# Mallya Warehouse
# Initial Environmental Study/
# Mitigated Negative Declaration
## ENV/DR/CUP/ 09-014

**City of Sausalito**
**Community Development Department**
**420 Litho Street**
**Sausalito, California 94965**
**415/289-4154**

**Public Review Draft -- July 2009**

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**Prepared for:**
**City of Sausalito**
**Community Development Department**
**420 Litho Street**
**Sausalito, California 94965**
**415/289-4154**

**Prepared by:**
**Raney Planning & Management, Inc.**
**916/372-6100**

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# INTRODUCTION

The project site is located in the City of Sausalito, northeast of the intersection of Bridgeway and Locust Street, at 300 Locust Street. The project site is located within the City's Commercial Waterfront General Plan Land Use Designation and the Commercial Waterfront (CW) Zoning District. The project site is currently vacant and covered with weedy vegetation and man-made fill material.

The proposed project includes the construction of an approximate 6,672-square-foot, two-story warehouse building for the storage and maintenance of a private car collection. In addition, the proposed structure would be utilized for the storage and repair of unique boats. Parking would be provided on-site.

In addition, the proposed project would include on-site and off-site landscaping improvements. The off-site landscaping is proposed on the adjacent City-owned parcels to the northwest, and is designed to expand Dunphy Park. The expansion of Dunphy Park is an objective identified in the City's General Plan (Objective EQ-2.0). The project applicant has committed to funding the on-going maintenance of the Dunphy Park expansion area.

The required entitlements for the project include the following:

- Design Review Permit for the construction, site layout, and site improvements, such as parking and landscaping; and
- Conditional Use Permit to allow a warehouse use within the CW Zoning District.

This Initial Environmental Study/Mitigated Negative Declaration (IES/MND) identifies potentially significant environmental impacts for the following environmental areas:

- Aesthetics;
- Biological Resources;
- Cultural Resources;
- Geology and Soils; and
- Hydrology.

The environmental analysis determined that measures were available to mitigate potential adverse impacts to less-than-significant levels. As a result, this document serves as a Mitigated Negative Declaration pursuant to Public Resources Code Sections 21064.5 and 21080(c), and Article 6 of the California Environmental Quality Act (CEQA) Guidelines.

In accordance with the requirements of CEQA Guidelines Section 15071, the Mitigated Negative Declaration describes the proposed project; identifies, analyzes, and evaluates the potential significant environmental impacts that may result from the proposed project; and identifies measures to mitigate adverse environmental impacts. With the mitigation measures identified in this document, the project would not have a significant impact on the environment.

# I. PROJECT / APPLICANT INFORMATION

| | | |
|---|---|---|
| 1. | Project Title: | Mallya Warehouse |
| 2. | Lead Agency Name and Address: | City of Sausalito<br>420 Litho Street<br>Sausalito, CA 94965 |
| 3. | Contact Person and Phone Number: | Heidi Burns, AICP<br>Associate Planner<br>(415) 289-4154 |
| 4. | Project Location: | 300 Locust Street<br>City of Sausalito |
| 5. | Assessor Parcel Numbers: | Applicant's Parcel APN 064-087-07<br>Park Expansion (City Owned) Parcel 064-087-06<br>Park Expansion (City Owned) Parcel 064-087-08 |
| 6. | Project Sponsor: | HartMarin Real Estate Consultants<br>75 Rowland Way, Suite 140<br>Novato, CA 94945<br>(417) 897-4400 |
| 7. | City Approvals Required: | Design Review Permit<br>Conditional Use Permit |
| 8. | Existing General Plan Designation: | Commercial Waterfront |
| 9. | Existing Zoning: | Commercial Waterfront (CW) District |

10. Project Description Summary:

The applicant has applied for a Design Review Permit and a Conditional Use Permit. Implementation of the proposed project would not require altering the existing Commercial Waterfront (CW) zoning designation of the site. Development of the property would include the construction of a single 6,674 square-foot warehouse structure with associated landscaping, utilities, and parking areas. Associated improvements would include the expansion of Dunphy Park, located immediately northwest of the project site. Dunphy Park would be expanded by the project applicant on two adjacent City-owned parcels (Park Expansion Parcels, totaling approximately 25,728 square feet). These expansion activities would include the extension of the existing lawn area at the southwest end of Dunphy Park to provide a continuous recreational setting around the existing natural habitats bordering Richardson's Bay. The existing asphalt pedestrian/bike path that runs along the eastern boundary of the three project parcels, providing a continuous route from Locust Street to Dunphy Park and Bridgeway, is proposed to remain in its current alignment, though this IES/MND evaluates the potential impacts associated with realigning the path southerly, around the existing wetland area. The existing wetland area bordering the asphalt path would remain

undisturbed. Two benches would be placed south of the existing path and wetland area and would allow park users to enjoy uninterrupted views of Richardson's Bay.

Approximately 950 cubic yards of dirt would be cut during project grading operations to enable the construction of a level parking lot for the proposed warehouse. This excavated dirt would be utilized as fill to create two landscape berms in the expanded park area. One landscape berm would be primarily located on the Park Expansion Parcels near the north end of the proposed warehouse building, at a height of two feet above the existing grade. This berm is primarily intended to screen the project's parking lot from view of park users. The second landscape berm would be located at the southern end of the proposed warehouse, at an approximate height of three feet above the existing grade. This berm would primarily serve to screen the front of the building from view of park users and vehicles traveling along Bridgeway. These two berms would provide a natural setting for the planting of native shrubs and grasses, succulents, and sea lavender.

The environmental factors checked below would be potentially affected by this project. The following Evaluation of Environmental Impacts identifies at least one impact that is a "Potentially Significant Impact" or "Potentially Significant Unless Mitigated" for each of the checked environmental factors.

| | | | | | |
|---|---|---|---|---|---|
| X | **Aesthetics** | ☐ | **Agricultural Resources** | ☐ | **Air Quality** |
| X | **Biological Resources** | X | **Cultural Resources** | X | **Geology/Soils** |
| ☐ | **Hazards & Hazardous Materials** | X | **Hydrology** | ☐ | **Land Use** |
| ☐ | **Mineral Resources** | ☐ | **Noise** | ☐ | **Population & Housing** |
| ☐ | **Public Services** | ☐ | **Transportation & Circulation** | ☐ | **Water, Sewer, and Stormwater Systems** |
| ☐ | **Mandatory Findings of Significance** | | | | |

## II. DETERMINATION

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 since the Project proponent has made revisions in the Project and has agreed to the mitigation measures listed in "Section V. List of Mitigation Measures". I further find that the mitigation measures and the information in this study constitute a MITIGATED NEGATIVE DECLARATION in accordance with Section 15071 of the State CEQA Guidelines.

☐ 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" 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 pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature Date

Heidi Burns, AICP
Associate Planner

# III. BACKGROUND

This IES/MND provides an environmental analysis pursuant to CEQA for the proposed Mallya Warehouse project. The applicant has submitted the respective project applications to the City of Sausalito. The IES/MND contains an analysis of the environmental effects of the proposed project. The study relies upon the City of Sausalito General Plan, the Sausalito Marine Master Plan Environmental Impact Report (EIR) prepared in September of 2003, as well as site-specific studies prepared for the project, in the determination of impacts.

# IV. PROJECT DESCRIPTION

**Site Location**

The project site is located in the City of Sausalito, and is composed of the following three parcels (See Exhibit 1, Regional Location Map; and Exhibit 2, Project Location Map):

- An applicant-owned parcel (termed "Applicant's Parcel") located northeast of the intersection of Bridgeway and Locust Street and addressed as 300 Locust Street.
- Two City-owned parcels (termed "Park Expansion Parcels") located adjacent to and northwest of the Applicant's Parcel.

The project site is located within the City's Commercial Waterfront General Plan Land Use Designation and the Commercial Waterfront (CW) Zoning District. The Applicant's Parcel is currently vacant and is primarily covered with weedy vegetation. The site was recently used as a temporary materials storage site by Pacific Gas and Electric (PG&E) for a utility undergrounding project. Materials stored on-site have been removed and the site is currently vacant.

The project site's surrounding land uses include the Sausalito Police Station (temporary location) and parking lot associated with the Sausalito Marine marina to the north and northeast. To the east and southeast, across Locust Street, are a parking area and commercial building. To the northwest and adjacent to the Dunphy Park Expansion Parcels lies Dunphy Park. To the west and south, across Bridgeway, are a variety of small shops and office buildings occupied by a variety of resident-serving commercial businesses.

**Project Description**

Applicant's Parcel. The proposed project involves the construction of a two-story, 6,672 square-foot warehouse on the Applicant's Parcel for private vehicle and boat storage and repairs, in addition to ancillary marine industrial and marine commercial uses. Seven parking spaces would be provided on site (See Exhibit 3, Site Plan). The warehouse structure would consist primarily of warehouse storage floor area, with one office, a utility room, and a restroom on the first-floor, and two offices, a loft, and a deck on the second-floor. The potential future office uses include yacht sales and marine electronics sales and repair in addition to a sail and canvas repair operation and a boat surveying operation. The proposed project may generate up to ten employees, including automotive mechanics, car and boat washers, boat repair personnel, a collection manager, and landscape and maintenance personnel.

**Exhibit 1**
**Regional Location Map**

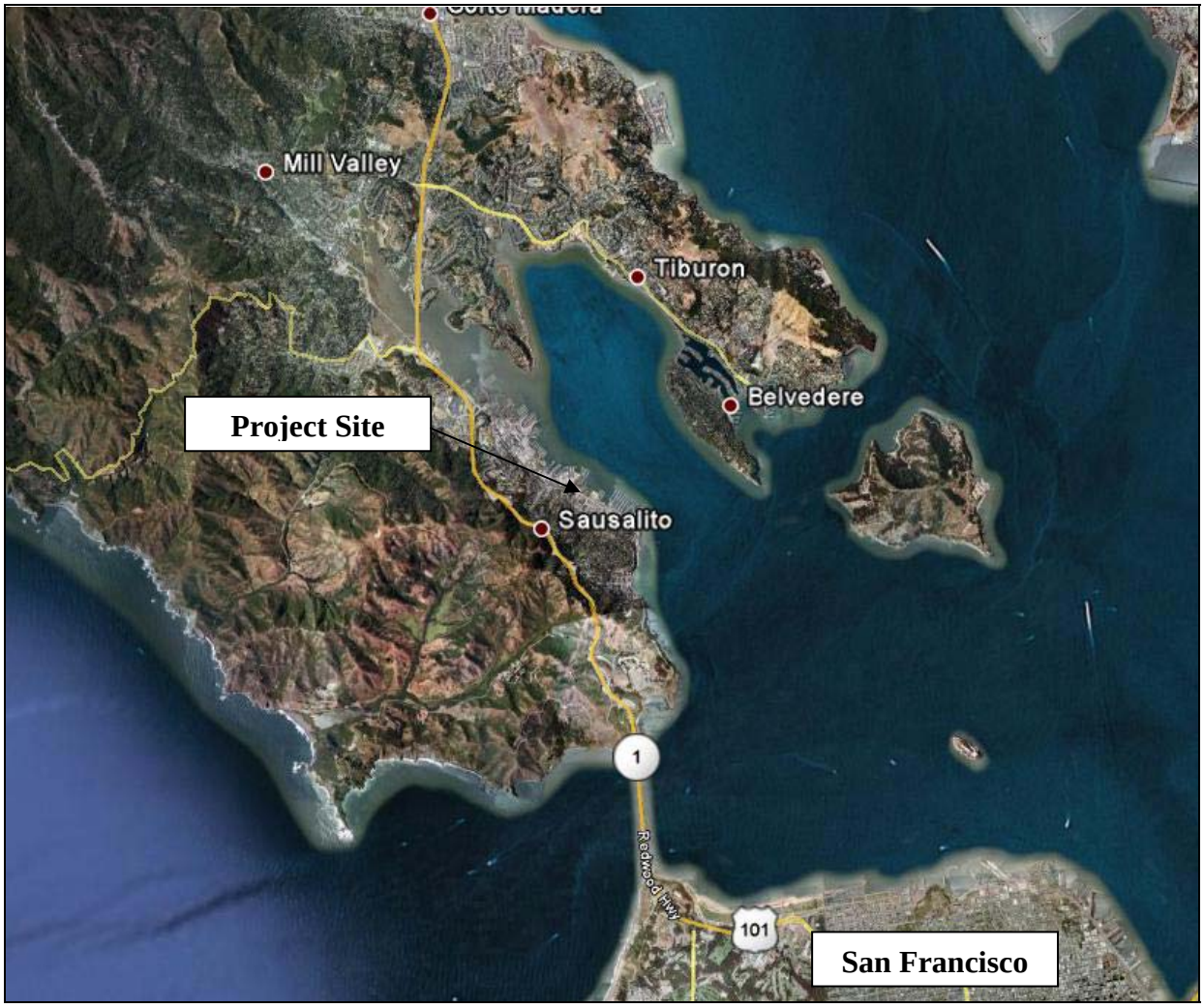
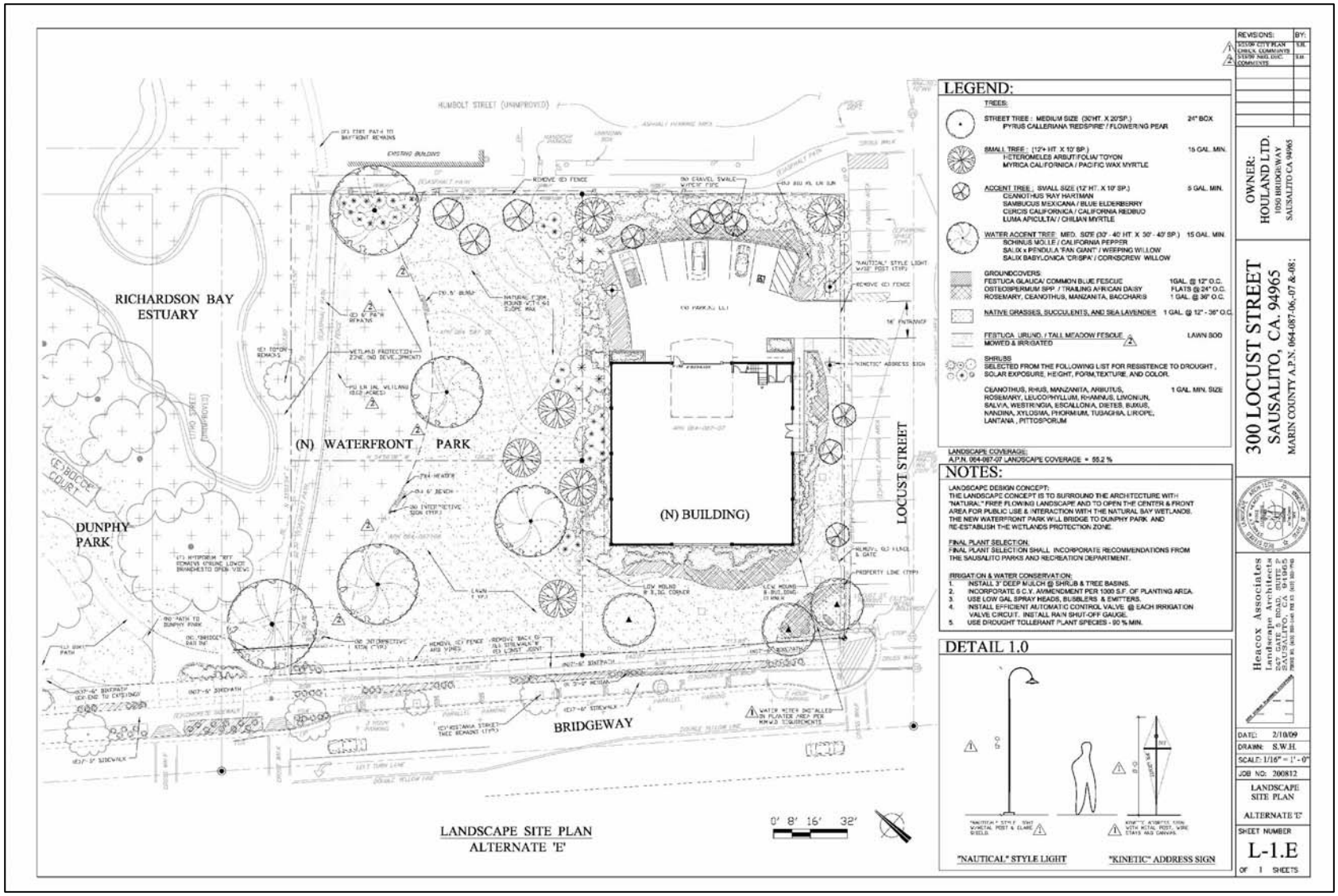


**Exhibit 2**
**Project Location Map**

**Exhibit 3**
**Site Plan**



Access to the outdoor portions of the Applicant's Parcel would be unrestricted. Access to the inside of the storage building would be by appointment. Public showings and gatherings may be scheduled for non-profits and schools such as Make-A-Wish Foundation, Willow Creek School, Le Francais School, individual student projects, Sausalito Car Show, Red Cross, the American Heritage Museum, and others.

In addition to the on-site parking, the proposed project would include both on- and off-site landscaping improvements. Landscaping improvements on the Applicant's Parcel would include trees and shrubs (such as Flowering Pear, Pacific Wax Myrtle, Blue Elderberry, and Manzanita) around the warehouse structure, and two low landscaped berms at the northwestern and southwestern corners of the proposed structure. The density of plantings would be greatest around the warehouse structure on top of the two berms. The plantings would decrease in density as one moves further from the buildings, and eventually the plantings would transition into an expansive lawn area. Approximately 950 cubic yards of dirt would be cut during grading operations to enable the construction of a level parking lot for the proposed warehouse. This excavated dirt would be utilized as fill to create two landscape berms in the expanded park area. One landscape berm would be primarily located on the Park Expansion Parcels near the north end of the proposed warehouse building, at a height of two feet above the existing grade. This berm is primarily intended to screen the project's parking lot from view of park users. The second landscape berm would be located at the southern end of the proposed warehouse, at an approximate height of three feet above the existing grade. This berm would primarily serve to screen the front of the building from view of park users and vehicles traveling along Bridgeway. These two berms would provide a natural setting for the planting of native shrubs and grasses, succulents, and sea lavender.

Green development practices would be incorporated into the project as follows:

1. Native sustainable landscaping, which would reduce water usage and landscape maintenance; and
2. A passive solar heating and lighting system; and
3. A temperature balancing system to reduce energy use demand for electricity and emissions; and
4. A balanced grading plan (without retaining walls) to reduce greenhouse gas emissions by avoiding hauling of exported and/or imported soils in large trucks.

Other improvements would include the associated water, wastewater, and stormwater infrastructure for the project. The project includes the extension of the water line within Locust Street to the proposed project. The project applicant is required to enter into a pipeline extension agreement, as approved by the Marin Municipal Water District. One common storm drain stub would be installed from the project site to an existing manhole on Locust Street. Runoff from the roof area would be directed to a large chain downspout and scupper device (an opening in the side of the building, used for draining stormwater) at the front of the proposed structure along Bridgeway. The roof scupper would be sized large enough to accommodate a 100-year storm-event. Runoff from the parking lot would drain first to an asphalt swale in the parking lot, and then to a bio-retention facility located on-site, adjacent to Locust Street. Runoff from the back berm, adjacent to the existing Police Station and Dunphy Park would be diverted to the bio-retention area and into the pipe system. Runoff in the landscape frontage along Bridgeway would be collected in a series of field inlets, before being

directed into the common pipe system that discharges into the existing manhole on Locust Street. Drainage along Locust Street and the project frontage would drain to a vegetated swale located parallel to Locust Street. A new storm drain inlet and a common stub would convey water to the existing storm drain manhole on Locust Street.

Park Expansion Parcels. The proposed project would include off-site landscaping improvements. Dense landscaping near the proposed structure on the Applicant's Parcel would transition into a lawn area that would extend into the Park Expansion Parcels. Landscaping improvements on the Applicant's Parcel would be coordinated with the Dunphy Park expansion improvements. The proposed structure has been oriented toward the eastern end of the Applicant's Parcel, away from Bridgeway, to allow Dunphy Park to wrap around the front of the structure. As a result, Dunphy Park would be extended by approximately 200 feet along Bridgeway. Landscaping surrounding the proposed structure would also extend along the Locust Street frontage.

Approximately 25,728 square feet would be designated for the Dunphy Park improvements. The northeastern Park Expansion Parcel is approximately 14,582 square feet, and the northwestern Park Expansion Parcel is approximately 11,146 square feet. Expansion of Dunphy Park is identified as Objective EQ-2.0 in the City's General Plan. The project applicant has committed to funding the on-going maintenance of the Dunphy Park expansion area.

**Discretionary Actions**

Approval of the Project includes the following discretionary actions by the City:

- Approval of a Design Review Permit for the construction, site layout, and site improvements, such as parking and landscaping; and
- Approval of a Conditional Use Permit to allow a warehouse use within the CW Zoning District.

In addition, the proposed improvements on the Park Expansion Parcels require the review by the City's Park and Recreation Commission as well as approval by the City Council. Any long-term maintenance of landscaping and improvements on the Park Expansion Parcels would also require approval by the City Council.

# V. LIST OF MITIGATION MEASURES

**Mitigation Measure 1.**
*The Locust Street utility pole located adjacent to the project site shall be relocated at the expense of the applicant to the south side of Locust Street, thereby eliminating the double crossing of Locust Street by overhead utility lines. Prior to issuance of a construction permit, the applicant shall make arrangements with PG&E for the relocation of the power pole. 1*

**Mitigation Measure 2.**
*A lighting plan shall be submitted to the Community Development Director for review and approval. The lighting plan shall address on-and off-site lighting impacts resulting from the project and any public street lighting requirements on Locust Street. All on-site exterior lighting shall be directed downward and away from adjoining properties and public right-of-ways. The exterior lighting shall be energy-efficient and fully shielded or recessed so that direct glare and reflections are confined to the maximum extent feasible, within the subject parcels and completely turned off or significantly dimmed at the close of business hours when the exterior lighting is not essential for security and safety. All off-site lighting shall be consistent with City standards subject to the review and approval of the City Engineer.*

**Mitigation Measure 3.**
*If construction is proposed to begin during the breeding season (February - August), a pre-construction survey shall be conducted in order to identify migratory and resident bird nests in the project site (including the Park Expansion parcels). The surveys shall be conducted by a qualified biologist (approved by the Community Development Director) no more than 30 days prior to initiation of grading. If active nests are not found during the pre-construction survey, further mitigation is not required. If any migratory bird nests are found within the construction area during the survey, grading and construction in the area shall either stop or continue only after the nests are protected by an adequate setback approved by a qualified biologist. If permanent avoidance of the nests is not feasible, impacts on nests shall be minimized by avoiding disturbances to the nest location during the nesting season unless a qualified biologist verifies that the birds have either a) not begun egg-laying and incubation, or b) that the juveniles from those nests are foraging independently and capable of independent survival at an earlier date.*

**Mitigation Measure 4.**
*Prior to the issuance of a grading permit, the applicant shall complete a Joint Aquatic Resource Permit Application (JARPA) and submit the JARPA to the necessary regulatory agencies, including the San Francisco Bay RWQCB, San Francisco Bay Conservation and Development Commission (BCDC), and the U.S. Army Corps of Engineers for review and approval if the public path is realigned. The project applicant shall comply with all the necessary permit conditions identified by the regulatory agencies regarding mitigation for the project's impacts to wetlands.*

**Mitigation Measure 5.**
*The applicant shall retain and fund a qualified archaeologist (subject to the approval by the City) to oversee monitoring of the site. Monitoring will consist of directly watching the excavation process*

1 The existing utility pole supports a street light. Mitigation Measure 2 requires submittal of a lighting plan which addresses any public street lighting requirements on Locust Street.

*at any time excavation activities occur. Monitoring will continue until a depth of excavation has been reached at which resources could not occur or until the archaeologist determines that full-time archaeological monitoring can be scaled back to part-time monitoring or spot checks. Spot checks will consist of partial monitoring of the progress of excavation over the course of the project. During spot checks all spoils, open excavations, recently grubbed areas, and other soil disturbances will be inspected. The frequency and duration of spot checks will be based on the relative sensitivity of the exposed soils and active work areas. The archaeologist will determine the relative sensitivity. The depth at which resources would not occur is estimated as approximately five feet below grade at the commencement of the project, but may require modification in specific cases, and will be determined by the archaeologist based on observed soil conditions. If the archaeologist determines that significant archaeological or historical resources of significance are not found, no further mitigation shall be required. If the archaeologist determines that significant archaeological, historical, or Native American artifacts or remains are found on-site, work in the vicinity of the find shall stop immediately until significance of the find is evaluated by the archeologist or a qualified paleontologist (funded by the applicant). Project personnel shall not collect or alter cultural resources. Identified cultural resources shall be recorded on forms DPR 422 (archeological sites) and/or DPR 523 (historic resources).*

**Mitigation Measure 6.**
*If prehistoric human interments (human burials or skeletal remains) are encountered within the native soils of the project site, all work should be halted in the immediate vicinity of the find. The County Coroner, project superintendent, and the Agency Liaison can be contacted immediately.*

*Whenever the archaeologist suspects that potentially significant cultural remains or human burials have been encountered, the piece of equipment that encounters the suspected deposit shall be stopped, and the excavation inspected by the archaeologist. If the suspected remains prove to be non-significant or non-cultural in origin, work can recommence immediately.*

*If the suspected remains prove to be part of a significant deposit, all work shall be halted in that location until appropriate recordation and (possible) removal has been accomplished. If human remains (burials) are found, the County Coroner shall be contacted to evaluate the discovery area and determine the context; not all discovered human remains reflect Native American origins. However, in all cases where prehistoric or historic era Native American resources are involved, the Native American Heritage Commission shall be contacted to designate appropriate representatives of the local Native American community, who also should be contacted about their concerns.*

**Mitigation Measure 7.**
*Prior to final map approval, a licensed geotechnical engineer shall provide final recommendations based upon a review of the final plans. Final recommendations provided by the City-approved licensed geotechnical engineer shall be included in the project design and implemented during construction for the review and approval by the City Engineer. All grading and foundation plans designed by the project civil and structural engineer shall be reviewed and approved by the City Engineer and Building Official prior to approval of improvement plans to ensure that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in design.*

**Mitigation Measure 8.**
*Prior to issuance of a grading permit, the project developer shall submit, for the review and approval by the City Engineer, an erosion control plan that utilizes standard construction practices to limit the erosion effects during construction of the proposed project. In addition, all project contractors shall conform to the requirements of the "Best Management Practices for Construction Sites" required by the City, including detention and/or filter materials to preclude an increase in water quantity and quality impacts from debris and sediments entering the stormwater system over "pre-development" conditions." The Best Management Practices (BMPs) shall be included in the construction contracts for the review and approval of the City Engineer. BMPs could include but are not limited to:*

- *Hydro-seeding;*
- *Placement of erosion control measures within drainageways and ahead of drop inlets;*
- *The temporary lining (during construction activities) of drop inlets with "filter fabric";*
- *The placement of straw wattles along slope contours;*
- *Use of a designated equipment and vehicle "wash-out" location;*
- *Use of siltation fences;*
- *Use of on-site rock/gravel road at construction access points; and*
- *Use of sediment basins and dust palliatives.*

**Mitigation Measure 9.**
*Final design of stormwater catch basins shall be reviewed and approved by the City Engineer to ensure the catch basins and the drainage system are sized large enough to accept the 100-year storm event.*

**Mitigation Measure 10.**
*The project applicant shall commit to fully fund the construction and perpetual maintenance of the storm drain system, including monitoring of the storm drain facilities. The funding mechanism shall be acceptable to the City and shall address costs for capital replacement, inflation, and administration.*

**Mitigation Measure 11**.
*Prior to issuance of a grading permit and/or building permit, the developer shall provide an offer of dedication for a 10-foot wide strip of land along the Bridgeway frontage for expansion of a bicycle path along of the Bridgeway frontage of the Applicant's Parcel. The developer shall also fund (or enter into a deferred improvement agreement for) the construction of a bicycle path along the Bridgeway frontage of the Applicant's Parcel based upon the design (to be approved by the City at a future date) of the Segment 7 Bicycle improvement identified in the City's Bicycle Master Plan Update 2008.*

**Mitigation Measure 12.**
*Prior to issuance of a grading permit and/or building permit, improvement plans shall be submitted to the City Engineer for review and approval identifying frontage improvements to be constructed by the developer along the Locust Street and Humboldt Avenue public right-of-ways. The frontage improvements include, but are not limited to public access and street improvements, such as curb, gutter, sidewalks, pedestrian paths, and safety lighting. The frontage improvements shall not result in a net loss of the existing public parking spaces within the City's Parking Lot 5 along Locust*

*Street. If necessary, the applicant shall provide an offer of dedication, not to exceed ten feet in width, to accommodate the frontage improvements. The City Engineer may allow the payment of an in-lieu fee for all indentified frontage improvements or a combination thereof.*

# VI. EVALUATION OF ENVIRONMENTAL IMPACTS

## 1. AESTHETICS.

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

**a. Would the project have a substantial adverse effect on a scenic vista? ..... Less-Than-Significant Impact**

**c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings? ..... Potentially-Significant Unless Mitigated**

Discussion

The proposed project site is currently zoned CW and is located adjacent to Bridgeway. Although the site is not located on waterfront, the site affords views of Richardson's Bay. While the General Plan recognizes views of Richardson's Bay as an important visual resource, the site is not designated as a scenic vista. The proposed warehouse structure would utilize a low-profile design in order to maintain the existing ambiance of the area. Furthermore, the proposed building would not exceed 25 feet in height, and is not expected to create a substantially adverse effect on the view from on-or off-site locations. The proposed project would be visible from nearby residential properties. However, the impacts would be generally regarded as positive, as the proposed project would alter the view of the two vacant lots into a landscaped park-like setting for the Dunphy Park Expansion Parcels and well-designed industrial building for the Applicant's Parcel. The project would not obstruct views of Richardson's Bay from most hillside residences located west of the project site (See Exhibit 4).

The proposed project would be designed to be consistent with the CW District aesthetic associated with the neighboring developments and include low-profile design features. The proposed project site is currently undeveloped and primarily covered with weedy vegetation.

**Exhibit 4**
**Photographic Before and After Simulation**

**Before**

**After**

The proposed project would alter the site's characteristics with the construction of a low-

profile storage facility based on a single conceptual design to provide a nautical themed aesthetic value. The proposed project would not degrade the current state of the property. Landscaping and the park expansion would aesthetically improve existing conditions on the site by providing enhanced landscaping on both the Applicant's Parcel and the Park Expansion Parcels. Therefore, the proposed project would not have an adverse effect on a scenic vista or degrade the visual character or quality of the site.

Related to the aesthetics of the project site is a utility pole located within the Locust Street public right-of-way. The utility pole is secured by two guy-wires anchored on the Applicant's Parcel and connected with overhead utility lines to poles on the south side of Locust Street east and west of the project site. The utility pole is the only pole on the north side of Locust Street east of Bridgeway. Policy CD-3.3 (Overhead Utilities) of the Community Design and Historic Element of the General Plan states, "Enhance private and public views and public safety through the reduction or elimination of overhead utilities." Mitigation measures for Transportation/Circulation require the project to install new street improvements (e.g., curb, gutter, and sidewalk) along the project's frontage on Locust Street. With the installation of these street improvements as well as the project building and landscaping, the utility pole and associated overhead utility lines and guy wires will become more prominent on the project site and vicinity. Therefore, on the basis of the General Plan policy, recognition that the utility pole is the only pole on the north side of Locust Street, and the clean-up of the project's Locust Street frontage by installation of public street improvements, the subject utility pole and associated overhead utility lines crossing Locust Street would create an incongruent aesthetic appearance and result in a ***potentially significant*** impact to the visual character of the site unless mitigated.

Mitigation Measure

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

**Mitigation Measure 1.**

*The Locust Street utility pole located adjacent to the project site shall be relocated at the expense of the applicant to the south side of Locust Street, thereby eliminating the double crossing of Locust Street by overhead utility lines. Prior to issuance of a construction permit, the applicant shall make arrangements with PG&E for the relocation of the power pole. 2*

2 The existing utility pole supports a street light. Mitigation Measure 2 requires submittal of a lighting plan which addresses any public street lighting requirements on Locust Street.

**Exhibit 5**

**Locust Street Public Right-of-Way**

**b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway? ..... Less-Than-Significant Impact**

Discussion

By definition within the Tree and View Preservation regulations of the Municipal Code (Chapter 11.12), the project site does not currently support trees that are considered dedicated, desirable, heritage, or protected. Trees located in Dunphy Park, and adjacent properties would not be affected by construction activities. Additionally, rock outcroppings and historic structures do not exist on the project site, and the proposed project would not be located along a State scenic highway. Therefore, the development of the proposed project site would have a ***less-than-significant*** impact with regard to damaging scenic resources.

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

Discussion

The proposed project site is currently undeveloped and the construction of the proposed structure would be expected to create a small amount of new sources of light and glare where none currently exist. According to the project site plan, the proposed project would include the installation of two nautical style street lights. The existing commercial properties adjacent to the proposed project site contribute pre-existing sources of light. Dunphy Park does not contribute a pre-existing source of light.

The potential for the proposed project to increase glare exists. Although the proposed structure has been designed to minimize glare by maintaining a low profile design and non-glaring materials, there is a potential for an increase in lighting. As a result, the development of the proposed project would result in a ***potentially significant*** impact in regard to increased light.

Mitigation Measure

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

**Mitigation Measure 2.**

*A lighting plan shall be submitted to the Community Development Director for review and approval. The lighting plan shall address on-and off-site lighting impacts resulting from the project and any public street lighting requirements on Locust Street. All on-site exterior lighting shall be directed downward and away from adjoining properties and public right-of-ways. The exterior lighting shall be energy-efficient and fully shielded or recessed so that direct glare and reflections are confined to the maximum extent feasible, within the subject parcels and completely*

*turned off or significantly dimmed at the close of business hours when the exterior lighting is not essential for security and safety. All off-site lighting shall be consistent with City standards subject to the review and approval of the City Engineer.*

## 2. AGRICULTURE RESOURCES.

| Issues | | Potentially Significant Impact | Potentially Significant Unless Mitigated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1977) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:* | | | | | |
| a. | Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use? | ☐ | ☐ | ☐ | X |
| b. | Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☐ | X |
| c. | Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use? | ☐ | ☐ | ☐ | X |

**a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use? ..... No Impact**

**b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract? ..... No Impact**

**c. Would the project involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use? ..... No Impact**

Discussion

The soils found on the project site do not meet the criteria for Prime Farmland. Prime Farmland is defined by the United States Department of Agriculture as land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is also available for these uses. The soil has the quality, growing season, and moisture supply needed to produce economically sustained high yields of crops when treated and managed according to acceptable farming methods, including water management. In general, Prime Farmlands have an adequate and dependable water supply from precipitation or irrigation, a favorable temperature and growing season, acceptable acidity or alkalinity, acceptable salt and sodium content, and few or no rocks. Prime Farmland is permeable to water and air. Prime Farmland is not excessively erodible or saturated with water for a long period of time, and the land either does not flood frequently or is protected from flooding.

The proposed project would involve development on lands which have been filled and diked since the late 1960s. The proposed project site does not currently support any farming uses

and is not under a Williamson Act contract. Because of the location and history of the project site, the development of the proposed project site would be expected to have ***no impact*** to agricultural resources.

## 3. AIR QUALITY.

| Issues | | Potentially Significant Impact | Potentially Significant Unless Mitigated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| *Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:* | | | | | |
| a. | Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | X | ☐ |
| b. | Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | ☐ | ☐ | X | ☐ |
| 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? | ☐ | ☐ | X | ☐ |
| d. | Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☐ | X | ☐ |
| e. | Create objectionable odors affecting a substantial number of people? | ☐ | ☐ | X | ☐ |

**a. Would the project conflict with or obstruct implementation of the applicable air quality plan? ..... Less-Than-Significant Impact**

**b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? ..... Less-Than-Significant Impact**

**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? ..... Less-Than-Significant Impact**

**d. Would the project expose sensitive receptors to substantial pollutant concentrations? ..... Less-Than-Significant Impact**

Discussion

*Regional Setting*

Air quality in Sausalito is primarily determined by meteorologic and topographic conditions. The City of Sausalito is located in the San Francisco Bay Area, which is characterized by complex terrain consisting of coastal mountain ranges, inland valleys, and bays.

According to the Bay Area Air Quality Management District (BAAQMD) the San Francisco Bay Area is subject to a combination of physiographic and climatic factors that result in a low potential for pollutant buildups near the coast and a high potential in sheltered inland

valleys. Because of meteorological factors contributing to pollution potential, and combinations in which they can occur, pollution potential is difficult to describe in quantitative terms. Qualitatively, however, the patterns of summer and winter pollution potential of the atmosphere probably resemble the patterns in maximum (typically during the summer) and minimum (typically during the winter) temperature, respectively. In summer, areas with high average maximum temperatures tend to be sheltered inland valleys with abundant sunshine and light winds. Areas with low average maximum temperatures are exposed to the prevailing ocean breeze and experience frequent fog or stratus. Thus, locations with warm summer days have a higher pollution potential than the cooler locations along the coast and bays. In winter, pollution potential is related to the nighttime minimum temperature. Low minimum temperatures are associated with strong radiation inversions in inland valleys that are protected from the moderating influences of the ocean and bays. Conversely, coastal locations experience higher average nighttime temperatures, weaker inversions, stronger breezes and consequently less air pollution potential.

*Air Quality Standards*

The California Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established air quality standards for common pollutants. The ambient air quality standards represent the safest levels for each contaminant, according to the various thresholds of each pollutant for causing adverse health effects. The standards cover what are called "criteria" pollutants. Health and other effects of each pollutant are described in criteria documents. Although the State and Federal Ambient Air Quality Standards (AAQS) were developed independently, with differing purposes and methods, both processes shared an attempt to avoid health-related effects. As a result, some differences between Federal and State standards are known to exist, as illustrated in Table 1. In general, State standards are more stringent than Federal standards, as shown in Table 1.

The USEPA established new National Air Quality Standards (NASQS) for ground-level ozone and for fine particulate matter in 1997. Recently, the 1-hour ozone standard of 0.12 parts per million (PPM) was phased out and replaced by an 8-hour standard of 0.08 PPM. The San Francisco Bay area, of which Marin County is a part, has been declared a non-attainment area for ozone precursors.

In 1997, new national standards for fine particulate matter $PM_{2.5}$ (diameter of 2.5 microns or less) were adopted for 24-hour and annual averaging periods.

Although the national standards for $PM_{2.5}$ were revised, existing $PM_{10}$ standards remained unchanged. However, the method and form for determining compliance with the standards were to be revised. Implementation of the standard was delayed by litigation and will not occur until the USEPA has issued court-approved guidance.

| Table 1<br>Health-Based Ambient Air Quality Standards | | | |
|---|---|---|---|
| **Pollutant** | **Averaging Time** | **National Standards** | **State Standards** |
| Ozone | 1-Hour | — | 0.09 PPM |
| | 8-Hour | 0.075 PPM | 0.07 PPM |
| Carbon Monoxide | 8-Hour | 9.0 PPM | 9.0 PPM |
| | 1-Hour | 35.0 PPM | 20.0 PPM |
| Nitrogen Dioxide | Annual Arithmetic Mean | 0.053 PPM | 0.03 PPM |
| | 1-Hour | — | 0.18 PPM |
| Sulfur Dioxide | Annual Average | 0.03 PPM | — |
| | 24-Hour | 0.14 PPM | 0.04 PPM |
| $PM_{10}$ | Annual Arithmetic Mean | — | 20 µg/m$^3$ |
| | 24-Hour | 150 µg/m$^3$ | 50 µg/m$^3$ |
| $PM_{2.5}$ | Annual Arithmetic Mean | 15 µg/m$^3$ | 12 µg/m$^3$ |
| | 24-Hour | 35 µg/m$^3$ | No separate State standard |
| Lead | 30 Day Average | — | 1.5 µg/m$^3$ |
| | Calendar Quarter | 1.5 µg/m$^3$ | — |
| | Rolling 3-Month Average | 0.15 µg/m$^3$ | — |
| Visibility Reducing Particles | 8-Hour | No Federal Standards | Extinction coefficient of 0.23 per kilometer – visibility of ten miles or more (0.07 – 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. |
| Sulfates | 24-Hour | No Federal Standards | 25 µg/m$^3$ |
| Hydrogen Sulfide | 1-Hour | No Federal Standards | 0.03 µg/m$^3$ |
| Vinyl Chloride | 24-Hour | No Federal Standards | 0.01 µg/m$^3$ |

*PPM = parts per million*
*PM = particulate matter*
*µg/m$^3$ = micrograms per cubic meter*
*Source: CARB; November 17, 2008.*

The State of California regularly reviews scientific literature regarding the health effects and exposure to PM and other pollutants. On May 3, 2002, CARB staff recommended lowering the level of the annual standard for $PM_{10}$ and establishing a new annual standard for $PM_{2.5}$. The new standards became effective on July 5, 2003.

The BAAQMD is responsible for measuring the air quality of the region. The closest monitoring station is the Fort Cronkhite Monitoring Site located in the County of Marin. More localized pollutants (e.g., carbon monoxide [CO], sulfur dioxide, and total suspended particulates [TSP]) experienced a peak in 1981 and have decreased since then. Table 2 shows that concentrations of CO and nitrogen oxides ($NO_X$) in the Bay Area meet State/federal standards. In addition, the table shows the $PM_{10}$ concentrations met the federal 24-Hour standards, but not the State 24-Hour standards. Ozone concentrations and $PM_{2.5}$ concentrations exceeded the State and federal standards, but they exhibit wide variations from year-to-year related to meteorological conditions. Years where the summer months tend to be warmer than average tend to have higher average ozone concentrations while years with cooler than average temperatures tend to have lower than average ozone concentrations.

**Table 2**
**Bay Area Air Quality Summary**
**(Number of Days Over Standards)**

| Pollutant | Standard | Days Standard Exceeded During | | |
|---|---|---|---|---|
| | | 2005 | 2006 | 2007 |
| Ozone | State 8-Hour | 9 | 22 | 9 |
| Ozone | State 1-Hour | 9 | 18 | 4 |
| Ozone | Federal 8-Hour | 1 | 12 | 1 |
| $PM_{10}$ | Federal 24-Hour | 0 | 0 | 0 |
| $PM_{10}$ | State 24-Hour | 6 | 15 | 4 |
| $PM_{2.5}$ | Federal 24-Hour | 0 | 10 | 14 |
| Carbon Monoxide | State/Federal 8-Hour | 0 | 0 | 0 |
| Nitrogen Dioxide | State 1-Hour | 0 | 0 | 0 |

*Source: BAAQMD, 2008*

*Attainment Status*

Ozone

In 1988, the federal Clean Air Act (CAA) and the California Clean Air Act (CCAA) required that the CARB designate air basins within the State where ambient air quality standards are not designated as "non-attainment areas." In 1995, after several years of minimal violations of the federal one-hour ozone standard, the USEPA revised the designation of the Bay Area Air Basin from "non-attainment" to "attainment" for this standard. However, with less favorable meteorology in subsequent years, violations of the one-hour ozone standard again were observed in the basin. Effective August 1998, USEPA downgraded the Bay Area's classification for this standard from a "maintenance" area to an "unclassified non-attainment" area. With the switch to the 8-Hour averaging time the Bay Area remained a non-attainment area, as shown in Table 3.

In addition, the Bay Area Basin is currently designated non-attainment for the State 1-hour standard.

Carbon Monoxide

As shown in Table 3, the State and federal attainment status for CO was upgraded to "attainment."

PM10

The State 24-hour standard for $PM_{10}$ is currently non-attainment, while the federal 24-hour standard is unclassified.

*Construction Emissions*

In order to calculate emissions for the proposed project, the URBEMIS-2007 (Version 9.2.4) model was utilized.

While the site is undergoing construction activities in the summer months, ROG levels are predicted to be a maximum of approximately 8.26 pounds per day and $NO_X$ levels are predicted to be a maximum of approximately 52.70 pounds per day. Construction activities during the winter months are expected to create $PM_{10}$ levels at a maximum of approximately 5.88 pounds per day.

The BAAQMD's threshold for ROG and $NO_X$ construction emissions is a maximum daily emission level standard of 80 pounds per day.

*Operational Emissions*

URBEMIS-2007 (Version 9.2.4) was utilized to calculate emissions during operational periods of the proposed project (post-construction). Trip generation from the project traffic memorandum was used for the air quality assessment.

The BAAQMD's threshold for ROG and $NO_X$ emissions is a maximum daily emission level standard of 80 pounds per day. While the site is under regular operational activities in the summer months, ROG levels are predicted to be approximately 0.49 pounds per day, and $NO_x$ levels of 1.08 pounds per day. Operational activities during the winter months are expected to create $PM_{10}$ levels at approximately 0.38 pounds per day.

*Greenhouse Gas Emissions*

The proposed project is not expected to significantly increase Greenhouse Gas Emissions (GHG). Because the project will be used as a storage facility, and occasionally for private vehicle and boat repairs, there would not be a large number of sources contributing to GHG emissions. The proposed project would implement measures to ensure the lowest GHG emissions possible.

| Table 3<br>Ambient Air Quality Standards and Bay Area Attainment Status | | | | | |
|---|---|---|---|---|---|
| | | California Standards[1] | | National Standards[2] | |
| **Pollutant** | **Averaging Time** | **Concentration** | **Attainment Status** | **Concentration[3]** | **Attainment Status** |
| Ozone | 8-Hour | 0.07 ppm (137 µg/m$^3$) | N | 0.075 ppm | N |
| | 1-Hour | 0.09 ppm (180 µg/m$^3$) | N | | |
| Carbon Monoxide | 8-Hour | 9.0 ppm (10 mg/m$^3$) | A | 9 ppm (10 mg/m$^3$) | A |
| | 1-Hour | 20 ppm (23 mg/m$^3$) | A | 35 ppm (40 mg/m$^3$) | A |
| Nitrogen Dioxide | Annual Arithmetic Mean | 0.03 ppm (56 µg/m$^3$) | A | 0.053 ppm (100 µg/m$^3$) | A |
| | 1-Hour | 0.18 ppm (338 µg/m$^3$) | A | | |
| Sulfur Dioxide | Annual Average | | | 0.03 ppm$^3$ (80 µg/m$^3$) | A |
| | 24-Hour | 0.04 ppm (105 µg/m$^3$) | A | 0.14 ppm (365 µg/m$^3$) | A |
| | 1-Hour | 0.25 ppm (655 µg/m$^3$) | A | | |
| Particulate Matter ($PM_{10}$) | Annual Arithmetic Mean | 20 µg/m$^3$ | N | 50 µg/m$^3$ | A |
| | 24-Hour | 50 µg/m$^3$ | N | 150 µg/m$^3$ | U |
| Particulate Matter – Fine ($PM_{2.5}$) | Annual Arithmetic Mean | 12 µg/m$^3$ | N | 15 µg/m$^3$ | A |
| | 24-Hour | | | 35 µg/m$^3$ | N |
| Sulfates | 24-Hour | 25 µg/m$^3$ | A | | |
| Lead | Calendar Quarter | | | 1.5 µg/m$^3$ | A |
| | 30 Day Average | 25 µg/m$^3$ | A | | |
| Hydrogen Sulfide | 1-Hour | 0.03 ppm (42 µg/m$^3$) | U | | |
| Vinyl Chloride (chloroethene) | 24-Hour | 0.010 ppm (26 µg/m$^3$ | No information available | | |

*A=Attainment, N=Nonattainment, U=Unclassified*
*mg/m$^3$=milligrams per cubic meter*
*ppm=parts per million*
*µg/m$^3$=micrograms per cubic meter*
*Source: BAAQMD, December 30, 2008*

As identified in the Project Description section of this IES/MND, green development practices would be incorporated into the project. The site would include features such as native sustainable landscaping, which would reduce water usage and landscape maintenance. A passive solar heating and lighting system, and a temperature balancing system, would reduce energy use demand for electricity, thus contributing to lower power plant emissions. A balanced grading plan (without retaining walls) would greatly reduce GHG emissions by avoiding hauling of exported and/or imported soils in large trucks.

*Conclusion*

Emissions from construction and operational activities on-site are expected to be significantly below the allowable BAAQMD thresholds. The Guidelines show that the ROG and $NO_X$ maximum daily emission level standard is 80 pounds per day. Because the project would be used mainly as a storage facility, significant GHG contributors would not exist on-site. Green measures would be included in the proposed project development. Therefore, because projected emissions during operational activities for the proposed project are expected to be well below the allowable threshold, and sensitive receptors do not exist, a ***less-than-significant*** impact would occur.

**e. Would the project create objectionable odors affecting a substantial number of people? ..... Less-Than-Significant Impact**

Discussion

The proposed project would not include industrial or intensive agricultural uses; therefore, the project would not create odors or toxic air contaminants. However, the proposed project would include the usage of common hazardous materials, such as oils, grease, and fuel. The nearest sensitive receptors are owners of houseboats on nearby Richardson's Bay. Materials used in the warehouse would not result in odors that would affect a substantial number of people. The hazardous materials would be stored and used in accordance with manufacturer's recommendations; therefore, the proposed project would have a ***less-than-significant*** impact related to odors.

## 4. BIOLOGICAL RESOURCES.

| Issues | | Potentially Significant Impact | Potentially Significant Unless Mitigated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| *Would the project:* | | | | | |
| a. | Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | X | ☐ | ☐ |
| 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? | ☐ | X | ☐ | ☐ |
| 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 marshes or vernal pools) through direct removal, filling, hydrological interruption, or other means? | ☐ | X | ☐ | ☐ |
| d. | Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites? | ☐ | ☐ | X | ☐ |
| e. | Conflict with any local policies or ordinances protecting biological resources, including trees? | ☐ | ☐ | X | ☐ |
| f. | Conflict with the provisions of an adopted habitat conservation plan? | ☐ | ☐ | ☐ | X |

**a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? .....Potentially Significant Unless Mitigated**

**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? .....Potentially Significant Unless Mitigated**

Discussion

The proposed project site is undeveloped and bordered by commercial development, a park, and a parking lot. According to a biological reconnaissance site visit conducted by WRA Environmental Consultants on October 24, 2008 (See Appendix A for biological assessment), the proposed project site does not contain suitable habitat to support special-status plant species. However, migratory bird species may be able to nest on-site in the tall, weedy vegetation along the border of Locust Street or off-site on the vacant Park Expansion Parcels. Removal of this vegetation prior to the onset of the breeding season (February through August) would preclude the need for breeding bird surveys; however, if these areas remain vegetated and any proposed construction is to occur during the breeding season, then a breeding bird survey would be necessary to ensure impacts to breeding birds or their young do not occur as a result of the proposed project. Otherwise, suitable habitat for other wildlife species of concern does not exist within the study area. Therefore, a ***potentially significant*** impact would occur on-site.

Mitigation Measure

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

**Mitigation Measure 3.**

*If construction is proposed to begin during the breeding season (February - August), a pre-construction survey shall be conducted in order to identify migratory and resident bird nests in the project site (including the Park Expansion Parcels). The surveys shall be conducted by a qualified biologist (approved by the Community Development Director) no more than 30 days prior to initiation of grading. If active nests are not found during the pre-construction survey, further mitigation is not required. If any migratory bird nests are found within the construction area during the survey, grading and construction in the area shall either stop or continue only after the nests are protected by an adequate setback approved by a qualified biologist. If permanent avoidance of the nests is not feasible, impacts on nests shall be minimized by avoiding disturbances to the nest location during the nesting season unless a qualified biologist verifies that the birds have either a) not begun egg-laying and incubation, or b) that the juveniles from those nests are foraging independently and capable of independent survival at an earlier date.*

**c. Would the 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 marshes or vernal pools) through direct removal, filling, hydrological interruption, or other means? .....Potentially Significant Unless Mitigated**

Discussion

A preliminary wetland delineation was conducted by WRA Environmental Consultants (See Appendix B for aerial photo of wetland area). The proposed project site was found to contain one potential wetland as defined by Section 404 of the Clean Water Act (See Exhibit 6). The potential wetland is located in the northwestern portion of the Park Expansion Parcels and is approximately 0.02 acres. The potential wetland is adjacent to the existing public path. Two scenarios for this public path are being considered in this environmental analysis. The first scenario is consistent with what is currently shown on the project site plan (See Exhibit 3) and involves leaving the path in its current alignment. The second scenario considered in this document, for worst-case purposes, involves realigning the path along the southern side of the existing wetland area. The first scenario would not result in the disturbance of the 0.02-acre wetland during construction activities, as the proposed improvements on the Park Expansion Parcels do not include modifications at the identified wetland area. The second scenario includes the realignment of the public path southerly, around the limits of the existing 0.02-acre wetland. Locating the path adjacent to the existing 0.02-acre wetland could result in impacts to the wetland during construction of the path. As a result, should the project design include the realignment of the existing path adjacent to the southern limits of the existing wetland, a ***potentially significant*** impact would occur.

Mitigation Measure

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

**Mitigation Measure 4.**
*Prior to the issuance of a grading permit, the applicant shall complete a Joint Aquatic Resource Permit Application (JARPA) and submit the JARPA to the necessary regulatory agencies, including the San Francisco Bay RWQCB, San Francisco Bay Conservation and Development Commission (BCDC), and the U.S. Army Corps of Engineers for review and approval if the public path is realigned. The project applicant shall comply with all the necessary permit conditions identified by the regulatory agencies regarding mitigation for the project's impacts to wetlands.*

**d. Would the project interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites? ..... Less-Than-Significant Impact**

Discussion

The proposed project site is undeveloped and boarded by commercial development, Dunphy Park, and a parking lot. The possibility exists that migratory birds would use the site for breeding purposes from the months of February through August (See discussion in "c." above). However, construction activities are not expected to directly affect the movement of

any resident or migratory fish or wildlife species. The project site is not considered a wildlife

**Exhibit 6**
**Wetland Delineation Map**

corridor and would therefore not interfere substantially with the movement of any migratory fish or wildlife species. Therefore, the development of the proposed project site would result in a ***less-than-significant*** impact to wildlife corridors.

**e. Would the project conflict with any local policies or ordinances protecting biological resources, including trees? ..... Less-Than-Significant Impact**

Discussion

The site does not currently support trees that are considered dedicated, desirable, heritage, or protected by the Tree and View Preservation regulations of the Municipal Code (Chapter 11.12). Construction activities on the proposed project site would not impact any special-status species of vegetation, as the site is denuded of all vegetation except for weedy species located along the margins of the parcel. Trees located on adjacent properties are not expected to be affected by project construction activities with the exception of the removal or trimming of a pine tree within the Locust Street right-of-way resulting from the relocation of the power pole as described in the *Aesthetics Section* of the IES/MND. The trimming and/or removal of the pine tree will need to comply with the applicable provisions of the City's Trees and View Preservation regulations. Therefore, the development of the proposed project site would be expected to have a ***less-than-significant*** impact with regard to conflicting with local policies or ordinances protecting biological resources.

**f. Would the project conflict with the provisions of an adopted habitat conservation plan?..... No Impact**

Discussion

The City of Sausalito is not included in any adopted habitat conservation plans. Therefore, the project would not conflict with an adopted habitat conservation plan and ***no impact*** would occur.

## 5. CULTURAL RESOURCES.

| Issues | | Potentially Significant Impact | Potentially Significant Unless Mitigated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| *Would the project:* | | | | | |
| a. | Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? | ☐ | X | ☐ | ☐ |
| b. | Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5? | ☐ | X | ☐ | ☐ |
| c. | Directly or indirectly destroy a unique paleontological resource on site or unique geologic features? | ☐ | X | ☐ | ☐ |
| d. | Disturb any human remains, including those interred outside of formal cemeteries. | ☐ | X | ☐ | ☐ |

**a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?.....Potentially Significant Unless Mitigated**

**b. Would the project cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?.....Potentially Significant Unless Mitigated**

**c. Would the project directly or indirectly destroy a unique paleontological resource on site or unique geologic features?.....Potentially Significant Unless Mitigated**

**d. Would the project disturb any human remains, including those interred outside of formal cemeteries. .....Potentially Significant Unless Mitigated**

Discussion

A Cultural Resources Evaluation was completed by Archaeological Resource Service for the proposed project site in January 2009.[3] A literature search that was conducted during the preparation of the report revealed that the project site has an unconfirmed prehistoric source located within the project area. A visual inspection of the project area was conducted by Archaeological Resource Service in December 2008. The field investigation concluded that the proposed project area contains cultural soil, referred to as midden, from a nearby prehistoric site. The presence of this soil was recorded in 1983 and as a result the Northwest

[3] The Cultural Resources Evaluation is on file at the Community Development Department.

Information Center assigned the "unconfirmed" site number C-1147 to reflect the presence of the soil within the property.

In order to qualify for listing as a "unique archaeological resource" under CEQA the site should have a high probability of containing information needed to answer important scientific research questions, or have a special and particular quality such as being the oldest type of the soil or the best available sample of the soil type, or be directly associated with a scientifically recognized important prehistoric or historic event or person. In order to qualify for listing as a "significant historical resource" under CEQA, the resource should have the potential to yield information important to the prehistory of California and should retain integrity of those features necessary to convey the significance of the resource.

The relocated soil on the project that is intermixed with modern fill soil and historic and modern refuse does not retain the aspects of integrity that are needed to convey information important to the prehistory of California or the local area. As a result, according to the Cultural Resource Evaluation conducted for the project site, the disturbed midden soil in the project area does not qualify as a "significant historic resource." Similarly, the soil does not appear to meet the criteria necessary to qualify as a "unique archaeological resource." The soil would not likely add important information to the body of knowledge that currently exists.

A formal evaluation to determine the significance of the cultural soil within the project area is not warranted. The potential significance of the soil is almost nonexistent due to the fact that the cultural soil was relocated to the property in its current state, and is highly disturbed and intermixed with modern fill soil and other debris. However, the potential exists for fragmented human remains and diagnostic artifact types to be present within the soil. The items, if present, would be important to the archaeological and Native American community.

The relocated and disturbed soils present within the proposed project area do not meet the criteria to be considered significant and any excavation within the project site would not cause adverse effects to a "significant" or "unique" known archaeological resource. However, due to the potential for there to be fragmented human remains and diagnostic artifact types unearthed during proposed project construction activities, a ***potentially significant*** impact would occur.

<u>Mitigation Measures</u>
The following mitigation measures would reduce the impact from the proposed project to a *less-than-significant* level.

**Mitigation Measure 5.**
*The applicant shall retain and fund a qualified archaeologist (subject to the approval by the City) to oversee monitoring of the site. Monitoring will consist of directly watching the excavation process at any time excavation activities occur. Monitoring will continue until a depth of excavation has been reached at which resources could not occur or until the archaeologist determines that full-time archaeological monitoring can be scaled back to part-time monitoring or spot checks. Spot checks will consist of partial monitoring of the progress of excavation over the course of the project. During spot checks all spoils, open excavations, recently grubbed areas, and*

*other soil disturbances will be inspected. The frequency and duration of spot checks will be based on the relative sensitivity of the exposed soils and active work areas. The archaeologist will determine the relative sensitivity. The depth at which resources would not occur is estimated as approximately five feet below grade at the commencement of the project, but may require modification in specific cases, and will be determined by the archaeologist based on observed soil conditions. If the archaeologist determines that significant archaeological or historical resources of significance are not found, no further mitigation shall be required. If the archaeologist determines that significant archaeological, historical, or Native American artifacts or remains are found on-site, work in the vicinity of the find shall stop immediately until significance of the find is evaluated by the archeologist or a qualified paleontologist (funded by the applicant). Project personnel shall not collect or alter cultural resources. Identified cultural resources shall be recorded on forms DPR 422 (archeological sites) and/or DPR 523 (historic resources).*

**Mitigation Measure 6.**
*If prehistoric human interments (human burials or skeletal remains) are encountered within the native soils of the project site, all work should be halted in the immediate vicinity of the find. The County Coroner, project superintendent, and the Agency Liaison can be contacted immediately.*

*Whenever the archaeologist suspects that potentially significant cultural remains or human burials have been encountered, the piece of equipment that encounters the suspected deposit shall be stopped, and the excavation inspected by the archaeologist. If the suspected remains prove to be non-significant or non-cultural in origin, work can recommence immediately.*

*If the suspected remains prove to be part of a significant deposit, all work shall be halted in that location until appropriate recordation and (possible) removal has been accomplished. If human remains (burials) are found, the County Coroner shall be contacted to evaluate the discovery area and determine the context; not all discovered human remains reflect Native American origins. However, in all cases where prehistoric or historic era Native American resources are involved, the Native American Heritage Commission shall be contacted to designate appropriate representatives of the local Native American community, who also should be contacted about their concerns.*

## 6. GEOLOGY AND SOILS.

| Issues | Potentially Significant Impact | Potentially Significant Unless Mitigated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|
| *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 based on other substantial evidence of a known fault? | ☐ | X | ☐ | ☐ |
| ii. Strong seismic ground shaking? | ☐ | X | ☐ | ☐ |
| iii. Seismic-related ground failure, including liquefaction? | ☐ | X | ☐ | ☐ |
| iv. Landslides? | ☐ | ☐ | ☐ | X |
| b. 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? | ☐ | X | ☐ | ☐ |
| c. Result in substantial soil erosion or the loss of topsoil? | ☐ | X | ☐ | ☐ |
| d. Be located on expansive soil, as defined in the Uniform Building Code? | ☐ | X | ☐ | ☐ |
| 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? | ☐ | ☐ | ☐ | X |

**a-i. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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 based on other substantial evidence of a known fault? .....Potentially Significant Unless Mitigated**

**a-ii. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?.....Potentially Significant Unless Mitigated**

**aiii. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, liquefaction? .....Potentially Significant Unless Mitigated**

**b. 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? .....Potentially Significant Unless Mitigated**

**d. Would the project be located on expansive soil, as defined in the Uniform Building Code? .....Potentially Significant Unless Mitigated**

Discussion

According to the Preliminary Geotechnical Findings Report (See Appendix C for Preliminary Geotechnical Findings Report) conducted for the proposed project by Purcell, Rhoades & Associates, the site is located in a seismically active region dominated by major faults of the San Andreas System. Major faults include the San Andreas fault, located approximately 6.5 miles from the site; the San Gregorio fault, located approximately 8.8 miles from the site; the Hayward fault, located approximately 11.1 miles from the site; the Rodgers Creek fault, located approximately 17.1 miles from the site; the Point Reyes fault, located approximately 19.8 miles from the site; the Calaveras fault, located approximately 24.7 miles from the site; the West Napa fault, located approximately 24.8 miles from the site; the Concord-Green Valley fault, located approximately 25.5 miles from the site; the Greenville fault, located approximately 30.6 miles from the site; and the Monte Vista fault, located approximately 31.9 miles from the site.

The specific hazards associated with the active faults can be confined to ground shaking and ground failure due to earthquakes. Since there is no mapped active fault recognized by the California Geologic Survey as crossing the site, the hazard for surface rupture through the subject site is unlikely from known active faults in the region. The probability is very high for a major earthquake to occur in the Bay Area within the lifetime of the proposed project. Ground shaking is complex and the intensity depends on a number of interrelated variables, including earthquake magnitude, distance from the causative fault, focal depth, fault geometry, site geology, and topography. Damage related to ground shaking is usually greatest in areas underlain by compressible, water saturated, fine-grained alluvium, and damage is typically less severe in areas underlain by hard, dry bedrock.

According to the Preliminary Geotechnical Findings Report, the primary geotechnical issues associated with the proposed project are ground motions and ground failure due to near-

source seismic events, and settlement including differential settlement of soft sediments within the transition zone and the underlying Bay Mud. The proposed site development concept is of great importance in assessing the extent of potential settlement that may occur on site.

The site is underlain by soft Bay Mud, which would tend to amplify ground motions as a consequence of severe ground shaking subject to the potential for ground failure in the form of lurching, lateral spreading, or ground cracking. An example of ground cracking was reported in the nearby shoreline area that was attributable to ground deformation from earthquake loading.

Liquefaction is a phenomenon in which saturated cohesionless soils are subject to a temporary, but essentially total loss of strength because of pore pressure build-up under the reversing cyclic shear stresses associated with earthquakes. According to the Preliminary Geotechnical Findings Report, the site has a potential for liquefaction.

Expansive soils shrink and swell as a result of moisture changes. The changes can cause heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundations. The Preliminary Geotechnical Findings report states that the site is overlain by man-made fill material, underlain by Bay Mud, which is classified as high plasticity clay, and interlayered with thin deposits of gravel to depths ranging from 35 to 68 feet. In general, the soil plasticity index correlates with soil expansivity. Therefore, project site soils would be considered to have moderate to highly expansive soils.

*Conclusions*

As a result of the strong potential for earthquakes within the region, ground shaking and the effects of ground shaking on project site soils could cause damage to structures associated with the proposed project. In addition, the site may have potential for liquefaction. Therefore, while the proposed structure would be designed using sound engineering judgment and the latest California Building Code (CBC) requirements, if site-specific engineering measures are not implemented a ***potentially significant*** impact could result.

<u>Mitigation Measure</u>
Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

> **Mitigation Measure 7.**
> *Prior to final map approval, a licensed geotechnical engineer shall provide final recommendations based upon a review of the final plans. Final recommendations provided by the City-approved licensed geotechnical engineer shall be included in the project design and implemented during construction for the review and approval of the City Engineer. All grading and foundation plans designed by the project civil and structural engineer shall be reviewed and approved by the City Engineer and Building Official prior to approval of improvement plans to ensure that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in design.*

**iv. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides? ..... No Impact**

The proposed project site and surrounding areas are relatively flat. Therefore, the potential for landslides does not exist, and landslide activity would have ***no impact*** on the proposed project.

**c. Would the project result in substantial soil erosion or the loss of topsoil? .....Potentially Significant Unless Mitigated**

Discussion

Construction of the warehouse and associated improvements and park improvements on the Park Expansion Parcels would involve the disturbance of topsoils, rendering earth surfaces susceptible to erosion from wind and water. Soil erosion, or the loss of topsoil, resulting from grading and excavation of the project site would be considered a ***potentially significant*** impact.

Mitigation Measure
Implementation of the following mitigation measure would ensure the impact is *less-than-significant*.

**Mitigation Measure 8.**
*Prior to issuance of a grading permit, the project developer shall submit, for the review and approval by the City Engineer, an erosion control plan that utilizes standard construction practices to limit the erosion effects during construction of the proposed project. In addition, all project contractors shall conform to the requirements of the "Best Management Practices for Construction Sites" required by the City, including detention and/or filter materials to preclude an increase in water quantity and quality impacts from debris and sediments entering the stormwater system over "pre-development" conditions." The Best Management Practices (BMPs) shall be included in the construction contracts for the review and approval of the City Engineer. BMPs could include but are not limited to:*

- *Hydro-seeding;*
- *Placement of erosion control measures within drainageways and ahead of drop inlets;*
- *The temporary lining (during construction activities) of drop inlets with "filter fabric";*
- *The placement of straw wattles along slope contours;*
- *Use of a designated equipment and vehicle "wash-out" location;*
- *Use of siltation fences;*
- *Use of on-site rock/gravel road at construction access points; and*
- *Use of sediment basins and dust palliatives.*

**e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water? ..... No Impact**

Discussion

The proposed warehouse would be connected to the City's sewer system and would not require the installation or use of septic tanks. Therefore, ***no impact*** would occur.

## 7. HAZARDS AND HAZARDOUS MATERIALS.

| Issues | Potentially Significant Impact | Potentially Significant Unless Mitigated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|
| *Would the project:* | | | | |
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | X | ☐ |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment? | ☐ | ☐ | X | ☐ |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☐ | X |
| 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? | ☐ | ☐ | ☐ | X |
| e. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | X |
| f. Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | ☐ | ☐ | X | ☐ |

**a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ..... Less-Than-Significant Impact**

**b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment? ..... Less-Than-Significant Impact**

Discussion

A Phase I Environmental Assessment, dated November 24, 2008, was prepared by Environmental Resource Group for the project site (See Appendix D for Phase I Environmental Assessment). The proposed project site is not currently developed. The site was previously used as a construction material storage area by Pacific Gas and Electric. Transportation, use, and disposal of hazardous materials would not occur on site. Because hazardous materials would not be used on site during construction activities, conditions involving the release of hazardous materials into the environment would not be likely.

During operation of the warehouse, some hazardous materials, such as fuels, oils, and cleaners would be used on-site. However, the materials would be stored and used according to manufacturer's recommendations; therefore, impacts would be ***less-than-significant***.

**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? ..... No Impact**

Discussion

The proposed project site is not located within a one-quarter mile radius of any existing or proposed schools. Therefore, ***no impact*** would occur as a result of the proposed project.

**d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to G.C. Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? ..... No Impact**

Discussion

The proposed project site is not located on the list of hazardous materials sites provided by Geotracker (http://geotracker.swrcb.ca.gov/map/). Furthermore, the proposed project is not listed on the California EPA's Department of Toxic Substances Control (DTSC) list compiled pursuant to Government Code Section 65962.5, resulting in ***no impact***.

**e. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ..... No Impact**

Discussion

The proposed project is consistent with surrounding development and the planned use for the site, as specified in the General Plan. The City has adopted a Disaster Preparedness/Emergency Operations Program. The proposed project does not interfere with emergency exit routes, and does not hinder access to roads used by emergency vehicles. The proposed structure would not be constructed in a location that would block an existing road, such as Locust Street or Bridgeway, which may be utilized as an exit route in the event of a disaster. Existing emergency plans anticipate the buildout of the site as waterfront commercial. Development of the project site would not interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, ***no impact*** would occur.

**f. Would the project expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? ..... Less-Than-Significant Impact**

Discussion

The General Plan (Health and Safety Element p. 7-22) states that the City of Sausalito is exposed to wildland fires primarily in underdeveloped areas of the upper slopes, canyons, and ridges. The General Plan states the response times from the City's two fire stations are very good. Virtually any part of the City may be reached within five minutes of either station. Because the proposed project is not located in an upper slope, canyon, or ridge area, and fire station response times are sufficient, wildland fires would have a ***less-than-significant*** impact on the proposed project.

## 8. HYDROLOGY.

| Issues | | Potentially Significant Impact | Potentially Significant Unless Mitigated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| *Would the project:* | | | | | |
| a. | Violate any water quality standards or waste discharge requirements? | ☐ | X | ☐ | ☐ |
| b. | Otherwise substantially degrade water quality? | ☐ | X | ☐ | ☐ |
| c. | 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 (i.e., 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)? | ☐ | ☐ | X | ☐ |
| d. | Substantially alter the existing drainage pattern of the site or area, including alteration of the course of a stream, in a manner which would result in substantial erosion or siltation on- or off-site? | ☐ | X | ☐ | ☐ |
| e. | Substantially alter the existing drainage pattern of the site or area, including alteration of the course of a stream, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | ☐ | X | ☐ | ☐ |
| f. | 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? | ☐ | X | ☐ | ☐ |
| g. | Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | ☐ | ☐ | X | ☐ |
| h. | Place within a 100-year floodplain structures which would impede or redirect flood flows? | ☐ | ☐ | X | ☐ |
| 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? | ☐ | ☐ | X | ☐ |
| j. | Inundation by seiche, tsunami, or mudflow? | ☐ | ☐ | X | ☐ |

**a. Would the project violate any water quality standards or waste discharge requirements?.....Potentially Significant Unless Mitigated**

**b. Would the project otherwise substantially degrade water quality?.....Potentially Significant Unless Mitigated**

Discussion

The development of the proposed project site would involve potential erosion and discharge of sediment and/or urban pollutants into project stormwater runoff, which could adversely affect water quality.

The San Francisco Bay Regional Water Quality Control Board (RWQCB) is responsible for issuing permits that could cause water quality impacts to surface waters and groundwater, including construction activities. Marin County is considered a Phase II facility under the National Pollutant Discharge Elimination System (NPDES). The Phase II requirements became effective March 10, 2003 and counties/municipalities identified or designated as such (Marin, Napa, Sonoma, and Solano as well as municipalities within these counties) are required to be covered under a Phase II General Permit by the above-mentioned date. Designated entities are required to develop a Storm Water Management Plan (SWMP) that addresses the six program areas (Minimum Control Measures), as well as reduce discharge of pollutants to the maximum extent practicable, and perform inspections and monitoring. The draft Municipal Separate Storm Sewer System (MS4) Phase II Statewide General Permit is available for review.

The San Francisco Bay Conservation and Development Commission (BCDC) is a 27-member commission that was created by the California Legislature in 1965 in response to broad public concern over the future of San Francisco Bay. The BCDC is made up of appointees from various local governments and State/federal agencies, including the County of Marin. The BCDC's jurisdictional area includes the following:

- The open water, marshes and mudflats of greater San Francisco Bay, including Suisun, San Pablo, Honker, Richardson, San Rafael, San Leandro and Grizzly Bays and the Carquinez Strait.
- The first 100 feet inland from the shoreline around San Francisco Bay.
- The portion of the Suisun Marsh-including levees, waterways, marshes and grasslands- below the ten-foot contour line.
- Portions of most creeks, rivers, sloughs and other tributaries that flow into San Francisco Bay.
- Salt ponds, duck hunting preserves, game refuges and other managed wetlands that have been diked off from San Francisco Bay.

A BCDC permit is required for any projects planned along the shoreline of San Francisco Bay in Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, or Sonoma Counties. Project activities requiring a permit from BCDC include, among others, subdivision of property or grading of land. The proposed project is within 100 feet from the shoreline of the San Francisco Bay (more specifically Richardson's Bay) and includes limited amounts of grading, as discussed in the Project Description section of this IES/MND. Therefore, the development of the project requires a permit from BCDC. Mitigation Measure 4, included in Section 4, Biological Resources, of this IES/MND requires the applicant to obtain a permit from BCDC.

Construction activities that involve more than one acre of land disturbance must comply with a General Permit that regulates stormwater leaving the site. The General Permit requires the site owner to notify the State, prepare and implement a Storm Water Pollution Prevention Plan (SWPPP), and monitor the effectiveness of the SWPPP. The SWPPP does not have to be submitted to the San Francisco Bay RWQCB, but must be on-site and available to inspectors. The SWPPP must address the post-construction control of pollutants in stormwater. The project must achieve water quality enhancements, decreased runoff, and implement on-site measures to the maximum extent possible.

Performance Standard NDCC-13 of the City's NPDES permit requires applicants disturbing areas larger than one acre to show proof of coverage under the State's General Construction Permit prior to receipt of any construction permits. Because the proposed project will disturb less than one acre, proof of coverage under the General Construction Permit is not required.

The proposed project would result in the generation of increased urban runoff and possible contribution of urban runoff constituents to downstream surface waters. For water quality purposes, the proposed project would include implementation of a series of water quality measures to treat surface runoff from the project prior to discharging the runoff to the existing drainage system. The proposed drainage is designed to mimic existing drainage patterns of the site and discharge at the frontage along Bridgeway via a large downspout system and into a dispersion sump (infiltration area). Any overflow from the dispersion sump would be conveyed to the field inlets along the Bridgeway frontage. The parking lot area in the rear would drain to a bio-retention area, via an existing natural swale to the existing low point connection along Locust Street. A new drainage inlet and stub would convey water to the existing storm drain manhole in Locust Street. Minimal drainage flows from Locust Street onto the project site. The existing drainage would be collected in the swale along Locust Street to the new drop inlet and into the existing manhole.

A Preliminary Drainage Report, dated February 2009, was prepared for the project by Kent R. Carothers. The report identified five drainage areas (A-E) that exist on the proposed project site. Drainage Area A would be the roof, Drainage Area B would be the frontage field inlet on Bridgeway, Drainage Area C would be the swale along Locust Street, Drainage Area D would be the parking lot, and Drainage Area E would be the runoff to the swale in back of the curb behind the parking lot. The off-site drainage area is from the crown in Locust Street to the property line at the intersection of Locust Street and Bridgeway. Drainage in the park would be directed to the historic locations along Bridgeway and ultimately the bay inlet adjacent to Dunphy Park. Associated with the landscape improvement in the waterfront are sidewalk improvements along Bridgeway. The sidewalk improvements would not change the overall hydrology of the area or the flow patterns.

The proposed project would result in less than one acre of disturbed area. As mentioned above, the NPDES General Permit requires site disturbances in excess of one acre to prepare a SWPPP. Preparation of a SWPPP or a SWMP for the proposed project site is not required. However, construction activities must comply with all applicable recommendations found in the City's NPDES permit requirements for post-construction controls for quantity and quality of stormwater runoff. Without the incorporation of applicable BMPs and acquisition of the required BCDC permit, the project would have a ***potentially significant*** impact on the capacity of existing stormwater facilities and water quality. Implementation of Mitigation Measures 4 and 8 regarding obtaining a BCDC permit and preparation, review, and approval of an erosion control plan and best management practices would reduce the impacts to a *less-than-significant* level.

**c. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a**

**lowering of the local groundwater table level (i.e., 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)? ..... Less-Than-Significant Impact**

Discussion

The Marin Municipal Water District (MMWD) provides domestic water service to the City of Sausalito. As the primary source of water for MMWD, reservoirs provide 75 percent of the water consumed by City residents annually. Reservoirs utilized by the MMWD include Lagunitas, Phoenix, Alpine, Bon Tempe, Kent, Nicasio, and Soulajule. The remaining 25 percent of the City's water supply is transported from the Russian River in Sonoma County under a contract with the Sonoma County Water Agency. Groundwater is not used as a primary source of water supply for the City. While the construction of the warehouse and associated improvements would result in a net increase in impervious surfaces, the surface area would not be large enough to significantly affect groundwater recharge. Furthermore, the proposed project would not use groundwater to supply water. Therefore, the project would have a ***less-than-significant*** impact to groundwater resource supply and/or recharge.

**d. Would the project substantially alter the existing drainage pattern of the site or area, including alteration of the course of a stream, in a manner which would result in substantial erosion or siltation on- or off-site? .....Potentially Significant Unless Mitigated**

**e. Would the project substantially alter the existing drainage pattern of the site or area, including alteration of the course of a stream, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? .....Potentially Significant Unless Mitigated**

**f. 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? .....Potentially Significant Unless Mitigated**

Discussion

The proposed project would include the construction of a warehouse for storage and ancillary uses and park improvements on the Park Expansion Parcels on a site that is currently vacant and undeveloped. The project would result in increased impervious surfaces on the site. The project site consists of approximately 22,246 square feet which drains generally from northeast to southwest. The project's storm drain plans indicate that an on-site storm drain system would be installed and ultimately drain stormwater flows to the closest existing City stormwater system located in Locust Street.

The Preliminary Drainage Report (See Appendix E for Preliminary Drainage Report) for the proposed project includes computations to evaluate the capability of the existing storm drain pipe located in Locust Street to accommodate the 100-year storm event after development of the proposed project. The objective of the proposed project's storm drain system is to provide sufficient detention so post-development peak flows do not exceed the pre-development peak flows in the event of a 100-year storm. Post-development runoff would be reduced by the proposed bio-retention areas, which would serve to both improve water quality and provide detention. The proposed drainage is designed to mimic existing drainage patterns. The existing design flow capacity of the Locust Street drop inlet connecting to the existing manhole is 2.11 cubic feet per second (cfs). Design flow from the project site is 2.18. According to the Civil Engineer, 0.7 cfs over capacity is relatively insignificant and does not need further consideration when contemplating the capacity of the existing system. The catch basin has been designed per the Marin County Storm Water Pollution Prevention **(**MCSTOPP) Guideline Manual criteria.

The proposed project site is not currently being served and no water has been allocated to the site. According to the MMWD, the site must be fronted by a water main and the structure must be within 125-feet of the water main. Water to the proposed project site will require a pipeline expansion agreement for the installation of necessary facilities. The proposed project will include installation of the appropriate pipeline. However, because other details have not been provided regarding the proposed storm drain system, such as the party(ies) responsible for the long-term maintenance of the system, a ***potentially significant*** impact could result.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the impacts to a *less-than-significant* level.

**Mitigation Measure 9.**

*Final design of stormwater catch basins shall be reviewed and approved by the City Engineer to ensure the catch basins and the drainage system are sized large enough to accept the 100-year storm event.*

**Mitigation Measure 10.**

*The project applicant shall commit to fully fund the construction and perpetual maintenance of the storm drain system, including monitoring of the storm drain facilities. The funding mechanism shall be acceptable to the City and shall address costs for capital replacement, inflation, and administration.*

**g. Would the project place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? ..... Less-Than-Significant Impact**

**h. Would the project place within a 100-year floodplain structures which would impede or redirect flood flows? ..... Less-Than-Significant Impact**

**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 the failure of a levee or dam?..... Less-Than-Significant Impact**

Discussion

The Federal Emergency Management Agency (FEMA) Flood Insurance Study (FIS) area identifies the project site as an area with a Zone X flood designation. A Zone X designation is defined as an area subject to moderate or minimal hazard from the principal source of flood in the area. However, buildings in these zones could be flooded due to a severe, concentrated rainfall coupled with inadequate local drainage systems.

The project site is located along Richardson's Bay and is not located near any reservoirs or protected by any levee systems. As the project site is located outside of the 100-year floodplain, and is not located near any reservoirs or levees, the proposed project would not expose people or structures to flood events; therefore, resulting in a ***less-than-significant*** impact.

**j. Inundation by seiche, tsunami, or mudflow? ..... Less-Than-Significant Impact**

Discussion

The proposed project is located near Richardson's Bay, which is approximately three nautical miles from the Golden Gate. According to the Sausalito Marine Master Plan EIR, which includes the project site, the project site is subject to inundation based on a tsunami run-up of 20-feet at the Golden Gate Bridge. A tsunami having a wave height of 20-feet may arrive at the Golden Gate once every 200 years. Therefore, the possibility of a tsunami occurrence on the project site is very small, and therefore results in a ***less-than-significant*** impact.

## 9. LAND USE.

| Issues | | Potentially Significant Impact | Potentially Significant Unless Mitigated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| *Would the project:* | | | | | |
| a. | Physically divide an established community? | ☐ | ☐ | ☐ | X |
| b. | Conflict with any applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating on environmental effect? | ☐ | ☐ | X | ☐ |

**a. Would the project physically divide an established community? ..... No Impact**

Discussion

The proposed project would include the development of a warehouse for storage and ancillary uses on the Applicant's 22,246-square-foot parcel and park improvements on the Park Expansion Parcels. The project site is bordered by existing commercial development, a parking lot, and Dunphy Park. As a result, the proposed project would not divide an established community, resulting in ***no impact***.

**b. Would the project conflict with any applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating on environmental effect? ..... Less-Than-Significant Impact**

Discussion

The proposed project is consistent with the City's General Plan land use designation of Commercial Waterfront and the Zoning Map designation of Commercial Waterfront (CW) Zoning District. The development of a warehouse structure, however, would require a Conditional Use Permit issued by the City. As defined in the Zoning Ordinance, the purpose of CW District is to protect the waterfront area, while promoting uses that benefit from, and need, a waterfront location. As a result of project implementation, the proposed project would not conflict with the applicable policies in the City of Sausalito General Plan, and/or Zoning Districts, and would result in a ***less-than-significant*** impact on the applicable land use plans and regulations.

## 10. MINERAL RESOURCES.

| Issues | Potentially Significant Impact | Potentially Significant Unless Mitigated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|
| *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? | ☐ | ☐ | ☐ | X |
| 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? | ☐ | ☐ | ☐ | 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? ..... No Impact**

**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? ..... No Impact**

Discussion

Eight mineral resource sites were designated in Marin County, two of which no longer meet minimum threshold requirements and are exempt from application of mineral resource policies. Of the remaining six sites, four are located within incorporated areas. The remaining two mineral resource sites are not located in the vicinity of the project site.

The Marin Countywide Plan Map 3-5, Location of Mineral Resource Preservation Sites, clearly indicates the proposed project site is not located within the vicinity of State or County designated mineral resource sites. The nearest State-designated mineral resource site is Ring Mountain, in Tiburon, California, which is located approximately 8.7 miles from the proposed project site.

Because the proposed project site is not within the immediate vicinity of the Ring Mountain, the proposed project would not interfere with existing operations; therefore, the proposed project would result in ***no impact*** to mineral resources.

## 11. NOISE.

| Issues | | Potentially Significant Impact | Potentially Significant Unless Mitigated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| *Would the project result in:* | | | | | |
| a. | Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☐ | X | ☐ |
| b. | A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | ☐ | ☐ | X | ☐ |
| c. | Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | X | ☐ |
| d. | A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | ☐ | ☐ | X | ☐ |
| 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, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | X | ☐ |
| 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? | ☐ | ☐ | X | ☐ |

**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? ..... Less-Than-Significant Impact**

**b. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? ..... Less-Than-Significant Impact**

**c. Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? ..... Less-Than-Significant Impact**

**d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? ..... Less-Than-Significant Impact**

Discussion

The proposed project would include the construction of a warehouse for storage and ancillary uses, plus park improvements on the Park Expansion Parcels on land that is currently undeveloped. The site is surrounded by existing commercial buildings and Dunphy Park.

According to the City's General Plan, Bridgeway is one of the major sources of noise in Sausalito, due to high traffic volumes. The City has established guidelines of acceptable indoor and outdoor noise levels. Exhibit GP-19 of the Health and Safety Element of the General Plan (Noise Contours) identifies the site at approximately 60 decibels (dB) for day-night average levels, which is within the normally acceptable range for this type of development. CEQA Guidelines define a project-level impact as being significant if the impact "increases substantially the ambient noise levels for adjoining areas." In practice, significant noise impacts are usually identified in CEQA analyses if the project would result in a perceptible ambient noise level increase, commonly considered to be 3 decibels (dB). The proposed project is not considered a sensitive receptor. The structure would be used as a private vehicle and boat storage facility with ancillary marine commercial and industrial land uses. Occasionally the structure would be used for public viewings, but large numbers of people would not be present on a regular basis.

Construction of the proposed project would result in temporary increases in ground-borne vibration and noise levels from construction activities on the project site. Such noise would include mechanical equipment used to construct the warehouse, park expansion, and associated improvements. Construction noise would include delivery of construction materials, construction of foundations, framing, roofing, and similar operations that would temporarily generate noise. Construction noise is short term and would only occur during the hours of 8:00 AM to 7:00 PM, Monday through Friday, and between 9:00 AM and 5:00 PM on Saturday, as stipulated by the City's noise regulations. The proposed structure would be a private vehicle and storage facility and thus would have little operational noise. Activities occurring on the Park Expansion Parcels are not expected to generate adverse noise levels, as the expansion area is for passive recreation and not active recreational activities such as ball games. Periodic maintenance of vehicles would occur on-site but not on a regular basis. Operation of the proposed project would not substantially increase the permanent ambient noise levels. Therefore, because conditions regarding noise would remain generally unchanged, and the existing levels are considered acceptable, a ***less-than-significant*** impact would occur.

**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, would the project expose people residing or working in the project area to excessive noise levels? ..... Less-Than-Significant Impact**

**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? ..... Less-Than-Significant Impact**

Discussion

The proposed project is not located within an airport land use plan, or within two miles of a public airport. One known private float plane occasionally flies in and out of Richardson's Bay. The float plane does not constitute regular airport/airstrip operations. Therefore, a ***less-than-significant*** impact would occur.

## 12. POPULATION AND HOUSING.

| Issues | | Potentially Significant Impact | Potentially Significant Unless Mitigated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| *Would the project:* | | | | | |
| a. | Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? | ☐ | ☐ | ☐ | X |
| b. | Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | X |
| c. | Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | X |

**a. Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? ..... No Impact**

**b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? ..... No Impact**

**c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? ..... No Impact**

Discussion

An impact to population and housing is considered significant if the proposed project would induce substantial population growth in an area either directly or indirectly. The proposed project involves the construction of a private vehicle and boat storage warehouse with ancillary marine commercial and industrial land uses, in addition to associated on-and off-site infrastructure and landscape improvements on the Park Expansion Parcels. The proposed project is consistent with the type and intensity of development identified for the project site in the City of Sausalito General Plan and would not create substantial population growth in the area. Because the proposed project would not include residential development, approval and implementation of the proposed project would neither displace substantial existing housing nor necessitate the construction of replacement housing. Therefore, ***no impact*** would occur in regard to the proposed project increasing substantial population growth in an area that has not been previously anticipated for such growth.

## 13. PUBLIC SERVICES.

| Issues | Potentially Significant Impact | Potentially Significant Unless Mitigated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|
| *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:* | | | | |
| a. Fire protection? | ☐ | ☐ | X | ☐ |
| b. Police protection? | ☐ | ☐ | X | ☐ |
| c. Schools? | ☐ | ☐ | ☐ | X |
| d. Parks and recreation? | ☐ | ☐ | X | ☐ |
| e. Solid waste? | ☐ | ☐ | X | ☐ |
| f. Other public facilities and services? | ☐ | ☐ | ☐ | X |

**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 fire protection? ..... Less-Than-Significant Impact**

Discussion

Southern Marin Fire Protection District (SMFPD) is an independent special district established by Marin County in 1999. In 2006 the City of Sausalito Fire Department joined with SMFPD pursuant to a contract for services. The Fire District serves the communities of Tamalpais Valley, Almonte, Homestead Valley, Alto, Strawberry, approximately one-third of Tiburon, as well as the City of Sausalito. The Sausalito station that would service the proposed project site houses an engine, ladder truck, and a paramedic ambulance. The City of Sausalito General Plan - Health and Safety Element (Map GP-20) indicates that the project site is not within a water supply deficient zone. Since the project would be built in accordance with the General Plan land use designation for the site, fire protection personnel and equipment at the Sausalito fire station will have adequate response times to access the project site. The General Plan states the response times from the City's two fire stations are very good. Virtually any part of the City may be reached within five minutes of either station. It should also be noted that construction activities commenced in the summer of 2008 for a new fire station at the corner of Johnson Street and Caledonia Street. Completion of the fire station is anticipated by the spring of 2010. This proposed station is located approximately 0.3-mile from the project site. Fire station construction activities would be completed prior to significant construction activity of the proposed project, or occupancy of the project site. In addition, the proposed project would be constructed in accordance with

applicable building and fire safety codes. As a result, the proposed project would have a ***less-than-significant*** impact on fire protection resources.

**b. Police protection? ..... Less-Than-Significant Impact**

Discussion

Development of the proposed project would not increase demand for police service, based on the construction and operational phases. Because the proposed project would be built in accordance with the General Plan land use designation for the site, the Sausalito Police would be expected to have adequate response times to the proposed project site. Existing commercial developments within the vicinity of the project site require routine patrolling by the Police Department. Since a demand exists for police patrol in the area, demand for police services would remain generally unchanged by the proposed project. It should also be noted that construction activities commenced in the summer of 2008 for a new police station at the corner of Johnson Street and Caledonia Street. Completion of the police station is anticipated by the spring of 2010. This proposed station is located approximately 0.3-mile from the project site. The project site is located within close proximity to the police station and therefore, response times are expected to be more than sufficient. In addition, the project would be constructed in accordance with applicable building safety codes. Therefore, although the project would include storage of a valuable private vehicle and boat collection, the project would have a ***less-than-significant*** impact.

**c. Schools?..... No Impact**

Discussion

The proposed project is a commercial development and would not result in the need for additional school facilities. Therefore, the proposed project would have ***no impact*** on schools.

**d. Parks and recreation? ..... Less-Than-Significant Impact**

Discussion

The proposed project would include an expansion of Dunphy Park, which is located immediately northwest of the proposed project site. Construction and maintenance costs associated with the park improvements on the Park Expansion Parcels would be the responsibility of the project applicant. The project applicant has voluntarily committed to the costs and maintenance associated with the park expansion, which may not necessarily be directly utilized by the project itself. The proposed park improvements and applicant's maintenance responsibilities would need to be reviewed and approved by the City Council. The expansion of Dunphy Park would not 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 parks and recreation and therefore has a ***less-than***

***significant*** impact.

**e. Solid waste? ..... Less-Than-Significant-Impact**

Discussion

The City of Sausalito is in contract with Bay Cities Refuse to collect and dispose of the City's refuse and recycling. The solid waste generated in Sausalito is disposed at the Redwood Sanitary landfill located north of Novato near the County line. Currently, the landfill accepts 650 tons of solid waste from Marin County.

The proposed project would not contribute to a large increase in solid waste generation. Because the proposed project would be built in accordance with the General Plan land use designation for the site the solid waste generated by the proposed project has already been anticipated in the overall capacity of the Redwood Sanitary landfill. As a result, the proposed project would have a ***less-than-significant*** impact in regard to solid waste facilities.

**f. Other public facilities and services? ..... No Impact**

Discussion

The proposed project would not increase demands for other general governmental services, including libraries and/or general City maintenance services. Therefore, ***no impact*** would occur.

## 14. TRANSPORTATION/CIRCULATION.

| Issues | | Potentially Significant Impact | Potentially Significant Unless Mitigated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| *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)? | ☐ | ☐ | X | ☐ |
| b. | Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | ☐ | ☐ | X | ☐ |
| c. | Substantially increase hazards due to a design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | ☐ | ☐ | ☐ | X |
| d. | Result in inadequate emergency access? | ☐ | ☐ | ☐ | X |
| e. | Result in inadequate parking capacity? | ☐ | ☐ | X | ☐ |
| f. | Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | ☐ | X | ☐ | ☐ |

**a. Would the project 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)? ..... Less-Than-Significant Impact**

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

Discussion

A preliminary traffic study was prepared for the project by Parisi and Associates on December 17, 2008 and revised March 12, 2009 (See Appendix F). Bridgeway, which borders the project site to the west, is a major arterial street running northwest to southwest through Sausalito. Locust Street is a two-lane street abutting the project, which extends in a northeast to southwest direction.

According to the City of Sausalito General Plan (Circulation and Parking Element, p. 5-14), the vehicle capacity for a major arterial is 20,000 – 50,000 vehicles per day. The vehicle delay and level-of-service (LOS) for the existing traffic plus project conditions are generally the same as the existing conditions, with the exception of northbound movement on Napa Street and Bridgeway, where there is an increase of 0.1 seconds. The proposed project generates 33 daily trips, three AM peak hour trips, and three PM peak hour trips. Due to the

very low trip generation values for the proposed project, the existing plus project conditions remain generally unchanged from the existing conditions, and the project would result in a ***less-than-significant*** impact.

**c. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ..... No Impact**

Discussion

The proposed project does not include any alterations in street or roadway designs; therefore, the project would result in ***no impact***.

**d. Would the project result in inadequate emergency access? ..... No Impact**

Discussion

The project would provide access to the proposed structure and parking area from Locust Street, which would not alter current access conditions to surrounding properties. Proposed access to the site would be constructed in accordance with City standards. Compliance with the City standards ensures the provision of adequate emergency access and ***no impact*** to emergency access would occur.

**e. Would the project result in inadequate parking capacity? ..... Less-Than-Significant Impact**

Discussion

The proposed project involves the development of a 6,678-square-foot warehouse for storage and ancillary uses, plus park improvements on the Park Expansion Parcels. The City requires one off-street parking space per 1,500 square feet for a warehouse land use. For the proposed project, four off-street parking spaces would be required, of which one space would be designated as accessible parking. The project design includes seven off-street parking spaces, three spaces in excess of the City requirements. The Zoning Code does not include specific parking requirements for park uses; however, the Conditional Use Permit required for the project would enable the City to require additional spaces for these park uses. Yet, it is unlikely that the improvements to the Park Expansion Parcels would require additional parking spaces, as the expanded area would be intended for passive recreation only and would not attract a large number of people. In addition, parking spaces currently exist along Locust Street in the immediate project vicinity. As the proposed project would provide adequate parking, a ***less-than-significant*** impact would result.

**f. Would the project conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)? .....Potentially Significant Unless Mitigated**

Discussion

The City contracts with Golden Gate Transit to provide public transit services. The construction of the project would not result in the need for expanded bus service in the City.

General Plan Policy CP-4.4 (Bicycle Route Design & Standards) states, "Assure that all existing and proposed bike routes, lanes, paths, and intersections are improved to the most up-to-date standards to reduce conflicts between bicyclists, vehicles, and pedestrians, promote safety, and encourage the use of non-motorized travel." General Plan Policy CP-4.6 (Pedestrian Trails and Paths) states "Improve and extend existing public paths for use by residents and establish new pathway connections to complete the system shown on map GP-12." Program CP-4.6.2 (Access Easements) states, "Require new projects, as appropriate, to dedicate access easements."

The City's Bicycle Master Plan Update, prepared by Alta Planning and Design and approved by the City Council in 2008 identifies that improvements along Bridgeway from Johnson Street to Litho Street are necessary to complete a gap in the existing Class II Bike Lanes (Segment 7 of the Master Plan). Although the Bicycle Master Plan does not provide a specific design solution to address the subject improvement, the Master Plan identifies design options including removal of parking, removal of the center turn lane, and/or reconfiguring the landscape buffer/sidewalk/pathway area. Without an adopted design alternative to remedy the gap in the Class II bicycle facility, the project may have a ***potentially significant*** impact on the future design necessary to complete the existing gap in the Class II bike lane along Bridgeway.

With regard to pedestrian access and circulation, the San Francisco BCDC promotes public access to the shoreline. Additionally, the San Francisco Bay Trail identifies Dunphy Park as a destination on Trail Map 9. Sausalito General Plan Policy CP-4.5 (Regional Bicycle and Pedestrian Trails) states, "Continue to support the San Francisco Bay Trail and Bay Area Ridge Trail, and other agencies and jurisdictions in their attempts to provide bicycle and pedestrian trails throughout the nine counties of the San Francisco Bay Area." The project site abuts the City's Public Parking Lot 5 on Locust Street. There are currently no sidewalks within the Locust Street right-of-way from Bridgeway east towards the bay. The project site also abuts a well-used and dilapidated pedestrian path which provides direct access to Dunphy Park. The project will impact existing and future pedestrian safety, access and circulation as identified in CP-4.7 (Pedestrian Safety), and well as CP-4.5 (listed above), and will have a ***potentially significant*** impact unless otherwise mitigated.

Mitigation Measures

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

**Mitigation Measure 11**.

*Prior to issuance of a grading permit and/or building permit, the developer shall provide an offer of dedication for a 10-foot wide strip of land along the Bridgeway frontage for expansion of a bicycle path along of the Bridgeway frontage of the Applicant's Parcel. The developer shall also fund (or enter into a deferred improvement agreement for) the construction of a bicycle path along the Bridgeway frontage of the Applicant's Parcel based upon the design (to be approved by the City at a future date) of the Segment 7 Bicycle improvement identified in the City's Bicycle Master Plan Update 2008.*

**Mitigation Measure 12**.

*Prior to issuance of a grading permit and/or building permit, improvement plans shall be submitted to the City Engineer for review and approval identifying frontage improvements to be constructed by the developer along the Locust Street and Humboldt Avenue public right-of-ways. The frontage improvements include, but are not limited to public access and street improvements, such as curb, gutter, sidewalks, pedestrian paths, and safety lighting. The frontage improvements shall not result in a net loss of the existing public parking spaces within the City's Parking Lot 5 along Locust Street. If necessary, the applicant shall provide an offer of dedication, not to exceed ten feet in width, to accommodate the frontage improvements. The City Engineer may allow the payment of an in-lieu fee for all indentified frontage improvements or a combination thereof.*

Since Mitigation Measure 12 may require some of the frontage improvements to be located on the Applicant's Parcel, the "net parcel size" of the Applicant's Parcel may be reduced accordingly. This would result in a loss of allowable floor area for the warehouse since the maximum allowable floor area is based upon the net parcel size.

## 15. WATER, SEWER, AND STORMWATER SYSTEMS.

| Issues | | Potentially Significant Impact | Potentially Significant Unless Mitigated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|---|
| *Would the project:* | | | | | |
| a. | Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | ☐ | ☐ | X | ☐ |
| b. | 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? | ☐ | ☐ | X | ☐ |
| c. | 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? | ☐ | ☐ | X | ☐ |
| d. | Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | ☐ | ☐ | X | ☐ |
| e. | 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? | ☐ | ☐ | X | ☐ |

**a. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? ..... Less-Than-Significant Impact**

**b. 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? ..... Less-Than-Significant Impact**

Discussion

The proposed project would generate additional wastewater flows into the regional wastewater treatment plant operated by Sausalito-Marin City Sanitary District (SMCSD). The SMCSD regularly updates and improves the wastewater system in order to adequately accommodate the public while maintaining compliance with environmental regulations. The proposed project is consistent with the type and intensity of uses anticipated for the site in the General Plan. According to a letter submitted by the SMCSD dated March 11, 2009, the subject development is within the District's boundary and the District has capacity at the treatment plant to service the proposed project as planned. Therefore, the wastewater treatment provider would have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments, and the proposed project would have a ***less-than-significant*** impact to existing wastewater facilities and infrastructure.

**c. Would the 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? ..... Less-Than-Significant Impact**

**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? ..... Less-Than-Significant Impact**

Discussion

Potable water service for the proposed project site is required and would be made available upon completion of financial arrangement and installation of all necessary water facilities to meet the requirements in accordance with current standards. The proposed project includes the extension of the existing line in Locust Street to provide potable water through entering a pipeline extension agreement approved by the MMWD. Adequate water supply exists to serve the proposed project.

In addition, the applicant would be required to adhere to the CBC standards for installation of water-conserving plumbing fixtures and the City water-conserving guidelines for landscaping. Therefore, the proposed project would have a ***less-than-significant*** impact on existing water supply and delivery infrastructure.

**e. Would the project 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? ..... Less-Than-Significant Impact**

Discussion

The proposed project would include construction of new on-site storm water drainage infrastructure and treatment facilities. The design of the storm drain system proposed for the proposed project site would be required to meet all applicable regulations, including those of the Flood Control District and the Regional Water Quality Control Board. Furthermore, because the storm drain system has been designed to mimic the existing hydrologic pattern of the site, the post-project flows would not exceed pre-development flows. Therefore, a ***less-than-significant*** impact would occur to existing storm drainage facilities as a result of project implementation.

## 16. MANDATORY FINDINGS OF SIGNIFICANCE.

| Issues | Potentially Significant Impact | Potentially Significant Unless Mitigated | Less-Than-Significant Impact | No Impact |
|---|---|---|---|---|
| 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? | ☐ | ☐ | X | ☐ |
| b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? | ☐ | ☐ | X | ☐ |
| c. 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)? | ☐ | ☐ | X | ☐ |
| d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | ☐ | ☐ | X | ☐ |

**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? ..... Less-Than-Significant Impact**

Discussion

According to the biological reconnaissance site visit, the proposed project site does not contain suitable habitat to support special-status plant species or special-status animal species known to be located within the vicinity of the project site. Migratory bird species may be able to nest in the tall, weedy vegetation along the border of Locust Street or in the vacant chain-link fenced Park Expansion Parcels; however, the identified mitigation measures would reduce any potential impacts to a less-than-significant level. Furthermore, the Cultural Resources Study prepared for the project site concludes that the implementation of the proposed project would not eliminate important cultural or historical resources or examples of California's history or prehistory. Therefore, the proposed project would have ***less-than-significant*** impacts to special-status species, sensitive natural communities, and/or California's history.

**b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? ..... Less-Than-Significant Impact**

Discussion

The proposed project would meet the City of Sausalito's General Plan Goal EQ-2.0 of expanding Dunphy Park. In addition, the construction of the warehouse would be consistent with the existing zoning of CW District for the site. The improvements on the Park Expansion parcels would also be consistent with the current zoning designation of Public Parks (PP). Long-term environmental goals, both broad and specific, have been addressed previously in several documents, the most comprehensive being the General Plan. The proposed project is consistent with pertinent environmental policies outlined in the General Plan. Therefore, the impact is ***less-than-significant.***

**c. Does the project have impacts that are individually limited, but cumulatively considerable? ..... Less-Than-Significant Impact**

**d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? ..... Less-Than-Significant Impact**

Discussion

Cumulative impacts may be identified in the categories of use of resources, demand for services, and physical changes to the natural environment. The cumulative impacts could be considered potentially significant; however, that would be mitigated through project-specific mitigation measures identified above and through cumulatively applied measures as development occurs. In addition, long-range planning to establish policies, programs, and measures for the efficient and economical use of resources mitigate the inevitable impacts resulting from population and economic growth. The proposed project is consistent with the pertinent environmental policies outlined in the General Plan. Therefore, a ***less-than-significant*** impact would result from the development of the proposed project.

# VII. STAFF AND SOURCES

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