

## 4 ENVIRONMENTAL CHECKLIST AND FINDINGS

Items identified in each section of the environmental checklist below are discussed following that section. Required mitigation measures are identified where necessary to reduce a projected impact to a level that is determined to be less than significant.

### 1. AESTHETICS

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Existing Conditions

For a description of existing conditions, please refer to pages 4-1 to 4-2 of the Final Draft IES/MND.

### Discussion

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

The proposed Project would have a substantial adverse effect on a scenic vista if it were to affect the existing scenic views from public roadways or the Bridgeway boardwalk. CEQA does not consider obstruction of private views in a project's immediate vicinity as significant environmental impacts because private views are often unique to the viewer, and in many cases, viewers within the immediate vicinity may not be affected by the change resulting from the Project.

As previously mentioned, the building height of Unit 5 would be reduced by approximately 3 feet 2 inches, and the building height of Unit 6 would be reduced by approximately 2 inches from what was analyzed in the Final Draft IES/MND. As such, potential view impacts resulting from the building heights of Units 5 and 6 would be further minimized from what was previously analyzed.

Renderings (see Figures 3-5b and 3-5c) prepared for the Project shows the proposed Project as viewed from the intersection of Second Street and Main Street. As shown in Figures 3-5b and 3-5c, the proposed Project would further preserve views from this intersection to the hills east of the San Francisco Bay with reductions in height of Unit 5 and 6 beyond what was previously proposed.

As previously noted and shown in Figure 3-5b in the Project Description, the roof design on the proposed garages along Second Street has been revised to include truncated hipped roofs intended to break up the single roofline that was previously analyzed. The overall height of the redesigned roofs are unchanged; therefore, please refer to page 4-2 of the Final Draft IES/MND for a discussion of potential view impacts related to the proposed garages along Second Street.

Although the Project proposes a new single-car garage at the rear of 206 Second Street, serving the 207 Bridgeway residence, the height of the proposed garage would be below the building height of both Unit 5 and Unit 6; therefore, it would not be expected to result in a substantial adverse effect on a scenic vista.

Overall, revisions to the proposed Project would not adversely affect scenic views. Furthermore, the Project would be subject to the Design Review process to ensure that obstruction of views is minimized; therefore, the impact would be *less than significant*.

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

Project revisions would not alter the overall Project site building envelope that was previously analyzed in the Final Draft IES/MND. Although a new single-car garage would be constructed to serve 207 Bridgeway, the overall height and design would be consistent with the garages previously proposed. Further, the new public beach access ramp would be at an elevation significantly below the height of its surrounding structures and would not substantially damage scenic resources. Please refer to page 4-4 of the Final Draft IES/MND for additional analysis. Overall, impacts would remain *less than significant*.

*c) Would the Project substantially degrade the existing visual character or quality of the site and its surroundings?*

Overall, project revisions, including design changes, were in response to concerns of the public, City staff, Planning Commissioners, and the Historic Landmarks

Board. Revisions to the design, such as lowering the height of the entry gates along Main Street, as well as revising the design of the entry gates from solid wood paneling to open lattice, would enhance the overall character by reducing the compound feel. Additionally, minor design changes were recommended by the Historic Landmarks Board to retain and enhance the overall historic fabric of the Valhalla. Such changes further reduce potential degradation of existing character. Further, the roof design of the garages along Second Street has been revised to include truncated hipped roofs at the recommendation of the Planning Commission and the Historic Landmarks Board to minimize potential impacts to the existing character. Overall, Project revisions would be consistent with the character and quality of its surroundings, and a *less-than-significant* impact would occur.

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

Project revisions would not affect the analysis or determinations previously made in the Final Draft IES/MND regarding light or glare. Please refer to page 4-5 of the Final Draft IES/MND for the analysis. As such, a *less-than-significant* would occur.

## 2. AGRICULTURE AND FORESTRY RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of State Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forestland, timberland, or timberland zoned Timberland Production?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forestland or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Existing Conditions

Please refer to page 4-7 of the Final Draft IES/MND, dated June 18, 2014, for a discussion of existing conditions.

### Discussion

*a) Would the Project convert Prime Farmland, Unique Farmland, or Farmland of State Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

Project revisions would not result in a change to the *no impact* determination previously made on page 4-7 of the Final Draft IES/MND, dated June 18, 2014.

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

Project revisions would not result in a change to the *no impact* determination previously made on page 4-8 of the Final Draft IES/MND, dated June 18, 2014.

*c) Would the Project conflict with existing zoning for, or cause rezoning of, forestland, timberland, or timberland zoned Timberland Production?*

Project revisions would not result in a change to the *no impact* determination previously made on page 4-8 of the Final Draft IES/MND, dated June 18, 2014.

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

Project revisions would not result in a change to the *no impact* determination previously made on page 4-8 of the Final Draft IES/MND, dated June 18, 2014.

*e) Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?*

Project revisions would not result in a change to the *no impact* determination previously made on page 4-8 of the Final Draft IES/MND, dated June 18, 2014.

### 3. AIR QUALITY

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project area is in non-attainment under applicable federal or State ambient air quality standards (including releasing emissions which exceed quantitative Standards for ozone precursors or other pollutants)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Existing Conditions

Please refer to pages 4-9 to 4-10 of the Final Draft IES/MND, dated June 18, 2014, for a discussion of existing conditions, including criteria air pollutants and toxic air contaminants (TACs).

#### Discussion

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

Project revisions, as described above in the Project Description, would include minor design changes, the addition of a new single-car garage, public beach access ramp, boardwalk renovations, and a bus pullout. Although a floodplain variance request, if granted, would allow the reconstruction of the Main Street boardwalk, the variance request seeks to reconstruct the Main Street at a lower height than the city-required 13 feet, which would not obstruct or conflict with an applicable air quality plan. Further, the Final Draft IES/MND previously accounted for Main Street boardwalk improvements. Although the addition of new single-car garage, boardwalk renovations, public beach access ramp, and bus pullout would occur under the revised Project, these improvements would be relatively minor, and con-

struction related criteria air pollutant emissions from the revised Project would not exceed the Bay Area Air Quality Management District's (BAAQMD's) regional emissions thresholds. Therefore, the revised Project would not obstruct or conflict with the implementation of an applicable air quality plan. As such, the previous analysis on pages 4-10 to 4-11 of the Final Draft IES/MND, dated June 18, 2014, would still apply, and a *less-than-significant* impact would occur.

*b) Would the Project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

As previously discussed on page 4-11 of the Final Draft IES/MND, BAAQMD has identified thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including reactive organic gases (ROG), nitrogen oxide (NO<sub>x</sub>), particular matter (PM<sub>10</sub> and PM<sub>2.5</sub>). Development projects below the significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation.

#### *Construction Emissions*

Construction emissions were previously discussed on pages 4-11 to 4-13 of the Final Draft IES/MND, dated June 18, 2014. The previous analysis provided a quantified analysis of the Project's construction emissions based on 260 tons of demolition export material and 985 cubic yards of soil export that would occur as a result of construction activities based on the Project Description in the Final Draft IES/MND. Given that the Project revisions, as discussed above in the Project Description of this Supplement to the Final Draft IES/MND, would result in additional construction activities not previously considered, additional analysis is provided below based on the additional construction activities resulting from Project revisions.

Because the additional construction activities, including the construction of a new single-car garage, boardwalk renovations, new public beach access ramp, and the addition of a bus pullout, are relatively minor, it is not expected that construction activities related to these improvements would significantly affect what was previously analyzed in the Final Draft IES/MND. Implementation of Mitigation Measure AQ-1, as described on pages 4-12 to 4-13 of the Final Draft IES/MND, would still apply and a *less-than-significant* impact would occur.

#### Fugitive Dust

Project revisions would warrant additional demolition activities above what was previously considered in the Final Draft IES/MND. In addition, ground-disturbing activities would generate fugitive dust above what was previously considered in the Final Draft IES/MND. However, given the Project revisions are relatively minor, it is not expected that additional fugitive dust emissions would significantly increase above what was considered in the Final Draft IES/MND on pages 4-11 to 4-13. While the construction of new single-car garage, boardwalk renovations, public beach access ramp, and bus pullout would increase overall construction activities resulting in additional fugitive dust emissions during the duration of the Project, implementation of BAAQMD's Best Management Practices (BMPs) for fugitive dust control during construction and implementation of Mitigation Measure AQ-1, as described on pages 4-12 to 4-13 of the Final Draft IES/MND, dated June 18, 2014, would continue to ensure a *less-than-significant* impact would occur.

#### *Construction Exhaust Emissions*

Construction emissions were previously discussed on pages 4-11 to 4-13 of the Final Draft IES/MND, dated June 18, 2014. While construction of the new single-car garage, boardwalk renovations, public beach access ramp, and bus pullout would increase overall construction activities resulting in additional criteria air pollutant emissions during the duration of the Project, the Project revisions are relatively minor and would not increase average daily emissions on-site; and therefore, would not exceed the BAAQMD significance thresholds (as shown in Table 4-1 on pages 4-14 of the Final Draft IES/MND, dated June 18, 2014). As such, the previous analysis on pages 4-13 to 4-14 of the Final Draft IES/MND, dated June 18, 2014, would still apply, and a *less-than-significant* impact would occur.

#### *Operational Emissions*

Operational emissions were previously discussed on pages 4-13 to 4-16 of the Final Draft IES/MND, dated June 18, 2014. As Project revisions only include minor construction revisions, the previous analysis on pages 4-13 to 4-16 of the Final Draft IES/MND, dated June 18, 2014, would still apply, and a *less-than-significant* impact would occur.

c) *Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project area is in non-attainment under applicable federal or State ambient air quality standards (including releasing emissions which exceed quantitative Standards for ozone precursors or other pollutants)?*

The cumulatively considerable net increase in criteria air pollutants for which the Project area is in non-attainment were previously discussed on pages 4-13 to 4-16 of the Final Draft IES/MND, dated June 18, 2014. Any project that produces a significant project-level regional air quality impact in an area that is in nonattainment adds to the cumulative impact. Due to the extent of the area potentially impacted from cumulative project emissions (the Air Basin), a project is cumulatively significant when project-related emissions exceed the BAAQMD emission thresholds. As previously discussed on pages 4-13 to 4-16 of the Final Draft IES/MND, dated June 18, 2014, the proposed Project would have no impact or a less than significant construction impact with mitigation, operational impact (including air quality monitoring program (AQMP) consistency, odors, and carbon monoxide (CO) hotspots), and on-site community risk and hazards. While Project revisions would increase overall construction activities during the duration of Project development, the revisions are relatively minor and would not increase average daily emissions on-site; and therefore, would not exceed the BAAQMD significance thresholds (as shown in Table 4-1 on pages 4-14 of the Final Draft IES/MND, dated June 18, 2014). As such, the previous analysis on pages 4-13 to 4-16 of the Final Draft IES/MND, dated June 18, 2014, would still apply, and a *less-than-significant* impact would occur.

As previously discussed on pages 4-15 to 4-16 of the Final Draft IES/MND, dated June 18, 2014, adjacent sensitive land uses could be potentially impacted by construction activities and cumulative emissions of TACs. Although the Project revisions would increase overall construction activities during the duration of Project development, as described below under threshold d), construction activities with mitigation would result in less than significant impacts to sensitive receptors and would not contribute to existing TAC sources to create an exceedance of BAAQMD's cumulative thresholds of significance. As such, the previous analysis on pages 4-15 to 4-20 of the Final Draft IES/MND, dated June 18, 2014, would still apply, and a *less-than-significant* with mitigation impact would occur.

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

*On-Site Community Risk and Hazards*

Project revisions, as described in the Project Description of this Supplement to the Final Draft IES/MND, are not expected to expose sensitive receptors to substantial pollutant concentrations significantly beyond what was previously analyzed in the Final Draft IES/MND on pages 4-16 to 4-17. Therefore, the impact would remain *less-than-significant*, as previously concluded in the Final Draft IES/MND, dated June 18, 2014.

*Off-Site Community Risk and Hazards During Construction*

Project revisions, as described in the Project Description of this Supplement to the Final Draft IES/MND, are not expected to expose sensitive receptors to substantial pollutant concentrations significantly beyond what was previously analyzed in the Final Draft IES/MND on pages 4-18 to 4-20. While the Project revisions would increase overall construction activities in the vicinity of sensitive land uses, the Project revisions are relatively minor and would not increase average daily emissions on-site. Therefore the incorporation of Mitigation Measure AQ-2, as described on page 4-20 of the Final Draft IES/MND, would ensure that potential impacts related to the Project revisions remain *less-than-significant with mitigation*.

*CO Hotspots*

Project revisions, as described in the Project Description of this Supplement to the Final Draft IES/MND, would not generate a net increase to average daily trips beyond what was previously analyzed on page 4-20 of the Final Draft IES/MND, dated June 18, 2014. While the addition of a new public beach access is proposed at the foot of Main Street, the public beach access is formalizing access to where visitors already accessed Swede's Beach at that location; therefore, the addition of a public beach access ramp is not expected to generate additional traffic. As such, please refer to page 4-20 of the Final Draft IES/MND, which concluded a *less-than-significant* impact would occur regarding CO hotspots.

e) *Would the Project create objectionable odors affecting a substantial number of people?*

Project revisions would result in additional Project features, including a new single-car garage, boardwalk renovations, a bus pullout, and a public beach access ramp. Nevertheless, construction activities and future operations related to Project revisions would be similar to those previously analyzed in the Final Draft IES/MND, and construction and operation of these Project components is not expected to contribute to objectionable odors affecting a substantial number of people. There-

fore, the analysis on page 4-21 of the Final Draft IES/MND would still be applicable, and a *less-than-significant* impact would occur.

#### 4. BIOLOGICAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local ordinances or policies protecting biological resources, such as tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Existing Conditions

For existing conditions related to biological resources, please refer to pages 4-22 to 4-25 of the Final Draft IES/MND, dated June 18, 2014.

## Discussion

A memo dated August 7, 2014 by LSA Associates, Inc., included as Appendix L of this Supplement to the Final Draft IES/MND, analyzes biological resources with respect to Project revisions. As stated in the memo, it is not anticipated that Project revisions would result in changes to impact conclusions contained in the Final Draft IES/MND regarding biological resources. However, additional analysis is provided below where appropriate.

*a) Would the Project have a substantial adverse effect, either directly or through habitat modifications, on a plant or animal population, or essential habitat, defined as a candidate, sensitive, or special-status species?*

Proposed revisions to the Project would include a new public beach access switch-back ramp at the foot of Main Street (adjacent to the Valhalla), rebuilding of the Main Street boardwalk (including removal and replacement of the existing piers), and replacement of the decking on the Bridgeway boardwalk. Existing Conditions as described on pages 4-23 and 4-24 of the Final Draft IES/MND, dated June 18, 2014, states that the beach along the bay shoreline at this location does not support any vegetation, and eel grass (*Zostera marina*) was not observed on or beside the Project site. Although shorebirds such as sandpipers could forage near the boardwalk and the Valhalla, the presence of people walking on the boardwalk would likely reduce the number of shorebirds foraging immediately adjacent to the Valhalla. Other than the newly proposed public beach access, all other proposed revisions would occur within the Project site. Rebuilding the Main Street boardwalk including removal of the existing boardwalk foundation and excavation of new footings and piers, would result in an incremental increase in the level of disturbance to the substrate below the boardwalk, but since this areas does not support any sensitive plants, fish, or wildlife, it would not have an effect on what was previously analyzed in the Final Draft IES/MND regarding potential impacts to habitat modification; therefore, the previous analysis regarding this discussion is still applicable, along with Mitigation Measure BIO-1, as described on pages 4-25 and 4-26 of the Final Draft IES/MND. Altogether, the newly proposed public beach access would result in a *less-than-significant* impact.

b) *Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community type?*

The Project would result in a new public beach access ramp at the foot of Main Street, removal and replacement of the existing piers on the Main Street boardwalk, and replacement of the decking on the Bridgeway boardwalk,<sup>1</sup> which would increase the construction activity on the shoreline in the vicinity of the San Francisco Bay thereby increasing the potential for deposition of construction debris on the sandy beach. Nevertheless, the analysis on page 4-26 of Final Draft IES/MND is still applicable, and implementation of Mitigation Measure BIO-2 would reduce potential impacts to a *less-than-significant* level.

c) *Would the Project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act, through direct removal, filling, hydrological interruption, or other means?*

Proposed revisions would include a new public access ramp at the foot of Main Street, rebuilding of the existing Main Street boardwalk including the removal of the existing piers and replacement with new concrete footings and piers, and replacement of the decking on the Bridgeway boardwalk. As such, the proposed public beach access and existing piers and replacement footings and piers of the Main Street boardwalk would likely be within the jurisdiction of the U.S. Army Corps of Engineers (Corps), the San Francisco Bay Regional Water Quality Control Board (RWQCB), and the Bay Conservation and Development Commission (BCDC), as previously analyzed on pages 4-26 and 4-27 of the Final Draft IES/MND. As such, Mitigation Measure BIO-3 and BIO-4 described in the Final Draft IES/MND on pages 4-26 to 4-28 would be applicable to the proposed public beach access and the replacement of the Main Street boardwalk. Although replacement of the decking of the Bridgeway boardwalk is not expected to impact Clean Water Act Section 404 waters of the United States directly by placement of dredge or fill material within jurisdictional areas, the reconstruction of the deck on the Bridgeway boardwalk is subject to regulation under Section 10 of the Rivers and Harbors Act and will require a permit from the Corps prior to the initiation of the Project. Implementation of the mitigation measures would reduce potential impacts to a *less-than-significant* level with respect to potential effects on federally protected jurisdictional areas.

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<sup>1</sup> No structural modifications to the Bridgeway boardwalk are proposed.

d) *Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species, their wildlife corridors or nursery sites?*

The proposed revisions would not substantially affect the conclusions of the analysis discussion included on page 4-28 of the Final Draft IES/MND. The proposed project would result in a change to the footings of the Main Street boardwalk and would introduce a ramp along the shoreline, but these structures are not expected to impeded the movement of fish or wildlife species or effect nursery sites. Please refer to the analysis on page 4-28 of the Final Draft IES/MND, in which a *less-than-significant* determination was made.

e) *Would the Project conflict with any local ordinances or policies protecting biological resources?*

The proposed revisions would not affect the conclusions of the analysis discussion included on pages 4-28 to 4-29 of the Final Draft IES/MND. Please refer to the analysis on those pages of the Final Draft IES/MND, in which a *less-than-significant* determination was made.

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

The proposed revisions would not affect the conclusions of the analysis discussion included on page 4-29 of the Final Draft IES/MND. Please refer to the analysis on that page of the Final Draft IES/MND, in which a *no impact* determination was made.

5. CULTURAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
Would the Project:				
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Existing Conditions

Please refer to pages 4-30 to 4-33 of the Final Draft IES/MND for a discussion of existing conditions, including regulatory context.

### Discussion

A memo dated August 7, 2014 by LSA Associates, Inc., included as Appendix L of this Supplement to the Final Draft IES/MND, analyzed cultural resources with respect to Project revisions. As stated in the memo, it is not anticipated that Project revisions would result in changes to impact conclusions contained in the Final Draft IES/MND regarding cultural resources. However, additional analysis is provided below where appropriate.

a) *Would the Project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

#### *The Valhalla*

Although the Project revisions would include the addition of a public beach access ramp, rebuilding of the Main Street boardwalk (including removal and replacement of the existing piers), and replacement of the decking on the Bridgeway boardwalk, these would not result in a change in the determination that was previously concluded in the Final Draft IES/MND, dated June 18, 2014. As discussed on pages 4-33 and 4-34 of the Final Draft IES/MND, if project actions follow the *Secretary of the Interior's Standards for Rehabilitation* (Standards), then the impact of those actions on the subject historical resource is considered, by definition (cf. *CEQA Guidelines* §15126.4(b)(1)), as mitigated below a level of significance. The proposed project revisions comply with the relevant Standards as they (1) would not require changes to the Valhalla building's distinctive materials, features, spaces, and spatial relationships; (2) are consistent with historical uses of the property; and (3) would be undertaken in such a manner that, if removed in the future, the essential form and

integrity of the historic building and its environment would be unimpaired. Potential impacts to historical resources (the Valhalla building), therefore, remain less than significant. Project revisions related to the design or aesthetics which could cause a substantial adverse change in the significance of a historical resource, as described above in the Project Description, are intended to further enhance and preserve the overall historical character of the Valhalla based on recommendations by the Historic Landmarks Board. As such, please refer to page 4-32 of the Final Draft IES/MND for a discussion on potential impacts, in which were determined to be *less-than-significant*.

#### *206 Second Street*

Although the Project revisions would include the addition of a new single-car garage with roof deck at 206 Second Street, it would not result in a change to the conclusions and determinations of the Final Draft IES/MND, dated June 18, 2014. As stated on page 4-32 of the Final Draft IES/MND, the residence at 206 Second Street does not appear to be eligible for inclusion on the California Register of Historical Resources. Further, the Historical Landmarks Board confirmed on April 9, 2014 that the residence at 206 Second Street is not eligible for the Local Historical Register. As such, a *less-than-significant* would occur.

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

Although the Project revisions would include the addition of a new public beach access ramp and reconstruction of the Main Street boardwalk, which would result in ground-disturbing activities that were not previously analyzed, it would not result in a change to the conclusions and determinations of the Final Draft IES/MND, dated June 18, 2014. As discussed on pages 4-34 to 4-35 of the Final Draft IES/MND, a field survey of the Project site, along with a review of exposed soil along the perimeter of the Project site did not identify any archaeological materials. As such, the discussion and implementation of Mitigation Measure CULT-1 ~~on pages 4-34 to 4-35 of the Final Draft IES/MND, as revised and shown below,~~ would ensure a *less-than-significant* impact.

**Impact CULT-1:** Project ground-disturbing activities may unearth intact, prehistoric archaeological resources.

Mitigation Measure CULT-1: The Project applicant shall contact a qualified archaeologist to monitor Project ground-disturbing activities in the event that archaeological resources are discovered during construction. In ~~the~~every event

archaeological resources are identified, the archaeologist shall prepare a Monitoring Plan for the Project. The Monitoring Plan shall describe the specific methods and procedures that will be used in the event that archaeological deposits are identified.

Archaeological monitors shall be empowered to halt construction activities at the location of a discovery to review possible archaeological material and to protect the resource while the finds are being evaluated. Monitoring shall continue until, in the archaeologist's judgment, cultural resources are not likely to be encountered.

If archaeological materials are encountered during Project activities, all work within 25 feet of the discovery shall be redirected until the archaeologist assesses the finds, consults with agencies as appropriate, and makes recommendations for the treatment of ~~the~~ each and every discovery. If avoidance of the archaeological deposit is not feasible, the archaeological deposits shall be evaluated for their eligibility for listing in the California Register of Historical Resources. If the deposits are not eligible, mitigation is not necessary. If the deposits are eligible, adverse effects on the deposits shall be mitigated. Mitigation may include excavation of the archaeological deposit in accordance with a data recovery plan (see *CEQA Guidelines* §15126.4(b)(3)(C)) and standard archaeological field methods and procedures; laboratory and technical analyses of recovered archaeological materials; preparation of a report detailing the methods, findings, and significance of the archaeological site and associated materials; and accessioning of archaeological materials and a technical data recovery report at a curation facility.

Upon completion of the monitoring and any associated studies (i.e., archaeological excavation and laboratory analysis), the archaeologist shall prepare a report to document the methods and results of these efforts. The report shall be submitted to the City of Sausalito and the Northwest Information Center at Sonoma State University upon completion of the resource assessment.

Significance after Mitigation: *Less than significant.*

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

Although the Project revisions would include the addition of a new public beach access ramp and the reconstruction of the Main Street boardwalk, which would result in ground-disturbing activities that were not previously analyzed, it would not result in a change in the determination that was previously concluded in the Final Draft IES/MND, dated June 18, 2014. As discussed on pages 4-35 to 4-37 of the Final Draft IES/MND, there were no paleontological resources or unique geologic features recorded on the Project site. As such, the discussion and implementation of Mitigation Measure CULT-2 ~~on pages 4-35 to 4-37 of the Final Draft IES/MND, as revised and shown below,~~ would ensure a *less-than-significant* impact.

**Impact CULT-2:** There is a potential to encounter fossils in the Pleistocene and Franciscan deposits that underlie the Project site. These deposits likely underlie the Project site at considerable depth and would likely not be affected by the Project. The possibility of unearthing fossils, however, cannot be entirely ruled out.

Mitigation Measure CULT-2: Should paleontological resources be encountered during Project subsurface construction activities, all ground-disturbing activities within 25 feet shall be redirected and a qualified paleontologist shall be contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of ~~the~~each and every discovery. If found to be significant, and Project activities cannot avoid the paleontological resources, adverse effects on paleontological resources shall be mitigated. Mitigation may include monitoring, recording of the fossil locality, data recovery and analysis, a final report, and accessioning the fossil material and technical report to a paleontological repository. Public educational outreach may also be appropriate. Upon completion of the assessment, a report documenting methods, findings, and recommendations shall be prepared and submitted to the City of Sausalito for review. If paleontological materials are recovered, the report shall also be submitted to a paleontological repository, such as the University of California Museum of Paleontology.

The applicant shall inform its contractor(s) of the sensitivity of the project area for paleontological resources. The City shall verify that the following directive has been included in the appropriate construction documents:

The subsurface of the construction site may be sensitive for paleontological resources. If paleontological resources are encountered during project

subsurface construction and a paleontologist is not on-site, all ground-disturbing activities within 25 feet shall be redirected and a qualified paleontologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Project personnel shall not collect or move any paleontological materials. Paleontological resources include fossil plants and animals, and such trace fossil evidence of past life as tracks. Ancient marine sediments may contain invertebrate fossils such as snails, clam and oyster shells, sponges, and protozoa; and vertebrate fossils such as fish, whale, and sea lion bones. Vertebrate land mammals may include bones of mammoth, camel, saber tooth cat, horse, ground sloth, dire wolf and bison. Paleontological resources also include plant imprints, petrified wood, and animal tracks.

Significant after Mitigation: *Less than significant.*

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

Although the Project revisions would include the addition of a new public beach access ramp and reconstruction of the Main Street boardwalk, which would result in ground-disturbing activities that were not previously analyzed, it would not result in a change in the determination that was previously concluded in the Final Draft IES/MND, dated June 18, 2014. As discussed on page 4-37 of the Final Draft IES/MND, there have been no human remains identified within the Project site. As such, the discussion and implementation of Mitigation Measure CULT-3 on page 4-37 of the Final Draft IES/MND would ensure a *less-than-significant* impact.

## 6. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
Would the Project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Existing Conditions

Please refer to pages 4-38 to 4-39 of the Final Draft IES/MND, dated June 18, 2014, for a discussion of existing conditions.

### Discussion

a) *Would the Project 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; ii) strong seismic ground shaking; iii) seismic-related ground failure, including liquefaction; iv) landslides?*

*Faults*

Project revisions would not result in changes or determinations made on page 4-43 of the Final Draft IES/MND regarding faults; therefore, a *less-than-significant* impact would occur.

*Ground Shaking*

Project revisions would not result in changes or determinations made on pages 4-43 to 4-44 of the Final Draft IES/MND regarding ground shaking; therefore, with the implementation of Mitigation Measure GEO-1 as described on pages 4-44 to 45 of the Final Draft IES/MND, a *less-than-significant* impact would occur.

*Ground Failure, Including Liquefaction*

Project revisions would not result in changes or determinations made on page 4-45 of the Final Draft IES/MND regarding ground failure, including liquefaction; therefore, with the implementation of Mitigation Measure GEO-2 as described on page 4-45 of the Final Draft IES/MND, a *less-than-significant* impact would occur.

*Landslides*

Project revisions would not result in changes or determinations made on page 4-46 of the Final Draft IES/MND regarding landslides; therefore, as described on page 4-46 of the Final Draft IES/MND, a *less-than-significant* impact would occur.

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

Project revisions would not result in changes or determinations made on page 4-43 of the Final Draft IES/MND. Although Project revisions would include a new public beach access ramp at the end of Main Street, construction of the ramp would largely involve removing the existing concrete slab that exists which has already disturbed the soil in that area. Other Project revisions would occur within the Project site that was previously analyzed on page 4-46 of the Final Draft IES/MND, dated June 18, 2014; therefore, a *less-than-significant* impact would occur.

*c) Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

Project revisions would not result in changes or determinations made on page 4-46 of the Final Draft IES/MND regarding the potential to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Pro-

ject. As mentioned on page 4-46 of the Final Draft IES/MND, the Project site is not susceptible to landslides. As such, a *less-than-significant* impact would occur.

d) *Would the Project be located on expansive soil, creating substantial risks to life or property?*

Project revisions would not result in changes or determinations made on page 4-46 of the Final Draft IES/MND regarding the potential to be located on expansive soil, creating substantial risks to life or property. As mentioned on page 4-46 of the Final Draft IES/MND, the Project site does not contain expansive soils. As such, please refer to page 4-46 of the Final Draft IES/MND for a discussion, in which a *less-than-significant* would occur.

e) *Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

Project revisions would not result in changes or determinations made on page 4-47 of the Final Draft IES/MND. As such, please refer to page 4-47 of the Final Draft IES/MND for a discussion, in which *no impact* would occur.

**7. GREENHOUSE GAS EMISSIONS**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
Would the Project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Existing Conditions**

Please refer to pages 4-47 to 4-48 of the Final Draft IES/MND for a discussion on existing conditions regarding greenhouse gas (GHG) emissions.

**Discussion:**

a) *Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Although the Project revisions would include the construction of a new single-car garage, public beach access ramp, and bus pullout, such construction activities are minor and would not generate enough GHG emissions on their own to influence global climate change. As stated on page 4-48 of the Final Draft IES/MND, BAAQMD does not have thresholds of significance for construction-related GHG emissions, and because GHG emissions from construction activities are short term and therefore not assumed to significantly contribute to cumulative GHG emissions impacts of the proposed Project. Given that Project revisions are related to construction activities and are relatively minor, the analysis in the Final Draft IES/MND on pages 4-48 to 4-49 would still apply. Therefore, a *less-than-significant* impact would occur.

b) *Would the Project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?*

Project revisions would be consistent with the overall project components previously analyzed in the Final Draft IES/MND, with regard to potential conflicts with an applicable plan, policy, or regulations of an agency for the purpose of reducing the emissions of GHGs. Although Project revisions would include the construction of a new-single car garage, public beach access ramp, Main Street boardwalk improvements, and a bus pullout, new structures would continue to be required to meet the current Building and Energy Efficiency Standards, as further described in the Final Draft IES/MND. Please refer to pages 4-49 to 4-51 of the Final Draft IES/MND for a detailed analysis. Overall, the potential impacts would remain *less than significant*.

**8. HAZARDS AND HAZARDOUS MATERIALS**

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people living or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, result in a safety hazard for people living or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Existing Conditions

Please refer to pages 4-52 to 4-53 of the Final Draft IES/MND for a discussion of existing conditions regarding hazardous materials and wildland fires.

## Discussion

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

Project revisions would be consistent with the type of development and result in similar construction activities previously analyzed in the Final Draft IES/MND. Please refer to page 4-54 of the Final Draft IES/MND for a discussion. As such, potential impacts would remain *less than significant*.

b) *Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Project revisions would be consistent with the type of development and operation, as well as result in similar construction activities previously analyzed in the Final Draft IES/MND. Please refer to pages 4-54 to 4-56 of the Final Draft IES/MND for a discussion. As such, with implementation of Mitigation Measures HAZ-1a and HAZ-1b as described in the Final Draft IES/MND, potential impacts would be *less than significant*.

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

Project revisions would not result in a change to the analysis or determination made in the Final Draft IES/MND. Please refer to page 4-56 of the Final Draft IES/MND for a discussion. As such, the *no impact* determination would remain.

d) *Would the Project be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?*

Project revisions would not result in a change to the analysis or determination made in the Final Draft IES/MND. Please refer to page 4-56 of the Final Draft IES/MND for a discussion. As such, the *no impact* determination would remain.

e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people living or working in the project area?

Project revisions would not result in a change to the analysis or determination made in the Final Draft IES/MND. Please refer to page 4-56 of the Final Draft IES/MND for a discussion. As such, the *no impact* determination would remain.

f) For a Project within the vicinity of a private airstrip, would the project result in a safety hazard for people living or working in the project area?

Project revisions would not result in a change to the analysis or determination made in the Final Draft IES/MND. Please refer to page 4-57 of the Final Draft IES/MND for a discussion. As such, the *less-than-significant* impact determination would remain.

g) Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Project revisions would not result in a change to the analysis or determination made in the Final Draft IES/MND. Please refer to page 4-57 of the Final Draft IES/MND for a discussion. As such, the *less-than-significant* impact determination would remain.

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

Project revisions would not result in a change to the analysis or determination made in the Final Draft IES/MND. Please refer to page 4-57 of the Final Draft IES/MND for a discussion. As such, the *no impact* determination would remain.

**9. HYDROLOGY AND WATER QUALITY**

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a significant lowering of the local groundwater table level?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of runoff in a manner which would result in substantial erosion, siltation, or flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Provide substantial additional sources of polluted runoff, or otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Be inundated by seiche, tsunami, or mud-flow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Existing Conditions

Please refer to pages 4-59 to 4-63 of the Final Draft IES/MND for a discussion of existing conditions, including regulatory framework. Existing conditions regarding flooding have been updated, as described below:

### Flooding

A portion of the site extending approximately 100 feet landward from the Bridgeway boardwalk is within the FEMA 100-year floodplain (Zone AE), according to FEMA Flood Insurance Rate Map (FIRM) No. 06041C0526D. The current, effective FIRM for Sausalito is undergoing revision by FEMA. The preliminary map revision (panel number 06041C0526E) was released March 24, 2014. On the basis of the preliminary map, which is scheduled to become effective within the next year, any structures with a grade elevation of 10.0 feet or less as measured with respect to the North American Vertical Datum of 1988 (NAVD 88) have the potential to flood at this site, primarily due to wave action. In addition, waters within San Francisco Bay adjacent to the Project site, including the Bridgeway boardwalk, are designated as being in Zone VE, a coastal flood zone with velocity hazard from wave action. The base flood elevation for Zone VE is 13 feet NAVD 88. Areas within the 100-year flood hazard area are subject to mandatory federal insurance requirements and also must comply with the Sausalito Municipal Code Chapter 8.48, Floodplain Management, which, among other things, requires that as part of the permit review process and prior to construction, an elevation certificate must be submitted to show that the lowest floor of the structure is elevated at or above the base flood elevation (BFE). The Main Street boardwalk and accessible ramp along the south side of the project site, as well as the Bridgeway boardwalk along the east side of the proposed Project, are within Zone VE and would need to be elevated such that the lowest elevation of any horizontal structural support is no lower than the BFE applicable at that location.

## Discussion

a) *Would the Project violate any water quality standards or waste discharge requirements?*

### *Construction*

Although the Project revisions would slightly increase overall construction activities, it would not result in a change in the determination that was previously concluded in the Final Draft IES/MND, dated June 18, 2014. As such, please refer to page 4-63 of the Final Draft IES/MND for a discussion on potential impacts re-

sulting from construction activities during buildout of the proposed project, in which construction-related impacts were determined to be *less-than-significant*.

*Operation*

Although the Project revisions would slightly increase overall operational activities, it would not result in a change in the determination that was previously concluded in the Final Draft IES/MND, dated June 18, 2014. As such, please refer to page 4-64 of the Final Draft IES/MND for a discussion on potential impacts resulting from operation of the proposed project, in which operational related impacts were determined to be *less-than-significant*.

*b) Would the Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a significant lowering of the local groundwater table level?*

Although the Project revisions would slightly increase the overall development with the addition of a public beach access ramp, it would not result in a change in the determination that was previously concluded in the Final Draft IES/MND, dated June 18, 2014. As such, please refer to pages 4-64 to 4-65 of the Final Draft IES/MND for a discussion on potential impacts related to the depletion of groundwater supplies and effects on groundwater recharge, in which impacts related to groundwater supplies and recharge were determined to be *less-than-significant*.

*c) Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of runoff in a manner which would result in substantial erosion, siltation or flooding on- or off-site?*

Please refer to page 4-65 of the Final Draft IES/MND for a discussion on potential impacts related to the alteration of the existing drainage pattern of the Project site, in which impacts related to this impact were determined to be *less-than-significant*.

*d) Would the Project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems?*

Although the Project revisions would slightly increase impervious surfaces with the addition of a public beach access ramp, it would not result in a change in the determination that was previously concluded in the Final Draft IES/MND, dated June 18, 2014. As such, please refer to pages 4-65 to 4-66 of the Final Draft

IES/MND for a discussion on potential impacts related to water runoff, in which impacts related to this impact were determined to be *less-than-significant*.

e) *Would the Project provide substantial additional sources of polluted runoff, or otherwise substantially degrade water quality?*

Although the Project revisions could result in the potential of providing substantial additional sources of polluted runoff from additional construction and operation activities related to the public beach access ramp, it would not result in a change in the determination that was previously concluded in the Final Draft IES/MND, dated June 18, 2014. As such, please refer to page 4-66 of the Final Draft IES/MND for a discussion on potential impacts related to the potential of providing substantial additional sources of polluted water runoff, in which impacts related to this impact were determined to be *less-than-significant*.

f) *Would the Project 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?*

Please refer to pages 4-66 to 4-67 of the Final Draft IES/MND for a discussion on potential impacts related to flood hazards. In addition to the analysis provided in the Final Draft IES/MND, the Project Applicant submitted a variance request to reconstruct the Main Street boardwalk, and keep the Bridgeway boardwalk, at elevations below the city-required minimum base flood elevation of 13 feet (NAVD 88); ~~therefore, would place~~ thereby placing certain nonresidential structures within a 100-year flood hazard area. For that reason, potential impacts would be *significant*. As a result of the proposed revisions, Mitigation Measure HYDRO-1 and the addition of Mitigation Measure HYDRO-2 would reduce the level of significance.

**Impact HYDRO-1:** A portion of the Project site is within the 100-year floodplain and the boardwalks and accessible ramp are characterized as being in a coastal flood zone (VE) subject to velocity hazard from wave action.

Mitigation Measure HYDRO-1a: Prior to the issuance of building permits, an Elevation Certificate shall be submitted to the Department of Public Works which identifies the lowest finished floor elevation of all structures with respect to the 100-year base flood elevation. All provisions for building within the floodplain that are specified in Municipal Code 8.48 shall be implemented to minimize the risk of flood damage at the site.

Mitigation Measure HYDRO-1b: As part of the variance request to allow the Main Street Boardwalk to be rebuilt, and the accessible ramp, and Bridgeway Boardwalk to remain at their existing elevations, which are to be built below the FEMA Base Flood Elevation (BFE) of 13 feet NAVD 88<sup>2</sup> expected to be effective in 2015, a wave analysis report and a structural analysis of the hydraulic forces on these structures shall be submitted to the Floodplain Administrator to show that the structural integrity will be maintained during the 100-year flood with wave action.

As part of the variance request to allow the Bridgeway Boardwalk to remain at its existing elevation, (below the FEMA BFE of 13 feet NAVD 88 expected to be effective in 2015) a wave analysis report calculating the hydraulic forces on this structure, combined with a structural report stating that a detailed structural evaluation can be performed that identifies what, if any, structural upgrades are necessary to resist such forces, shall be submitted to the Floodplain Administrator to show that the structural integrity will be maintained during the 100-year flood with wave action once any necessary upgrades are implemented.

Significance after Mitigation: *Less than significant.*

g) *Would the Project place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

The portions of the existing Valhalla structure on the property that are within the 100-year floodplain are constructed on concrete pilings and footings with sufficient open area so there is no impedance or redirection of flood flows. Also, the proposed Project applicant would submit an Elevation Certificate to the Floodplain Administrator prior to the issuance of building permits. The Elevation Certificate would verify that the elevation of the lowest floor of any of the on-site structures is above the base flood elevation. Also, the boardwalks along Main Street and Bridgeway are relatively open structures allowing water to flow through in the event of high water due to flooding or extreme storm/tidal events. In addition, a wave run-up study and hydraulic analysis of the boardwalks shall be conducted prior to

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<sup>2</sup> NAVD 88 is the North American Vertical Datum of 1988 consisting of a leveling network on the North American Continent, ranging from Alaska, through Canada, across the United States, affixed to a single origin point on the continent. Source: National Oceanic Atmospheric Administration, <http://www.ngs.noaa.gov/datums/vertical/VerticalDatums.shtml>, accessed on August 11, 2014.

the issuance of building permits to ensure that flood flows would not be impeded or redirected. Therefore, the impact would be *less than significant*.

h) *Would the Project 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?*

Although the Project revisions could result in the potential exposure of people or structures, it would not result in a change in the determination that was previously concluded in the Final Draft IES/MND, dated June 18, 2014. As such, please refer to page 4-67 of the Final Draft IES/MND for a discussion on potential impacts related to the exposure of people or structures to a significant risk of loss, injury, or death involving flooding, in which impacts related to this impact were determined to be *no-impact*.

i) *Would the Project be inundated by seiche, tsunami, or mudflow?*

Project revisions are not expected to result in a change in the determination that was previously concluded in the Final Draft IES/MND, dated June 18, 2014. As such, please refer to page 4-67 of the Final Draft IES/MND for a discussion on potential impacts related to inundation by seiche, tsunami, or mudflow, in which impacts related to this impact were determined to be *no-impact*.

## 10. LAND USE AND PLANNING

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Existing Conditions

Please refer to pages 4-68 to 4-69 of the Final Draft IES/MND, dated June 18, 2014, for a discussion on existing conditions.

## Discussion

### *a) Would the Project physically divide an established community?*

The Project revisions would include a bus pullout, a new single-car garage, and a public beach access ramp at the end of Main Street, along with other minor design changes. Overall, the Project revisions would occur on the Project site, with the exception of the new public beach access ramp, which is not expected to physically divide an established community or result in change in the analysis included on page 4-69 of the Final Draft IES/MND, and a *less-than-significant* impact would occur.

### *b) Would the Project 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?*

#### *Local Land Use Plans*

The Project revisions would include a bus pullout, a new single-car garage, and a public beach access ramp at the end of Main Street, along with other minor design changes. The new single-car garage, which includes a roof deck, along with some of the design features, such as a privacy fence with a height exceeding 6 feet between 201 Bridgeway (Valhalla) and 207 Bridgeway would not comply with Zoning Ordinance development standards. To accommodate these inconsistencies, the Project proponent is requesting certain Project revisions be included under the Planned Development (PD) overlay to allow for flexibility in some design standards. As described on pages 4-70 to 4-71 of the Final Draft IES/MND, with the approval of the PD overlay, potential impacts would be *less than significant*.

#### *Bay Plan*

The Project revisions would include a public beach access ramp at the end of Main Street. Although this would be within the jurisdiction of the San Francisco Bay Conservation and Development Commission (BCDC), the analysis and provisions of the Richardson Bay Special Area Plan specified in the Final Draft IES/MND on pages 4-71 to 4-72 would still apply. As such, a *less-than-significant* impact would occur.

c) *Would the Project conflict with any applicable habitat conservation plan or natural community conservation plan?*

The Project revisions would not change the determination included on page 4-73 of the Final Draft IES/MND, in which the proposed Project would have *no impact*.

## 11. NOISE

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or other applicable standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Expose people to or generate excessive ground-borne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Create a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Existing Conditions

Please refer to pages 4-73 to 4-74 of the Final Draft IES/MND, dated June 18, 2014, for a discussion of existing conditions, including applicable State and local regulations.

## Discussion

a) *Would the Project expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

As discussed on pages 4-75 to 4-76 of the Final Draft IES/MND, the predominant source of noise in the Project site vicinity is traffic along Second Street. Given the Project revisions are not expected to result in an increase to traffic already considered under the previous analysis in the Final Draft IES/MND, the previous analysis is still applicable and the Project revisions would, therefore, be *less than significant*.

b) *Would the Project expose people to or generate excessive groundborne vibration or groundborne noise levels?*

Project revisions are not expected to expose people to or generate excessive groundborne vibration or groundborne noise levels. While Project revisions would include the construction of Project components otherwise not previously considered in the Final Draft IES/MND, construction of the Project revisions would be consistent with the overall type of construction activities previously considered. In general, it is expected that similar types of construction equipment and methods would be utilized during construction of additional Project components. As such, the analysis included on pages 4-76 to 4-77 of the Final Draft IES/MND would still apply, and with the incorporation of Mitigation Measure NOISE-1, as described on pages 4-77 of the Final Draft IES/MND, impacts would remain *less than significant*.

c) *Would the Project result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

Project revisions would not result in a substantial permanent increase in ambient noise levels above existing levels. The Project revisions would largely occur on the Project site and consist of design modifications, with the exception of the public beach access ramp, reconstruction of the Main Street boardwalk, and replacement of the Bridgeway boardwalk surface. Although the public beach access ramp would allow visitors and residents access to Swede's Beach, the addition of a new public beach access ramp is merely formalizing an informal point of access that was previously used to access the beach. Additionally, the replacement of the surface of the Bridgeway boardwalk would improve an existing structure; therefore, would not result in additional visitors beyond existing conditions. As such, Project revisions are not expected to result in an increase in ambient noise levels beyond existing

conditions. Therefore, the analysis included on page 4-78 of the Final Draft IES/MND would still be applicable, and the impact would remain *less than significant*.

d) *Would the Project create a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

Project revisions would result in increased temporary and periodic increase in ambient noise levels, primarily attributed to construction activities. However, the impacts from Project revisions related to potential temporary increases in ambient noise levels are not expected to be substantially different from what was previously considered in the discussion on pages 4-78 to 4-82 of the Final Draft IES/MND. In general, the same types of construction impacts and the length of construction activities would remain similar to what was previously analyzed regarding temporary increases in ambient noise. As such, please refer to pages 4-78 to 4-82 of the Final Draft IES/MND for an analysis of potential or periodic increases in ambient noise levels, in which it was concluded that a *less-than-significant impact* would occur.

e) *For a project located within an airport land use plan, or where such as plan has not been adopted, within 2 miles of an airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?*

The Project revisions would not result in a change in determination or analysis included on page 4-82 of the Final Draft IES/MND, in which a *no impact* determination was made.

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?*

The Project revisions would not result in a change in determination or analysis included on page 4-82 of the Final Draft IES/MND, in which a *less-than-significant* determination was made.

## 12. POPULATION AND HOUSING

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Induce substantial unexpected population growth or 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Existing Conditions

Please refer to pages 4-83 to 4-84 of the Final Draft IES/MND, dated June 18, 2014, for existing conditions.

### Discussion

*a) Would the Project induce substantial unexpected 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)?*

The Project revisions would not result in a change in the analysis or determination previously included on page 4-84 of the Final Draft IES/MND, dated June 18, 2014, in which a *less-than-significant* impact would occur.

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

The Project revisions would not result in a change in the analysis or determination previously included on page 4-84 of the Final Draft IES/MND, dated June 18, 2014, in which *no impact* would occur.

c) *Would the Project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

The Project revisions would not result in a change in the analysis or determination previously included on page 4-84 of the Final Draft IES/MND, dated June 18, 2014, in which *no impact* would occur.

### 13. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
Would the Project:				
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Existing Conditions

Please refer to pages 4-85 to 4-86 of the Final Draft IES/MND, dated June 18, 2014, for existing conditions related to fire protection, law enforcement, and schools.

#### Discussion

a) *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or 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 fire protection services?*

The Project revisions would not result in a change in the analysis or determination previously included on pages 4-86 to 4-87 of the Final Draft IES/MND, dated

June 18, 2014, given that Project revisions would not result in an increase to the service population previously considered in the Final Draft IES/MND; therefore, a *less-than-significant* impact would occur.

*b) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or 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 law enforcement services?*

The Project revisions would not result in a change in the analysis or determination previously included on page 4-87 of the Final Draft IES/MND, dated June 18, 2014, given that Project revisions would not result in an increase to the service population previously considered in the Final Draft IES/MND; therefore, a *less-than-significant* impact would occur.

*c) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or 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 schools?*

The Project revisions would not result in a change in the analysis or determination previously included on pages 4-87 to 4-88 of the Final Draft IES/MND, dated June 18, 2014, given that Project revisions would not result in an increase to the service population previously considered in the Final Draft IES/MND; therefore, a *less-than-significant* impact would occur.

**14. PARKS AND RECREATION**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
Would the Project:				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Existing Conditions

Please refer to pages 4-88 to 4-89 of the Final Draft IES/MND, dated June 18, 2014, for a discussion of existing conditions.

### Discussion

a) *Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?*

The Project revisions would not result in a change in the analysis or determination previously included on pages 4-89 to 4-90 of the Final Draft IES/MND, dated June 18, 2014, given that Project revisions would not result in an increase to population previously considered in the Final Draft IES/MND; therefore, a *less-than-significant* impact would occur.

b) *Would the Project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?*

The Project revisions would not result in a change in the analysis or determination previously included on page 4-90 of the Final Draft IES/MND, dated June 18, 2014, given that Project revisions would not result in an increase to population previously considered in the Final Draft IES/MND; therefore, a *less-than-significant* impact would occur.

**15. TRANSPORTATION AND TRAFFIC**

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
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 and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Existing Conditions**

Please refer to pages 4-91 to 4-94 of the Final Draft IES/MND, dated June 18, 2014, for a discussion of existing conditions.

## Discussion

a) *Would the Project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

The Project revisions would not result in a substantial change in the analysis or determination previously included on pages 4-94 to 4-96 of the Final Draft IES/MND, dated June 18, 2014, given that Project revisions would not result in an increase to average daily trips (ADT) previously considered in the Final Draft IES/MND; therefore, a *less-than-significant* impact would occur.

b) *Would the Project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

The Project revisions would not result in a substantial change in the analysis or determination previously included on page 4-96 of the Final Draft IES/MND, dated June 18, 2014, given that Project revisions would not result in an increase to average daily trips (ADT) previously considered in the Final Draft IES/MND; therefore, a *less-than-significant* impact would occur.

c) *Would the Project 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?*

~~The Project revisions would not result in a substantial change in the analysis or determination previously included on page 4-96 of the Final Draft IES/MND, dated June 18, 2014. However, the Project would include the construction of a bus pullout along Second Street which could result in slight safety risks by potentially limiting visibility of vehicles turning onto Second Street from the east side of Main Street given the bus pullout would be located at the corner of Main Street and Second Street. Although visibility for drivers could be limited when a bus is picking up or dropping off passengers, such decrease in visibility would be limited only to the amount of time the bus is stopped. Further, as a condition of approval, the proposed bus stop would be required to be designed and constructed consistent with City of Sausalito development standards, as well as Golden Gate Transit design guidelines to ensure the bus stop allows for safe operation. Therefore, it is unlikely to pose a significant safety risk and a *less than significant* impact would occur.~~The

Project revisions would not result in a substantial change in the analysis or determination previously included on page 4-96 of the Final Draft IES/MND, dated June 18, 2014, given that the Project site is not near any airports; therefore, no impact to air traffic would occur.

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

The Project revisions would not result in a substantial change in the analysis or determination previously included on page 4-96 and 4-97 of the Final Draft IES/MND, dated June 18, 2014. However, the Project would include the construction of a bus pullout along Second Street which could result in slight safety risks by potentially limiting visibility of vehicles turning onto Second Street from the east side of Main Street given the bus pullout would be located at the corner of Main Street and Second Street. Although visibility for drivers could be limited when a bus is picking up or dropping off passengers, such decrease in visibility would be limited only to the amount of time the bus is stopped. Further, as a condition of approval, the proposed bus stop would be required to be designed and constructed consistent with City of Sausalito development standards, as well as Golden Gate Transit design guidelines to ensure the bus stop allows for safe operation. As such, Project revisions are not expected to result in a substantial increase in hazards due to a design feature. Although a bus stop is proposed at the corner of Second Street and Main Street, please refer to the discussion 15c above regarding potential safety concerns related to the construction of a bus stop. With the exception of the bus stop, the Therefore, Project revisions would not result in a substantial change in analysis or determination made on pages 4-96 to 4-98 of the Final Draft IES/MND, and a *less-than-significant* would occur.

e) *Would the Project result in inadequate emergency access?*

Project revisions would not alter or interfere with the overall access provided at the Project site that was previously analyzed in the Final Draft IES/MND. As such, please refer to pages 4-98 to 4-99 of the Final Draft IES/MND for a discussion, which resulted in a determination that a *less-than-significant* impact would occur.

f) *Would the Project conflict with adopted policies, plans or programs supporting alternative transportation?*

Project revisions would not result in the need to alter the analysis previously provided in the Final Draft IES/MND. Although revisions would include a bus pullout, public beach access at Main Street, a new single-car garage, and other mi-

nor design changes, such revisions are minor and would not result in a change in determination made in the Final Draft IES/MND. Further, the Project revisions would include construction of a bus stop along Second Street, which was previously considered in the previous analysis in the Final Draft IES/MND. As such, please refer to pages 4-99 to 4-100 of the Final Draft IES/MND for a discussion, which resulted in a determination that a *less-than-significant* impact would occur.

g) *Would the Project result in inadequate parking capacity?*

*Parking Supply*

Project revisions would not alter or interfere with the overall parking previously analyzed in the Final Draft IES/MND. Although the Project revisions include the construction of a new single-car garage serving the 207 Bridgeway residence, provided that parking space was previously accounted for in the Final Draft IES/MND. Other Project revisions, such as minor design changes, and formalizing access to Swede’s Beach would not require additional parking spaces. As such, please refer to pages 4-100 to 4-102 of the Final Draft IES/MND for a discussion, which resulted in a determination that *no impact* would occur.

16. UTILITIES AND SERVICE SYSTEMS

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
e) Have insufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Not be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Comply with federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Existing Conditions

Please refer to pages 4-103 to 4-104 of the Final Draft IES/MND, dated June 18, 2014, for a discussion of existing conditions relating to wastewater, water supply, stormwater, and solid waste

### Discussion

*a) Would the Project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

Project revisions would not result substantially alter what was considered on page 4-105 of the Final Draft IES/MND given that Project revisions would not produce wastewater above what was previously considered, in which a determination of *less-than-significant* impact was found.

*b) Would the Project require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Project revisions would not result substantially alter what was considered on page 4-105 of the Final Draft IES/MND given that Project revisions would not result in

additional service population above what was previously considered, in which a determination of *less-than-significant* impact was found.

c) *Would the Project require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Project revisions would not result substantially alter what was considered on pages 4-105 to 4-106 of the Final Draft IES/MND given that Project revisions would still undergo plan review and evaluation by the Sausalito-Marin City Sanitary District (SMCSD) to ensure the Project would adequately be served by existing facilities and construction would not interfere with SMCSD infrastructure; therefore, a *less-than-significant* impact would occur.

d) *Would the Project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Project revisions would result in the construction of a new public beach access ramp at the end of Main Street, which would increase the overall amount of impervious surface; however, runoff from the beach access ramp would flow into the San Francisco Bay and would not impact existing stormwater drainage facilities. Other Project revisions are minor and would occur within the Project site, which was previously analyzed on page 4-106 of the Final Draft IES/MND. Given that Project revisions would not result in a change in determination previously considered, a *less-than-significant* impact would occur.

e) *Would the Project have insufficient water supplies available to serve the Project from existing and identified entitlements and resources?*

Project revisions would not result in an increase to the service population previously considered and analyzed on page 4-106 of the Final Draft IES/MND; therefore, please refer to the Final Draft IES/MND for a discussion and analysis, which resulted in a *less-than-significant* impact determination.

f) *Would the Project result in a determination by the wastewater treatment provider which serves or may serve the Project that it has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?*

Project revisions would not result in an increase to the service population previously considered and analyzed on page 4-107 of the Final Draft IES/MND; therefore,

please refer to the Final Draft IES/MND for a discussion and analysis, which resulted in a *less-than-significant* impact determination.

*g) Would the Project not be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?*

Project revisions would not result in an increase to the service population previously considered and analyzed on page 4-107 of the Final Draft IES/MND; therefore, please refer to the Final Draft IES/MND for a discussion and analysis, which resulted in a *less-than-significant* impact determination.

*h) Would the Project not comply with federal, State, and local statutes and regulations related to solid waste?*

Project revisions would not result in an increase to the service population previously considered and analyzed on page 4-108 of the Final Draft IES/MND; therefore, please refer to the Final Draft IES/MND for a discussion and analysis, which resulted in a *less-than-significant* impact determination.

**17. MANDATORY FINDINGS OF SIGNIFICANCE**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
Would the Project:				
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

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?*

Project revisions would not result in changes to any of the determinations that were previously considered on page 4-109 of the Final Draft IES/MND, dated June 18, 2014. As such, please refer to page 4-109 of the Final Draft IES/MND for a discussion of this impacts regarding potential degradation to the quality of environment related to fish or wildlife species, or rare or endangered plant or animal species. Given that previously identified mitigation measures included in the Final Draft IES/MND related to biological resources and cultural resources could be mitigated, a *less-than-significant* impact would occur.

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

Project revisions would not result in a change to the determinations previously made in the Final Draft IES/MND, dated June 18, 2014. Although Project revisions would result in additional construction activities, such revisions were generally minor in nature and could be appropriately mitigated to levels of less than significant. As a result, the cumulative impact analysis found on page 4-109 of the Final Draft IES/MND would still apply. As such, a *less-than-significant* impact would occur.

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

Project revisions included in the analysis were found not to result in a significant impact that could not be mitigated to a less-than-significant level. Therefore, the proposed Project's adverse effects on human beings would be *less than significant*.