EIR. No changes or significant new information exist. Most impacts of the 2015 Modified Project would be the same as those identified in the 2013 EIR, and most of the previously-identified mitigation measures would continue to apply.

The proposed changes from the 2013 EIR regarding impacts and mitigation measures are as follows:

- The 2015 Modified Project avoids the potentially significant but mitigable impact involving noise levels associated with the testing of emergency generators on the proposed ambulance bay. **Mitigation Measure NOI-4b** would no longer be required because (1) noise levels associated with the emergency generators under the 2015 Modified Project are substantially lower than previously disclosed and the applicable threshold, and (2) the 2015 Modified Project relocates the ambulance bay below grade at to the southern end of the proposed Hospital Replacement Building (HRB) (approximately 400 feet from the previously proposed location) and below grade. (See Checklist Section 12. *Noise and Vibration.*)
- The 2015 Modified Project shifts the main entrance to the project site northward and removes a previously proposed cut through the Bon Air Road median for a left-turn only access road for ambulance and other emergency response vehicles near the West Wing. As a result, **Mitigation Measure TRA-2b** is modified and **Mitigation Measure TRA-3** is no longer warranted. (See Checklist Section 16. *Traffic and Circulation.*)

Environmental Checklist

Aesthetics

Environmental Issue Area	<i>Where Impact Was Analyzed in Prior Environmental Documents. (First page of each applicable analysis discussion in the 2013 DEIR.)</i>	<i>Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</i>	<i>Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</i>	<i>Any New Information Requiring New Analysis or Verification?</i>	<i>Prior Environmental Documents' Mitigations Implemented or Address Impacts.</i>
Aesthetics. Would the Project:					
a. Have a substantial adverse effect on a scenic vista?	p. 4. A-23 (AES-1)	N	N	N	Y (MM AES-1)
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	p. 4. A-27 (AES-2)	N	N	N	Y (MM AES-2)
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	p. 4. A-29 (AES-3)	N	N	N	NA
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	p. 4. A-30 (AES-42)	N	N	N	NA
e. (County Criterion) Significantly reduce sunlight or introduce shadows in areas used extensively by the public?	p. 4. A-32 (AES-5)	N	N	N	NA
f. (County Criterion) Conflict with the County goals and policies related to visual quality, or other applicable aesthetic or visual policies or standards?	p. 4. A-33 (AES-6)	N	N	N	NA
	2013 Addendum 1, p. 4-1 thru 4-9.				

Discussion:

The modifications proposed with the 2015 Modified Project would reduce the number of building levels of the HRB from five to four levels and reduce the total HRB floor area from 300,000 square feet to 260,000 square feet. The overall location, exterior materials and treatments, and configuration of the HRB would not change otherwise.

The 2015 Modified Project incorporates a new approximately 3,300 square-foot addition to the new main entrance to the hospital at the West Wing. The addition would be approximately one-story in height (see Figure 2-3 in Section 2) and would not affect scenic vistas or resources to a greater or different extent than disclosed in the 2013 EIR.

The 2015 Modified Project proposes generators located on the roof of the HRB, however they would be located within roof top utility enclosures previously considered with the Approved

Project. Moreover, the HRB would be reduced by one level, therefore the relocation of the generators also would not affect scenic vistas or resources to a greater or different extent than disclosed in the 2013 EIR.

The 2015 Modified Project also involves shifting the south retaining wall approximately 30 feet to the south, and the maximum height of the wall would not be increased. The location and height of the retaining wall and associated grading resulting from its relocation would still substantially change the natural topography along the south roadway and be visible from public views from the west and be a significant impact. The wall will be developed in multiple tiers, pursuant to Mitigation Measure AES-2 identified in the 2013 EIR.

Mitigation Measures:

AES-1: The applicant shall add taller tree cover, west of the Hospital Replacement Building, than shown in Figure 4. A-7 (photo “C”) of the Draft EIR to “break” up the building’s west facing facade, as seen from the Corte Madera Creek pathway looking east. In addition to the proposed relocated palm trees and deciduous trees proposed along the west portion of the project site, three to four tall evergreen conifers, such as redwoods or other tree of similar height and shape (e. g. , columnar with a tall trunk without dense low branch cover) shall be added to the proposed landscape plan and installed prior to completion of the Hospital Replacement Building. These additional trees shall be adequately spaced in the area between the building and the west edge of the project site to prevent full blockage of views toward Corte Madera Creek, Creekside Marsh, Hal Brown Park and/or views Mt. Tamalpais from hospital rooms. Prior to the appropriate County design review and other approvals for the portion of the site near the Hospital Replacement Building, the applicant shall present the final landscape plan to the County for conformance review with this measure.

The applicant shall install some of the new deciduous shade trees between the Hospital Replacement Building and the west property line along Bon Air Road (shown in Figure 3-14R, Landscape Concept Plan) at an earlier phase of work than site preparation for the Hospital Replacement Building. This would allow for some advanced growth of these trees before the Hospital Replacement Building is completed. The early-planted trees shall be spaced so that they do not block the views described above from hospital rooms. If the early-planted trees do not withstand the distress caused by construction activities occurring nearby, those trees shall subsequently be replaced with the same or like kind.

AES-2: The most visible area of retaining walls along the south access road shall be altered by “stepping” the retaining walls on the hillside for the area that is within 250 feet of Bon Air Road. This shall only apply when retaining walls exceed five feet in height. The “steps” of the retaining walls shall be at least two feet in depth to allow planting areas, and the retaining wall heights shall be no greater than five feet. Evergreen plantings shall be added in the stepped portions of the walls to create a partially vegetated and more naturalized slope, more consistent with the existing vegetated area visible south of the proposed retaining wall, compared to 90-degree-vertical retaining walls with no vegetation. Prior to the appropriate County design review and other approvals for the portion of the site near the Hospital Replacement Building, the applicant shall present the final south access road retaining walls and planting plans to the County for conformance review with this measure.

Conclusion:

The 2015 Modified Project would not result in a new significant impact with respect to aesthetics or have a substantial increase in the severity of aesthetics impacts previously identified in the 2013 EIR. No changes or significant new information exist. Aesthetics impacts of the 2015 Modified Project would be the same as those identified in the 2013 EIR, and the previously-identified mitigation measures (listed above) would apply.

Agriculture and Forestry

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents. (First page of each applicable analysis discussion in the 2013 DEIR.)	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigations Implemented or Address Impacts.
Agriculture and Forestry. Would the Project:					
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	p. 4. I-5 and p. 6-10 (Sec. 6. 5. 1)	N	N	N	NA
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	p. 4. I-5 and p. 6-10 (Sec. 6. 5. 1)	N	N	N	NA
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	p. 4. I-5 and p. 6-10 (Sec. 6. 5. 1)	N	N	N	NA

Discussion:

The modifications proposed with the 2015 Modified Project would occur on the same project site previously evaluated in the 2013 EIR, and the designations for farmland and agricultural use in the project area have not changed since the previous analysis. Therefore, there is no potential for the 2015 Modified Project to affect agriculture and forestry resources differently than previously analyzed.

Mitigation Measures:

NA

Conclusion:

The 2015 Modified Project would not result in a new significant impact with respect to agriculture and forestry resources or have a substantial increase in the severity of agriculture and forestry impacts previously identified in the 2013 EIR. No changes or significant new information exist. Agriculture and forestry impacts of the 2015 Modified Project would be the same as those identified in the 2013 EIR.

Air Quality

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents. (First page of each applicable analysis discussion in the 2013 DEIR.)	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigations Implemented or Address Impacts.
Air Quality. Would the Project:					
a. Conflict with or obstruct implementation of the applicable air quality plan?	p. 4. B-13 (AIR-1)	N	N	N	NA
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	p. 4. B-14 (AIR-2, AIR-3, AIR-4)	N	N	N	Y (AIR-2, AIR-3, AIR-8)
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	p. 4. B-30 (AIR-8)	N	N	N	NA
d. Expose sensitive receptors to substantial pollutant concentrations?	p. 4. B-23 (AIR-5, AIR-6)	N	N	N	Y (AIR-5)
e. Create objectionable odors affecting a substantial number of people?	p. 4. B-27 (AIR-7)	N	N	N	NA
f. (County Criterion) Result in toxic air contaminants (TACs) that would cause a significant health risk above the Air Pollution Control District's level of significance, if any (e. g. , cancer risk of more than one in one million).	p. 4. B-23 (AIR-5, AIR-6)	N	N	N	Y (AIR-5)
	2013 Addendum 1, p. 4-9 thru 4-12.				

Discussion:

Operations. The modifications proposed with the 2015 Modified Project would not substantially affect the development program or operations or utility systems of the Approved Project assessed in the 2013 EIR. The number of new hospital beds would be the same as previously analyzed, therefore, the additional motor vehicle trips generated by the project (which are based on the number of beds), which are the major source of operational air quality emissions, would be the same as reported in the 2013 EIR. Also, the HRB is smaller than previously analyzed (300,000 s. f. reduced to 260,000 s. f.), so it is likely that the other operational air emissions could be reduced. The Ambulatory Service Building (for which trip generation is based on building area) is not changed under the 2015 Modified Project.

Construction. The modifications proposed with the 2015 Modified Project would not substantially change any construction-related activities and equipment used than previously considered. The work phases detailed in this Addendum include several activities that would have occurred with the Approved Project and are now highlighted to specifically address relocating the main HRB entrance and the subsequent changes (interim and permanent) triggered by that fundamental change. The overall duration of construction activities to make ready the HRB and improve/modify the West Wing would not be substantially longer than previously analyzed. The new West Wing addition would involve construction activities within the same area of the site previously considered in the construction air quality analysis in the 2013 EIR, particularly as it pertains to proximity to dwelling units.

The one aspect of the 2015 Modified Project that involves construction activity not previously assessed in the 2013 EIR is an approximately 6,500 cubic yards of additional off-haul associated with grading needed to shift the south retaining wall 30 feet.

Regarding truck trips (for purposes of considering truck emissions), 6,500 cubic yards is approximately five percent of the total 144,700 cubic yards off-haul that would have occurred with the Approved Project (101,000 cubic yards of which is for the HRB). However, as stated in the 2012 Draft EIR (see page 4. B-17), the air quality analysis assumed that construction of the HRB would include hauling of approximately 120,000 cubic yards of soil, which was a conservative overestimate of 19,000 cubic yards. When accounting for the additional 6,500 cubic yards that would be associated with the 2015 Modified Project, the volume of off-haul identified in the 2012 Draft EIR continues to be overestimated by 12,500 cubic yards. Therefore, the 2015 Modified Project would not be expected to result in additional truck-related emissions beyond that presented in the 2012 Draft EIR. This assessment conservatively assumes that none of this material will be redistributed onsite and that the off-haul activity specifically associated with constructing the retaining wall 30 feet south of where it was originally proposed would occur for four of the eight weeks of construction phase B.4 (Build Retaining Wall / New South Service Road).

Regarding construction equipment emissions, the total construction duration for the 2015 Modified Project would be 113 months (Table 2-1 in this Addendum), similar to the 109 month estimated for the Approved Project (as modified in the first Addendum) (Table 3-3 in the November 2013 first Addendum). Also, as discussed above, the 2012 Draft EIR air quality analysis conservatively overestimated the volume of soil to be handled during construction of the HRB, an overestimate that continues to apply here and encompasses the additional 6,500 cubic yards associated with the 2015 Modified Project. Therefore, the 2015 Modified Project would not be expected to result in additional construction equipment emissions beyond that presented in the 2012 Draft EIR.

Construction of the new retaining wall would occur within approximately 145 feet of the nearest residences on Bayview Road, which is approximately 30 feet closer to the residences than previously assessed. However, this work would be limited to a duration of less than two months, and the overall emissions associated with the HRB construction under the 2015 Modified Project

would be less than that identified in the 2012 Draft EIR. Therefore, there would be no substantial change in impact to nearby sensitive receptors relative to construction activities associated with the 2015 Modified Project. In addition, all construction activities associated with the 2015 Modified Project would continue to use best management practices typically implemented as part of construction.

Given the above comparisons, it is reasonable to conclude the 2015 Modified Project, specifically the additional construction activity associated with relocating the south retaining wall and that was not previously considered, would not materially affect construction air quality effects. Construction-period air quality effects would not be worse than previously analyzed in the June 2013 EIR.

Emergency Generators. The modifications proposed with the 2015 Modified Project involve the relocation and addition of new emergency generators on the project site. The Approved Project analyzed in the 2013 EIR was to replace existing emergency generators at the existing hospital with two new emergency generators that would have met USEPA Tier 4 emission standards. As a result, daily NO_x and particulate matter (i. e., PM₁₀ and PM_{2.5}) generator emissions reported in the 2013 EIR were lower than existing conditions.

The 2015 Modified Project proposes that the two emergency generators to be replaced would instead be relocated from the basement vault to the roof of the HRB. The 2,000 kW generators would meet USEPA Tier 2 emissions standards instead of Tier 4 standards. In addition, a third up to 75 kW emergency generator that would also meet Tier 2 emissions standards would be added to serve the Hillside Parking Structure. It would be located just southeast of the garage along the internal driveway fronting the Mental Health Building. The garage-serving generator would be located as close as approximately 400 linear feet from the closest nearby residential receptors at Via Hidalgo, Spyglass Hill, Corte Oriental, and Bayview Road that all sit at the ridge approximately 85 feet above the project site. This is approximately half the distance considered in the 2013 EIR.

Consistent with the state's JCAHO requirements, the generators would be tested up to 30 minutes per month, for a total of 6 hours per year per generator, and a total of 18 hours for all of the generators combined. It was previously assumed in the 2013 EIR that the emergency generators would each be tested up to one hour per month for a total of 12 hours per year per generator, and a total of 24 hours per year for both of the generators combined.

Maximum daily operational emissions associated with the 2015 Modified Project are shown in **Table 3-1**. These emissions represent the net change in emissions caused by the proposed modifications compared to the emissions disclosed in the 2013 EIR relative to the Approved Project in year 2018. These emissions take into account the proposed change from Tier 4 to Tier 2 emissions standards. The emissions shown are conservative estimates since all three generators were modeled at 2,000 kW power when the parking garage generator would be substantially lower powered at up to 75 kW power. As shown in the table, implementation of the 2015 Modified Project would increase NO_x emissions by about 6 pounds per day relative to those disclosed in the 2013 EIR. However, the total net daily emissions from operation of the project

would continue to be well below the significance thresholds established by the BAAQMD. Since the average daily emissions from the 2015 Modified Project would be less than the emissions thresholds for all pollutants, the impact would continue to be considered less than significant and would not represent a new significant effect not disclosed in the 2013 EIR.

**TABLE 3-1
2015 MODIFIED PROJECT ESTIMATED OPERATIONAL EMISSIONS (MAX POUNDS PER DAY)**

Scenario	ROG	NOx	PM10	PM2.5
Emissions Disclosed in 2013 EIR (see Draft EIR Table 4. B-8)				
Existing Generators	0.5	7.7	0.5	0.5
Project Generators	0.7	2.6	0.1	0.1
Net Generator Emissions	0.2	-5.1	-0.4	-0.4
Total Project Net Increase (2018)	17.6	13.8	31.2	6.2
Emissions Associated with 2015 Modified Project Changes				
2 Generator Replacements and 1 New Generator	0.577	9.067	0.216	0.216
Net Generator Emissions	0.077	1.367	-0.284	-0.284
Change in Net Generator Emissions Compared to 2013 EIR	-0.123	6.467	0.116	0.116
New Total Project Net Increase (2018)	17.477	20.267	31.316	6.316
BAAQMD Thresholds	54	54	82	54
Significant?	No	No	No	No

Exposure of Local Sensitive Receptors to High Pollutant Concentrations. As described above, the emergency generator that would serve the Hillside Parking Structure is closer to offsite sensitive receptors than the originally proposed location considered for the generators in the 2013 EIR. The generators would be approximately 400 feet from the nearest sensitive receptors, compared to the 800 feet evaluated in the 2013 EIR. However, as shown in **Table 3-2**, the annual diesel particulate matter (DPM) emissions associated with the three generators (0.004 tons per year) would be much less than those associated with the originally proposed generators (0.01 tons per year), given the reduced annual testing that would occur with the 2015 Modified Project (18 hours per year for 3 new generators, versus 24 hours per year for two new generators). (ESA, 2015)

**TABLE 3-2
ANNUAL DPM EMISSIONS - EMERGENCY DIESEL-FUELED GENERATOR (2,000 KW)**

	No. of Equipment	Testing Hours	Annual Emissions (tons)			
			ROG	NOx	PM10	PM2.5
2015 Modified Project	3	18	0.010	0.163	0.004	0.0036
Approved Project (2013 EIR)	2	24	<u>0.040</u>	0.13	<u>0.01</u>	0.01

NOTE: EPA Tier 4 emission factors for emergency generators greater than 1,200 horsepower
SOURCE: ESA, 2015. Illingworth & Rodkin, Inc., 2012.

There would be an approximately 40 percent (or 0.006 ton per year) reduction in DPM (or PM_{2.5}) emissions compared to that disclosed in the 2013 EIR (Appendix C). In addition, per its Policy and Procedure Manual, the BAAQMD requires implementation of Best Available Control Technology for Toxics and would deny an *Authority to Construct* or a *Permit to Operate* for any new or modified source of TACs that exceeds a cancer risk of 10 in one million or a chronic or acute hazard index of 1.0. The permitting process under BAAQMD Regulation 2 Rule 5 requires a Health Risk Screening Analysis for stationary sources such as the proposed emergency generators. These permit requirements would ensure that the health risks impact associated with the three emergency generators, when combined with the other aspects of the Project (including temporary construction emissions), would be less than significant with implementation of EIR Mitigation Measure AIR-2. Therefore, the shortened distance would not be expected to result in a change of the significance level identified in the 2013 EIR relative to exposure of sensitive receptors to air pollutants.

Mitigation Measures:

AIR-2: The measures listed below to control diesel exhaust emissions associated with demolition, grading and new construction shall be implemented. These measures shall apply to all phases even though the only potential exceedance of a threshold is in 2015 (or through Phase III):

1. Prior to the commencement of construction activities, the developer or contractor will provide a plan for approval by the District or BAAQMD demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NO_x reduction and 45 percent particulate reduction. The NO_x reduction will be based on a comparison to URBEMIS2007 emissions estimates for this project (see Appendix C to this Draft EIR). This plan will address all equipment that will be on site for more than two working days.
2. Diesel particulate filters (or features that provide equivalent level of PM_{2.5} emissions reductions) shall be installed on all diesel-powered equipment with engines larger than 50 horsepower that will be working on the site for more than two working days. These features are anticipated to provide at least a 45-percent reduction in PM_{2.5} exhaust emissions.
3. During building construction, establish on-site electric power to reduce the use of diesel-powered generators.
4. Arrange for service to provide on-site meals for construction workers to avoid travel to off-site locations.
5. Stage construction equipment at least 200 feet from existing or new habitable residences. Idling times will be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes in accordance with the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations. Clear signage will be provided for truck operators and construction workers at all access points.

7. All construction equipment will be maintained and properly tuned in accordance with manufacturer's specifications. All equipment will be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. Require an on-site disturbance coordinator to ensure that the construction period mitigation measures are enforced. This coordinator will respond to complaints regarding construction activities and construction caused nuisances. The phone number of this disturbance coordinator will be clearly posted at the construction site and provided to nearby residences. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations. A log documenting any complaints and the timely remedy or outcome of such complaints will be kept.

AIR-3: The contractor shall implement the following BAAQMD recommended basic fugitive dust mitigation measures:

1. All exposed surfaces (e. g. , parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used

AIR-5: Implement Mitigation Measure AIR-2.

AIR-8: Implement Mitigation Measures AIR-2 and AIR-3.

Conclusion:

The 2015 Modified Project would not result in a new significant impact with respect to air quality or have a substantial increase in the severity of air quality impacts previously identified in the 2013 EIR. No changes or significant new information exist. Air quality impacts of the 2015 Modified Project would be the same as those identified in the 2013 EIR, and the previously-identified mitigation measures (listed above) would apply.

Biological Resources

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents. (First page of each applicable analysis discussion in the 2013 DEIR.)	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigations Implemented or Address Impacts.
Biological Resources. Would the Project:					
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	p. 4. C-22 (BIO-1, BIO-3, BIO-4)	N	N	N	Y (BIO-1, BIO-3a and 3b, BIO-4a and 4b)
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	p. 4. C-29 (BIO-5)	N	N	N	NA
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	p. 4. C-29 (BIO-5)	N	N	N	NA
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	p. 4. C-23 (BIO-2)	N	N	N	NA
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	p. 4. C-31 (BIO-6)	N	N	N	Y (BIO-6a thru 6d)
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	p. 4. C-22 p. 4. I-5	N	N	N	NA
	2013 Addendum 1, p. 4-12 thru 4-13.				

Discussion:

The modifications proposed with the 2015 Modified Project would occur on the same project site previously evaluated in the 2013 EIR. Also, operations and construction-related activities, and equipment used, and the areas on the site where work would occur, would not be different than previously considered. The construction work phases detailed in this Addendum include activities that would have occurred within the Approved Project and are now highlighted to specifically

address relocating the main HRB entrance and the subsequent changes (interim and permanent) triggered by that fundamental change. The overall duration of construction activities to make ready the HRB and improve/modify the West Wing would not be substantially longer than previously analyzed.

The 2015 Modified Project would shift the south retaining wall approximately 30 feet south. This would result in the removal of nine (9) County-protected or heritage trees. Up to 378 trees total would be removed with the Approved Project analyzed in the 2013 EIR.¹ The additional 9 trees is not considered a material increase that would alter the impact previously identified. The 2015 Modified Project would adhere to the previously identified impacts associated with tree removal and replacement and pre-construction survey to avoid potential nesting bird or bat habitat that may exist.

Taken together, as a result no new or different biological resources would be affected by the construction or operation of the 2015 Modified Project.

Mitigation Measures:

BIO-1: (Applies to Phases I through IV) The project applicant shall ensure that construction activities are conducted in a manner that avoids disturbance or mortality of bats, through surveys to determine whether bats are present. If bats are present, limit construction activities as specified below. Specifically, the project applicant shall take the following measures to avoid direct mortality of roosting special-status bats and disturbance of maternity roosts or winter hibernacula during Phases I through IV of the project:

- a) Prior to demolition and/or construction of Phases I through IV, a qualified bat biologist, shall conduct surveys of all potential bat habitat within 250 feet of construction activities prior to initiation of such activities. Potentially suitable habitat shall be identified visually. An acoustic detector shall be used to determine any areas of bat activity. At least four nighttime emergence counts shall be undertaken on nights that are warm enough for bats to be active. The bat biologist shall determine the type of each active roost (i. e. , maternity, winter hibernaculum, day or night).
- b) If based on the pre-construction surveys no evidence of bats (i. e. , visual or acoustic detection, guano, staining, strong odors) is present, no further mitigation is required. If pre-construction surveys indicate that roosts are inactive or potential habitat is unoccupied during the construction period, no further mitigation is required.
- c) Trees or buildings with evidence of bat activity shall be removed during the time that is least likely to affect bats, as determined by a qualified bat biologist. In general, roosts should not be removed if maternity bat roosts are present, typically April 15 – August 15. Roosts should not be removed if present bats are in torpor, typically when temperatures are less than 40 degrees Fahrenheit. Non-maternity bat roosts shall be removed by a qualified bat biologist, by either making the roost

¹ 230 trees removed associated with the project analyzed in the 2013 Draft EIR, and an additional 148 trees removed associated with the expanded Hillside Parking Structure analyzed in the November 2013 first Addendum.

unsuitable for bats by opening the roost area to allow airflow through the cavity, or excluding the bats using one-way doors, funnels, or flaps.

- d) A no-disturbance buffer shall be created around active bat roosts being used for maternity purposes at a distance to be determined by the qualified bat biologist in consultation with CDFW. Bat roosts initiated within 250 feet of the project area after construction has already begun are presumed to be unaffected, and no buffer is necessary. However, the project shall avoid a “take” of individuals, including harming, harassing, or killing.
- e) If known bat roosting habitat is to be destroyed during tree removal activities, artificial bat roosts shall be constructed at least two weeks prior to such disturbance, in an undisturbed area of the property, at least 250 feet from any ongoing or future activities. The design and location of the artificial bat roost(s) shall be determined by a qualified bat biologist.

BIO-3a: (Applies to Phases I-IV) No more than two weeks in advance of any tree or shrub pruning, removal, ground-disturbing activity, or other construction activity that will commence during the breeding season (February 1 through August 31), a qualified wildlife biologist shall conduct pre-construction surveys of all potential nesting habitat in the vicinity of the planned activity.

If construction activities for the project cease for a period of seven days or longer, or if construction does not begin within the immediate area within seven days of the initial pre-construction surveys, the qualified wildlife biologist shall conduct another pre-construction survey.

Pre-construction surveys are not required for construction activities scheduled to occur during the non-breeding season (August 31 through January 31). Construction activities commencing during the non-breeding season and continuing into the breeding season do not require surveys (as it is assumed that any breeding birds taking up nests would be acclimated to project-related activities already under way).

If active nests are found on the site during construction, construction shall be temporarily halted and the consultation with the State Department of Fish and Wildlife will be required before re-commencing construction activities. Nests initiated during construction activities would be presumed to be unaffected by the activity, and a buffer zone around such nests would not be necessary. However, a nest initiated during construction cannot be moved or altered and the nests shall be clearly identified and the immediate area fenced to prevent destruction.

If pre-construction surveys indicate that no nests are present or that nests are inactive or potential habitat is unoccupied, no further mitigation is required. If active nests are found during pre-construction surveys, Mitigation Measure BIO-3b will be required.

BIO-3b: If active nests are found during pre-construction surveys, the results of the surveys shall be discussed with the CDFW and avoidance procedures shall be adopted, if necessary, on a case-by-case basis. In the event that an active nest is found, construction in the vicinity would not be initiated until avoidance measures are adopted. Avoidance measures shall include construction buffer areas (up to several hundred feet in the case of raptors), relocation of birds, or seasonal avoidance, as needed. If buffers are created, a no-

disturbance zone shall be created around active nests for the remainder of the breeding season, or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted shall take into account factors such as the following:

- a) Noise and human disturbance levels at the project site and the nesting site at the time of the survey and the noise and disturbance expected during the construction activity;
- b) Distance and amount of vegetation or other screening between the project site and the nest; and
- c) Sensitivity of individual nesting species and behaviors of the nesting birds.

BIO-4a: (Applies to major noise generating construction and/or demolition phases occurring within 200 feet of Creekside Marsh, as delineated in the Mitigation Monitoring and Reporting Program Attachment 1) To ensure project construction activities do not exceed existing ambient noise levels (as documented by long-term noise measurement LT-3, as shown in Figure 4. J-1R provided in the Final EIR, to be 60-69 dBA Leq, as stated on page 4. J-5 of the Draft EIR) at Creekside Marsh by over 10dBA:

- a) Project construction activities shall take place September-January, outside the clapper rail breeding season of February through August); or
- b) Consistent with Mitigation Measure NOI-2 in Section 4. K, *Noise*, noise reduction measures, including solid plywood fences, sound blankets, or other barriers with noise-dampening materials shall be constructed along portions of the western edge of the project site prior to initiation of construction to serve as noise attenuation barriers. Noise barriers shall be installed on the project site in all locations within 200 feet of the Corte Madera Creekside Marsh and grassland buffer (as delineated in Attachment 1 to the Mitigation Monitoring and Reporting Program and consistent with Figure 4. C-2R [in the Final EIR] supporting Mitigation Measure BIO-6). The barriers shall shield the marshes from major noise generating phases of demolition and construction and will serve to attenuate noise emanating from the project site so any direct or reflected noise would not create increases greater than 10 dBA above current ambient levels in the marshes, where there may be breeding California clapper rails,. The noise attenuation barrier shall be a minimum of 8 feet in height, but sufficient in height to reduce any noise from construction on upper stories or building rooftops.

To ensure these noise attenuation barriers prevent significant impacts to breeding California clapper rails, a qualified biologist and noise technician shall periodically monitor noise levels at the edge of Creekside Marsh at least four times per month during the duration of construction within the breeding season.

As an extra measure, the District shall retain a qualified biologist and noise monitor to monitor noise conditions at least four to five times during the month of January. The noise monitoring shall coincide with construction activities anticipated to produce the loudest noise. If sound levels are measured that exceed 10 dBA above ambient noise conditions, construction shall be temporarily halted and the contractor shall assess whether other work that would not exceed this threshold can

be conducted during the phase of work. If no other construction can occur, work shall not re-commence until consultation with USFWS and CDFW² occurs.

BIO-4b: Implement Mitigation Measure NOI-2.

BIO-6a: (Applies to Phases I-IV) Prior to the removal of County Protected or Heritage trees, the project applicant shall apply for and obtain from the County a Tree Removal Permit. Prior to construction initiation for each project phase, the project applicant shall prepare a map indicating the size and species of trees to be removed and retained. In addition, the project applicant shall do all of the following:

- a) Prior to the start of any clearing, stockpiling, excavation, grading, compaction, paving, change in ground elevation, or construction, preserved trees that occur adjacent to, or within, project construction shall be identified as preserved and clearly delineated by constructing short post and plank walls, or other protective fencing material, at the dripline of each tree.
- b) The delineation markers shall remain in place for the duration of the work.
- c) Where proposed development or other site work must encroach upon the dripline of a preserved tree, special construction techniques shall be required to allow the roots of remaining trees within the project site to breathe and obtain water (examples include, but are not limited to, use of hand equipment for tunnels and trenching, and/or allowance of only one pass through a tree's dripline). Tree wells or other techniques may be used.
- d) Excavation adjacent to any trees, when permitted, shall be in such a manner that shall cause only minimal root damage.
- e) The following shall not occur within the dripline of any retained tree: parking; storage of vehicles, equipment, machinery, stockpiles of excavated soils, or construction materials; or dumping of oils or chemicals.

BIO-6b: (Applies to Phases I-IV): All pruning activities of preserved trees shall be performed by a certified arborist.

- a) No more than 25 percent of a tree's canopy shall be removed during pruning activities of retained trees.
- b) If any protected preserved tree is damaged, then the project applicant shall replace the tree as required by the County.
- c) All removed trees that meet the criteria of a protected tree shall be replaced with the same species removed as required by the County.

BIO-6c: (Applies to Phases I-IV): The project applicant shall develop and implement a five-year monitoring program for any required replacement plantings. Applicable performance standards may include, but are not limited to: 75 percent survival rate of replacement plantings; absence of invasive plant species; and self-sustaining trees at the end of five years.

² Previously "California Department of Fish and Game" or "CDFG" at the time the Draft EIR was published. This revision is made throughout only where it affects mitigation measures and current discussion in this Final EIR.

BIO-6d: (Applies to Phases I-IV): All tree removal and pruning activities shall include measures to avoid the spread of SOD. Such measures may include, but are not limited to the following:

Before working:

- a) As a precaution against spreading the pathogen, clean and disinfect pruning tools after use on confirmed or suspected infested trees or in known infested areas. Sanitize tools before pruning healthy trees or working in pathogen-free areas. Clean chippers and other vehicles of mud, dirt, leaves, organic material, and woody debris before leaving a site known to have SOD and before entering a site with susceptible hosts.
- b) Inform crews about the arboricultural implications of SOD and sanitation practices when they are working in infested areas.
- c) Provide crews with sanitation kits. (Sanitation kits should contain the following: Chlorine bleach (10/90 mixture bleach to water) or Clorox Clean-up® or Lysol®, scrub brush, metal scraper, boot brush, and plastic gloves).
- d) Sanitize shoes, pruning gear, and other equipment before working in an area with susceptible species.

While working:

- a) When possible, work on SOD-infected and susceptible species during the dry season (June-October). When working in wet conditions, keep equipment on paved, graveled, or dry surfaces and avoid mud.
- b) Work in disease-free areas before proceeding to infested areas.
- c) If possible, do not collect soil or plant material (wood, brush, leaves, and litter) from host trees in the quarantine area. Within the quarantine area, host material (e. g. , wood, bark, brush, chips, leaves, or firewood) from tree removals or pruning of symptomatic or non-symptomatic host plants should remain onsite to minimize pathogen spread.

After working:

- a) Use all reasonable methods to sanitize personal gear and crew equipment before leaving a SOD infested site. Scrape, brush, and/or hose off accumulated soil and mud from clothing, gloves, boots, and shoes. Remove mud and plant debris by blowing out or power washing chipper trucks, chippers, bucket trucks, fertilization and soil aeration equipment, cranes, and other vehicles.
- b) Restrict the movement of soil and leaf litter under and around infected trees as spores may be found there.
- c) Tools used in tree removal/pruning may become contaminated and should be disinfected with Lysol® spray, a 70 percent or greater solution of alcohol, or a Clorox® bleach solution (1 part Clorox® bleach to 9 parts water or Clorox Cleanup ®).

Implementation of Mitigation Measures BIO-6a through BIO-6d would reduce impacts to trees protected under the Marin County Tree Preservation Ordinance.

Conclusion:

The 2015 Modified Project would not result in a new significant impact with respect to biological resources or have a substantial increase in the severity of biological resources impacts previously identified in the 2013 EIR. No changes or significant new information exist. Biological resources impacts of the 2015 Modified Project would be the same as those identified in the 2013 EIR, and the previously-identified mitigation measures (listed above) would apply.

Cultural and Paleontological Resources

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents. (First page of each applicable analysis discussion in the 2013 DEIR.)	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigations Implemented or Address Impacts.
Cultural and Paleontological Resources. Would the Project:					
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064. 5?	p. 4. D-16 (CUL-1)	N	N	N	Y (CUL-1)
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064. 5?	p. 4. D-19 (CUL-2)	N	N	N	Y (CUL-2)
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	p. 4. D-20 (CUL-3)	N	N	N	Y (CUL-3)
d. Disturb any human remains, including those interred outside the formal cemeteries?	p. 4. D-21 (CUL-14)	N	N	N	Y (CUL-4)
	2013 Addendum 1, p. 4-13 thru 4-14.				

Discussion:

The modifications proposed with the 2015 Modified Project would occur on the same project site previously evaluated in the 2013 EIR. Also, the construction activities, namely the maximum depth and extent of excavation, would not be substantially altered from that previously evaluated. That additional work area associated with relocating the south retaining wall approximately 30 feet south would not change the potential impact identified in the 2013 EIR. Therefore, the potential effects to archaeological and paleontological resources, or human remains, would not change from the 2013 EIR.

The modifications to the new main campus entry also involved changes to the previously proposed new “sunken garden” created to commemorate the design influence of Landscape Architect Lawrence Halprin and address the loss of existing historic landscapes on the campus. The commemorative garden would continue to be provided, and would be relocated southward, directly adjacent to the proposed West Wing addition. The garden in its new location will be the same or more accessible to the public, so there is no adverse effect from its relocation. Reconfiguration and enlargement of the garden to not cause any adverse effects. The garden would continue to incorporate elements specified in Mitigation Measure CUL-1. The garden is also reconfigured and slightly larger than previously proposed.

Mitigation Measures:

CUL-1: The project applicant shall conduct the following:

- Pre-demolition photo-documentation, a report, and as-built drawings of the gardens in accordance with the Historic American Landscape Survey (HALS) standards. This documentation would include a HALS report in either the short form format or a longer outline format and a measured drawing of the existing conditions. A copy of all of the HALS documentation shall be provided to the Lawrence Halprin archives at the University of Pennsylvania and the Anne T. Kent California Room in the Marin County Free Library. No additional historic registries local to Marin County could be identified.
- Installation of a public plaque or element that commemorates the work of Lawrence Halprin on this site.
- Design of a new garden that commemorates Lawrence Halprin's design contributions:
 - Within a new garden, recognize Halprin's use of hardscape materials, landscape grading and planting to evoke local, natural elements and delineate space. The garden would not relocate or mimic Halprin's gardens, but could possibly reuse some materials and/or incorporate similar materials in its construction, particularly plant materials.
 - Locate the new garden in view of the Corte Madera Marsh to maintain the connection of the hospital landscape to the broader natural setting.
- Incorporate a more private garden within the hospital landscape for the purpose of respite or reflection within a natural setting. The intent would be to recall and respect rather than mimic Halprin's work. The garden could also incorporate elements that reference Halprin and his influence.
- Marin General Hospital will seek donations to commemorate Lawrence Halprin's influence on the design of the Marin General Hospital Landscape; donations could fund an intern to work with the Halprin archivist at the University of Pennsylvania or similar relevant efforts for a one-year time duration.
- Document other Bay Area designs of Halprin's from this early period in his career. This documentation would include a list of his projects, plans when available, project locations, a written description identifying the project types and whether they were public or private commissions and photos, when possible, showing the overall character of the designs. The research could serve as an important resource for the local community and could be combined with HALS documentation, with copies sent to the University of Pennsylvania, the Marin County Free Library, or other institutions.

Demolition or destruction of a historical resource, cannot be mitigated below a level of significance, however this mitigation would add to the body of knowledge about Lawrence Halprin's work and would provide further documentation of this particular design.

CUL-2: A Secretary of the Interior-qualified archaeologist and a Native American monitor shall be present during ground-disturbing activities in the vicinity of Buildings 1,

2, and 3, and the Halprin Gardens. During the course of the monitoring, the archaeologist may adjust the frequency of the monitoring—from continuous to intermittent—based on observed conditions (i. e. artificial fill) and professional judgment regarding the potential to impact resources. Prior to ground disturbing activities, an archaeological monitoring plan shall be developed that includes:

- Training program for all construction personnel involved in site disturbance activities;
- Qualifications of person responsible for conducting monitoring activities, including Native American monitors;
- The required format and content of monitoring reports, assessment, designation and mapping of sensitive cultural resource areas on final project maps; Person(s) responsible for overseeing and directing the monitors;
- Schedule for submittal of monitoring reports and person(s) responsible for review and approval of monitoring reports;
- Physical monitoring boundaries;
- Protocol for notifications in case of encountering of cultural resources, as well as methods of dealing with the encountered resources (e. g. , collection, identification, curation);
- Methods to ensure security of cultural resources sites;
- Protocol for notifying local authorities (i. e. , Sheriff, Police) should site looting and other illegal activities occur during construction.

If cultural resources are encountered during construction, all activity in the vicinity of the find shall cease until it can be evaluated by a qualified archaeologist and a Native American representative. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e. g. , projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil (“midden”) containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e. g. , mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the archaeologist and Native American representative determine that the resources may be significant, they will notify the County. An appropriate treatment plan for the resources shall be developed and shall be submitted to the County for review and approval. The archaeologist shall consult with Native American representatives in determining appropriate treatment for prehistoric or Native American cultural resources.

In considering any suggested mitigation proposed by the archaeologist and Native American representative, the County will determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e. g. , data recovery) will be instituted. Work may proceed in other parts of the site while mitigation for cultural resources is being carried out.

CUL-3: If fossil or fossil bearing deposits are discovered during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by a qualified paleontologist (in accordance with Society of Vertebrate Paleontology standards). The paleontologist shall document the discovery as needed, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA *Guidelines* Section 15064. 5. The paleontologist shall notify Marin County to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the County determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project, based on the qualities that make the resource important. The excavation plan will include identification of an institution willing and able to accept fossil specimens; and emergency discovery procedures, including survey and record keeping of fossil-finds, bulk sediment sample collection and processing, specimen identification, disposition, and museum curation of any specimens and data recovered. The excavation plan shall be submitted to the County for review and approval prior to implementation.

CUL-4: If potential human remains are encountered, the contractor will halt work in the vicinity of the find and contact the Marin County coroner in accordance with PRC Section 5097. 98 and Health and Safety Code Section 7050. 5. If the coroner determines the remains are Native American, the coroner will contact the Native American Heritage Commission. As provided in PRC §5097. 98, the Native American Heritage Commission will identify the person or persons believed to be most likely descended from the deceased Native American. The most likely descendent will make recommendations for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097. 98

Conclusion:

The 2015 Modified Project would not result in a new significant impact with respect to cultural and paleontological resources or have a substantial increase in the severity of cultural and paleontological resources impacts previously identified in the 2013 EIR. No changes or significant new information exist. Cultural and paleontological resources impacts of the 2015 Modified Project would be the same as those identified in the 2013 EIR, and the previously-identified mitigation measures (listed above) would apply.

Geology, Soils, and Seismicity

Environmental Issue Area	<i>Where Impact Was Analyzed in Prior Environmental Documents. (First page of each applicable analysis discussion in the 2013 DEIR.)</i>	<i>Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</i>	<i>Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</i>	<i>Any New Information Requiring New Analysis or Verification?</i>	<i>Prior Environmental Documents' Mitigations Implemented or Address Impacts.</i>
Geology, Soils, and Seismicity. Would the Project:					
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	p. 4. E-18	N	N	N	NA
ii. Strong seismic ground shaking?	p. 4. E-19 (GEO-1)	N	N	N	NA
iii. Seismic-related ground failure, including liquefaction?	p. 4. E-19 (GEO-1)	N	N	N	NA
iv. Landslides?	p. 4. E-19 (GEO-1) p. 4. E-22 (GEO-3)	N	N	N	NA
b. Result in substantial soil erosion or the loss of topsoil?	p. 4. E-21 (GEO-2)	N	N	N	NA
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	p. 4. E-22 (GEO-3)	N	N	N	NA
d. Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	p. 4. E-21 (GEO-2)	N	N	N	NA
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	p. 4. E-18	N	N	N	NA
	2013 Addendum 1, p. 4-14 thru 4-15.				

Discussion:

The modifications proposed with the 2015 Modified Project would occur on the same project site previously evaluated in the 2013 EIR. So no changes to previously disclosed geological effects or risks would occur.

Also, as with the Approved Project, all construction will occur in accordance with all the applicable building codes and ordinances as well as all federal, state, and local programs, requirements and policies pertaining to building safety and construction permitting, as identified in the 2013 EIR.

Mitigation Measures:

NA

Conclusion:

The 2015 Modified Project would not result in a new significant impact with respect to geology, soils, and seismicity resources or have a substantial increase in the severity of geology, soils, and seismicity resources impacts previously identified in the 2013 EIR. No changes or significant new information exist. Geology, soils, and seismicity resources impacts of the 2015 Modified Project would be the same as those identified in the 2013 EIR.

Greenhouse Gases and Climate Change

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents. (First page of each applicable analysis discussion in the 2013 DEIR.)	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigations Implemented or Address Impacts.
Greenhouse Gases and Climate Change. Would the Project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	p. 4. F-9 (GHG-1)	N	N	N	Y (GHG-2)
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	p. 4. F-10 (GHG-2)	N	N	N	NA
	2013 Addendum 1, p. 4-15 thru 4-16.				

Discussion:

The modifications proposed with the 2015 Modified Project would not affect the development program or operations or utility systems of the Approved Project assessed in the 2013 EIR. The number of new hospital beds is not changed, therefore, the additional motor vehicle trips generated by the project and the onsite service population would not change. Also, since the HRB is smaller with the 2015 Modified Project (300,000 s. f. reduced to 260,000 s. f.), the estimated energy and utility source emissions are also likely lower than previously estimated. Therefore, the GHG emissions with the 2015 Modified Project would be the same as reported in the 2013 EIR. Although not quantified nor expected to avoid the exceedance of the numeric significance threshold for GHG emissions reported in the 2013 EIR, there could be energy reductions gained from the expanded open space/garden and “green roof” areas proposed with the 2015 Modified Project.

Mitigation Measures:

GHG-2: The Project shall include the following features to reduce energy consumption that could reduce the GHG emissions associated with the proposed project.

- Additional Transportation Demand Management Strategies. The project applicant shall implement the following Transportation Demand Management (TDM) program strategies, in addition to maintaining the existing Marin General Hospital valet parking shuttle transit service, onsite carpool parking spaces, and pre-tax transit expense reimbursements for employees:

- a) **Employee Commute Program.** Develop and implement a Marin General Hospital employee commute program with specific actions and goals to provide on-site information to employees about commute alternatives to and from Marin General Hospital. Specific actions shall include the administration of an annual commute behavior survey, implementation of expanded commuter benefit programs, and periodic incentives to promote and encourage commute alternatives to driving alone. Designate an employee transportation coordinator (ETC) to facilitate the program;
- b) **Carpool and Vanpool Matching.** Provide easy access to carpool and vanpool matching for Marin General Hospital employees, working together with the Metropolitan Transportation Commission (MTC), *511 Rideshare*, Transportation Authority of Marin (TAM), or other agency or organization with this objective. Provide a rideshare matching information bulletin board, website or other effective means of facilitating coordination among potential employees interested in ridesharing;
- c) **Bicycle Facilities.** Provide employee access to showers and changing facilities and provide additional secured bicycle parking facilities to encourage bicycle use by Marin General Hospital employees;
- d) **Emergency Ride Home.** Participate in the countywide Emergency Ride Home (ERH) program administered by TAM for employees who use commute alternatives to driving alone;
- e) **Expanded Preferential Parking Program.** Designate an increased ratio of on-site parking for carpool vehicles (exclusive of elderly and handicapped parking). (The current ratio is approximately one per 120 total on-site spaces – five of 605 spaces.) Clearly indicate the location of the preferential parking spaces using appropriate signage;
- f) **Vanpool Program Support.** Support and promote the development of employee vanpools countywide, in cooperation with MTC, *511 Rideshare*, TAM, and other agencies offering incentive programs, as appropriate.

Implementation Timeframes. The project applicant shall initially submit to the County Department of Public Works (or other department or agency designated by the County) documentation sufficient to demonstrate implementation and effectiveness of each of the aforementioned strategies within the timeframes below. Also, each of the strategies, except as specified below, shall be extended to include employees of the Ambulatory Services Building when that building is operational.

- ***At completion of the Hillside Parking Structure (End of Phase I), and annually thereafter:*** TDM strategies “a” (*Employee Commute Program*), except the administration of an annual commute behavior survey; “b” (*Carpool and Vanpool Matching*); “d” (*Emergency Ride Home*); and “f” (*Vanpool Program Support*). Except for the administration of an annual commute behavior survey with TDM strategy “a”, each of these strategies are administrative and viable for implementation during construction.
- ***One calendar year after completion of the Hillside Parking Structure (Phase I + 1 Year):*** Part of TDM strategy “a” (*Employee Commute Program*) to administer an annual commute behavior survey. This duration

allows time for the Employee Commute Program to be established and used before surveying.

- **Upon completion of the Ambulatory Services Building (End of Phase III):** Part of TDM strategy “c” (*Bicycle Facilities*) to provide additional secured bicycle parking facilities); and TDM strategy “e” (*Expanded Preferential Parking Program*).
- **Upon patient occupancy of the Hospital Replacement Building (End of Phase IV):** Part of TDM strategy “c” (*Bicycle Facilities*) to provide employee access to showers and changing facilities for expanded bicycle facilities. This TDM strategy involves establishing facilities in the hospital and therefore would not be available until after the Hospital Replacement Building is operational.
- **Reduce Waste Generation.** MGH shall include waste management and recycling programs to minimize solid waste generation. Such programs are assumed to minimize waste production. The applicant shall implement waste management and recycling programs to minimize solid waste generation. At a minimum, the applicant shall provide employee information, instructional signage at waste areas; and designated recycling bins to promote avoiding products with excessive packaging, recycling, buying refills instead of new items, separating food and landscaping waste (if composting such waste is elected for the program), and using rechargeable batteries, wherever feasible and consistent with hospital operations and regulations. For modeling purposes, GHG emissions associated with energy associated with landfilling of waste were assumed to be reduced by 10 percent, consistent with and expected reduction in waste generation.

Conclusion:

The 2015 Modified Project would not result in a new significant impact with respect to greenhouse gases or climate change or have a substantial increase in the severity of greenhouse gases or climate change impacts previously identified in the 2013 EIR. No changes or significant new information exist. Greenhouse gases or climate change impacts of the 2015 Modified Project would be the same as those identified in the 2013 EIR, and the previously-identified mitigation measure (listed above) would apply.

Hazards and Hazardous Materials

Environmental Issue Area	<i>Where Impact Was Analyzed in Prior Environmental Documents. (First page of each applicable analysis discussion in the 2013 DEIR.)</i>	<i>Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</i>	<i>Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</i>	<i>Any New Information Requiring New Analysis or Verification?</i>	<i>Prior Environmental Documents' Mitigations Implemented or Address Impacts.</i>
Hazards and Hazardous Materials. Would the Project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	p. 4. G-15 (HAZ-1) p. 4. G-20 (HAZ-2)	N	N	N	NA
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	p. 4. G-24 (HAZ-5)	N	N	N	NA
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	p. 4. G-23 (HAZ-3)	N	N	N	NA
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962. 5 and, as a result, would it create a significant hazard to the public or the environment?	p. 4. G-23 (HAZ-4)	N	N	N	NA
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	p. 4. G-15	N	N	N	NA
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working on the project area?	p. 4. G-15	N	N	N	NA
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	p. 4. G-15	N	N	N	NA
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	p. 4. G-15	N	N	N	NA
	2013 Addendum 1, p. 4-16 thru 4-17.				

Discussion:

The modifications proposed with the 2015 Modified Project would affect the same project site, and involve the same construction and operational activities previously evaluated in the 2013 EIR. Further, all construction activities associated with the 2015 Modified Project would use best management practices typically implemented during construction. All construction would be subject to health and safety controls prescribed by the Division of Waste Management in the Marin County Department of Public Works, regulatory structures set forth by the Toxic Substances Control Act, hazardous material transportation requirements under the Department of Transportation, and all other requirements for internal controls prescribed by the Marin General Hospital's Hazardous Materials Business Plan.

Mitigation Measures:

NA

Conclusion:

The 2015 Modified Project would not result in a new significant impact with respect to hazards and hazardous materials or have a substantial increase in the severity of hazards and hazardous materials impacts previously identified in the 2013 EIR. No changes or significant new information exist. Hazards and hazardous materials impacts of the 2015 Modified Project would be the same as those identified in the 2013 EIR

Hydrology and Water Quality

Environmental Issue Area	<i>Where Impact Was Analyzed in Prior Environmental Documents. (First page of each applicable analysis discussion in the 2013 DEIR.)</i>	<i>Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</i>	<i>Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</i>	<i>Any New Information Requiring New Analysis or Verification?</i>	<i>Prior Environmental Documents' Mitigations Implemented or Address Impacts.</i>
Hydrology and Water Quality. Would the Project:					
a. Violate any water quality standards or waste discharge requirements?	p. 4. H-16 (HYD-1)	N	N	N	NA
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e. g. , the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?	p. 4. H-19 (HYD-2)	N	N	N	NA
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	p. 4. H-20 (HYD-3)	N	N	N	NA
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	p. 4. H-20 (HYD-3)	N	N	N	NA
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	p. 4. N-10 (UTIL-1)	N	N	N	NA
f. Otherwise substantially degrade water quality?	p. 4. H-16 (HYD-1)	N	N	N	NA
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	p. 4. H-22 (HYD-4)	N	N	N	NA
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	p. 4. H-22 (HYD-4)	N	N	N	NA
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	p. 4. H-22 (HYD-5)	N	N	N	NA
j. Inundation by seiche, tsunami, or mudflow?	p. 4. H-22 (HYD-6)	N	N	N	NA
	2013 Addendum 1, p. 4-17 thru 4-18.				

Discussion:

The modifications proposed with the 2015 Modified Project would affect the same project site, and involve the same construction and operational activities previously evaluated in the 2013 EIR. A shift in the percentage of impervious and pervious area on the project site would occur with the addition of the new 3,300 square foot addition at the relocated main HRB entrance and the widened south access road, expanded open space/gardens, and expanded stormwater treatment areas, including larger pervious green roofs introduced around the HRB.³

As a result, with the 2015 Modified Project, the overall project would result in more pervious surface area, yet a lower volume and velocity of stormwater runoff, when compared to the Approved Project, even factoring in changes in total construction area. Like the Approved Project, the Modified Project would incorporate the stormwater management treatment features or Low Impact Development (LID) design measures, including infiltration swales, surface bioswales, infiltration planters, and porous pavement and roofs. Permeable pavement would be provided in most all surface parking areas, and practically all landscaped areas in the surface parking areas and adjacent to project buildings would be bioretention areas.

Table 3-3 shows that the total construction area of the project has increased since the previous analysis due to the shift of the south retaining wall by 30 feet. An additional approximately 51,164 square feet of area is added to the 530,678 square feet of area considered in the stormwater assessment in the 2013 EIR and its first Addendum. Thus the current total area for purposes of stormwater management is increased to approximately 581,842 square feet. For comparison, Table 3-3 presents the pervious and impervious site area totals and proportions compared to those disclosed in the previous analyses (as well as to 2013 and 2015 existing conditions, for informational purposes). With the 2015 Modified Project, the proportion of new or replaced impervious surface area and the peak site runoff *volume* would be reduced compared the previous analysis for the Approved Project, and the comparative peak stormwater runoff *velocity* would be slightly increased (49.38 versus 48.77 cubic feet per second [cfs]) due mainly to the increased impervious area. However, by reducing the peak stormwater runoff volume (250,509 versus 265,832 cubic feet [cf]) and increasing the percentage of pervious area (51.5 versus 51.1 percent), the project will continue to meet the requirements for managing stormwater on-site. Further, the 2015 Modified Project would improve all stormwater conditions compared to existing 2013 and 2015 conditions, as shown in Table 3-3. (KPFF, 2015)

Grading, excavation, and /or trenching associated with the 2015 Modified Project would not substantially exceed the depths and volumes previously analyzed, and all construction activities would use best management practices typically implemented as part of construction. Specifically, construction and operational stormwater runoff from the project would still be controlled by the requirements of the National Pollutant Discharge Elimination System (NPDES) permit and in accordance with a Stormwater Pollution Prevention Plan (SWPPP) and requirements set forth in the Marin County Stormwater Pollution Prevention Program (MCSTOPPP). All activities would adhere to all State and local requirements regarding hydrology and water quality. Further, Table

³ As described in Chapter 2 of this document, the green roofs are pervious surface area because they absorb, store, and later allow precipitation (from runoff) and transportation (from landscaping) to evaporate (evapotranspire).

3-3 shows that the 2015 Modified Project would continue to created or replace less than 50 percent of the existing total site. Therefore, it would implement the LID design measures described above to only the new or changed areas including the expanded open space/garden areas of the project.

**TABLE 3-3
STORM DRAINAGE DETAIL – 2015 MODIFIED PROJECT AND APPROVED PROJECT**

	2013 EIR Existing Conditions	2013 Approved Project (Addendum #1) ^a	2015 Existing Conditions ^b	2015 Modified Project ^b
Impervious Area	385,081	259,994	393,735	282,091
Pervious Area	145,597	270,984	188,107	198,266
Total Site Area ^c	530,678	530,678	581,842	581,842
Percent Impervious Area	72.5 %	48.9 %	67.6 %	48.5 %
Percent Pervious Area	27.5 %	51.1 %	32.4%	51.5 %
Total Peak Runoff Rate (cfs ^d)	53.80	48.77	55.73	49.38
Total Volume of Runoff (cf ^d)	266,340	265,832	260,078	250,509

a New or replaced area per 2011 Marin General Hospital Stormwater Drainage Report, KPFF. 2013 EIR Addendum 1, Table 3-2.

b New or replaced area per 2015 Marin General Hospital Stormwater Drainage Report, KPFF.

c Updated existing conditions includes the additional 51,164 square feet of site area considered for stormwater management.

d Cubic feet per second is "cfs". Cubic feet is "cf".

SOURCE: KPFF, 2011, 2015

Mitigation Measures:

NA

Conclusion:

The 2015 Modified Project would not result in a new significant impact with respect to hydrology and water quality or have a substantial increase in the severity of hydrology and water quality impacts previously identified in the 2013 EIR. No changes or significant new information exist. Hydrology and water quality impacts of the 2015 Modified Project would be the same as those identified in the 2013 EIR

Land Use and Planning

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents. (First page of each applicable analysis discussion in the 2013 DEIR.)	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigations Implemented or Address Impacts.
Land Use and Planning. Would the Project:					
a. Physically divide an established community?	p. 4. I-5) (LU-1)	N	N	N	NA
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	p. 4. I-6 (LU-2) p. 4. K-14 (POP-2)	N	N	N	NA
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	p. 4. I-5	N	N	N	NA
d. Call for land uses that would convert prime agricultural land to non-agricultural use or impair the productivity of prime agricultural land.	p. 4. I-5 and p. 6-10 (Sec. 4. I-5, 6-10 and 6-116. 5. 1)	N	N	N	NA
	2013 Addendum 1, p. 4-18.				

Discussion:

The modifications proposed with the 2015 Modified Project would occur on the same project site as previously evaluated in the 2013 EIR, and the same land uses are proposed. Therefore, there is no potential for the 2015 Modified Project to affect land use and planning differently than previously analyzed.

Mitigation Measures:

NA

Conclusion:

The 2015 Modified Project would not result in a new significant impact with respect to land use and planning or have a substantial increase in the severity of land use and planning impacts previously identified in the 2013 EIR. No changes or significant new information exist. Land use and planning impacts of the 2015 Modified Project would be the same as those identified in the 2013 EIR

Mineral Resources

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents. (First page of each applicable analysis discussion in the 2013 DEIR.)	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigations Implemented or Address Impacts.
Mineral Resources. Would the Project:					
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	4. I-5, 6-10 and 6-11	N	N	N	NA
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	4. I-5, 6-10 and 6-11	N	N	N	NA

Discussion:

The modifications proposed with the 2015 Modified Project would occur on the same project site previously evaluated in the 2013 EIR, and the designations for mineral resources in the project area have not changed since the previous analysis. Therefore, there is no potential for the 2015 Modified Project affect mineral resources differently than previously analyzed.

Mitigation Measures:

NA

Conclusion:

The 2015 Modified Project would not result in a new significant impact with respect to mineral resources or have a substantial increase in the severity of mineral resources impacts previously identified in the 2013 EIR. No changes or significant new information exist. Mineral resources impacts of the 2015 Modified Project would be the same as those identified in the 2013 EIR

Noise and Vibration

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents. (First page of each applicable analysis discussion in the 2013 DEIR.)	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigations Implemented or Address Impacts.
Noise and Vibration. Would the Project:					
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	p. 4. J-15	N	N	N	Y (NOI-4a; NOI-4b no longer required)
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	p. 4. J-20 (NOI-3)	N	N	N	Y (NOI-3)
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	p. 4. J-21 (NOI-4)	N	N	N	NA
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	p. 4. J-16 (NOI-2)	N	N	N	Y (NOI-2)
e. For a project located within an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	p. 4. G-15	N	N	N	NA
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	p. 4. G-15	N	N	N	NA
	2013 Addendum 1, p. 4-19 thru 4-21.				

Discussion:

Operations. The modifications proposed with the 2015 Modified Project would not substantially affect the development program or operations or utility systems of the Approved Project assessed in the 2013 EIR. The number of new hospital beds would be the same as previously analyzed, therefore, the additional motor vehicle trips generated by the project (which are based on the number of beds), which are the major source of operational noise, would be the same as reported in the 2013 EIR. . (See *Emergency Generators*, below.)

Construction. The modifications proposed with the 2015 Modified Project would not substantially change any construction-related activities and equipment used than previously considered. The work phases detailed in this Addendum include several activities that would have occurred with the Approved Project and are now highlighted to specifically address relocating the

main HRB entrance and the subsequent changes (interim and permanent) triggered by that fundamental change. The overall duration of construction activities to make ready the HRB and improve/modify the West Wing would not be substantially longer than previously analyzed. Further, all construction activities associated with the 2015 Modified Project would use best management practices typically implemented as part of construction. The new West Wing addition would involve construction activities within the same area of the site previously considered in the construction noise analysis in the 2013 EIR, particular as it pertains to proximity to dwelling units.

As previously mentioned, within the project site, the south retaining wall would shift approximately 30 feet south. As a result, this construction activity would now occur 30 feet closer (or within 145 feet) of the closest nearby residents, which exist on Bayview Road, separated from the project site by a small hill and grove of eucalyptus trees. The decreased distance of 30 feet would increase the construction-related noise level at the nearest receptors by about 2.0 dBA (from 64-78 dBA to 66-80 dBA). The construction noise impact would continue to be significant and unavoidable, but the temporary increase in noise exposure of 2.0 dBA at the residences along Bayview Road would not represent an audibly noticeable difference or be substantially more severe impact than identified in the 2015 EIR.

Emergency Generators. As discussed under Section 2. *Air Quality*, the modifications proposed with the 2015 Modified Project involve the relocation and addition of emergency generators on the project site. The generators under the 2015 Modified Project would be Peterson Cat Model 3516C DI ATAAC Dry Manifold model emergency generators. The generators would be operated only in the case of an emergency utility outage and for testing. The assessment in the 2013 EIR assumed the emergency generators would continue to be tested according to existing conditions: up to one hour per month. With the 2015 Modified Project, all three of the emergency generators would each be tested 30 minutes per month, consistent with the state's JCAHO requirements.

The 2013 EIR noise analysis disclosed that the emergency generators under the Approved Project would each result in operational noise levels that would be about 99 dBA at a distance of 50 feet during testing and emergency operations (100-percent load), and that the associated noise levels at the nearest residential receivers 800 feet to the east along Via Hidalgo would be exposed to noise levels as high as 75 dBA.

The generator serving the Hillside Parking Structure would be located just southeast of the garage along the internal driveway fronting the Mental Health Building. This garage generator would be located as close as approximately 400 linear feet from the closest nearby residential receptors at Via Hidalgo, Spyglass Hill, Corte Oriental, and Bayview Road that all sit at the ridge above the project site. This is approximately half the distance considered in the 2013 EIR. As a partially intervening building, the Hillside Parking Structure may provide some attenuation toward Via Hidalgo. There would not be intervening buildings between the proposed generator and the other receptors; it would be in the enclosure located at the base of the vegetated hill that slopes steeply upward to the east/southeast to the Spyglass Hill, Corte Oriental, and Bayview Road receivers on

the ridge, which is at an elevation (above mean sea level) approximately 85 feet above the proposed garage generator location. As described in the 2013 EIR, the nearest residences to the center of the HRB rooftop utility penthouse where the two generators from the basement of the existing hospital would be relocated with the 2015 Modified Project, are located at about 450 feet away, at the end of the Corte Oriental cul-de-sac.

The generators would be located in enclosures and equipped with sound attenuation that would limit noise levels to 75 dBA at 23 feet. For a single generator, this would equate to a noise level of approximately 50 dBA at the closest residences in the Via Hidalgo residential area (at approximately 400 feet from the generator). If all three of the proposed generators operate simultaneously, the combined noise level at the Via Hidalgo residential area would be approximately 55 dBA. This level of noise exposure would be less than the emergency generator noise exposure disclosed in the 2013 EIR. The 2013 EIR determined that while these noise levels resulting from the infrequent operation of the generators for testing purposes would be audible at the nearest receiving properties, they would not result in a significant noise impact.

Consequently, **Mitigation Measure NOI-4b** would no longer be required with the 2015 Modified Project because (1) noise levels associated with the emergency generators under the proposed modifications would be substantially lower than 85 dBA and no longer pose potential adverse effects at the ambulance bay given the reduced noise level and (2) relocation of the ambulance bay to the southern end of the HRB and below grade. Mitigation Measure NOI-4 is shown below for reference, but is formatted in stricken text to indicate that it would no longer apply under the 2015 Modified Project.

The 2013 EIR evaluated the potential permanent noise effects of major pieces of mechanical equipment proposed on the roof of the HRB (chillers, pumps, air handlers, and cooling towers). The 2015 Modified Project would have the same rooftop equipment as previously evaluated, in addition to the two emergency generators that would be relocated from the basement of the existing hospital to the HRB roof. Because the noise levels associated with the relocated rooftop emergency generators with the 2015 Modified Project would not result in a significant noise impact, they would not need to be factored into the rooftop mechanical equipment acoustical analysis required by **Mitigation Measure NOI-4a**. The mitigation measure focuses specifically on the County's community noise level limit for *continuous* noise from proposed stationary mechanical equipment, and the analysis specified that noise from new cooling towers would be the dominant noise sources; no other sources of mechanical equipment were identified that could make a significant contribution to community noise levels in the surrounding areas.

Mitigation Measures:

NOI-2:

- a) Pursuant to Sections 6. 70. 030(5) and 6. 70. 040 of the Marin County Municipal Code, restrict noise-generating activities at the construction site or in areas adjacent to the construction site to the hours of 7:00 a. m. to 6:00 p. m. , Monday through Friday and 9:00 a. m. to 5:00 p. m. on Saturday. Construction will be prohibited on Sundays and holidays. Loud noise-generating construction-related equipment (e. g.

, backhoes, generators, jackhammers) can be maintained, operated, or serviced at a construction site for permits administered by the community development agency from 8:00 a. m. to 5:00 p. m. Monday through Friday only.

- b) If during construction it is determined that construction noise disrupts on-going hospital operations for workers of patients within patient rooms or existing medical offices, the project shall erect temporary noise control blanket barriers along existing hospital building facades facing the construction area. This mitigation shall be coordinated with Mitigation Measure BIO-4a. The specific location and height of barriers would depend on the extent of the problem indoors. Noise control blanket barriers can be rented and quickly erected to reduce the intrusiveness of construction noise indoors. If construction noise is not problematic and does not disrupt hospital or medical office operations, the temporary noise barriers would not be necessary.
- c) Where it is feasible to block the line-of-sight to construction activities, construct solid plywood fences (minimum eight feet in height either around the construction zone or at the common property line) to shield adjacent residences or other noise-sensitive land uses prior to major noise generating phases of demolition and construction;
- d) Shield adjacent sensitive uses from stationary equipment with individual noise barriers or partial acoustical enclosures;
- e) Relocate patient rooms and sensitive medical offices away from areas undergoing construction, as feasible and practical;
- f) Use manually adjustable or self-adjusting back-up alarms to increase or decrease the volume of the alarm based on background noise levels. Installation and use of the back-up alarms will be consistent with OSHA (Occupational Safety and Health Administration) regulations;
- g) Utilize 'quiet' models of air compressors and other stationary noise sources where technology exists;
- h) Equip all internal combustion engine-driven equipment with intake and exhaust mufflers, which are in good condition and appropriate for the equipment;
- j) Locate all stationary noise-generating equipment, such as air compressors and portable power generators, as far away as possible from residences or noise-sensitive land uses;
- k) Locate staging areas and construction material areas as far away as possible from residences or noise-sensitive land uses;
- l) Route all construction traffic to and from the project site via designated truck routes where possible. Prohibit construction related heavy truck traffic in residential areas where feasible;
- m) Control noise from construction workers' radios to a point that they are not audible at existing residences bordering the project site;
- n) Conduct sensitivity training to inform construction personnel about the requirements of the construction noise control plan and about methods to reduce noise;

- o) Prohibit all unnecessary idling of internal combustion engines;
- p) Notify all adjacent business, residences, and noise-sensitive land uses of the construction schedule in writing;
- q) Designate a “disturbance coordinator” who would 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) and would require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

NOI-3: Implement Mitigation Measure NOI-2.

NOI-4a: During final design of the project, conduct an acoustical analysis to ensure that noise resulting from the rooftop mechanical equipment on the Hospital Replacement Building complies with applicable General Plan policies. The acoustical analysis would calculate noise levels resulting from the selected equipment at the nearest sensitive receiving land uses, assess noise levels relative to applicable standards, and provide feasible and reasonable recommendations to control noise levels in accordance with the applicable limits. Particular attention will be given to the chiller room enclosure and cooling towers. Additional noise control measures might include, but are not limited to, selection of quieter equipment, baffles, packaged sound attenuators, and noise barriers. The report will be completed and submitted to the building department prior to the issuance of building permits, and will be used to determine the added noise measures required.

~~**NOI-4b:** During final design of the project, conduct an acoustical analysis to ensure that noise resulting from the operation of the emergency generators is reduced to 85 dBA or less (or a lower limit if necessary to minimize interference with hospital operations) in the ambulance bay. The report will be completed and submitted to the building department prior to the issuance of building permits related to installation of the generators in the West Wing, and will provide feasible and reasonable recommendations as needed to control noise levels in accordance with the applicable limits. Additional noise control measures might include, but are not limited to, high performance (hospital or critical grade) mufflers, additional banks of silencers, or acoustical louvers. The additional noise control would also reduce noise levels in the surrounding community during testing or emergency operations.~~

Conclusion:

The 2015 Modified Project would not result in a new significant impact with respect to noise and vibration or have a substantial increase in the severity of noise and vibration impacts previously identified in the 2013 EIR. No changes or significant new information exist. Noise and vibration impacts of the 2015 Modified Project would be the same as those identified in the 2013 EIR, however, *Mitigation Measure NOI-4b pertaining to the adverse effect of noise levels from the testing of emergency generators on the ambulance bay where it was previously located would no longer be warranted with the 2015 Modified Project.* All other previously-identified mitigation measures (listed above) would continue to apply.

Population, Housing, and Employment

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents. (First page of each applicable analysis discussion in the 2013 DEIR.)	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigations Implemented or Address Impacts.
Population Housing, and Employment. Would the Project:					
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	p. 4. K-12 (POP-1)	N	N	N	NA
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	p. 4. k-12	N	N	N	NA
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	p. 4. k-12	N	N	N	NA
	2013 Addendum 1, p. 4-21.				

Discussion:

The modifications proposed with the 2015 Modified Project would not change the development program or number of hospital beds (which drive onsite population - patients, visitors, and staff - and associated demand for housing and jobs) assessed in the 2013 EIR. Also, no new land use areas would be affected by the 2015 Modified Project, so there is no change in the potential for existing housing or people to be displaced.

Mitigation Measures:

NA

Conclusion:

The 2015 Modified Project would not result in a new significant impact with respect to population, housing and employment or have a substantial increase in the severity of population, housing and employment impacts previously identified in the 2013 EIR. No changes or significant new information exist. Population, housing and employment impacts of the 2015 Modified Project would be the same as those identified in the 2013 EIR.

Public Services and Recreation

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents. (First page of each applicable analysis discussion in the 2013 DEIR.)	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigations Implemented or Address Impacts.
Public Services and Recreation. Would the Project:					
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any the public services:					
Fire protection?	p. 4. L-14 (PSR-1)	N	N	N	NA
Police protection?	p. 4. L-15 (PSR-2)	N	N	N	NA
Schools?	p. 4. L-15 (PSR-3)	N	N	N	NA
Parks?	p. 4. L-16 (PSR-4)	N	N	N	NA
Other public facilities?	NA	N	N	N	NA
(Recreation is discussed in #15, below.)					
	2013 Addendum 1, p. 4-22				

Discussion:

The modifications proposed with the 2015 Modified Project would not affect the development program or number of hospital beds, which drive project population (patients, visitors, and staff), and the resulting demand for public services) assessed in the 2013 EIR. The effect would not change

Mitigation Measures:

NA

Conclusion:

The 2015 Modified Project would not result in a new significant impact with respect to public services or have a substantial increase in the severity of public services impacts previously identified in the 2013 EIR. No changes or significant new information exist. Public services impacts of the 2015 Modified Project would be the same as those identified in the 2013 EIR.

Recreation

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents. (First page of each applicable analysis discussion in the 2013 DEIR.)	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigations Implemented or Address Impacts.
Recreation. Would the Project:					
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	p. 4. L-17 (PSR-5)	N	N	N	NA
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	p. 4. L-17 (PSR-5)	N	N	N	NA
	2013 Addendum 1, p. 4-22.				

Discussion:

The modifications proposed with the 2015 Modified Project would not affect the development program or number of hospital beds, which drive project population (patients, visitors, and staff) and the resulting demand for recreational facilities assessed in the 2013 EIR. The effect would not change.

Mitigation Measures:

NA

Conclusion:

The 2015 Modified Project would not result in a new significant impact with respect to recreation or have a substantial increase in the severity of recreation impacts previously identified in the 2013 EIR. No changes or significant new information exist. Recreation impacts of the 2015 Modified Project would be the same as those identified in the 2013 EIR.

Traffic and Circulation

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents. (First page of each applicable analysis discussion in the 2013 DEIR.)	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigations Implemented or Address Impacts.
Traffic and Circulation. Would the Project:					
a. 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, 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);	p. 4. M-25 (TRA-1)	N	N	N	Y (TRA-2a and 2b)
b. Conflict with an applicable congestion management program (CMP), including, but not limited to, level of service (LOS) standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;	p. 4. M-25 (TRA-1) p. 4. M-39 (TRA-5) p. 4. M-47 (TRA-7)	N	N	N	Y (TRA 1, TRA-7)
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	p. 4. M-25	N	N	N	NA
d. Substantially increase hazards due to a design feature (e. g. , sharp curves or dangerous intersections) or incompatible uses (e. g. , farm equipment)?	p. 4. M-34 (TRA-2)	N	N	N	Y (TRA-2)
e. Result in inadequate emergency access?	p. 4. M-36 (TRA-3)	N	N	N	Y (TRA-3)
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e. g. , bus turnouts, bicycle racks)?	p. 4. M-37 (TRA-4)	N	N	N	NA
	2013 Addendum 1, p. 4-22 thru 4-27.				

Discussion:

Trip Generation and Traffic Operations. The modifications proposed with the 2015 Modified Project would not change the development program or project operations assessed for the Approved Project in the 2013 EIR. The number of new hospital beds would be the same as previously analyzed, therefore, the additional motor vehicle trips generated by the project (which are based on the number of beds) would be the same as reported in the 2013 EIR.

As described further below (and in Section 2 of this document), the 2015 Modified Project would relocate the new main entrance to the campus and the HRB northward to the West Wing. As a result, access by the general public would be largely diverted to the north and main campus driveways. The south access driveway would be predominately used for ambulance and emergency vehicles and service vehicles/trucks because the 2015 Modified Project also shifts the emergency department to the south end of the HRB and site. This shift in general vehicle trips toward the new main hospital entrance still does not cause a signal warrant at that intersection, as was determined in the 2013 EIR.

Construction Circulation, Access, and Safety. The modifications proposed with the 2015 Modified Project would not substantially change any construction-related activities and equipment used than previously considered. The work phases detailed in this Addendum include several activities that would have occurred within the Approved Project and are now highlighted to address relocating the main HRB entrance and the subsequent changes (interim and permanent) triggered by that fundamental change. As discussed in 2. *Air Quality*, approximately 6,500 cubic yards of additional grading/off-haul would be associated with relocating the south retaining wall. This would result in 3 additional in/out construction truck trips per hour for the conservatively assumed 4-week period would be warranted, conservatively assuming none of this material will be redistributed onsite and that the activity is specifically associated with grading/excavation for the relocated retaining wall (which would not have occurred otherwise).⁴ For comparison, a total of 10 in/out construction truck trips per hour was estimated for the 101,000 cubic yards of excavation associated with development of the HRB for a period of 4 months. As previously discussed in 2. *Air Quality*, the 2012 Draft EIR air quality analysis overestimate by about 19,000 cubic yards the volume of soil to be handled during construction of the HRB – more than the additional 6,500 cubic yards associated with the relocated retaining wall. Overall, increasing truck trips for one month from 10 to 13 in/out trips would not cause any new or more severe impacts.

The 2015 Modified Project considers an interim bus route/stop scenario that would be in place until the West Wing addition and new main entrance to the HRB – the construction of which would overlap with the existing bus route/stop - are completed. This scenario involves the southbound bus on Bon Air Road turning left into the main south entrance, and then left onto the internal north-south parking aisle, and then exiting back out onto Bon Air Road via a new driveway cut located approximately 150 feet north of the south driveway/intersection. A temporary bus stop would be located on Bon Air Road just north of the new driveway cut.

An interim traffic circle would also be constructed near the interim bus stop, and a temporary pedestrian walkway would be developed for pedestrians to safely traverse from the bus stop to the new temporary hospital entrance at the West Wing. The interim traffic circle and vehicle pick-up/drop-off area in front of the temporary main hospital entrance would be designed for adequate emergency vehicle access and allow adequate travel widths for both the drop-off area and the through-vehicle traffic lane. No parking would be allowed along all other areas of the traffic circle.

Omni-Means Engineers (Omni-Means) assessed the proposed interim circulation proposals based on preliminary design concepts from a horizontal geometric perspective only. From a feasibility standpoint, the proposed concepts all will satisfy minimum ADA, County and fire standards; detailed engineering and the design of the vertical profiles and grading will be thoroughly reviewed before the temporary modifications are approved and constructed. This assessment is based on Omni-Means' preliminary evaluation using established analysis and design criteria applicable to the various elements evaluated:

- Roundabout criteria and methodologies consistent with Report 672 of the National Cooperative Highway Research Program (NCHRP) titled *Roundabouts: An Informational Guide (Second Edition)*;
- Curb ramp, sidewalk, crosswalk, and passenger loading zone features consistent with the Department of Justice 2010 *ADA Standards for Accessible Design*; and
- Fire access standards for driveways and roadways to be consistent with the Kentfield Fire Protection District;
- the “Kentfield Ladder (Pierce)” fire truck would be accommodated on all movements such that the vehicle tires do not need to mount any aprons and raised curbs;
- the “Bus-45” motor coach design vehicle from the Caltrans Highway Design Manual, 6th Edition (update May 2012); and
- the “CA Legal-50” truck design vehicle from the Caltrans Highway Design Manual, 6th Edition (update May 2012) would be accommodated on the south driveway entrance and on-site truck route.

Buildout Circulation, Access and Safety. The modifications proposed with the 2015 Modified Project would not affect the overall traffic and circulation operations throughout the campus at buildout. The new main entrance to the campus and the HRB shift northward to the West Wing, a new vehicular roundabout is introduced at the new main entrance, and a new ambulance driveway to an underground emergency drop-off is added. There would continue to be three primary driveways to the project site from Bon Air Road, including (1) the north access driveway, (2) the main central driveway (relocated), and (3) the south access driveway. There would also continue to be the potential for an exit-only driveway between the north and main driveways, however this component of the project is not currently funded. One new median cut would occur on Bon Air Road rather than two; the second one that provided ambulances a dedicated left-turn into the site is no longer needed due to the shift of ambulance access to the southern end of the campus. ADA-compliant pedestrian walkways will continue to be provided to provide safe and efficient connections between all public buildings and parking areas within the campus during and after construction.

Overall, the lane geometrics, curb bulb outs and radii, roadway grades, intersection spacing, signage and stop control markings, and storage lanes for queuing vehicles to ensure unobstructed emergency access at the ambulance drop-off, would all be designed to ensure safe and efficient circulation among all modes, including adequate sight distance visibility.

Ambulance Drop-off/Service Driveway Safety. As mentioned above and described in detail in Section 2 of this Addendum, the south driveway would serve an ambulance drop-off: a new two-lane driveway that would connect with an underground loading bay garage inside the HRB. The south driveway will also serve an access road for service/delivery trucks to the service loading dock toward the rear of the HRB.

The project design incorporates the following elements, pursuant to early sign evaluation by Omni-Means, to avoid potential conflicts between the inbound and outbound ambulance vehicles, as well as between ambulance vehicles and other non-emergency vehicles using the south driveway:

- Signal lights, phased to flash when an inbound emergency vehicle passes through the south driveway entrance from Bon Air Road to prioritize unobstructed access for incoming emergency vehicles;
- Driveway pavement striped with “Keep Clear” hatches;
- Stop control markings at the exiting service/delivery truck driveway and the exiting ambulance driveway;
- Signal loop detector on the service/delivery truck driveway near the proposed stop control marking;
- a larger curb return radius at the ambulance driveway exit to improve accessibility and sight distance visibility for vehicles approaching the driveway signal;
- Advance signing and striping to deter wrong-way movements into the ambulance drop-off roadway; and
- Service/delivery truck access road width to accommodate California Legal-50 design vehicles entering and exiting the site.
- A Marin General Hospital monument sign and directory sign at the proposed driveway bulb-out.

Summary. As stated above (under *Construction Circulation, Access and Safety*), based on its preliminary evaluation using established analysis and design criteria applicable to the various elements evaluated, Omni-Means concluded that, from a feasibility standpoint, the proposed concepts at buildout of the project all will satisfy minimum ADA, County and fire standards, although some design parameters and/or elements may change after detailed engineering design and prior to final approval and construction.

Mitigation Measure TRA-2a in the 2013 EIR is modified and **Mitigation Measure TRA-3** is eliminated for the 2015 Modified Project because they address characteristics of the Approved Project that no longer exist – specifically removal of the outbound-only driveway from the Bon Air Road Parking Structure, and the planned inbound-only ambulance driveway at the West Wing. The modifications to Mitigation Measure TRA-2a are shown below to continue to address safe and sufficient vehicle sight distances for vehicles making right-turns out of the project site northbound onto Bon Air Road.

Bus Routes/Stops. The 2015 Modified Project considers two alternative bus route/stop scenarios to the paired stops at the north access driveway previously evaluated with the Approved Project in the 2013 EIR:

- As described in detail in Section 2, a preferred route considers relocating the paired bus stops to the main central entrance to the campus, north of the intersection. It would involve a new pedestrian crosswalk across Bon Air Road, south of the intersection. The crosswalk would cut across the raised median on Bon Air Road, which would act as a refuge for pedestrians crossing the street. The crosswalk would be located approximately 60 feet south of the southbound bus stop, so pedestrians using the bus would walk this distance along the existing Bon Air Road sidewalk. Also, the crosswalk and the southbound bus stop location would provide direct access to the existing Class 1 pedestrian/bike path that currently extends along most of Bon Air Road.

Signage and striping would be implemented to direct pedestrians, once onsite from the crosswalk or bus stop, safely across the internal driveway (south of the proposed roundabout). The crosswalk would include an appropriately lighted pedestrian cross signal and prior warning signs, consistent with Caltrans and County of Marin requirements.

This scenario is subject to Marin Transit/Golden Gate Transit changing its existing route/stop location, and the District continues to coordinate with that agency on the viability of this preferred bus stop location.

- Another scenario considers routing the northbound bus onto the campus, around the proposed roundabout, along the north-south driveway where it would stop before turning left to exit the campus via Bon Air Road. This on-campus route scenario would require that the pending exit-only driveway onto Bon Air be funded and constructed. This scenario also depends on Marin Transit/Golden Gate Transit changing its existing route/stop location. It is the least desirable scenario to the District relative to the currently approved paired stop at the north access driveway, and would be considered only if the preferred paired stops at the main campus entrance are ultimately determined infeasible.

Parking (Non-CEQA). As disclosed in the 2013 EIR for the Approved Project, the modifications proposed with the 2015 Modified Project would affect the provision of parking onsite during certain construction phases (detailed in Section 2, *Modified Construction Parking Detail by Phase and Schedule*, Table 2-3). During the construction phases affected by the 2015 Modified Project, temporary onsite parking shortfalls would occur during certain construction phases, if no temporary off-site parking locations are considered. Shortfalls would occur when existing parking spaces in the south surface lot are removed to install the temporary traffic circle in Phase B.1 (Spring 2015), until the first Hillside Parking Structure is completed concurrent with Phase C.3 (Spring 2016). The parking shortfall would range from six to 39 spaces during that period of about one year; the District has not secured the off-site spaces on property it does not control, so such spaces are not considered in this parking assessment.

As shown in Table 2-3 in Section 2 of this Addendum, the District would secure offsite parking spaces for construction workers and employees to address the periodic construction phase parking shortfall, as was proposed by the Approved Project. A total of up to 39 spaces would be available at any one time during the shortfall period at off-site locations. This would largely include 29 spaces at the hospital's existing medical office facility at 1100 S. Eliseo Drive and an additional

10 spaces that would be located for a few months at a time either at that location or at Saint Sebastian's Church (as previously considered in the 2013 EIR) located immediately northwest of the campus, across Bon Air Road, and where satellite parking for the hospital is currently provided. As shown in Table 2-3, the off-site parking spaces would ensure no net parking shortfall resulting from construction activity for the 2015 Modified Project. The 2015 Modified Project would not notably affect the overall parking at buildout of the project; as shown in Table 2-4 in Section 2 of this Addendum, buildout with the 2015 Modified Project would result in a net shortfall of 23 parking spaces. The 2013 EIR identified a net shortfall of 24 spaces.

(Omni-Means, 2015, 2014a, 2014b, 2014c)

Mitigation Measures:

(FOR IMPACT TRA-1); None feasible for intersection LOS and queuing on Bon Air Road/Sir Francis Drake Blvd. None required for freeway segment LOS

TRA-2a: To improve vehicle sight distance from the ~~planned parking garage right-turn only westbound driveway~~ from the main central driveway onto northbound Bon Air Road, no vehicle parking shall be allowed on the east side of Bon Air Road ~~between for approximately 275 feet south of the main central driveway~~ the garage's outbound only driveway and the planned inbound only ambulance driveway located to the south (which would entail removal of two parking spaces, in addition to the two or three parking spaces removed to accommodate the new driveways). In addition, any physical obstructions and planned trees and shrubbery shall be removed in the landscaped areas both south and between the two driveways south of the intersection shall be limited to at most 4 feet 3 inches tall to allow for improved ensure sufficient vehicle sight distance.

These measures will result in reducing potential vehicle sight distance problems to a less-than-significant level.

TRA-2b: To improve traffic flow and reduce potential queuing impacts at the main full-access southern driveway, it is recommended that a double yellow lane striping shall be installed from the driveway's raised median around the internal curb northbound into the drive aisle to prevent queued vehicles from potentially blocking inbound traffic to the site.

~~**TRA-3:** Implement Mitigation Measure TRA-2a (improve vehicle sight distance from the planned parking garage right turn only westbound driveway onto Bon Air Road).~~

(FOR IMPACT TRA-5): None feasible for intersection LOS and queuing on Bon Air Road/Sir Francis Drake Blvd.

None required for freeway segment LOS

TRA-7: If the proposed Highway 101 Greenbrae/Twin Cities Corridor Improvement project circulation improvement for Sir Francis Drake Boulevard (eastbound through lane at Eliseo Drive) is deemed feasible, the project applicant shall contribute proportional "fair share" contribution towards that improvement, based on the project's percent contribution to the total cumulative year 2035 plus project volume at the intersection.

The project applicant shall contribute a proportional “fair share” towards the upgrade of A70 traffic signal controllers along Sir Francis Drake Boulevard at the affected intersections at the Wolfe Grade, La Cuesta, and Eliseo Drive intersections based on the percentage of p. m. peak-hour vehicle trips contributed to these intersections.

The project applicant shall contribute a proportional “fair share” towards an engineering study to evaluate the potential for increasing the westbound left-turn lane storage based on the percentage of p. m. peak-hour vehicle trips contributed to the Bon Air Road/Sir Francis Drake Boulevard intersection.

None feasible for intersection LOS at Sir Francis Drake Boulevard intersections at Wolfe Grade and La Cuesta Drive, and for queuing on Bon Air Road/Sir Francis Drake Blvd

None feasible for freeway segment LOS

Conclusion:

The 2015 Modified Project would not result in a new significant impact with respect to traffic and circulation or have a substantial increase in the severity of traffic and circulation impacts previously identified in the 2013 EIR. No changes or significant new information exist. Traffic and circulation impacts of the 2015 Modified Project would be the same as those identified in the 2013 EIR.

Mitigation Measure TRA-2a pertaining to traffic safety is modified to address the 2015 Modified Project, and Mitigation Measure TRA-3 is no longer warranted. All other previously-identified mitigation measures (listed above) would continue to apply.

Utilities and Service Systems

Environmental Issue Area	<i>Where Impact Was Analyzed in Prior Environmental Documents. (First page of each applicable analysis discussion in the 2013 DEIR.)</i>	<i>Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?</i>	<i>Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?</i>	<i>Any New Information Requiring New Analysis or Verification?</i>	<i>Prior Environmental Documents' Mitigations Implemented or Address Impacts.</i>
Utilities and Service Systems. Would the Project:					
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	p. 4. N-10 (UTIL-1)	N	N	N	NA
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	p. 4. N-13 (UTIL-2)	N	N	N	NA
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	p. 4. H-16 (HYD-1)	N	N	N	NA
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	p. 4. N-10 (UTIL-1)	N	N	N	NA
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	p. 4. N-13 (UTIL-2)	N	N	N	NA
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	p. 4. N-14 (UTIL-3)	N	N	N	NA
g. Comply with federal, state, and local statutes and regulations related to solid waste?	p. 4. N-14 (UTIL-3)	N	N	N	NA
	2013 Addendum 1, p. 4-28thru 4-29.				

Discussion:

The modifications proposed with the 2015 Modified Project would affect the same project site, and involve the same construction and operational activities previously evaluated in the 2013 EIR. The development program and operation of the project, and the number of onsite population (patients, visitors and staff) would also be the same. Therefore, there would be no material change to the utility services, infrastructure or service demands compared to that previously analyzed.

Mitigation Measures:

NA

Conclusion:

The 2015 Modified Project would not result in a new significant impact with respect to utilities and service systems or have a substantial increase in the severity of utilities and service systems impacts previously identified in the 2013 EIR. No changes or significant new information exist. Utilities and service systems impacts of the 2015 Modified Project would be the same as those identified in the 2013 EIR.

Mandatory Findings of Significance

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents. (First page of each applicable analysis discussion in the 2013 DEIR.)	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigations Implemented or Address Impacts.
Mandatory Findings of Significance. Would the Project:					
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	p. 4. D-16 (CUL-1)	N	N	N	Y (CUL-1)
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when view in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	p. 4. B-30 (AIR-8) p. 4. F-10 (GHG-2) p. 4. M-47 (TRA-7)	N	N	N	Y (AIR-8, GHG-2, TRA-7)
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	p. 4. B-13-30 (AIR); p. 4. J-15-28 (NOI); p. 4. F-9-19 (GHG); p. 4. G-15-26 (HAZ); p. 4. J-15-18 (NOI)	N	N	N	NA

Discussion:

Compared to the impacts identified in the 2013 EIR, the 2015 Modified Project would not result in new or worse effects regarding the potential to degrade the quality of the environment (see all Checklist Sections) or reduce or threaten various biological habitats, species or communities (see Checklist Section 5. *Biological Resources*). The 2013 EIR identified significant impacts related to historical resources (see Checklist Section 6. *Cultural Resources*), and the 2015 Modified Project would have the same potential to eliminate major periods of California history or prehistory. Mitigation Measure CUL-1 would continue to apply to the 2015 Modified Project.

As identified in the 2013 EIR, the 2015 Modified Project would result in cumulatively considerable effects regarding construction-period air quality effects, GHG emissions, and traffic effects on levels of service and nearby intersections and a segment of Highway 101, and on

queuing. Respectively, Mitigation Measure AIR-8, GHG-2, and TRA-7 would continue to apply to the 2015 Modified Project.

Lastly, as identified in the 2013 EIR, the 2015 Modified Project would not cause substantial adverse effects on human beings, either directly or indirectly (see Checklist Sections 3. *Air Quality*, 7. *GHG and Climate Change*, 8. *Hazards and Hazardous Materials*, and 12. *Noise*).

Mitigation Measures:

CUL-1 (Historical resources – Lawrence Halprin Gardens): *See Section 6. Cultural and Paleontological Resources.*

AIR-8 (Cumulative short-term air quality effects): *See Section 3. Air Quality.*

GHG-2 (Cumulative GHG emissions): *See Section 7. Greenhouse Gases and Climate Change.*

TRA-7 (Cumulative Plus Project Intersection LOS and queuing on Bon Air Road/Sir Francis Drake Blvd; and freeway segment LOS): *See Section 15. Traffic and Circulation.*

Conclusion:

The 2015 Modified Project would not result in a new significant impact with respect to any Mandatory Findings of Significance or have a substantial increase in the severity of Mandatory Findings of Significance previously identified in the 2013 EIR. No changes or significant new information exist. The Mandatory Findings of Significance of the 2015 Modified Project would be the same as those identified in the 2013 EIR, and the previously-identified mitigation measure (referenced above) would apply.

3.5 References

- ESA, 2015. *Emergency Generator Emissions Estimates for Marin General Hospital West Wing Addendum*. March 9, 2015.
- Illingworth & Rodkin, Inc. *Marin Healthcare District's Marin General Hospital Replacement Building Project, Air Quality and Greenhouse Gas Emissions Assessment*. July 26, 2011, revised June 5, 2012.
- KPFF, 2015. *Marin General Hospital Storm Drainage Report*. Revised March 2, 2015.
- Omni-Means, 2015. *Email Communication, Peter Galloway: MGH Alternative Bus Stop – North SB*. January 20, 2015.
- Omni-Means, 2014a. *Email Communication, Peter Galloway: MGH Alternative Bus Stop*. December 15, 2014.
- Omni-Means, 2014b. *Technical Memorandum - Marin General Hospital Site*
- Circulation Review, Design Criteria for Roundabout and South Entrance Driveway Concepts, C1845MEM003. DOCX. April 14, 2014.
- Omni-Means, 2014c. *Technical Memorandum - Marin Site Design Alternatives, Circulation Review for Options 1-3, C1845MEM001*. DOCX. April 3, 2014.

CHAPTER 4

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