70-76 LIBERTY SHIP WAY INDUSTRIAL COMPLEX

DRAFT INITIAL STUDY
AND
MITIGATED NEGATIVE DECLARATION

PREPARED BY

CITY OF SAUSALITO
COMMUNITY DEVELOPMENT DEPARTMENT
420 LITHO STREET
SAUSALITO, CA 94965

MAY 2008

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DRAFT MITIGATED NEGATIVE DECLARATION
CITY OF SAUSALITO

Project Title and Location:
70-76 Liberty Ship Way Industrial Complex
DR/MND/SP 07-017
Mitigated Negative Declaration, Design Review, and Sign Permit

Lead Agency Name and Address:
City of Sausalito
420 Litho Street
Sausalito, CA 94965

Project Sponsor's Name and Address:
Scott Hochstrasser
International Planning Associates, Incorporated
42 Glen Drive, Suite B
Fairfaix, CA. 94930

Description of Project:
The proposed project involves construction of 57,075 square feet of industrial buildings on a 3.9 acre parcel located at Schoonmaker point in the Industrial Marinship District. The parcel currently contains dry boat storage for approximately 85 small vessels and containerized storage, and a storage and launching area for a sea kayaking operation. The project proposal includes four buildings of 32 feet in height with 119 parking spaces, one (1) 35x10 foot truck loading zone, three (3) motorcycle spaces, and 24 bicycle spaces. The overall site coverage will be 22% of the total lot area (34,821 square feet). Site access is via the existing one-way Liberty Ship Way loop to access the two-way circulation and parking scheme for the site. The site circulation interconnects with the existing Schoonmaker Point Marina parking area to allow ingress and egress to the site and Marinship area. An existing marsh restoration easement is located along the southern edge of the site, which will be preserved and is adjacent to an existing Class I pedestrian and bike path along the waterfront. The pedestrian/bike path will be maintained with several additional points of entry from the site.

Finding:
The City of Sausalito finds that the proposed project will not result in any significant impacts on the environment with the implementation of the recommended Mitigation Measures. Mitigation Measures necessary to avoid the potentially significant effects on the environment are detailed on the following pages. These Mitigation Measures are hereby incorporated and are fully made part of this draft Mitigated Negative Declaration. The project applicant has hereby agreed to incorporate the mitigation measures as part of this project.

Initial Study:
An Initial Study of this project was prepared in accordance with the City's environmental guidelines to determine if this project might have a significant effect on the environment. A copy of the Initial Study is on file with the City of Sausalito, Community Development Department, 420 Litho Street, Sausalito, CA 94965 and is incorporated by reference herein.

_____ _____
Sierra Russell, Associate Planner Date

1. Project Title

   70-76 Liberty Ship Way
   DR/EMND/SP 07-017
   Design Review and Sign Permit

2. Lead Agency

   City of Sausalito
   420 Litho Street
   Sausalito, CA 94965

3. Contact Person

   Sierra Russell, Associate Planner
   415-289-4131
   srussell@ci.sausalito.ca.us

4. Project Location

   70-76 Liberty Ship Way
   APN 063-080-06

5. Project Applicant

   Scott Hochstrasser
   International Planning Associates, Incorporated
   (415) 459-6224
   slh1ipa@aol.com
   42 Glen Drive, Suite B
   Fairfaix, CA. 94930

6. General Plan Designation

   Industrial and Waterfront

7. Zoning

   Industrial Marinship (I) District and Waterfront (W) District

8. Description of Project

   The proposed project involves construction of 57,075 square feet of industrial buildings on a 3.9 acre parcel located at Schoonmaker point in the Industrial Marinship District. The parcel currently contains dry boat storage for approximately 85 small vessels and containerized storage, and a storage and launching area for a sea kayaking operation. The project proposal includes four buildings of 32 feet in height with 119 parking spaces, one (1) 35x10 foot truck loading zone, three (3) motorcycle spaces, and 24 bicycle spaces. The overall site coverage will be 22% of the total lot area (34,821 square feet). Site access is via the existing one-way Liberty Ship Way loop to access the two-way circulation and parking scheme for the site. The site circulation interconnects with the existing Schoonmaker Point Marina parking area to allow ingress and egress to the site and Marinship area. An existing marsh restoration easement is located along the southern edge of the site, which will be preserved and is adjacent to an existing Class I pedestrian and bike path along the waterfront. The pedestrian/bike path will be maintained with several additional points of entry from the site.

9. Surrounding Land Uses and Setting

The project site is located across two zoning districts in the southeastern portion of the Marinship Specific Plan area, the Industrial Marinship and Waterfront zoning districts, and is situated east of Bridgeway and south of Liberty Ship Way. Surrounding land uses include those permitted in the Marinship Specific Plan area, which consist of predominately marine, industrial, and manufacturing/warehousing uses with limited commercial and office uses.

Immediately to the south of the site is an industrial development with two office/industrial buildings, buffering the site from Bridgeway, a main thoroughfare leading to Highway 101. To the east of the project site is the Napa Street Galilee Harbor, and to the north and west are industrial buildings containing mainly industrial, manufacturing, and marine industrial uses. The Schoonmaker Marina is immediately to the north of the site, with Schoonmaker Beach bordering the parcel at its northernmost boundary.

10. Other Public Agencies Whose Approval is Required

San Francisco Bay Conservation and Development Commission (BCDC)
Marin Municipal Water District (MMWD)
Sausalito-Marin City Sanitary Sewer District
Department of Fish and Game
Army Corps of Engineers
Bay Area Air Quality Management District (BAAQMD)
San Francisco Bay Regional Water Quality Control Board

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- ■ 1. Aesthetics
- ☐ 2. Agricultural Resources
- ■ **3.** Air Quality
- ■ **4.** Biological Resources
- ☐ **5.** Cultural Resources
- ☐ **6.** Energy and Mineral Resources
- ■ **7.** Geology and Soils
- ■ **8.** Hazards and Hazardous Materials
- ■ **9.** Hydrology and Water Quality
- ☐ **10.** Land Use and Planning
- ■ **11.** Noise
- ☐ **12.** Population and Housing
- ☐ **13.** Public Services
- ☐ **14.** Recreation
- ■ **15.** Transportation/Circulation
- ■ **16.** Utilities and Service Systems
- ■ **17.** Mandatory Findings of Significance

DETERMINATION (completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

■ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by Mitigation Measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or Mitigation Measures that are imposed upon the proposed project, nothing further is required.

_____ _____

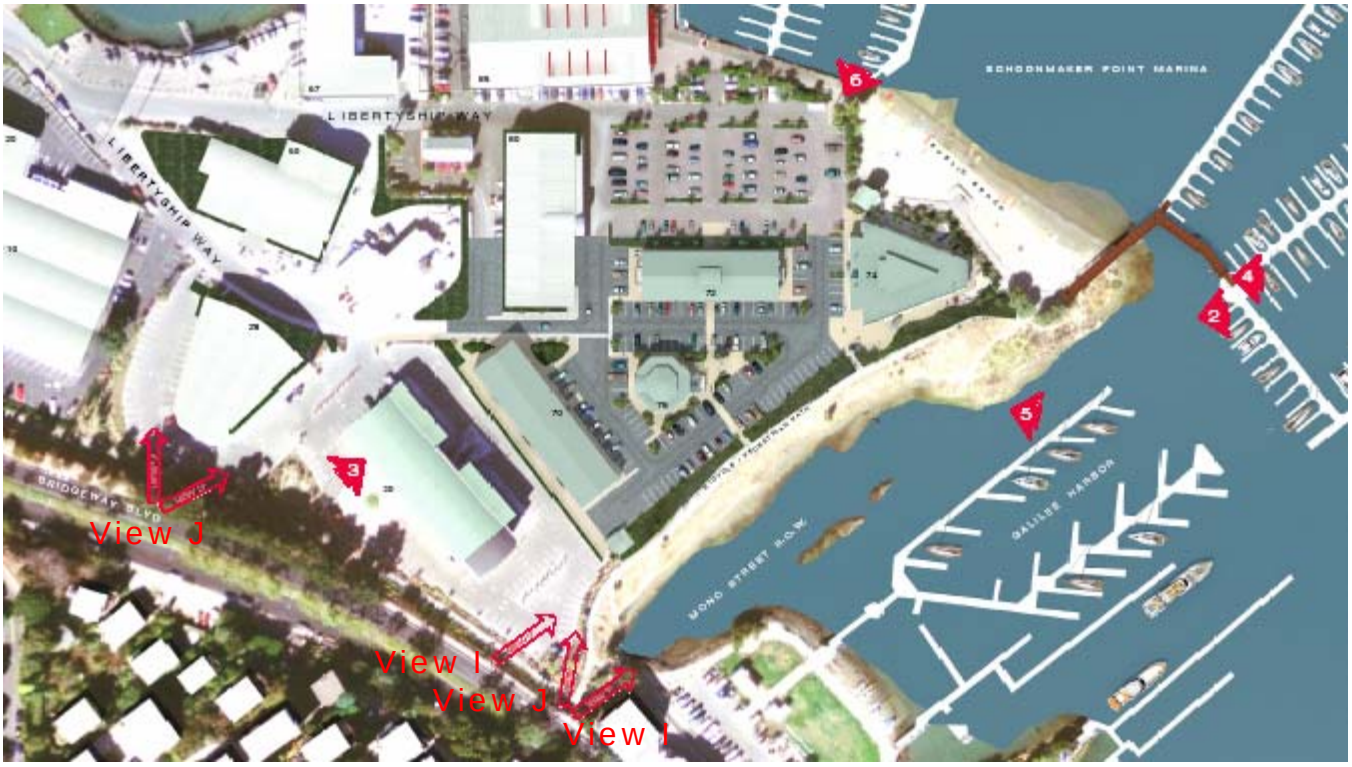
Sierra Russell, Associate Planner Date

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	■	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	■
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	■	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	■	☐	☐

DISCUSSION:

I.a *Would the project have a substantial adverse effect on a scenic vista?*

There are no officially designated scenic vistas located within the City of Sausalito. However, the Marinship Specific Plan identifies specific view corridors to be preserved and/or enhanced as a goal for development in the Marinship Specific Plan area. Specifically, the identified view corridors are intended to provide views of Richardson Bay from Bridgeway where feasible. There are two view corridors from Bridgeway within the vicinity of the subject site with potential view impacts, View J and View I, as shown in the diagram below.



The two views along Bridgeway identified as View Corridor J in the Marinship Specific Plan. The project site is located directly behind the beige structure in the foreground, and is thus not visible from Bridgeway.

The second view corridor identified, View I, is a view of Richardson Bay from Bridgeway down Mono Street, an undeveloped public right-of-way where the existing marsh restoration easement is located. As indicated in the photographs below illustrating the existing view and the view with the proposed development, view impacts to this corridor are anticipated to be minimal and will be an enhancement of the existing view corridor by eliminating the view of outdoor storage in the distance.

View I – Existing view corridor from Bridgeway.

View I – Proposed view corridor from Bridgeway.

Based on the renderings illustrating the proposed project design, the project will leave the view corridor of Richardson Bay, the marsh restoration easement, and the harbor open, thus minimizing impacts to a less than significant level. (Sources: 1, 15)

I.b. *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

The proposed project is not located near a state scenic highway. The project site is currently vacant with a kayak center and boat yard and contains two Monterey Cypress trees, which are considered an undesirable species under the City's Tree and View Preservation Ordinance and may be removed without a tree alteration permit. As there are no scenic resources, trees, rock outcroppings, or historic buildings, there are no anticipated impacts from the project on these resources. (Sources: 12, 14, 27)

I.c. *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

The subject parcel is currently vacant and consists of an open boat storage yard and kayak center. Adjacent properties contain industrial buildings of a similar architectural style with painted metal siding and rectangular massing. The visual character and zoning of the site is suitable for industrial uses and architecture, which is consistent with the proposed project and its industrial architectural design. In addition to conforming to the existing character of the area, the project will enhance the site and its surroundings by formalizing infrastructure, interconnecting and expanding the roadway network, improving a pedestrian pathway along the marsh restoration easement with new bollard fencing replacing the existing wood fencing, constructing new industrial buildings of a similar architectural style to adjacent buildings, developing landscaped and plaza areas throughout the site with street trees, and diversifying the area's architecture by introducing triangular and gazebo shaped structures with architectural treatments such as glass canopies and flexible industrial storefronts.

The City's Design Review requirements ensure a process by which the aesthetic character of the site and vicinity is assessed, thus preventing degradation to surrounding properties to a less than significant level, if not

enhancing the property. The proposed project requires Design Review approval prior to the issuance of a building permit, which will require the Planning Commission to consider the visual quality of the project in relationship to the existing neighborhood. The project will not be approved without the Planning Commission's determination that the required Design Review findings can be made for the project, which include determining that the proposed architecture and site design complement the surrounding neighborhood and that the scale of the proposed structure is consistent with the general scale of structures in the surrounding district (Zoning Ordinance Section 10.54.050.D).

1.d. *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

The photometric plan submitted for the proposed project indicates site lighting levels will range from a minimum of .01 Footcandles (Fc) to a maximum of 4.71 Fc, with an overall average of .24 Fc (Associated Lighting Representatives, April 6, 2007). Lighting proposed includes ninety-two 26W wall-mounted lights at an 8' height, ten 35W parking lot lights at a 2.62' height, and six 150W pole lights at a 12' height. As shown in the photometric plan, the highest Fc measurements are contained within the property. The Illuminating Engineering Society of North America (IESNA) publishes recommendations for lighting on a variety of sites (IESNA Handbook), which is a useful source for determining the proper illuminance levels for a given outdoor application, including parking lots. Based on the IESNA Handbook, the recommended range for parking lots is one to five foot candles. IESNA further recommends that appropriate wattage for site lighting should be within 70 to 150W. Based on these standards, the proposed project is within the acceptable levels of lighting to reduce glare on neighboring properties, and will maintain an average Fc well below the IESNA recommended lighting levels for parking lots.

The City of Sausalito regulates lighting through the Design Review process with a specific finding required that "Exterior lighting, mechanical equipment, and chimneys are appropriately designed and located to minimize visual, noise, and air quality impacts to adjacent properties and the general public (Zoning Ordinance Section 10.56.050.D.8)." To reduce potential impacts to nighttime views, Design Review applications are subject to the City's standard condition that all exterior lighting be downward facing and subject to review and approval by the Community Development Department, as included in Mitigation Measure **AST-1**. In addition, staff is recommending additional conditions to ensure the design and operations of parking lot lighting reduce impacts to residential neighborhoods. With the incorporation of Mitigation Measures **AST-1, AST-2**, and **AST-3** impacts would be less than significant. (Sources: 6, 13, 30)

MITIGATION MEASURE:

The following mitigation measure shall be implemented to reduce the potential for aesthetic impacts to a less than significant level.

AST-1 All exterior lighting shall be shielded and downward facing and subject to the review and approval of the Community Development Department.

AST-2 Parking lot lighting shall be designed and constructed with full cut-off luminaries and shall be fully shielded so that light will be directed inwards and downward toward the interior of the property, with a maximum illuminance level of 5 Footcandles (Fc). All lighting placed on the exterior of the building, including security lighting, shall also have fully-shielded lighting fixtures to direct the light inwards and downward, with a maximum illuminance level of 5 Footcandles (Fc).

AST-3 Parking lot lighting shall be reduced to the minimum levels required for safety purposes during evening hours.

RESULT AFTER MITIGATION:

Upon implementation of the above Mitigation Measures, the potential project impact would be reduced to a less than significant level.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURAL RESOURCES. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	■
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	■
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	■

DISCUSSION:

II.a *Would the project Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

The subject parcel is located within an industrial district and is not designated by the Farmland Mapping and Monitoring Program of the California Resources Agency as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. There are no agricultural land uses on the subject parcel and thus no impacts to agricultural lands or uses. (Source: 12)

II.b *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

The subject property is currently zoned Industrial and Waterfront, suitable for industrial and commercial development. There are no surrounding properties zoned for agricultural use and therefore the proposed project will not conflict with existing zoning in the area. The subject parcel is also not under a Williamson Act contract.

II.c *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?*

The subject parcel is located in an urban setting and would not directly or indirectly contribute to the conversion of farmland to non-agricultural uses.

Based on the above discussion, the project does not have the potential for a significant adverse effect on the

environment related to agricultural resources. No mitigation is necessary or required**.**

	Potentially Signficant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	■	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	■	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	■	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	■

DISCUSSION:

III.a Would the project conflict with or obstruct implementation of the applicable air quality plan?

An air quality plan describes air pollution control strategies to be implemented by a city, county, or region classified as a nonattainment area. The main purpose of an air quality plan is to bring the area into compliance with requirements of Federal and State air quality standards. To bring the San Francisco Bay Area region into attainment, the Bay Area Air Quality Management District (BAAQMD) has developed the 2001 Ozone Attainment Plan and the 2000 Clean Air Plan (CAP). These air quality plans use the assumptions and projections of local planning agencies to determine control strategies for regional compliance status. Since the plans are based on local General Plans, projects that are deemed consistent with the applicable General Plan are generally consistent with the air quality plans. The proposed project would construct four industrial buildings in the I and W zoning districts, two districts intended for marine and industrial uses with a permitted Floor Area Ratio (FAR) of .40 and .30 respectively. The proposed development is consistent with use and development standards contained in the General Plan, as it proposes 57,025 square feet of new floor area at ratios of .39 for the portion of the property located in the Industrial zone and .30 for the portion of the property located in the Waterfront zone. The proposed project therefore is considered consistent with the local CAP or Ozone Attainment Plan adopted by the BAAQMD, and would not conflict or obstruct implementation of an air quality plan. Impacts to the applicable air quality plans are less then significant. (Sources: 1, 13, 23, 24)

III.b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

The project site is located within the Bay Area Air Quality Management District (BAAQMD) jurisdiction. The

BAAQMD (CEQA Air Quality Guidelines, 1999*)* recommend analytical methodologies and provide evaluation criteria for determining the level of significance for project impacts within the BAAQMD's jurisdiction. The BAAQMD's evaluation criteria for determining air quality impacts provide defined screening thresholds for pollutant emissions. Projects that would generate emissions below the defined thresholds are considered to have a less-than-significant impact on air quality, which include projects where vehicle emissions of CO would exceed 550 pounds per day, project traffic would affect intersections operating at Levels of Service (LOS) D, E, or F, or project traffic that would increase traffic volumes on nearby roadways by 10 percent or more. In terms of project operations, the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation because the number of trips that would be generated from the project would be would be less than 2,000 trips per day. The BAAQMD does not recommend a detailed air quality analysis for projects generating less than 2,000 trips per day. The project would also not exceed any of the BAAQMD CEQA thresholds, and thus is considered less than significant in terms of air quality impacts. (Sources: 7, 22)

Other air pollution impacts may include short term impacts from construction-related sources including exhaust emissions from construction equipment and construction dust. With the incorporation of mitigation measure **AQ-1**, which requires incorporation of dust and particulate control measures as recommended by BAAQMD, air quality impacts would be reduced to a less than significant level.

III.c *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*

The San Francisco Bay air basin is under nonattainment status for ozone (O3), particulate matter, (PM10), and fine particulate matter (PM2.5), based on State standards (BAAQMD, 2008). The air basin is also under nonattainment status for the federal 8-hour ozone standard. As stated above in Section III.a, the project would not conflict with or obstruct implementation of the applicable air quality plan since it would comply with existing zoning and the General Plan designation. For this same reason, the project would not result in a cumulatively considerable net increase of any criteria air pollutant for which the project region is in nonattainment. Impacts are less than significant. (Source: 28)

III.d *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Sensitive receptors are facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and persons with chronic illnesses. The subject property is located within an existing industrial neighborhood and does not contain residences, and thus is not anticipated to expose sensitive receptors to substantial pollutant concentrations. Permitted uses would be limited to those permitted by the Zoning Ordinance in Industrial and Waterfront districts, which would preclude heavy industrial and other uses that produce substantial pollutant concentrations. Anticipated impacts that could occur during construction may be mitigated to a less than significant level with the implementation of mitigation measure **AQ-1**. (Source: 13)

III.e. *Would the project create objectionable odors affecting a substantial number of people?*

Although not yet identified, the proposed uses will need to comply with uses permitted by the City's Zoning Ordinance. Uses permitted in industrial districts include arts, manufacturing, industrial research and development, marine commercial uses and other uses that are not anticipated to create objectionable odors. The district is also not populated by a substantial number of people, as the subject site is located in an industrial district along the shoreline. No impacts are anticipated. (Source: 13)

MITIGATION MEASURE:

The following Mitigation Measures shall be implemented to reduce the potential for impacts associated with construction related impacts to air quality to a less than significant level.

AQ-1. Prior to the issuance of a Building Permit, the applicant shall submit a dust and debris control plan for the review and approval of the City Engineer. The dust and debris control plan shall include the following measures:

a. Water all active construction areas at least twice daily;
b. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard;
c. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites;
d. Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites; and
e. Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

RESULT AFTER MITIGATION:

Upon implementation of the above Mitigation Measure, the potential project impacts upon air quality would be reduced to a less than significant level.

	Potentially Signficant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or indirectly through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	■	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	■
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	☐	☐	☐	■
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	■	☐	☐

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	■
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	■

DISCUSSION:

IV.a Would the project have a substantial adverse effect on any species identified as a candidate, sensitive or special status species?

The majority of the project site consists of developed areas with landscaped and ruderal vegetation, which are not considered sensitive biological communities, and thus are not significant under CEQA. The eastern portion of the project site contains a small area consisting of tidal marsh and tidal mudflat, which are considered sensitive biological communities. However, no development is proposed in the tidal marsh habitat, which is buffered by an existing pedestrian pathway and will be set back a minimum of 20 feet from the proposed parking lot. Thus, no direct impacts to the tidal marsh area will occur as a result of the proposed project.

Based on a Biological Resources Assessment completed in December 2007, there were no special status plant species observed in the marsh habitat, and one special status plant species, Point Reyes bird's beak, is considered to have the potential to occur (WRA Environmental Consultants). Because no development is proposed to occur where these plant species may occur, no impacts to this plant species are anticipated.

The Biological Resources Assessment also identified three special status wildlife species have the potential to occur in the tidal marsh area, the San Pablo Song Sparrow, Saltmarsh Common Yellowthroat, and the California Clapper Rail/Black Rail. Only one of these species was observed and is considered to have a moderate potential to occur within the project site, the San Pablo Song Sparrow. The California Clapper Rail and California Black Rail, a small marsh harvest mouse, is considered unlikely to occur based on the isolation of the site from large, contiguous habitat, the lack of habitat features required to support these species, and the presence of predators in the area. In addition, no development is proposed to occur in the tidal marsh area, and so no impacts are projected to occur to these species. To avoid potential impacts to the bird species, it is recommended Mitigation Measures **BIO-1** and **BIO-2** are implemented during project construction, which will reduce the impacts to a less than significant level. (Source: 5)

IV.b Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

Riparian habitat is composed of trees and other vegetation and physical features normally found on the stream banks and flood plains associated with streams, lakes, or other bodies of water. The project site does not contain riparian habitat and thus would have no impact upon riparian habitat. The tidal marsh area identified in Section IV.a above will be preserved with the proposed development, and thus no impacts are anticipated. (Source: 5)

IV.c Would the proposed project 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?

Wetlands subject to Clean Water Act Section 404 are defined as "areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas." The project site contains two sensitive biological communities, tidal marsh and tidal mud flat, which qualify as federally protected wetlands subject to the Clean Water Act. However, no development is proposed to occur in this area, which is currently protected by a marsh restoration easement and will be buffered from new development by a ten to twenty foot wide landscaped area with an existing pedestrian pathway. Because no removal, filling, or hydrological interruption is proposed to the marsh area and tidal mud flat areas, no impacts will occur. (Sources: 5, 26)

IV.d *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

The project site is developed and has been subject to human disturbance for decades. The portion of the project site where the proposed development is located is not currently used by native resident or migratory fish or wildlife species and implementation of the proposed project would not interfere with the movement of native or migratory wildlife species, or adversely affect native resident or migratory wildlife corridors or native wildlife nursery sites. The tidal marsh and tidal mud flat communities located within the site and outside of the proposed project development area have been identified to contain one special status wildlife species, as discussed in Section IV.a above, and impacts to this species will be reduced to a less than significant level with the implementation of the mitigation measures **BIO-1** and **BIO-2**. (Sources: 1, 5)

IV.e *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

The City's Tree and View Preservation identifies protected trees and the permit procedures necessary for their removal. There are only two trees located on the site and both are proposed for removal, two red gum eucalyptus trees greater than 30" CBH. As identified in the Biological Resources Assessment (WRA Environmental Consultants, December 2007), these trees are a non-native invasive species and their removal would reduce the potential for the spread of non-native invasive species to nearby areas. The City of Sausalito's Tree and View Preservation Ordinance identifies Blue Gum Eucalyptus as an undesirable tree that is not protected. Although not specifically identified as an undesirable tree, the Red Gum Eucalyptus is considered a comparable tree, and thus no tree removal permit would be required. (Sources: 5, 14)

IV.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 project site would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, as none of these plans have been adopted in Sausalito. Therefore, there is no impact. (Source: 12)

MITIGATION MEASURE:

The following Mitigation Measures shall be implemented to reduce the potential for construction related impacts to biological resources to a less than significant level.

BIO-1. Any ground disturbance in vegetated areas and removal of vegetation shall be conducted between September 1 and January 31, during the non-breeding season for birds. If it is not practical to remove vegetation between said dates, pre-construction breeding bird surveys shall by conducted by a qualified biologist within 14 days

of ground disturbance activities in vegetated areas. All active passerine nests identified at that time should be protected by a 50-foot radius minimum exclusion zone. Active raptor or special status species nests should be protected by an exclusion buffer with a minimum radius of 100 feet. Each exclusion zone shall remain in place until all young have fledged.

BIO-2. If nesting birds are encountered during construction activities in the non-breeding season (February 1 through August 31), ground disturbance in the area surrounding the nest shall cease immediately and a qualified biologist shall be notified. All work shall remain halted until appropriate corrective measures have been completed, as approved by the Community Development Department.

RESULT AFTER MITIGATION:

Upon implementation of the above Mitigation Measures, the potential project impacts associated with biological resources would be reduced to a less than significant level.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Section 15064.5?	☐	☐	☐	■
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5?	☐	☐	☐	■
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	■
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	■

DISCUSSION:

V.a *Would the project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Section 15064.5?*

The proposed project is located on a site that is vacant and only contains dry boat storage and a kayak rental center. No demolition is proposed, and thus there is no impact upon an historical resource.

V.b *Would the proposed project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Section 15064.5?*

The project site is not known to have archaeological significance. The Sausalito General Plan does not identify the subject parcel as an area of known archeological resources. Further, the site has been previously developed through the location of fill on existing bay. Based on this information it is determined that the proposed project will not have a substantial adverse change on an archaeological resource. (Source: 12)

Although it is not anticipated that this project is on an unique archaeological site, if evidence is uncovered during the site excavation that suggests it may be an unique archaeological resource, all grading activities shall be stopped and the finding reported to the City of Sausalito, as required by State law.

V.c *Would the proposed project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The project site, or any adjacent site, is not known to contain unique paleontological resources or unique geological features and therefore will not directly or indirectly destroy a unique paleontologcal resource.

V.d *Would the proposed project disturb any human remains, including those interred outside of formal cemeteries?*

The project is not anticipated to disturb any human remains due to the fact that the site is located on landfill developed for a shipyard in 1941. California State Law requires that if any human remains are uncovered during site excavation all grading activities will be stopped and findings reported to the City of Sausalito. Based on the above discussion, the project does not have the potential for a significant adverse effect on cultural resources and no mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY & SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	■	☐
ii) Strong seismic ground shaking?	☐	■	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	■	☐	☐
iv) Landslides?	☐	☐	☐	■
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	■
c) Be located on 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?	☐	■	☐	☐
d) Be located on expansive soil, creating substantial risks to life or property?	☐	■	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	■

DISCUSSION:

The following discussion uses information from the October 5, 2006 geotechnical investigation prepared by Salem Howes Associates, which updates the earlier August 10, 1993 geotechnical exploration report prepared by Engeo Incorporated. These documents use data derived from site reconnaissance, field and laboratory testing, and evaluation of the common geologic and geotechnical hazards. The discussion below also references information contained in the Health and Safety Element of the Sausalito General Plan. (Sources: 8, 9, 10, 11, 12)

VI.a *Would the proposed 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?

The San Andreas fault is the closest active fault to the site, located about seven miles to the southwest. The Hayward Fault is located approximately 11 miles to the northeast of the project site and the San Gregorio is located nine miles to the southwest of the site. An active fault is not located within the subject property, and the subject property is not located within an Alquist-Priolo zone. Because surface faulting or ground rupture generally occur along fault lines, and no fault lines are located within or near the subject property, the potential for fault surface rupture in the development area is considered remote. Impacts are anticipated to be less than significant.

ii) Strong seismic ground shaking?

Sausalito is subject to ground shaking caused by a number of regional faults, most prominently the San Andreas Fault. Because it affects a broad area, ground shaking rather than surface fault rupture is the cause of most damage during earthquakes. The factors that affect the severity (intensity) of ground shaking at a site in an earthquake are the size (magnitude) of the earthquake, the duration of the earthquake, the distance to the fault that generated the earthquake, and the geologic materials that underlie the site. Empirical relations developed for rock sites were used in the geotechnical evaluation to provide approximate estimates of median peak ground accelerations. The potential for strong seismic shaking at the project site is high.

The project geotechnical reports dated October 2006 and August 1993 provide recommendations for the design, engineering and construction of the proposed project. Implementation of these recommendations as required by Mitigation Measure **GEO-1,** along with Mitigation Measures **GEO-2** and **GEO-3**, would reduce on-site seismic risks from ground shaking to a less than significant level.

iii) Seismic-related ground failure, including liquefaction?

Liquefaction refers to the sudden, temporary loss of soil strength during strong ground shaking. This phenomenon can occur in saturated, loose, granular deposits (typically sand) when the sediments are subjected to seismic shaking. The potential for liquefaction for the subject site is considered high because of the loose sand deposits that occur locally. However, these sand deposits were encountered at depth and are confined by the bay clays. Thus, it was confirmed in the two geotechnical reports that liquefaction of these sands would not have a noticeable impact on surface improvements. Project design conducted according to the recommendations of the geotechnical report, as required by Mitigation Measure **GEO-1**, would reduce the impacts to a less than significant level.

iv) Landslides?

The subject site contains a flat topography and is not located on a hillside. No landslide impacts are anticipated.

VI.b *Would the project result in substantial soil erosion or the loss of topsoil?*

Substantial soil erosion or loss of topsoil was not identified in either geotechnical evaluation, as the site is flat and largely susceptible to subsidence. No impacts from soil erosion are anticipated.

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

The geotechnical report concludes that the fill on which the proposed project is located is considered more than adequate to spread the foundation load to an acceptable value. The fill is described as medium to very dense and ranges from 10 to 16 feet in thickness with bedrock at 50 to 90 feet below the surface, a thickness deemed acceptable to support the development project subject to the recommended conditions of the Geotechnical Engineer, which have been incorporated through Mitigation Measure **GEO-1**.

Differential Settlement is considered the most significant geologic risk factor for the proposed development. It occurs from the consolidation of the varying thicknesses of bay mud under the weight of overlying fill or structures. Salem Howes Associates calculated that existing fill has settled 4.5 feet since it was originally placed in 1941. Salem Howes Associates also estimates that total settlement of the fill will be 6.5 feet, which is expected to occur over the next 200 to 1000 years. An additional 0.5 feet of settlement is expected to occur in the next 50 years. With the incorporation of the geologic recommendations into the final project design and engineering, as required by Mitigation Measures listed below, the impacts to the project from unstable soil and the possibility of the soil becoming unstable would be reduced to less than significant level.

VI.d *Would the proposed project be located on expansive soil, creating substantial risks to life or property?*

The geotechnical report identifies that the subsurface soil conditions include soft clays referred to as "Bay Mud" and stiffer clays overlying bedrock. A sample was taken of the softer clay fill to determine its plasticity, which was found to be a low plasticity with a low potential for swelling or expansive soil conditions. With the implementation of Mitigation Measure **GEO-2**, the impacts from the potential for expansive soils would be reduced to a less than significant level.

VI.e *Would the proposed project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

The proposed project would connect to the existing sewer system and would not use a septic tank system or other alternative wastewater systems. Therefore, there would be no impact.

MITIGATION MEASURES:

The following Mitigation Measures shall be implemented to reduce potential geology and soils impacts to a less than significant level at the site.

GEO-1 Prior to issuance of a Building Permit, a design-level geotechnical investigation shall be submitted to the City Engineer for review. Final approval of the report will be subject to an independent third party reviewer to be selected by the City. The property owner shall incur the reviewing costs for the independent third party review. Recommendations from the geotechnical study shall be incorporated into the design of roadway and infrastructure improvements as well as foundation and building design, and the final geotechnical report shall incorporate the following:

a) All recommendations contained in the October 6, 2007 revised geotechnical evaluation by Salem Howes Associates shall be incorporated.

b) The report shall specifically address whether expansive soils are present in the development area and include measures to address these soils where they occur.

c) The report shall evaluate options available to reduce site liquefaction potential and/or adverse effects to structures located above potentially liquefiable soils. Once final grading plans are designed, the Project's geotechnical engineers shall determine the appropriate methods of mitigating the effects of liquefaction.

GEO-2 The geotechnical engineer of record shall observe site grading, foundations and pier drilling/installation, retaining walls and other aspects of the construction to verify that the subsurface conditions are as anticipated and the recommendations are appropriate for the project conditions.

GEO-3 Construction of the proposed Project shall conform to the seismic requirements stipulated in the current California Building Code in effect at the time of building permit issuance for Seismic Zone 4, the zone of highest seismic risk.

RESULT AFTER MITIGATION:

The above Mitigation Measures are important measures to ensure maximum stability and minimal risks associated with the proposed development in relation to the site-specific conditions. The Mitigation Measures outlined in the geotechnical evaluations and through professional peer review and as listed above will adequately reduce the project's impacts to a less than significant level.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	■
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	■	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	■
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	■
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
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?	☐	☐	☐	■

DISCUSSION:

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

Construction of the proposed project would result in the development of four industrial structures with off-street parking. Although small quantities of commercially-available hazardous materials may be used within the proposed buildings and in landscaped areas on the project site, these materials would not be used in sufficient

quantities to pose a threat to human or environmental health. Toxic materials used during the construction period would be handled in compliance with hazardous materials regulations. Therefore, implementation of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

VII.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?*

An existing remediation effort under the supervision of the San Francisco Regional Water Quality Control Board (RWQCB) is currently being conducted at the adjacent 30 Liberty Ship Way parcel for the impact from an underground tank release of petroleum products. RWQCB has reported that a portion of the impact from the release may also be located on the subject property to a minimal extent. The site has been extensively tested for soil and groundwater contamination since 2002 and is currently part of the work plan approved by the State of California. Based on the results of the investigations and groundwater monitoring, additional characterization was reviewed by the RWQCB in September 2006, and implemented in January 2007. RWQCB has requested a remediation plan be prepared by the 30 Liberty Ship Way property owners concurrently with additional soil and groundwater investigations towards the Bay. Upon submittal of the remediation plan, the document will be publicly reviewed and must be approved by the RWQCB. RWQCB Staff have indicated a first draft of the remediation plan should be completed June 2008, with completion of the clean-up in the summer of 2008. Implementation of Mitigation Measures **HAZ-1** would require the project site owner to continue cooperation with RWQCB to complete the clean-up, thus reducing the impacts from hazardous materials to less than significant. (Sources: 17, 33)

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

Bay View Elementary School and the Willow Creek Academy are located approximately one-half mile west of the project site. Due to their distance from the project site, no impacts are expected.

VII.d *Is the project located on a site, which is included on a list of hazardous materials sites compiled pursuant to* Government *Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

Government Code Section 65962.5 requires the California Environmental Protection Agency develop an annual list of Hazardous Waste and Substance Sites, known as the Cortese List. The subject parcel is not identified as a hazardous materials site on the Cortese List pursuant to Government Code Section 65962.5. Therefore, there would be no impacts with regard to hazardous materials sites identified on the Cortese List. (Source: 34)

VII.e *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

The project is not located within an airport land use plan or within two miles of a public airport or public use airport, and therefore the project does not have the potential to result in a safety hazard for people residing or working in the project area. No impacts are expected.

VII.f *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

The project is not located within the vicinity of an airstrip, and therefore does not have the potential to result in a safety hazard. No impacts are anticipated.

VII.g *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The project site will be served by the City of Sausalito Police Department and Southern Marin Fire Protection District, both of which are equipped to respond to an emergency on the site should the need occur. The project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. No impacts are expected.

VII.h *Would the project 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?*

The subject parcel is located within an urbanized area, and is not adjacent to or in close proximity to wildlands. Therefore, the project does not have the potential to expose people to risk as a result of wildland fires. No impacts are expected.

MITIGATION MEASURES:

The following Mitigation Measures shall be implemented to reduce potential hazardous material impacts to a less than significant level at the site.

HAZ-1: The applicant shall cooperate with the San Francisco Regional Water Quality Control Board (SFRWQCB) requirements for the 30 Liberty Ship Way remediation efforts.

RESULT AFTER MITIGATION:

The above Mitigation Measures will reduce the project's hazards and hazardous materials related impacts to a less than significant level.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HYDROLOGY & WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	■	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	■	☐

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	■	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	■	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	■	☐	☐
f) Otherwise substantially degrade water quality?	☐	■	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	■
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	■	☐
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	■
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	■	☐

DISCUSSION:

VIII.a *Would the project violate any water quality standards or waste discharge requirements?*

The State and Regional Water Quality Control Boards regulate water quality in surface and groundwater bodies. The San Francisco Bay Regional Water Quality Control Board (RWQCB) is responsible for implementation of state and federal water quality protection guidelines in the vicinity of the project site. The Federal National Pollution Discharge Elimination System (NPDES) Nonpoint Source Program (established through the Clean Water Act) regulates the water quality of runoff. The NPDES program objective is to control and reduce pollutants to water bodies from nonpoint discharges.

The proposed project involves the construction of four industrial structures totaling 57,075 square feet of floor area on a 3.9 acre parcel containing dry boat storage and a kayak rental business. Approximately 40% of the net parcel area would be occupied by structures and other impervious surfaces. Based on NPDES stormwater regulations, the scale of the project would require on-site treatment of stormwater runoff, and development of the site would be subject to NPDES stormwater regulations for construction activities. To maintain compliance with NPDES regulations, the City of Sausalito participates in the Marin County Stormwater Pollution Prevention Program (MCSTOPPP). MCSTOPPP maintains compliance with the NPDES Storm Water Discharge Permit and promotes storm water pollution prevention. Because the project would be required to

meet all applicable water quality standards or waste discharge requirements, thereby avoiding violation of such standards or requirements, the impacts to water quality standards and waste discharge requirements are considered less than significant with Mitigation incorporated. (Sources: 29, 25)

Construction activities and post-construction land use could result in degradation of water quality in nearby surface water bodies by reducing the quality of storm water runoff. The proposed project has been designed at a preliminary level and final grading and drainage plans have not yet been developed for the site. However, implementation of Mitigation Measures **HYD-1**, **HYD-2,** and **HYD-3** would require compliance with the above noted standards and guidelines to ensure potential impact to water quality during and after construction would be less than significant. Mitigation Measure **HYD-1** requires that the applicant/contractor submit final grading and drainage plans to the Community Development Department, **HYD-2** requires the submittal of a Stormwater Pollution Prevention Plan (SWPPP) for review and approval by the City Engineer, and **HYD-3** addresses potential runoff impacts during construction by requiring the covering of prior to a forecasted rain event.

VIII.b *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge?*

The proposed project will rely on water services (potable and irrigation) provided by Marin Municipal Water District. Waste water shall either be treated as sewage or allowed to percolate into ground and vegetation roots under the force of gravity from irrigation discharges. As a result of the provided water services the proposed project will neither deplete nor recharge groundwater aquifers. The proposed changes in ground coverage (and therefore the evaportranspiration rate) may indirectly impact groundwater. Such changes would result in less than significant impacts.

VIII.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, in a manner, which would result in substantial erosion or siltation on- or off-site?*

The proposed project includes a porous pavement system for the parking lot paving and concrete pavers for plaza/open space areas for the purpose of retaining rainfall and runoff on-site for infiltration into the underlying soil, thus eliminating all project runoff. The Environmental Protection Agency (EPA) publishes Best Management Practices to control urban storm water runoff (Urban Stormwater Best Management Practices, August 1999), in which they recommend utilizing site design techniques that incorporate on-site storage and infiltration to reduce runoff generated from the site. The use of pervious pavements is included as a recommended BMP to reduce or eliminate the volume and intensity of stormwater discharges, as well as reduce pollutant concentrations in runoff.

Percolation tests were completed by the CSW/Stuber-Stroeh Engineering Group, Inc. to test the suitability of soil infiltration rates to support the pervious pavement system. The percolation tests demonstrated that the infiltration rate is high, with a minimum of 4.0 inches infiltration per 24 hours and a maximum of 21.8 inches per 24 hours, creating an overall average infiltration rate of 12.9 inches per 24 hours. The recommended rate of infiltration, based on the Environmental Protection Agency's Best Management Practices for stormwater runoff is a rate of 0.5 inches per hour, or 12 inches per 24 hours. Thus the site appears to provide suitable infiltration rates for the proposed pervious pavement system. In addition approximately 0.4 acres, or 11%, of the net parcel area consists of landscaped areas consistent with Zoning Ordinance requirements. Thus, approximately 74.5% of the net parcel area consists of pervious surfaces when accounting for both landscaped areas and pervious areas created by the porous pavements used. This high percentage of pervious surfaces is anticipated to adequately accommodate project runoff. In addition, there is a second offsite outflow pipe that discharges into the Bay and will be used for secondary overflow purposes only, such as during a severe rainfall. The preparation of a Stormwater Pollution Prevention Plan (SWPPP) for the final construction documents consistent with the

recently implemented MCSTOPPP Design Guidelines, as required Mitigation Measure **HYD-2,** would result in a less than significant impact. (Sources: 18, 31)

VIII.d *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 surface runoff in a manner that would result in flooding on- or off-site?*

As stated in Section VIII.c above, the proposed development is not expected to increase the rate or amount of surface water runoff and would not result in flooding on or off site. The porous pavement system and landscaped areas would reduce runoff, and design of the system through a SWPPP would result in less than significant impacts to existing drainage and flooding.

VIII.e *Would the project create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

See VIII.c above. The proposed porous pavement is recognized by the EPA as a first-flush pollution for stormwater management. Stormwater that initially runs off an area is generally more polluted than the stormwater that runs off after rainfall has already cleansed the catchment, and thus is known as the "first-flush" due to its higher pollutant load. Porous pavement can collect initial runoff and reduce pollutant levels through their filtration systems. Studies done in Rockville, MD and Prince William, VA have indicated high pollutant removal efficiency for porous pavements, between 82 and 95 percent for sediment, 65 percent for total phosphorus, and between 80 and 85 percent of total nitrogen when maintained through an active surface cleaning program to clear pavement voids (Center for Watershed Protection, 1998). With implementation of **HYD-1** and **HYD-2,** impacts would be less than significant. (Sources: 18, 35)

VIII.f *Would the project otherwise substantially degrade water quality?*

As discussed in response VIII.a through VIII.e above, the reduction in runoff and filtration of pollutants can provide water quality benefits. Mitigation Measure **HYD-3** would require long-term monitoring of the porous pavement system to ensure its effectiveness to manage stormwater runoff. Short-term impacts to water quality may occur during construction in the event of a rain storm flushing construction materials into Richardson Bay. The implementation of Mitigation Measure **HYD-4** would reduce the impacts to water quality during construction to a less than significant level.

VIII.g *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 (FIRM) or other flood hazard delineation map?*

The project would not place housing within a 100-year flood hazard area as mapped on FEMA FIRM maps, and thus there is no impact.

VIII.h *Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?*

The project site is located in a designated 100-year flood hazard area according to the Federal Emergency Management Agency (FEMA) FIRM Map (Community Panel 060182 001C, Effective Date 09/30/1980). The FEMA FIRM map indicates the flood elevation during a 100-year storm in the vicinity of the project amounts to six feet National Geodetic Vertical Datum (NGVD). All proposed structures are located at a floor elevation of at least eight feet NGVD, two feet above the 100 year storm elevation. The high concentration of porous pavement surfaces will filtrate runoff through the site rather than redirecting runoff flows. Thus, no impacts from flooding

are anticipated. (Source: 12)

Sea level rise can increase the risk of flooding along Richardson Bay by increasing water surface elevations in the Bay relative to shoreline elevations and by increasing storm frequencies. Subsidence along the shoreline can amplify these elevation differences, further increasing the risk of flooding. The inherent risk to shoreline development of loss, injury, or death due to flooding from naturally induced causes will persist regardless of the proposed project. Because the project would not significantly increase the existing potential sea level rise, impacts would be less than significant. (Source: 36)

VIII.i *Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam?*

See response to VIII.a above. The proposed project would not 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. Therefore, there would be no impact.

VIII.j *Would the project be subject to inundation by seiche, tsunami or mudflow?*

The project site is mapped as susceptible to the effect of tsunamis, as discussed in the ENGEO Geotechnical Report (1993). It is estimated that the run-up at the site of a tsunami reaching the Golden Gate would be half of the run-up occurring at the entrance to the bay. All site structures are proposed to be brought two feet above the 100-year flood elevation, which are eight feet NGVD above the mean sea level. Thus, impacts are anticipated as less than significant. (Source: 9)

MITIGATION MEASURES:

The following Mitigation Measures shall be implemented to reduce the potential for impacts associated with hydrology and water quality at the site to a less than significant level.

HYD-1 Prior to issuance of a building permit, the project applicant/contractor shall submit final grading and drainage plans prepared by a licensed professional engineer to the City Engineer for review and approval. The plans shall demonstrate conformance to MCSTOPPP with Site Design Guidelines and shall also estimate pollutant removal performance.

HYD-2 Prior to issuance of a building permit, the project applicant/contractor shall prepare a Stormwater Pollution Prevention Plan (SWPPP) for both the construction period and the post construction period to determine and demonstrate mitigation of construction and post construction impacts to a level of insignificance. The post construction SWPPP shall specify maintenance programs to assure long term performance. The SWPPP shall review and approve the final designs proposed in the SWPPP.

HYD-3 A water quality sampling program and flow measurement program shall be operated for two years following project completion to assess performance of the pervious pavements used, a draft of which shall be submitted to the City Engineer for review and approval prior to issuance of a Building Permit. The program shall address actions to occur upon failure of the porous pavement system to percolate at an average infiltration rate greater than 9.6 inches per 24 hours and the measures necessary to assure discharge rates are maintained at a rate greater than 14MPN/100mL, pursuant to forthcoming TMDL standards for Richardson Bay. The property owner shall incur the costs for any independent third party review necessary for the water quality sampling and flow measurement program.

HYD-4 Prior to a forecasted rain event, debris boxes shall be covered to preclude potential runoff of hazardous materials into Richardson Bay.

RESULT AFTER MITIGATION:

The above Mitigation Measures will reduce the project's hydrology and water quality impacts to a less than significant level.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☐	■
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?	☐	☐	☐	■
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	■

DISCUSSION:

IX.a *Would the project physically divide an established community?*

The project would develop a vacant industrial zoned parcel with new structures serving the Marinship Industrial District. The project design will enhance an existing pedestrian pathway and create new roadway and pathway connections through the Marinship Specific Plan Area, thus no impacts to divide the existing community are anticipated.

IX.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?*

The three applicable policy documents for the subject project are the City of Sausalito General Plan, Zoning Ordinance, and the Marinship Specific Plan. The parcel is designated for Industrial and Waterfront uses in the Zoning Ordinance, which is consistent with the General Plan designations. The Marinship Specific Plan further refines the use and development regulations for the site, specifically oriented the intended uses for maritime commercial, industrial, and other waterfront-oriented uses. Although the proposed project does not identify the uses to be located in the new structures, any new uses must be compliant with Zoning Ordinance and Marinship Specific Plan permitted uses. As designed, the project is consistent with the applicable development standards, with a maximum FAR of .30 in the Waterfront designated area and .40 in Industrial designated area. Building coverage consists of .22 and is consistent with the maximum permitted for the zoning districts. Because the project would be consistent with the land use designation and zoning for the site, and has been designed in conformance with the applicable development standards outlined in the City's Municipal Code, the project would not conflict with any applicable land use plan, policy or regulation. (Sources: 12, 13, 14, 15)

IX.c *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?*

There would be no conflict with a habitat conservation plan or natural community conservation plan, since no such plans have been developed on or adjacent to the site.

Based on the above discussion, the project does not have the potential for a significant adverse effect on the environment related to land use and planning. No mitigation is necessary or required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
X. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	■
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	■

DISCUSSION:

X.a *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

The project site does not contain any known mineral resources. No impact would occur.

X.b *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

Neither the Sausalito General Plan or the Marinship Specific Plan discuss the presence of locally important mineral resource recovery site in the vicinity of the proposed project. No impact would occur. (Sources: 12, 15)

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. NOISE. Would the project:				
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	■	☐	☐
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne	☐	■	☐	☐

noise levels?

c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	■
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	■	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■
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?	☐	☐	☐	■

DISCUSSION:

XI.a *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

The City of Sausalito General Plan identifies noise contour lines in the Health and Safety Element, as identified on Map GP-19, with the intent to maintain these noise levels throughout the life of the General Plan. For the project site, the noise contours identified on the map range from 55dB, at the northernmost point of the site adjacent to the shoreline, to 65db, at the southernmost point of the site towards Bridgeway. The General Plan also designates exterior noise level thresholds for industrial and manufacturing uses, which are consistent with the California Office of Noise Control's regulations for acceptable noise levels for different types of land uses. Normally acceptable noise levels for industrial land uses, or levels that satisfactorily meet community noise requirements, are less than 70dB. Noise levels above 70dB are considered conditionally acceptable and would require a noise reduction analysis and noise insulation features.

The proposed project would house industrial and commercial uses normally permitted in the area that would not exceed the levels described above. The site is located along the shoreline and away from Bridgeway where residential uses are located. Adjacent uses include other industrial developments with land uses permitted for Industrial and Waterfront districts currently operating under the noise levels specified by the General Plan. There are currently no known noise violations from these existing uses, and the uses within the new development are not anticipated to increase noise levels in excess of permitted standards, as the uses must comply with the Sausalito Municipal Code Noise Control regulations and the General Plan permitted exterior noise levels. (Sources: 12, 14)

Short-term construction-related noise impacts could result from demolition, excavation, grading and building construction activities. Project development would require the use of heavy equipment for demolition, excavation, and construction. Development activities would also involve the use of excavators, various power tools, generators, and other sources of noise. Construction-period noise levels would be higher than existing

noise levels, but would cease once construction is complete. The project will be required to comply with Sausalito's Noise Ordinance that places time restrictions on construction operations. In addition, to limit the potential impact of noise disturbance on surrounding neighbors, staff is recommending the incorporation of Mitigation Measure NO-1, requiring noise reduction features for construction equipment exceeding normally permitted noise levels, as discussed in Mitigation Measure **NO-1.**

XI.b *Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels*

Construction activities associated with implementation of the proposed project could temporarily expose persons in the vicinity of the project site to groundborne vibration or ground-borne noise levels. Implementation of Mitigation Measures **NO-1** and **NO-2** would reduce this impact to a less than significant level.

XI.c *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

As discussed in XI.a above, the project would not create a substantial permanent increase in ambient noise levels above those levels that current exist in the vicinity. Therefore, there would be no impact.

XI.d *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

The temporary use of construction equipment, necessary to complete the project, will likely generate a substantial increase in the ambient noise levels in the vicinity of the project during the construction phase. To limit the potential impact neighboring properties, the project will be required to comply with Sausalito's Noise Ordinance that places time restrictions on construction operations. In addition, noise reduction features will be required for construction equipment emitting noise above the normal range of 70 dB for more than a 30-minute period. Implementation of required Mitigation Measures **NO-1** and **NO-2** are anticipated to reduce the potential impact to a less than significant level. (Source: 14)

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

The project is not located within an airport land use plan or within two miles of an airport. No impacts would occur.

XI.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 is not located within the vicinity of a private airstrip. No impact would occur.

MITIGATION MEASURES:

The following Mitigation Measures shall be implemented to reduce the potential for impacts associated with ambient noise levels to a less than significant level.

NO-1. During construction, noise reduction features shall be used for construction equipment emitting noise greater than the normally permitted range of 70dB for a period of more than 30 minutes, subject to approval by the Community Development Department.

RESULT AFTER MITIGATION:

Upon implementation of the above Mitigation Measure, the potential project impacts regarding ambient noise levels during construction activities would be reduced to a less than significant level.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	■
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

DISCUSSION:

XII.a *Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The proposed project would construct approximately 60,000 square feet for new industrial and commercial tenants and includes minimal infrastructure improvements for a low traffic roadway. The minimal scale of the project is not anticipated to induce substantial population growth. No project impact is anticipated. (Source: 1)

XII.b *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

The subject site is vacant and does not contain existing housing. Therefore, no impact would occur.

XII.c *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

As discussed in Section XII.b above, no persons would be displaced from their residences as a result of the project, and so impact would occur.

Based on the above discussion, the project does not have the potential for a significant adverse effect on the environment related to population and housing. No mitigation is necessary or required**.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	■
Police protection?	☐	☐	☐	■
Schools?	☐	☐	☐	■
Parks?	☐	☐	☐	■
Other public facilities?	☐	☐	☐	■

DISCUSSION:

XIII.a *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities?*

The subject site is located in an area that currently receives public services from the City of Sausalito, including police and fire services, public schools, parks, and other public services. The scale of the proposed development, consisting of approximately 60,000 square feet of industrial and commercial space, is not anticipated to impact existing public services to the level requiring the provision of new or altered government facilities. Thus, no change or impact to the City's public services are projected.

Based on the above discussion, the project does not have the potential for a significant adverse effect on the environment related to public services. No mitigation is necessary or required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	■
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	■

DISCUSSION:

XIV.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 proposes to develop a vacant site in an area with several city parks and recreational facilities available. The project includes substantial open space and plaza areas to serve new employees, consisting of approximately .4 acres. As such, no increase in the use of existing neighborhood or regional parks or other recreational facilities is anticipated to occur. (Source: 1)

XIV.b *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

No specific recreational facilities or the expansion of recreational facilities are proposed as part of the project. Therefore, there would be no adverse physical effect on the environment for construction related to recreational facilities.

Based on the above discussion, the project does not have the potential for a significant adverse effect on the environment related to recreation. No mitigation is necessary or required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC. Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	■	☐	☐

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	■	☐
c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	■	☐	☐
d) Result in inadequate emergency access?	☐	☐	☐	■
e) Result in inadequate parking capacity?	☐	☐	☐	■
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	■

DISCUSSION:

XV.a *Would the proposed project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system.*

To determine project related impacts on traffic and circulation in the Marinship Specific Plan area and nearby intersections, a Traffic Impact Study was completed by W-Trans in March 2008. Six intersections were identified for the study to evaluate the operation of the intersections during a.m. and p.m. peak hour periods:

- Bridgeway/Harbor Drive - signalized
- Harbor Drive/Marinship Way – non-signalized
- Harbor Drive/Road 3 – non-signalized
- Harbor Drive/Gate 5 Road – non-signalized
- Liberty Ship Way/Marinship Way – non-signalized
- Bridgeway/Marinship Way - signalized

Based on a traffic impact study, all study intersections currently operate a Level of Service (LOS) C or better. The proposed project would add a total of 822 net daily trips to the street network, including 56 during the a.m. peak hour and 62 during the p.m. peak hour. Upon adding project-generated traffic to existing baseline traffic volumes, the study intersections are expected to continue operating acceptably with the exception of the northbound approach of the Harbor Drive/Marinship Way intersection, which will drop to a level of service D with project generated trips. Harbor Drive/Marinship Way is a non-signalized intersection that is the only intersection projected to operate below a LOS C upon buildout of the Marinship Specific Plan. The p.m. peak hour conditions for the northbound approach of the intersection will operate at a LOS F, and the intersection as a whole will operate at a LOS E under buildout conditions. The Marinship Specific Plan EIR identifies the need for the development of a traffic loop at the intersection of Harbor Drive/Marinship Way that would convert traffic flow to a one-way southbound direction on Harbor Drive and would eliminate interference of traffic caused by the closely spaced intersection of Bridgeway/Marinship Way. With the implementation of Mitigation Measure **TRANS-1**, the owner would agree to participate in the Marinship Improvement District and provide a fair-share contribution for project generated traffic for the development of the traffic loop at Harbor Drive/Marinship Way. No substantial changes in operation occur with the addition of project-generated trips to buildout conditions. Thus, contribution to the traffic loop at Harbor Drive/Marinship Way would reduce the project-related traffic impacts to less than significant. (Sources: 7, 15)

XV.b *Would the proposed project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?*

The LOS standard for the City of Sausalito is established by the City's General Plan. Circulation Element Policy CP-1.2 states that the City shall "Maintain a letter grade Level of Service of 'C' for signalized intersections for the P.M. weekday peak hour except for Johnson, Bay and Princess Streets." Because this policy does not differentiate between various types of intersection control, for purposes of the traffic study, the LOS standard C was applied to the study intersections' overall operation rather than that for any single movement or approach. In terms of individual project impacts, all signalized intersections in the Traffic Impact Study will continue operating acceptably at a LOS C or better upon the addition of project-generated traffic of 822 daily trips. Cumulative impacts to signalized intersections will also continue to meet the LOS C standard specified by the General Plan. For non-signalized study intersections included in the Traffic Impact Study, all will continue operating acceptably with the exception of Harbor Drive/Marinship Way, as discussed above. However, this intersection is non-signalized and the General Plan Circulation Element does not specify LOS standards for non-signalized intersections. Individual and cumulative impacts are thus less than significant to signalized intersections and potentially significant without mitigation to non-signalized intersections. Implementation of Mitigation Measure **TRANS-1** and **TRANS-2** will reduce the project-related traffic impacts to local intersections to a level less than significant. (Source: 7, 12)

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

As specified in the Traffic Impact Study (W-Trans, 2008), the main roadway serving the project site, Liberty Ship Way, does not currently meet City standards and is too narrow and in poor condition. The Traffic Impact Study and the City Engineer have recommended Liberty Ship Way be brought up to City standards with the proposed development. The road proposed to serve the site is currently designed to be 19' wide with a 5' sidewalk. However, City staff has recommended the road entering the site be developed to accommodate two-way traffic, which would require a 24' wide roadway with a 5' sidewalk. Considerable discussion was conducted between staff and the applicant, as the portion of Liberty Ship Way approaching the site and immediately adjacent to the site measures 15' wide and only accommodates one-way traffic. The proposed design continues the one-way traffic pattern with a stop sign at the project entrance, at which time the internal project circulation maintains a 24' wide two-way roadway. City staff has recommended widening the portion of Liberty Ship Way that runs through the project site to meet city standards with a 24' wide roadway. Although the off-site portion of Liberty Ship Way would maintain its existing substandard design, it is assumed this portion would also be developed in the future and be expanded to 24'. Implementation of Mitigation Measure **TRANS-3** would reduce the impacts to a less than significant level by providing an undeveloped area where the roadway could be expanded at the future date when adjacent properties are developed, thus necessitating expansion of the roadway to comply with City standards. (Source: 7)

Potential traffic impacts may also occur during the construction phase from construction equipment and materials being brought to the site. The applicant will need to develop a construction management plan that provides appropriate off-site parking, transportation of workers to and from the site, and construction equipment staging that would minimize impacts to adjacent properties. Implementation of Mitigation Measure **TRANS-4** would reduce the potential for construction phase roadway hazards to a less than significant level.

XV.d W*ould the proposed project result in inadequate emergency access?*

The Southern Marin Fire Protection District (SMFPD) is the agency that provides fire protection and emergency services to the subject site. The SMFPD has reviewed the proposed project and has not reported concerns with emergency access. Implementation of Mitigation Measure **TRANS-4** would reduce the potential impact to a less than significant level during construction. Once construction of the project is complete, site

development would not cause any impact to emergency access as there are adequately sized roadways with a loop circulation providing for emergency vehicle access.

XV.e *Would the proposed project result in inadequate parking capacity?*

Off-street parking requirements are established in the City's development standards outline in Zoning Ordinance Section 10.40.110.B. In order to determine the off-street parking required by the proposed project, the highest possible development of uses was used. As illustrated in the table below, the project includes 57,075 square feet of floor area, with 20,890 square feet designated as storage area. The remaining area for industrial uses consists of 36,185 square feet, 40% of which can be used for commercial uses (Zoning Ordinance Section 10.26.040.D). In order to determine the future required parking for the proposed development, the maximum intensity of uses was used based on what is permitted by the underlying zoning, as illustrated in the Parking Summary Table. Assuming the development will be built at its maximum intensity, the required parking ratio would be 115 spaces. The proposed parking layout provides off-street parking spaces for 119 cars, 1 truck loading space, 24 bicycles, and 3 motorcycles, which meets the Zoning Ordinance's required off-street parking. Thus, the proposed development will provide adequate parking capacity, and no impacts to parking capacity are anticipated. (Sources: 1, 13)

Parking Summary

Use	Total GFA	Required Parking Ratio (Section 10.40.110.B)	Total Required Parking Spaces
Storage	20,890	1 space/2,000 GFA	10 spaces
Industrial	20,211	1 space/500 GFA	40 spaces
Service/Repair/ Other Commercial Uses	14,474	1 space/300 GFA	48 spaces
Restaurant	1,500 (1,000 square feet of dining area)	1 space/60 square feet of seating area	17 spaces
Total	57,075	n/a	115 spaces

XV.f *Would the proposed project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

A variety of General Plan policies support the improvement of transit, pedestrian, and bicycling facilities within the City of Sausalito. Specifically General Plan Objective CP-4.0 calls for "encouraging bicycling and pedestrian activities to reduce the use of motorized vehicles within the City" and Objective CP-3.0 outlines the goal to "maximize the use of public transit as an alternative to the private automobile." Specific policies applying to the project include the Marinship Specific Plan which identifies public access as a required part of any development plan within the Marinship. The project site contains a portion of "Path B", a designated pedestrian and bike path that connects from Bridgeway at Napa Street through the site and continues to Schoonmaker Beach. The project proposes to enhance the pathway edge by removing an existing 6' high wood fencing separating the pathway from the site and placing new bollard fencing along the southern edge of the pathway, separating the pathway from the marsh restoration area. The site design includes additional pathway connections from the existing pathway through the proposed development to enhance pedestrian connections through the Marinship.

Transit service to the site is provided by Golden Gate Transit Routes 2, 22, and 60, which operate along Bridgeway with the closest bus station 0.2 miles from the site, and through the Sausalito Ferry Station located 1 mile from the site. Both bus and ferry services are accessible to the site via the multi-use pedestrian/bicycle path linking the site to the sidewalk and bike path system along Bridgeway. Enhancement of the existing

pathway along with the new interior pedestrian connections proposed are consistent with General Plan and Marinship Specific Plan policies and would not result in conflicts with these local policies. No impacts would occur. (Sources: 7, 12, 15)

MITIGATION MEASURE:

The following mitigation measure shall be implemented to reduce to a less than significant level the potential for impacts associated with traffic and transportation.

TRANS-1 The owner shall agree to financially participate in the Marinship Improvement District, which shall include the provision of a fair-share project contribution to construct a traffic signal loop at the intersection of Harbor Drive/Marinship Way, as specified in the Marinship Specific Plan Final EIR. Payment of the fair-share contribution shall be made prior to final inspection.

TRANS-2 Prior to the issuance of a Building Permit, the area designated for a future 24' wide roadway with 5' sidewalks, as illustrated on the revised plans dated March 7, 2008, shall be recorded as a roadway easement or other documentation as is reasonably acceptable to the Community Development Department. Evidence of recordation of said documentation shall be provided to the City, and shall be binding upon future property owners.

TRANS-3 Prior to issuance of a Certificate of Occupancy, the property owner shall enter into a deferred improvement agreement for the development of a 24' wide roadway with 5' sidewalks in the recorded easement area specified in TRANS-2.

TRANS-4 Prior to issuance of a Building Permit, a construction traffic control, parking, and staging plan and construction schedule shall be submitted for review and approval by the City Engineer. The transportation of workers to and from the site shall be addressed in the report. The staging plan shall show the location of dumpsters, equipment, and construction material during construction and any areas within the street right-of-way to be used for off-loading material and equipment. An encroachment permit is required for any such storage in the City right-of-way.

RESULT AFTER MITIGATION:

Upon implementation of the above Mitigation Measures, the potential project impacts regarding traffic would be reduced to a less than significant level.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	■	☐	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	■	☐	☐

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	■	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	■
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	■	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project' solid waste disposal needs?	☐	☐	☐	■
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	■

DISCUSSION:

XVI.a *Would the proposed project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

The project site will be serviced by the Sausalito-Marin City Sanitary Sewer District (SMCSD) for wastewater treatment facilities. The project proposes a sanitary sewer connection with the existing SMCSD gravity main that parallels Bridgeway. The sanitary sewer for the buildings on the project site will discharge into an existing street-manhole in front of 30 Liberty Ship Way. The Applicant's Engineer has reported the sanitary sewer design to consist of solvent welded PVC pipe so that the system can be converted to a pressure system in the future if needed. Conversion to a force system could be accomplished by constructing a flush-surface wet-well and installing submersible pumps hooked up to the PVC discharge line with an emergency power back-up system for the pumps.

In discussion with SMCSD Staff, the SMCSD has indicated adequate wastewater infrastructure is available to accommodate the new development and that the project will not cause the SMCSD to exceed wastewater treatment requirements required by the San Francisco Bay Regional Water Control Board (SFRWQCB). Upon development of detailed sewer design plans, the project may require a permit from SMCSD or other routine monitoring, pre-treatment, or sampling of discharges based on an assessment of pollutants expected to be discharged from the project site. Implementation of Mitigation Measure **US-1** would require development of a detailed sewer plan and pollutant assessment to be reviewed and approved by the SMCSD, which would ensure wastewater treatment be designed to meet standards set by the SFRWQCB. Potential impacts to wastewater would be reduced to less than significant through **US-1**.

The City Engineer reviewed the sewer system and was satisfied with the details provided with conditions included that the project require welded or PVC pipe that is pressure tested, designation of an area for a potential future pump station be provided, and that the sewer account for an estimated 1 foot settlement that may occur in the next 50 years. The incorporation of Mitigation Measure **US-2** addresses these conditions and reduces the potential impacts to wastewater to a less than significant level. (Sources: 11, 18, 32)

XVI.b *Would the proposed project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

The site will be served by existing water and sewer lines in close proximity. An existing sanitary sewer manhole is located immediately adjacent to the property and existing water lines are located along Liberty Ship Way. Construction of the new water and wastewater facilities will be contained within the site or will connect through existing public rights-of-way. It is not anticipated the expansion of these facilities will cause significant environmental effects. Mitigation Measures **US-1** and **US-2** will ensure the water and wastewater systems are designed according to applicable agency requirements, which will reduce potential impacts to less than significant. (Source: 4)

XVI.c *Would the project require or result in the construction of new storm water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Storm water will be accommodated through the proposed pervious pavement system for the parking lot and pavement on the development site, as discussed in Hydrology Section VIII.b through e above. An existing storm water manhole that connects to an outflow pipe discharging into the Bay is located within close proximity to the site, which is anticipated to be used only in storms with heavy rainfall. No impacts are anticipated. (Source: 4, 18)

XVI.d Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

The proposed project is located in an urban area with capacity for additional development. The site would be provided water service by the Marin Municipal Water District (MMWD), which will determine the necessary facilities and water entitlement for the project upon the fulfillment of their requests reported by the MMWD letter dated July 25, 2007. To comply with requested MMWD conditions, Mitigation Measure **US-3** has been incorporated to ensure the impacts to water supplies are less than significant. (Source: 21)

XVI.e Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

See XVI.a, above.

XVI.f Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

The project is anticipated to be accommodated in the City of Sausalito's existing solid waste disposal system, which is served by the Bay Cities Refuse Service, which has sufficient capacity to accommodate the project's solid waste disposal needs. No impacts are anticipated.

XVI.g Would the project comply with federal, state, and local statutes and regulations related to solid waste?

The project would comply with federal, state, and local statutes and regulations related to solid waste, as discussed above.

MITIGATION MEASURE:

The following mitigation measure shall be implemented to reduce to a less than significant level the potential for impacts associated with utilities and service systems.

US-1 Prior to issuance of a Building Permit, an assessment shall be completed outlining the pollutants expected to be discharged from the project. The assessment shall be submitted for approval to the Sausalito-Marin City Sanitary Sewer District. Appropriate permits from the SMCSSD shall be obtained prior to installation of the sewer system.

US-2 Prior to issuance of a Building Permit, detailed sewer plans shall be submitted to the City Engineer for review and approval. The plans shall include the use of welded or PVC pipe that is pressure tested and designation of an area for a future pump station. Such design shall also account for an estimated 1 foot settlement that may occur in the next 50 years.

US-3 The applicant shall comply with all Marin Municipal Water District requirements for new water facilities, as outlined in their letter dated July 25, 2007. Site development shall comply with the District's rules and regulations in effect at the time service is requested and all landscape and irrigation plans must be designed in accordance with the most current District landscape and backflow prevention requirements.

RESULT AFTER MITIGATION:

Upon implementation of the above Mitigation Measures, the potential project impacts regarding the provision of utilities and service systems would be reduced to a less than significant level.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE				
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?	☐	■	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	■	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	■	☐	☐

DISCUSSION:

XVII.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?*

The proposed project site is located on a site that has been previously disturbed as it was developed by landfill in the 1940's. There is no construction proposed in the adjacent tidal march and tidal mudflat habitats. Implementation of Mitigation Measures **BIO-1** and **BIO-2** will reduce the potential to impact these habitats during construction to a less than significant level. No known important examples of major periods of California history or prehistory are located on the site.

Other potential impacts resulting in the degradation of the surrounding environment include impacts to: light and nighttime views, air quality during construction activities, geological and hydrological impacts, temporary noise impacts during construction, and wastewater treatment impacts. Implementation of Mitigation Measures identified in the Aesthetics, Geology, Hydrology, Noise, and Utilities and Service Systems sections would reduce these impacts to a less than significant level**.**

XVII.b *Does the project have impacts that are individually limited, but cumulatively considerable?*

The project may cumulatively impact transportation and traffic due to level of service (LOS) impacts to the Harbor Drive/Marinship Way, which are reduced to a LOS F upon buildout conditions of the Marinship Specific Plan. The addition of the project does not alter the LOS of this intersection at buildout. However, because project-generated traffic does contribute to overall buildout causing the failure of this intersection, it is necessary to establish a fair-share contribution for project impacts to enable the completion of the intersection improvements required to maintain an acceptable LOS. Implementation of Mitigiation Measure **TRANS-1** will require a fair-share contribution to the Marinship Improvement District for intersection improvements at the impacted Harbor Drive/Marinship Way intersection, thus reducing the impacts to less than significant.

The other potentially cumulatively considerable impact is the potential to create a substandard roadway at the project entry that does not meet City standards. The recordation of a roadway easement and deferred improvement agreement for the development of a future roadway at the time of development of adjacent properties would reduce this impact to a less than significant level, as required by Mitigation Measures **TRANS-2** and **TRANS-3** and discussed in the Transportation Section.

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

The project could have substantial adverse effects on human beings through: impacting nighttime views, air quality degradation during the construction period; exposing persons to potential adverse effects from geologic hazards, potential exposure to hazardous materials, and a temporary increase in noise from construction. However, these potential impacts would be mitigated to a less-than- significant level through implementation of the following Mitigation Measures: Mitigation Measures **AST-1**, **AST-2**, **AQ-1**, **GEO-1** through **GEO-6**, **NO-1**, and **NO-2**.

Based on the above discussion, the project with mitigation does not have the potential for a significant adverse effect on the environment related to mandatory findings of significance.

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3. Preliminary Grading Plan prepared by CSW/Stuber-Stroeh Engineering Group, Sheet PC-1, dated January 11, 2008.
4. Utility/Area Map prepared by Charles M. Stewart Architects date-stamped received February 29, 2008
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33. Phone conversation with John Jang of the San Francisco Regional Water Quality Control Board, May 8, 2008.
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FIGURE 1: Mitigation Monitoring and Reporting Plan

70-76 LIBERTY SHIP WAY
FIGURE 1 - MITIGATION MEASURE MONITORING PROGRAM

Mitigation Measure/Conditions of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Department	Initial	Date	Comments
Aesthetics							
AST-1 All exterior lighting shall be shielded and downward facing and subject to the review and approval of the Community Development Department.	Ensure lighting is compliant during planning final inspection.	Prior to final project approval.	Once prior to final inspection.	Planning Staff			
AST-2 Parking lot lighting shall be designed and constructed with full cut-off luminaries and shall be fully shielded so that light will be directed inwards and downward toward the interior of the property, with a maximum illuminance level of 5 Footcandles (Fc). All lighting placed on the exterior of the building, including security lighting, shall also have fully-shielded lighting fixtures to direct the light inwards and downward, with a maximum illuminance level of 5 Footcandles (Fc).	Review lighting plan prior to issuance of a Building Permit.	Prior to issuance of a Building Permit and during final planning inspection.	Once prior to final inspection.	Planning Staff			
AST-3 Parking lot lighting shall be reduced to the minimum levels required for safety purposes during evening hours.	Applicant to notify staff of minimum lighting levels necessary to be incorporated as condition of approval.	Ongoing after project completion.	Ongoing after project completion.	Planning Staff			
Air Quality							
AQ-1. Prior to the issuance of a Building	Require dust and	During grading	Ongoing during	Planning Staff,			

Mitigation Measure/Conditions of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Department	Initial	Date	Comments
Permit, the applicant shall submit a dust and debris control plan for the review and approval of the City Engineer. The dust and debris control plan shall include the following measures; a. Water all active construction areas at least twice daily; b. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard; c. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites; d. Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites; and e. Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.	debris control plan.	and construction.	construction.	Engineering Staff, and Building Inspectors			
<u>Biological Resources</u> **BIO-1**. Any ground disturbance in vegetated areas and removal of vegetation shall be conducted between September 1 and January 31, during the non-breeding season	Report by certified Biologist submitted prior to grading and construction	Prior to issuance of a building permit and during construction.	Ongoing during construction.	Planning Staff.			

Mitigation Measure/Conditions of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Department	Initial	Date	Comments
for birds. If it is not practical to remove vegetation between said dates, pre-construction breeding bird surveys shall by conducted by a qualified biologist within 14 days of ground disturbance activities in vegetated areas. All active passerine nests identified at that time should be protected by a 50-foot radius minimum exclusion zone. Active raptor or special status species nests should be protected by an exclusion buffer with a minimum radius of 100 feet. Each exclusion zone shall remain in place until all young have fledged.	activities.						
BIO-2. If nesting birds are encountered during construction activities in the non-breeding season (February 1 through August 31), ground disturbance in the area surrounding the nest shall cease immediately and a qualified biologist shall be notified. All work shall remain halted until appropriate corrective measures have been completed, as approved by the Community Development Department.	Community Development Department notified by certified Biologist.	Ongoing during construction.	Ongoing during construction.	Planning Staff.			
<u>Geology</u>							
GEO-1 Prior to issuance of a Building Permit, a design-level geotechnical investigation shall be submitted to the City Engineer for review. Final approval of the	Submittal of Geotechnical Report.	Prior to issuance of a Building Permit.	Once prior to building permit issuance.	City Engineer, Planning Staff.			

Mitigation Measure/Conditions of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Department	Initial	Date	Comments
report will be subject to an independent third party reviewer to be selected by the City. The applicant shall incur the reviewing costs for the independent third party review. Recommendations from the geotechnical study shall be incorporated into the design of roadway and infrastructure improvements as well as foundation and building design, and the final geotechnical report shall incorporate the following: **a)** All recommendations contained in the October 6, 2007 revised geotechnical evaluation by Salem Howes Associates shall be incorporated. **b)** The report shall specifically address whether expansive soils are present in the development area and include measures to address these soils where they occur. **c)** The report shall evaluate options available to reduce site liquefaction potential and/or adverse effects to structures located above potentially liquefiable soils. Once final grading plans are designed, the Project's geotechnical engineers shall determine the appropriate methods of mitigating the effects of liquefaction.							

Mitigation Measure/Conditions of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Department	Initial	Date	Comments
GEO-2 The geotechnical engineer of record shall observe site grading, foundations and pier drilling/installation, retaining walls and other aspects of the construction to verify that the subsurface conditions are as anticipated and the recommendations are appropriate for the project conditions.	Require notification from certified Geotechnical Engineer.	During construction.	Ongoing during construction.	Building Inspector, Planning Staff, Engineering Staff.			
GEO-3 Construction of the proposed Project shall conform to the seismic requirements stipulated in the current California Building Code in effect at the time of building permit issuance for Seismic Zone 4, the zone of highest seismic risk.	Submit plans consistent with this requirement.	Prior to issuance of a Building Permit.	Once during Building Permit plan check.	Building Division Staff.			
<u>Hazards</u> **HAZ-1** The applicant shall cooperate with the San Francisco Regional Water Quality Control Board (SFRWQCB) requirements for the 30 Liberty Ship Way remediation efforts.	Submittal of evidence demonstrating compliance with the remediation efforts.	Prior to issuance of a grading permit.	Once.	Planning Staff, Engineering Staff.			
<u>Hydrology</u> **HYD-1** Prior to issuance of a building permit, the project applicant/contractor shall submit final grading and drainage plans prepared by a licensed	Submittal of plans as stated.	Prior to issuance of a Building Permit.	Once.	Engineering Staff.			

Mitigation Measure/Conditions of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Department	Initial	Date	Comments
professional engineer to the City Engineer for review and approval. The plans shall demonstrate conformance to MCSTOPPP with Site Design Guidelines and shall also estimate pollutant removal performance.							
HYD-2 Prior to issuance of a building permit, the project applicant/contractor shall prepare a Stormwater Pollution Prevention Plan (SWPPP) for both the construction period and the post construction period to determine and demonstrate mitigation of construction and post construction impacts to a level of insignificance. The post construction SWPPP shall specify maintenance programs to assure long term performance. The SWPPP shall review and approve the final designs proposed in the SWPPP.	Submittal of SWPPP as stated.	Prior to issuance of a Building Permit	Once.	Engineering Staff.			
HYD-3 A water quality sampling program and flow measurement program shall be operated for two years following project completion to assess performance of the pervious pavements used, a draft of which shall be submitted to the City Engineer for review and approval prior to issuance of a Building Permit. The program shall address actions to occur upon failure of the porous pavement system to percolate at an average infiltration rate greater than 9.6	Submittal of water quality sampling and flow measurements as stated.	Plans submitted prior to issuance of Building Permit.	Once, and then ongoing as established by monitoring program.	Planning Staff, City Engineer.			

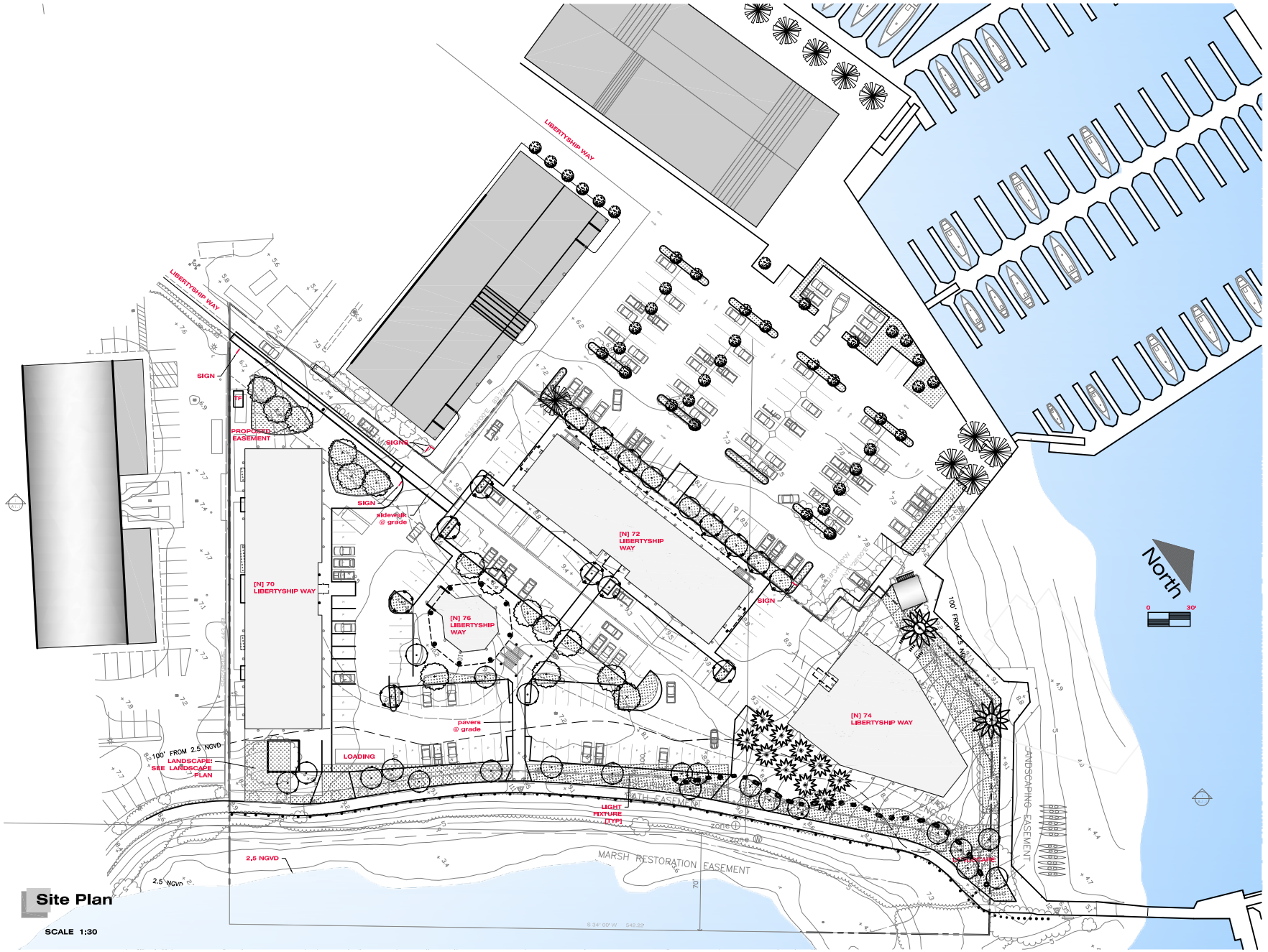
Mitigation Measure/Conditions of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Department	Initial	Date	Comments
inches per 24 hours and the measures necessary to assure discharge rates are maintained at a rate greater than 14MPN/100mL, pursuant to forthcoming TMDL standards for Richardson Bay. The property owner shall incur the costs for any independent third party review necessary for the water quality sampling and flow measurement program.							
HYD-4 Prior to a forecasted rain event, debris boxes shall be covered to preclude potential runoff of hazardous materials into Richardson Bay.	Covering of debris boxes.	As necessary during construction.	As necessary during construction.	Building Division.			
<u>Noise</u> **NO-1.** Pursuant to Ordinance 1143, the operation of construction, demolition, excavation, alteration or repair devices within all residential areas or within a 500 foot radius of residential zones shall be limited to the following hours: a. Weekdays – Between 8 a.m. and 7 p.m. b. Saturdays – Between 9 a.m. and 5 p.m. c. Holidays – Between 9 a.m. and 5 p.m. Such operation is prohibited on Sundays except by a homeowner residing on the property. Such work shall be limited to 9 a.m. to 7	Code enforcement based on noise complaints.	Throughout demolition, grading, and construction.	On-going.	Building Division, Planning Division.			

Mitigation Measure/Conditions of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Department	Initial	Date	Comments
p.m. **NO-2.** During construction, noise reduction features shall be used for construction equipment emitting noise greater than the normally permitted range of 70dB for a period of more than 30 minutes, subject to approval by the Community Development Department.	Verification of noise equipment during building permit inspections.	During building permit inspections.	As necessary during building permit inspections, or if noise violation is reported.	Building Division, Planning Division.			
<u>Transportation/Traffic</u> **TRANS-1** The owner shall agree to financially participate in the Marinship Improvement District, which shall include the provision of a fair-share project contribution to construct a traffic signal loop at the intersection of Harbor Drive/Marinship Way, as specified in the Marinship Specific Plan Final EIR. Payment of the fair-share contribution shall be made prior to final inspection.	Formation of improvement district and payment of fair-share contribution.	Prior to final project approval.	Once.	Planning Division and City Engineer.			
TRANS-2 Prior to the issuance of a Building Permit, the area designated for a future 24' wide roadway with 5' sidewalks, as illustrated on the revised plans dated March 7, 2008, shall be recorded as a roadway easement or other documentation as is reasonably	Submittal of recorded document.	Prior to issuance of a Building Permit.	Once.	Planning Division.			

Mitigation Measure/Conditions of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Department	Initial	Date	Comments
acceptable to the Community Development Department. Evidence of recordation of said documentation shall be provided to the City, and shall be binding upon future property owners.							
TRANS-3 Prior to issuance of a Certificate of Occupancy, the property owner shall enter into a deferred improvement agreement for the development of a 24' wide roadway with 5' sidewalks in the recorded easement area specified in TRANS-2.	Submittal of a deferred improvement agreement to City Engineer's satisfaction.	Prior to final project approval (issuance of C of O).	Once.	Planning Division, City Engineer.			
TRANS-4 Prior to issuance of a Building Permit, a construction traffic control, parking, and staging plan and construction schedule shall be submitted for review and approval by the City Engineer. The transportation of workers to and from the site shall be addressed in the report. The staging plan shall show the location of dumpsters, equipment, and construction material during construction and any areas within the street right-of-way to be used for off-loading material and equipment. An encroachment permit is required for any such storage in the City right-of-way.	Submittal of a construction staging and traffic plan.	Prior to issuance of a Building Permit	Once.	City Engineer.			

Mitigation Measure/Conditions of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Department	Initial	Date	Comments
Utilities and Service Systems							
US-1 Prior to issuance of a Building Permit, an assessment shall be completed outlining the pollutants expected to be discharged from the project. The assessment shall be submitted for approval to the Sausalito-Marin City Sanitary Sewer District. Appropriate permits from the SMCSSD shall be obtained prior to installation of the sewer system.	Submittal of plans and information to satisfaction of SMCSSD.	Prior to issuance of a Building Permit.	Once.	Engineering Division.			
US-2 Prior to issuance of a Building Permit, detailed sewer plans shall be submitted to the City Engineer for review and approval. The plans shall include the use of welded or PVC pipe that is pressure tested and designation of an area for a future pump station. Such design shall also account for an estimated 1 foot settlement that may occur in the next 50 years.	Submittal of sewer plans.	Prior to issuance of a Building Permit.	Once.	Engineering Division.			
US-3 The applicant shall comply with all Marin Municipal Water District requirements for new water facilities, as outlined in their letter dated July 25, 2007. Site development shall comply with the District's rules and regulations in effect at the time service is requested and all landscape and irrigation plans must be designed in accordance with the most current District landscape and backflow prevention requirements.	Submittal of MMWD approval.	Prior to final project approval.	Once.	Planning Division.			

FIGURE 2: Project Plans



Site Plan

SCALE 1:30

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PROJECT

70-76 LIBERTYSHIP WAY SAUSALITO, CA 94965

AP# 063-080-06

PROGRESS PRINT
NOT FOR CONSTRUCTION

DATES
11-01-06 PLANNING SUBMITTAL
1-11-08 REVISION
3-7-08 REVISION

CONTACT Alexander Miksak

JOB NUMBER 2408

SHEET TITLE

SITE PLAN

SHEET NUMBER

A1.0

FIGURE 3: Site Photos

View of southern property line with adjacent office building.

View of the storage and launching operations of the existing kayak rental business.

View of entry to the site from Liberty Ship Way.

Existing Cypress Trees on the site at the southern property line.

View of marsh restoration area and adjacent pedestrian and bike path.