

4 ENVIRONMENTAL CHECKLIST AND FINDINGS

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

1. AESTHETICS

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

Existing Conditions

The Project site is located on the shore of the Richardson Bay. Looking eastward from the Project site, views of the San Francisco Bay are unobstructed and include views of the Belvedere Peninsula, Angel Island, East Bay Hills, Bay Bridge, and San Francisco skyline. The Bridgeway Boardwalk is located along the eastern side of the Project site and extends along Main Street, south of the Project site, providing public access to these scenic views for pedestrians. Looking westward from the Project site, the hills of the Marin Headlands area in the Golden Gate National Recreation Area and hills along Highway 101 are visible. These hills contain some housing development but the tops of the hills are largely undeveloped. Looking northward from the Project site, hillside residential areas are visible. Looking south from the Project site, far-field views are blocked by the Portofino Riviera apartment building.

The Valhalla building and single-family house at 206 Second Street are associated with the Folk Victorian architectural style. Folk Victorian architecture was popular from 1870 to 1910 and is characterized by minimal Victorian decorative detailing used on simple folk houses. Alterations to the Valhalla building include various additions dating from the 1950s to 1980s.

The Project site includes an asphalt parking lot located on Second Street, to the west of the Valhalla building and south of the single-family house at 206 Second Street.

Discussion

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

The proposed Project would have a substantial adverse effect on a scenic vista if it were to affect the existing scenic views from public roadways or the Bridgeway boardwalk. Proposed building heights would be largely consistent with existing heights. An exception to this is that the building height of the new two-unit building (Units 5 and 6) would be approximately 22 feet 4 inches, which is approximately 3 feet 5.5 inches above the existing mechanical equipment screen on the roof of the Valhalla building, and approximately 3 feet 9 inches above the ridgeline of the existing carport, which would be demolished.

A rendering (see Figure 4-1) prepared for the Project shows the proposed Project as viewed from the intersection of Second Street and Main Street. As shown in Figure 4-1, the proposed Project would preserve views from this intersection to the hills east of the San Francisco Bay.

The new garage along the western boundary of the Project site would be approximately 11 feet 10 inches in height. While the construction of a new building along Second Street would affect near field views to the east, any scenic eastward views are already obstructed by the Valhalla structure situated on the eastern end of the Project site.

The most scenic views enjoyed from the Project site are those eastward to the San Francisco Bay. The proposed Project would not interfere with views from the Bridgeway boardwalk to the Bay.

The Project would be evaluated by Planning staff and reviewed by the Planning Commission as part of the Project approvals process. Under Section 10.54.050 of the Municipal Code, in order for the Planning Commission to approve a Design Review permit, the Planning Commission must make a finding that the obstruction of public views and primary views from private property has been minimized. The proposed Project would not adversely affect scenic views and would be subject to the Design Review process to ensure that obstruction of views is minimized; therefore, the impact would be *less than significant*.

ENVIRONMENTAL CHECKLIST AND FINDINGS



Existing Conditions



Project Rendering

Source: Michael Rex Architects, 2013.

Figure 4-1
Existing Conditions and Project Rendering –
View from Main Street and Second Street

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

Highway 101 through Sausalito is considered as an Eligible State Scenic Highway by the California Department of Transportation's Scenic Highway Program, but is not an Officially Designated State Scenic Highway.¹

The proposed Project would, for the most part, maintain the building envelope of the Project site, with the exception of alterations to the Valhalla structure and addition of a garage building. These changes would not be discernible from Highway 101 and would not affect scenic views from Highway 101. Therefore, the impact would be *less than significant*.

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

The proposed Project would redevelop the Valhalla structure with seven condominium units and would construct a new garage building along Second Street. The existing single-family residence at 206 Second Street would be renovated to include a rear garage and renovated access. These renovations would not affect the architectural style or overall visual appearance of the existing building. A rendering (see Figure 4-2) prepared for the Project shows the proposed Project as viewed from the San Francisco Bay. As shown in Figure 4-2, the proposed redevelopment of the Valhalla would largely conform to the appearance of the existing structure.

The proposed condominium buildings would be sided with horizontal dropped cove lapped wooden siding similar to the Valhalla's original siding. The wood siding, roof overhangs, trim, and door and window sashes would be painted white. The proposed courtyard, private verandas, and decks would have teak decking. This building aesthetic would be largely compatible with the Folk Victorian style of the current structure.

The Project would construct new garage buildings, including a garage building along Second Street that would be constructed of concrete block. The garages would have a hipped roof similar to the original Valhalla building and would be landscaped with a fast-growing ficus vine. In addition, trees would be planted along Main Street, Second Street, and the entry drive. Although the concrete block

¹ California Department of Transportation, California Scenic Highway Mapping Program, Marin County, http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm, accessed on October 15, 2013.

ENVIRONMENTAL CHECKLIST AND FINDINGS



Existing Conditions



Project Rendering

Source: Michael Rex Architects, 2013.

Figure 4-2
Existing Conditions and Project Rendering – View from San Francisco Bay

structure would not complement the style of nearby wood-sided architecture to the maximum extent, the concrete block would be consistent with the concrete walls on adjacent Second Street properties and would be obscured by the proposed landscaping.

Overall, the Project site would be redeveloped in a way that is consistent with the historical structures on the Project site, and would not degrade the visual character of the Project site vicinity. Therefore, the impact would be *less than significant*. Potential impacts associated with the redevelopment of the Valhalla structure, in terms of its historical character, are evaluated in Section 5, Cultural Resources.

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

Project lighting plans (see Appendix C) show a combination of recessed, wall-mounted, and stake-mounted lighting throughout the Project site. While some lighting types are shown on the lighting plan as being downlights, not all fixture specifications indicate whether lighting would be downshielded. Additionally, five uplights would be placed at the base of two oak trees along the entry at Main Street and at three oak trees at the end of the entry driveway. Uplights would be required to comply with local lighting regulations.

The Project would be evaluated by Planning staff and reviewed by the Planning Commission as part of the Project approvals process. Under Section 10.54.050 of the Municipal Code, in order for the Planning Commission to approve a Design Review Board permit, the Planning Commission must make a finding that exterior lighting is appropriately designed and located to minimize visual impacts to adjacent properties and the general public. In addition, under Section 10.40.120, lighting in parking lots shall be directed away from adjacent properties and adjacent dwelling units. With application of these sections of the City's Zoning Ordinance, potential lighting impacts would be *less than significant*.

2. AGRICULTURE AND FORESTRY RESOURCES

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

Existing Conditions

The Project site is currently developed with a parking lot, a former restaurant and banquet facility, and a single-family home. The Project site does not contain agricultural lands or timberland.

Discussion

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

The Project site does not contain any farmland and is classified as Urban and Built-Up Land by the Department of Conservation’s Farmland Mapping and Monitoring Program.² Therefore, there would be *no impact* to important farmlands.

² California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, 2012, Marin County Important Farmland, <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/mar10.pdf> accessed on October 14, 2013.

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

The Project is zoned for Multiple Residential (R-3) and Neighborhood Commercial (CN-1) use and does not contain any farmland. Therefore, there would be *no impact*.

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

The Project is zoned for Multiple Residential (R-3) and Neighborhood Commercial (CN-1) use and does not contain any forest land or timberland. Therefore, there would be *no impact*.

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

The Project does not contain any forest land. Therefore, there would be *no impact*.

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

The Project does not contain any farmland or forest land, and would not affect any off-site farmland or forest land. Therefore, there would be *no impact*.

3. AIR QUALITY

Would the Project	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Existing Conditions

This section analyzes the types and quantities of air pollutant emissions that would be generated by the construction and operation of the proposed Project. A background discussion on the air quality regulatory setting, meteorological conditions, existing ambient air quality in the vicinity of the Project site, and air quality modeling can be found in Appendix D and the health risk assessment (HRA) can be found in Appendix E (Construction HRA) and Appendix F (Operational HRA).

Air Pollutants of Concern

Criteria Air Pollutants

The pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and State law under the National and California Clean Air Act, respectively. Air pollutants are categorized as primary and/or secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NO_x), sulfur dioxide (SO₂), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead (Pb) are primary air pollutants. Of these, all except for ROGs are “criteria air pollutants,” which means that ambient air quality standards (AAQS) have been established for them. The National and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect those “sensitive receptors” most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional ex-

posure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Toxic Air Contaminants

In addition to criteria air pollutants, both the State and federal government regulate the release of Toxic Air Contaminants (TACs). The California Health and Safety Code define a TAC as “an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health.” A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal Clean Air Act (42 United States Code §7412[b]) is a toxic air contaminant. Under State law, the California Environmental Protection Agency (Cal/EPA), acting through the California Air Resources Board (CARB), is authorized to identify a substance as a TAC if it determines that the substance is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to human health.

Where available, the significance criteria established by the Bay Area Air Quality Management District (BAAQMD) may be relied upon to make the following CEQA determinations.

Discussion

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

Large projects that exceed regional employment, population, and housing planning projections have the potential to be inconsistent with the regional inventory compiled as part of BAAQMD’s 2010 Bay Area Clean Air Plan (CAP). The Project is not considered a regionally significant project that would affect regional vehicle miles traveled and warrant Intergovernmental Review by Metropolitan Transportation Commission pursuant to the CEQA Guidelines (CEQA Guidelines Section 15206). In addition, the proposed Project would not exceed the level of population or housing foreseen in City or regional planning efforts and, therefore, would not have the potential to substantially affect housing, employment, and population projections within the region, which is the basis of the CAP projections. Furthermore, the net increase in regional emissions generated by the proposed Project would be less than the BAAQMD’s emission thresholds (see Section 3 (b)). These thresholds are established to identify projects that have the potential to generate a substantial amount of criteria air pollutants. Because the proposed Project would not exceed these thresholds, the proposed Project would not be considered by the BAAQMD to be a substantial emitter of criteria air pollutants. Therefore, the Project would

not conflict with or obstruct implementation of the 2010 CAP and impacts would be considered *less than significant*.

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

BAAQMD has identified thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including ROG, NO_x, PM₁₀, and PM_{2.5}. Development projects below the significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Construction Emissions

Construction activities produce combustion emissions from various sources, such as on-site heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew. Site preparation activities produce fugitive dust emissions (PM₁₀ and PM_{2.5}) from demolition and soil-disturbing activities, such as grading and excavation. Air pollutant emissions from construction activities on site would vary daily as construction activity levels change.

The proposed Project would result in overlapping construction phases and up to 260 tons of demolition export and 985 cubic yards of soil export that would occur proximate sensitive receptors. Therefore, a quantified analysis of the Project's construction emissions was conducted using CalEEMod.

Fugitive Dust

As identified above, the Project would warrant substantial exterior and interior building demolition. In addition, ground disturbing activities would generate fugitive dust. Fugitive dust emissions (PM₁₀ and PM_{2.5}) are considered to be significant unless the proposed Project implements the BAAQMD's Best Management Practices (BMPs) for fugitive dust control during construction. PM₁₀ is typically the most significant source of air pollution from the dust generated from construction. The amount of dust generated during construction would be highly variable and is dependent on the amount of material being demolished, type of material, moisture content, and meteorological conditions. If uncontrolled, PM₁₀ and PM_{2.5} levels downwind of actively disturbed areas could possibly exceed State standards. Consequently, construction-related criteria pollutant emissions are *potentially significant*.

Impact AQ-1: Coarse inhalable particulate matter (PM₁₀) and fine inhalable particulate matter (PM_{2.5}) levels downwind of areas disturbed during Project construction activities could possibly exceed State standards. This would be a *potentially significant* impact associated with construction-related criteria pollutant emissions.

Mitigation Measure AQ-1: The Project's construction contractor shall comply with the following BAAQMD Best Management Practices for reducing construction emissions of PM₁₀ and PM_{2.5}:

- ◆ Water all active construction areas at least twice daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour (mph). Reclaimed water should be used whenever possible.
- ◆ Pave, apply water twice daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- ◆ Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e. the minimum required space between the top of the load and the top of the trailer).
- ◆ Sweep daily (with water sweepers using reclaimed water if possible), or as often as needed, all paved access roads, parking areas and staging areas at the construction site to control dust.
- ◆ Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the Project site, or as often as needed, to keep streets free of visible soil material.
- ◆ Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.
- ◆ Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).
- ◆ Limit vehicle traffic speeds on unpaved roads to 15 mph.
- ◆ Replant vegetation in disturbed areas as quickly as possible.
- ◆ Install sandbags or other erosion control measures to prevent silt runoff from public roadways.

CITY OF SAUSALITO
THE VALHALLA ENVIRONMENTAL REVIEW
ENVIRONMENTAL CHECKLIST AND FINDINGS

Significance after Mitigation: *Less than significant.* Adherence to the BAAQMD’s BMPs for reducing construction emissions of PM₁₀ and PM_{2.5} would ensure that ground-disturbing activities would not generate a significant amount of fugitive dust.

Construction Exhaust Emissions

Construction activities are anticipated to commence in August 2014 and be completed in approximately 17 months. Construction emissions are based on the preliminary construction schedule and equipment list on-site. To determine potential construction-related air quality impacts, criteria air pollutants generated by the Project’s construction-related activities are compared to the BAAQMD significance thresholds in Table 4-1 for average daily emissions. Average daily emissions are based on the annual construction emissions divided by the total number of active construction days. As shown in Table 4-1, criteria air pollutant emissions from

TABLE 4-1 **CONSTRUCTION-RELATED CRITERIA AIR POLLUTANT EMISSIONS**

Pollutant	Construction Emissions (lbs/year) ^{a,b}					
	ROG	NO _x	Fugitive PM ₁₀ ^b	Exhaust PM ₁₀	Fugitive PM _{2.5} ^b	Exhaust PM _{2.5}
Maximum Daily Demolition	1	14	<1	1	<1	1
Maximum Daily Grading	5	48	3	2	2	2
Maximum Daily Trenching	1	12	<1	1	<1	<1
Maximum Daily Buildings	5	27	3	1	1	1
Maximum Daily Paving	3	21	<1	2	<1	1
Maximum Daily Coatings	12	<1	<1	0	<1	0
Average Daily Construction Emissions (All Phases)	4	23	2	1	1	1
<i>Threshold (avg. lbs/ day)</i>	54	54	BMPs	82	BMPs	54
<i>Exceeds Threshold?</i>	No	No	Mitigation	No	Mitigation	No

Notes: BMP: Best Management Practices.

^a Construction phasing, equipment use (number of equipment, days of equipment mobilization onsite), and demolition volumes is based on the preliminary information provided by the applicant. Where specific information regarding Project-related construction activities was not available, construction

TABLE 4-1 CONSTRUCTION-RELATED CRITERIA AIR POLLUTANT EMISSIONS

Pollutant	Construction Emissions (lbs/year) ^{a,b}				
	ROG	NO _x	Fugitive PM ₁₀ ^b	Exhaust PM ₁₀	Fugitive Exhaust PM _{2.5} ^b

assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

^b Includes implementation of best management practices for fugitive dust control required by BAAQMD as mitigation, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 mph on unpaved surfaces, and street sweeping.

Source: PlaceWorks, 2013; CalEEMod 2013.2.2. Totals may not sum to 100 percent due to rounding. Average daily emissions are based on the construction emissions divided by the total number of active construction days.

construction equipment exhaust would not exceed the BAAQMD daily thresholds. Consequently, construction-related criteria pollutant emissions are *less than significant*.

Operational Emissions

Long-term air pollutant emissions generated by a residential development are typically associated with the burning of fossil fuels in cars (mobile sources); energy use for cooling, heating, and cooking (energy); and landscape equipment use and household products (area sources). The primary source of long-term criteria air pollutant emissions generated by the proposed Project would be emissions produced from Project-generated vehicle trips. The proposed Project would generate a net increase of 41 average daily trips during a weekday (see Section 15, Transportation and Traffic). Table 4-2 identifies the net increase in criteria air pollutant emissions associated with the proposed Project. As shown in Table 4-2, the net increase in operational emissions generated by the Project would not exceed the BAAQMD daily thresholds. Consequently, the proposed Project would not cumulatively contribute to the nonattainment designations of the Air Basin, and regional operational phase air quality impacts would be *less than significant*.

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

This section analyzes potential impacts related to air quality that could occur from a combination of the proposed Project with other past, present, and reasonably fore-

CITY OF SAUSALITO
THE VALHALLA ENVIRONMENTAL REVIEW
ENVIRONMENTAL CHECKLIST AND FINDINGS

seeable projects within the Air Basin. Any project that produces a significant project-level regional air quality impact in an area that is in nonattainment adds to the cumulative impact. Due to the extent of the area potentially impacted from cumulative project emissions (the Air Basin), a project is cumulatively significant when project-related emissions exceed the BAAQMD emission thresholds. As described in this section, the proposed Project would have no impact or a less than significant construction impact with mitigation, operational impact (including AQMP consistency, odors, and CO hotspots), and on-site community risk and hazards.

Adjacent sensitive land uses could be potentially impacted by construction activities and cumulative emissions of TACs. Existing stationary sources and high volume roadways were reviewed using BAAQMD's screening analysis tools. Only one existing minor stationary source (a generator operated by the Sausalito Marin City Sanitary District) and no high volume roadways were identified within 1,000 feet of the Project site. As described below under threshold d), construction activities with mitigation would result in less than significant impacts to sensitive receptors and would not contribute to existing TAC sources to create an exceedance of BAAQMD's cumulative thresholds of significance.

CITY OF SAUSALITO
THE VALHALLA ENVIRONMENTAL REVIEW
 ENVIRONMENTAL CHECKLIST AND FINDINGS

TABLE 4-2 **VALHALLA CRITERIA AIR POLLUTANT EMISSIONS INVENTORY**

Pollutant	Criteria Air Pollutant Emissions (Tons/year)			
	ROG	NO_x	PM₁₀	PM_{2.5}
Area Sources	0.15	<1	<1	<1
Energy Use	<1	0.01	<1	<1
Mobile Sources	0.03	0.02	0.04	0.01
Total (Tons/year)	0.18	0.04	0.05	0.01
Threshold	10	10	15	10
Exceeds Threshold?	No	No	No	No

Pollutant	Criteria Air Pollutant Emissions (Average lbs/day)			
	ROG	NO_x	PM₁₀	PM_{2.5}
Total (lbs/day)	1	<1	<1	<1
Threshold	54	54	82	54
Exceeds Threshold?	No	No	No	No

Source: CalEEMod 2013.2.2. Trip generation is based on data provided by W-Trans. Totals may not sum to 100 percent due to rounding. Average daily emissions are based on the annual operational emissions divided by 365 days. Assumes all new fireplaces are gas-burning fireplaces in accordance with BAAQMD Regulation 6, Rule 3.

Therefore, the proposed Project's contribution to cumulative air quality impacts would be *less than significant* with mitigation.

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

On-Site Community Risk and Hazards

On-site community risk and hazards from sources (e.g. stationary sources, traffic) proximate to the proposed sensitive receptors of the Project (i.e. residents in the

condominium development) were evaluated pursuant to the BAAQMD's methodology. Stationary and mobile sources located within 1,000 feet of the proposed Project would be subject to evaluation using the BAAQMD's screening thresholds. To evaluate nearby sources, the BAAQMD's database of existing stationary sources and the BAAQMD's surface street screening table for Marin County were utilized.³

Using BAAQMD's *Stationary Source Screening Analysis Tool*, one stationary source was identified. The Sausalito-Marin City Sanitary District (SMCSD) operates an emergency diesel generator at the end of Main Street, approximately 35 feet south of the Project. According to BAAQMD, this source has a screening cancer risk of 75 in a million, PM_{2.5} concentration of 0.017 µg/m³, and a chronic hazard index of 0.027. Although the screening PM_{2.5} concentration and chronic hazard index are below BAAQMD significance thresholds, the screening cancer risk is greater than the BAAQMD significance threshold of 10 in a million. Therefore, refined modeling analysis of the generator was conducted.

Based on information obtained from the SMCSD, the 600 brake horsepower generator is tested bi-weekly for 30 minutes. Using USEPA screening model SCREEN3 to estimate worst-case ground level diesel particulate exhaust concentrations from the generator, the refined incremental cancer risk for an adult resident living at the Project over a 70-year lifetime is 0.76 in a million. The refined cancer risk is below the BAAQMD significance threshold of 10 in a million.

There are two roadways within 1,000 feet of the Project site with over 10,000 average daily traffic trips (ADT): Richardson Street/Bridgeway and South Street.⁴ BAAQMD provides screening tables that indicate predicted community risk impacts from roadways.⁵ Interpolations of screening risks from these tables, based on the distance from the site to the edges of each roadway, indicate cancer risk would be less than two in a million and PM_{2.5} concentrations would be less than 0.04

³ BAAQMD Stationary Source Screening Analysis Tool can be accessed from BAAQMD's website at <http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Tools-and-Methodology.aspx>.

⁴ According to the traffic analysis conducted by Robert L. Harrison Transportation Planning, Second Street has annual average daily traffic volumes of 5,500 vehicles on weekdays and 7,500 vehicles on weekends. Therefore, Second Street is not considered a high volume roadway.

⁵ BAAQMD Roadway Analysis Tables can be accessed from BAAQMD's website at <http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Tools-and-Methodology.aspx>.

µg/m³ for each high-volume roadway. The results of the on-site community risk summary are provided in Table 4-3.

TABLE 4-3 **ON-SITE COMMUNITY RISK SUMMARY**

Source	Cancer Risk	Chronic Hazard	PM _{2.5}
Sausalito Marin City Sanitary District Generator	0.76E-06	0.027	0.017
Richardson Street/Bridgeway	1.06E-06	0.02	0.035
South Street	0.28E-06	0.02	0.000
BAAQMD Individual Threshold	10E-06	1.0	0.3 µg/m ³
Exceeds Threshold	No	No	No

Source: PlaceWorks, 2013.

The results of the cancer risk refined analysis for the stationary sources and screening analysis for mobile sources within 1,000 feet from the Project are less than the BAAQMD threshold of 10 in a million for a lifetime cancer risk and the non-carcinogenic chronic hazard index of 1.0. In addition, PM_{2.5} concentrations are below the BAAQMD significance threshold of 0.3 µg/m³. Therefore, the results of this screening level risk assessment, with respect to on-site risk during the operational phase of the Project, indicate that the impact would be *less than significant*.

Off-Site Community Risk and Hazards During Construction

The proposed Project would elevate concentrations of TACs and PM_{2.5} in the vicinity of sensitive land uses during construction activities. The BAAQMD has developed screening thresholds for assessing potential health risks from construction activities. The Project involves disturbance of approximately 0.53 acre; therefore, receptors would have to be located more than 95 meters away (312 feet) to fall below the BAAQMD’s screening thresholds. Construction activities would occur within 10 feet of sensitive receptors adjacent to the Project site to the north. Consequently, a full Health Risk Assessment (HRA) of TACs and PM_{2.5} is warranted.

Sources evaluated in the HRA include off-road construction equipment and diesel trucks along the truck haul route within 1,000 feet of the Project site. The US En-

Environmental Protection Agency (EPA) ISCST3 dispersion modeling program was used to estimate excess lifetime cancer risks and acute and chronic non-cancer hazard indexes at the nearest sensitive receptors. Result of the analysis is shown in Table 4-4.

TABLE 4-4 **UNMITIGATED CONSTRUCTION RISK SUMMARY**

Period	Project Level Risk			
	Cancer Risk – Adult	Cancer Risk – Child	Chronic Hazards	PM _{2.5}
Value	6.5E-06	35E-06	0.12	0.60
Threshold	10E-06	10E-06	1.0	0.3 µg/m ³
Exceeds Threshold	No	Yes	No	Yes

Source: PlaceWorks, 2013. BREEZE, Version 7.7.3, 2013.

The results of the HRA are based on the maximum receptor concentration over a 1.4-year construction exposure period, assuming 24-hour outdoor exposure, and averaged over a 70-year lifetime. The results of the HRA indicate that the incremental cancer risk for sensitive receptors proximate to the site during the construction period is 6.5×10^{-6} (6.5 per million) for the adult-scenario, which would not exceed the cancer risk threshold of 10 in a million. However, the incremental cancer risk for the child-scenario⁶ was estimated to be 35×10^{-6} (35 per million), which is greater than the significance threshold. For non-carcinogenic effects, the hazard index identified for each toxicological endpoint totaled less than one. Therefore, chronic non-carcinogenic hazards are within acceptable limits. The PM_{2.5} annual concentrations are estimated to be greater than the BAAQMD significance thresholds, which would be a *significant* impact.

Adherence to Mitigation Measure AQ-2 would reduce particulate matter emissions by 85 percent. The mitigated health risk values were calculated and are summarized in Table 4-5. The results indicate that with mitigation, the excess cancer risk

⁶ For the child exposure scenario, a 9-year exposure period and age sensitivity factor of 4.7 was used to account for the increased sensitivity of children to air pollutants, as per BAAQMD and Office of Environmental Health and Hazard Assessment (OEHHA) guidance (BAAQMD, 2010).

for the adult and child exposure scenarios would be less than the threshold values. Additionally, the PM_{2.5} annual concentrations would be below the significance threshold with mitigation. Consequently, the Project would not expose sensitive receptors to substantial concentrations of air pollutant emissions during construction and impacts would be less than significant with mitigation.

TABLE 4-5 **MITIGATED CONSTRUCTION RISK SUMMARY**

Period	Project Level Risk			
	Cancer Risk – Adult	Cancer Risk – Child	Chronic Hazards	PM _{2.5}
Value	1.3E-06	7.2E-06	0.033	0.20
Threshold	10E-06	10E-06	1.0	0.3 µg/m ³
Exceeds Threshold	No	No	No	No

Source: PlaceWorks, 2013. BREEZE, Version 7.7.3, 2013. Mitigated scenario includes retrofitting of all off-road equipment 75 HP or greater with Level 3 diesel particulate filters.

Impact AQ-2: Fine inhalable particulate matter (PM_{2.5}) annual concentrations are estimated to be greater than the BAAQMD significance thresholds. This is a *significant* impact.

Mitigation Measure AQ-2: The construction contractor shall use Level 3 Diesel Particulate Filters for construction equipment over 75 horsepower. These types of filters are capable of reducing particulate matter emissions by 85 percent.⁷ A list of construction equipment by type and model year shall be maintained by the construction contractor on site. The construction contractor shall ensure that all construction equipment is properly serviced and maintained to the manufacturer’s standards to reduce operational emissions, and shall limit nonessential idling of construction equipment to no more than five consecutive minutes.

Significance after Mitigation: *Less than significant.*

⁷ South Coast Air Quality Management District, 2009, On-road Engines Mitigation Measure Table IV – Mitigation Measures: Level 1, 2, and 3 Retrofits for On-Road Engines.

CO Hotspots

The proposed Project would generate a net increase of 41 average daily trips during a weekday, three trips during the morning peak hour, and three trips during the evening peak hour.⁸ The proposed Project would not conflict with the Transportation Authority of Marin's (TAM) Congestion Management Program (CMP) because it would not hinder the capital improvements outlined in the CMP or alter regional travel patterns. TAM's CMP must be consistent with the Metropolitan Transportation Commission's (MTC) and the Association of Bay Area Government's (ABAG) *Plan Bay Area*. An overarching goal of the regional plan is to concentrate development in areas where there are existing services and infrastructure rather than allocate new growth in outlying areas where substantial transportation investments would be necessary to achieve the per capita passenger vehicle, vehicle miles traveled, and associated GHG emissions reductions. The proposed Project would construct residential units within the existing structure and would be consistent with the overall goals of the MTC/ABAG's *Plan Bay Area*. Furthermore, the proposed Project would not increase traffic volumes at affected intersections by more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited. Trips associated with the proposed Project would not exceed the screening criteria of the BAAQMD. Therefore, impacts associated with CO hotspots would be *less than significant*.

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

The proposed Project would construct seven condominiums within the Project site. Construction and operation of this type of project (residential) would not generate substantial odors or be subject to odors that would affect a substantial number of people. The type of facilities that are considered to have objectionable odors include wastewater treatment plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. Shopping centers are not associated with foul odors that constitute a public nuisance.

During operation, residential units could generate odors from cooking. Odors from residential cooking are not substantial enough to be considered nuisance odors that would affect a substantial number of people. Furthermore, nuisance odors are regulated under BAAQMD Regulation 7, Odorous Substances, which requires abatement of any nuisance generating an odor complaint.

⁸ Rates obtained from Institution of Transportation Engineers, 2012, Trip Generation Manual, 9th Edition, Condominium/Townhouse (ITE Land Use Code 230).

During construction activities, the application of asphalt and architectural coatings would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent in nature. Additionally, noxious odors would be confined to the immediate vicinity of the construction equipment. By the time such emissions reach any sensitive receptor sites, they would be diluted to well below any level of air quality concern. Impacts would be *less than significant*.

4. BIOLOGICAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.), through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local ordinances or policies protecting biological resources, such as tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
Would the Project:				
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Conditions

The Project site consists of a structure that is partially on pilings and partially on solid ground, a parking lot, ornamental plants, and a beach.

LSA Associates conducted a site visit on September 3, 2013, which entailed examining the vegetation of the parking lot, the edges of the building for evidence of bat habitation, and the beach and pilings beside and beneath the Valhalla building. The results of the query of the California Natural Diversity Database (CNDDDB) were examined prior to the site visit. The CNDDDB provides a list of special-status species known to occur in particular US Geological Survey (USGS) quadrangles that cover areas near the Project site. The nine following USGS quadrangles were queried: Mare Island, Novato, Oakland West, Petaluma Point, Point Bonita, Richmond, San Francisco North, San Quentin, and San Rafael (Marin County portions only).

Habitats

Habitats that occur at the Project site include ornamental and ruderal vegetation, sandy beach, and pilings. All of these habitats are highly disturbed and experience a high degree of human visitation. The Bridgeway public boardwalk which supports frequent pedestrian traffic passes by in front of the Valhalla building.

Ornamental Vegetation

The ornamental vegetation consists of vines, and container plants. Weeds also grow within the ornamental beds or in cracks of the cement and asphalt. Hedges that are 4 feet tall exist between the parking lot and the sidewalk. Jasmine (*Jasminum* sp.) clammers over a fence and an ornamental maple (*Acer* sp.) occurs on the Project site.

A few species of weeds grow sparsely on the Project site within the beds of the ornamental plants and in cracks of the sidewalk and parking lot. Non-native weeds

include low amaranth (*Amaranthus deflexus*), knotweed (*Polygonum aviculare*), sow thistle (*Sonchus oleraceus*), white-ramping fumitory (*Fumaria capreolata*), and cudweed (*Pseudognaphalium luteoalbum*). A few plants of the native weed horse weed (*Erigeron canadensis*) grow in cracks of the parking lot.

The hedges could provide nesting habitat for birds but are too small in size to provide adequate cover for wildlife. The other vegetation on the Project site is too sparse to provide habitat for native animal species.

Sandy Beach

Sandy beach occurs beside and beneath the structure. The beach was exposed at low tide during the site visit. The beach does not support any vegetation, and eel grass (*Zostera marina*) was not observed on or beside the Project site. Although the sandy beach habitat is not discussed in *Baylands Ecosystem Habitat Goals* (Goals Project 1999), it would be considered a rare habitat in San Francisco Bay because of its limited distribution. The biological values associated with the sandy beach are reduced because of the overhanging Valhalla building and the adjacent boardwalk.

The sandy beach habitat supports benthic marine invertebrates (those species of invertebrates that are able to live on top of and within the sand). During low tide, shorebirds such as sandpipers, sanderlings, willits, marbled godwits, and dunlin could forage in areas near the boardwalk and the Valhalla. The presence of people walking on the boardwalk would probably reduce the number of shorebirds foraging immediately adjacent to the Valhalla. Wading birds, such as common egret (*Ardea alba*), snowy egret (*Egretta thula*), and great blue heron (*Ardea herodias*), would forage in the shallow water near the Valhalla for fish.

Pilings

Pilings provide a rigid structure for the attachment of algae and invertebrates, and support a very different assemblage of marine species from the beach. Sea lettuce (*Ulva* sp.) and a species of brown algae grow on the sanitary sewer cement structure near the Valhalla. Barnacles (*Balanus* sp.) were attached to the pilings. Other commonly observed shoreline species, such as mussels (*Mytilis* spp.) and the native oyster (*Ostrea lurida*) were not observed at the Valhalla, indicating a low species diversity on the Project site.

The entire beach below the piers of the boardwalk and the Valhalla is exposed at low tide which accounts for the low diversity of species observed on the pilings. The pilings are also unsuitable as a spawning substrate for herring because the eggs would dry out during periods of low tide.

Special-Status Species

Most of the potentially occurring special-status species are unlikely to occur at the Project site because they do not usually occur in urban environments. Habitat for special-status plants is absent from the Project site. Such habitat consists of sand dunes, sandy soils, rocky shallow soils, serpentine soils, grassland, vernal pools, ponds, seeps, chaparral, or woodland. Special-status plant species would not occur at the Project site.

Special-status species of bats that roost in structures, including pallid bat (*Antrozous pallidus*), and Townsend's big-eared bat (*Corynorhinus townsendi*), could potentially occur in the Valhalla building. Evidence of habitat (scat, urine staining, odor) was absent and it is unlikely that bats occur in the Valhalla building.

The occurrence of marine aquatic species is unlikely because of the absence of habitat. Southern sea otters (*Enhydra lutris nereis*) have not been observed in San Francisco Bay in many years and would not be expected to occur near the Valhalla. Tidewater goby (*Eucyclogobius newberryi*) occurs in lagoons and estuaries that are mostly fresh water. They have been extirpated from the drainages that discharge to San Francisco Bay and would not occur at the Project site. The California brackishwater snail (*Tryonia imitator*) occurs in pickleweed. It is not likely to occur at the Project site because pickleweed is absent. Special-status species of salmonid fish would also be absent because of the lack of plant cover.

Green sturgeon (*Acipenser medirostris*) is a federally-threatened species.⁹ They spend part of their life cycle in both fresh and salt water. Spawning occurs in large rivers and the young sturgeon live in fresh water before moving to salt water. The majority of their life occurs in nearshore oceanic waters, bays and estuaries from San Francisco Bay to British Columbia. They are bottom feeders and consume shrimp, mollusks (clams and mussels), crustaceans (crabs and shrimp), and small fish. They could potentially forage in the mud flats and sandy areas near the Valhalla.

Songbirds such as the San Pablo song sparrow (*Melospiza melodia samuelis*) and salt-marsh common yellowthroat (*Geothlypis trichas sinuosa*) nest in dense vegetation, which is absent from the Project site. These species would therefore not occur at the Project site.

⁹ National Marine Fisheries Service, 2006, Endangered and Threatened Wildlife and Plants: Threatened status for the Southern Distinct Population Segment of North American Green Sturgeon. Federal Register 71: 17757-17766.

The other potentially-occurring special-status species of animals would not be present because of the absence of their habitat. Such habitat consists of: sand dunes, serpentine soils, grassland, vernal pools, ponds, seeps, salt marsh, watercourses, chaparral, or woodland.

Discussion

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

The proposed project would not have a substantial adverse effect on any plant or animal population (other than possible effects to bats), special-status species, or essential habitat. The habitat at the Valhalla does not support a large population of any native plant, native or animal or special-status species. Those native species of marine organisms that occur at the Valhalla commonly occur all along the Sausalito shoreline. Native species of terrestrial organisms are largely absent from the Project site.

Impact BIO-1: Although evidence of roosting bats was not observed during the site survey, bats may colonize the structure prior to renovation. The proposed Project may affect bats that colonize the Valhalla structure.

Mitigation Measure BIO-1: Accessible portions of the Valhalla structure should be surveyed within a month prior to construction for evidence of roosting bats. If a maternity roost of bats occurs at the Valhalla, then it should not be disturbed between April 15 and August 31. Juvenile bats can live on their own after August 31. If a hibernating roost of bats is present, then it should not be disturbed between October 15 and March 1 when it is warm enough for bats to cease hibernating. If a colony of bats is present, then they should be excluded by installing excluders that allow bats to exit and not return. This should be done by a contractor that has previous experience excluding bats from structures. It is recommended that the Project sponsor survey several months prior to renovation to allow exclusion of bats if they have colonized the Valhalla prior to breeding or hibernating.

Significance After Mitigation: *Less than significant.*

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

The Sandy Beach habitat type is sensitive because it is uncommon in San Francisco Bay. The construction activity on the shoreline and on the structure above the sandy beach could result in the deposition of construction debris on the sandy beach. Although the habitat at the Project site is of somewhat low value due to the boardwalk and overhanging portion of the Valhalla building, the tides could move any construction debris to high-value portions of the sandy beach that are adjacent to the Project site. Sensitive riparian and wetlands are absent from the Project site (General Plan Figure GP-14).

Impact BIO-2: Construction debris may be left on the beach during the installation of the new footings and piers, and/or construction of boardwalk and other features. This debris may adversely affect the sandy beach habitat.

Mitigation Measure BIO-2: To mitigate the potential impact of the deposition of construction debris, the construction crew should remove any deposited debris on an hourly basis prior to the tides washing the debris away.

Significance After Mitigation: *Less than significant.*

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

The proposed Project would involve installation of footings and piers above the mean high water line, but below the high tide line. This location would be within the jurisdiction of the US Army Corps of Engineers (Corps) according to Section 404 of the Clean Water Act. It would also require permits from the San Francisco Bay Regional Water Quality Control Board (RWQCB) and the Bay Conservation and Development Commission (BCDC).

Impact BIO-3: The installation of the new footings and piers may be located in an area subject to the jurisdiction of the Corps and RWQCB.

Mitigation Measure BIO-3: The Project sponsors should submit a wetland delineation to the Corps that shows the location of Corps jurisdiction. If the Project is within Corps jurisdiction, the Project sponsors should acquire the appropriate permits from the Corps, RWQCB, and BCDC prior to initiating construction.

Significance After Mitigation: *Less than significant.*

Impact BIO-4: Uncured concrete increases the pH of water, which adversely affects water quality. The concrete footings, if installed without the use of best management practices and if allowed to touch water during the curing process, would adversely affect water quality and could negatively affect any marine life in the vicinity of the footing.

Mitigation Measure BIO-4: The concrete footings, if installed “in place” should be isolated from seawater until they have cured. The following best management practices shall be followed during the installation of the footings and piers:

- ◆ Concrete truck chutes, pumps, and internals shall be washed out only into formed areas awaiting installation of concrete.
- ◆ When no formed areas are available, washwater and leftover product shall be contained in a lined container or returned to the originating batch plant for recycling.
- ◆ Contained concrete shall be disposed of in a manner that does not violate groundwater or surface water quality standards.
- ◆ Unused concrete remaining in the truck and pump shall be returned to the originating batch plant for recycling.
- ◆ Hand tools, including, but not limited to, screeds, shovels, rakes, floats, and trowels, shall be washed off only into formed areas awaiting installation of concrete or asphalt or into containers to be returned to the originating batch plant.
- ◆ In summary, all cleaning of equipment and tools and all disposal of excess concrete and or washwater shall occur in a manner and in an area that shall not result in contamination bay waters.
- ◆ Forms shall be checked for holes in the liner daily during pouring of concrete and curing.

Significance After Mitigation: *Less than significant.*

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

The proposed Project site is not located in a corridor that would interfere with the movement of migratory fish or wildlife species. The proposed Project is located in an urban area of the waterfront and is not used by terrestrial wildlife moving from one place to another. The Project would not change the configuration of the piers or provide a barrier to movement along the sandy beach that would impede the movement of aquatic species. Therefore, the impact would be *less than significant*.

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

The City of Sausalito General Plan Environmental Quality chapter includes policies and programs to implement the policies for the protection and enhancement of the environment including biological resources. The primary policies applicable to the proposed Project include:

- ◆ **Policy EQ-3.1 – Preservation Strategy.** Utilize the development review process to protect natural areas in private ownership.
- ◆ **Policy EQ-3.2 – Natural Terrain and Native Vegetation.** Protect the natural terrain and natural vegetation.
- ◆ **Policy EQ-3.3 – Threatened and Endangered Species.** Protect threatened and endangered species of wildlife and plants native to Sausalito and the Southern Marin area.
- ◆ **Policy EQ-3.4 – Water Quality.** Improve the water quality of Richardson Bay and San Francisco Bay consistent with all pertinent health and water quality regulations.
- ◆ **Policy EQ-3.6 – Shoreline Areas.** Preserve the undeveloped open shoreline, shoreline habitat, and public access in waterfront development consistent with public trust and private ownership purposes.
- ◆ **Policy EQ-3.7 – Fisheries and Harbors.** Preserve and promote Sausalito as a base for the fishing industry. (This policy includes programs for appropriate agency permit review and improving water quality.)
- ◆ **Policy EQ-3.8 – Wetlands Protection.** Provide for the retention and protection of existing wetlands and the restoration and acquisition of lost wetlands.

The recommended mitigation measures discussed in the sections b) and c) above will fulfill the intent of the City policies concerning the protection of biological resources. The proposed Project would therefore not conflict with any local ordinances or policies protecting biological resources and the impact would be *less than significant*.

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

There is no habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan that addresses the Project area. Therefore, the proposed Project would have *no impact*.

5. CULTURAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Existing Conditions

Regulatory Context

Under the provisions of CEQA, “A project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment” (CCR Title 14(3) §15064.5(b)).

CEQA §15064.5(a) defines a “historical resource” as a resource that meets one or more of the following criteria:

CITY OF SAUSALITO
THE VALHALLA ENVIRONMENTAL REVIEW
ENVIRONMENTAL CHECKLIST AND FINDINGS

- ◆ Listed in, or eligible for listing in, the California Register of Historical Resources;
- ◆ Listed in a local register of historical resources (as defined at PRC §5020.1(k));
- ◆ Identified as significant in a historical resource survey meeting the requirements of §5024.1(g) of the Public Resources Code; or
- ◆ Determined to be a historical resource by a project's lead agency (CCR Title 14(3) §15064.5(a)).

Generally, a resource is considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the California Register of Historical Resources (CRHR) (CCR Title 14(3) §15064.5(a)(3)). For a cultural resource to qualify for listing in the CRHR it must be significant under one or more of the following criteria:

- ◆ *Criterion 1:* Associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- ◆ *Criterion 2:* Associated with the lives of persons important in our past;
- ◆ *Criterion 3:* Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- ◆ *Criterion 4:* Has yielded, or may be likely to yield, information important in pre-history or history.

In addition to being significant under one or more of these criteria, a resource must retain enough of its historic character and appearance to be recognizable as an historical resource and be able to convey the reasons for its significance (CCR Title 14 §4852(c)). Generally, a cultural resource must be 50 years or older to be eligible for the CRHR.

The City has established a Local Historic Register, and structures or sites listed in the Local Historic Register are considered “historical resources” for purposes of CEQA. Pending review by the City Historic Landmarks Board and Planning Commission and Council approval, a structure or site may be approved for listing on the Local Register if all of the following findings can be made (City Zoning Ordinance §10.46.050 F):

- ◆ The structure or site proposed for the Local Historic Register is significant to local, regional, state, or national history.
- ◆ Listing the proposed structure or site on the Local Historic Register has been subject to environmental review and the appropriate findings have been made.
- ◆ Listing the proposed structure or site on the Local Historic Register will preserve the historic character or integrity of the structure or site.
- ◆ Structure or site proposed to be listed on Local Historic Register has a significant architectural or historical character that can be preserved or enhanced through appropriate controls and incentives on new development and alterations to existing structures and landscaping.

Project Site Cultural Resources

Background research and a field survey were done to identify cultural resources within the Project site. An evaluation was also completed for buildings in the Project site to determine their eligibility for listing in the CRHR and Local Historic Register. The results of these tasks are presented in Appendix G and are summarized below.

The Valhalla

The Valhalla consists of a two-story, rectangular, wood-frame, Folk Victorian style commercial building constructed in 1893 by architect W. Winterhalter. The building was first recorded in 1974 by the Sausalito Historical Society, who submitted a Historic Resources Inventory form of the resource to the State Office of Historic Preservation (OHP). The OHP assigned a National Register of Historic Places (NRHP) Status Code of “3S” to the Valhalla, indicating the building appears individually eligible for listing in the NRHP, as determined through an initial survey evaluation.

In 2007, a collocation of telecommunication antennas was proposed on the roof of the Valhalla. An architectural historian evaluated the Valhalla for the proposed collocation and completed a Federal Communications Commission (FCC) Form 621 for the cultural resources identification and evaluation efforts required for that project (Historic Resource Associates 2007). Historic Resource Associates concluded that the Valhalla did not appear eligible for listing in the NRHP under any criteria due to compromised integrity adversely affecting the building’s historic architecture and a lack of association with important events or persons of historical importance, including former Sausalito Mayor Sally Stanford. Furthermore, it was concluded that the Valhalla does not appear to warrant consideration for addition

to a historic district “due to modern infill and numerous other changes to waterfront buildings surrounding it” (Historic Resource Associates 2007:7).

In 2012, Preservation Architecture evaluated the Valhalla for the current Project. That study determined the Valhalla is “too altered and minimal to recommend as eligible for the NR[HP] and CR[HR].” However, Preservation Architecture was of the opinion that the Valhalla is eligible for the Local Historic Register. LSA Associates conducted a study to update the findings of Preservation Architecture’s report, and confirmed the eligibility conclusions of the 2012 study.

206 Second Street

The building at 206 Second Street is a single-story, rectangular, wood-framed, Folk Victorian residence constructed in 1911. The background research conducted for the project did not identify previous records or evaluations of this building. LSA’s evaluation of 206 Second Street (Appendix G.1) did not identify a significant historical association. Due to a lack of historical significance, the building at 206 Second Street does not appear eligible for inclusion in the CRHR nor does it appear eligible for the Local Historic Register.

Archaeological Resources

Prehistoric archaeological site CA-MRN-1 is recorded near the proposed project. Archaeologist Nels Nelson recorded the site in 1907 as a “shellmound” near the edge of the bayshore. Nelson reported that “several” skeletons had been unearthed at the site, which were “practically all carted away” when recorded in 1907, although remnant portions of the archaeological deposit were observed.

B.R. Hamilton completed an updated record of CA-MRN-1 in 1983 and noted residential structures had been constructed on the archaeological site. Hamilton observed shell midden associated with CA-MRN-1 near the proposed Project.

Paleontological Resources (Fossils)

On August 21, 2013, LSA requested a fossil locality search from the University of California Museum of Paleontology (UCMP) for the Project. On August 23, 2013, Dr. Patricia A. Holroyd of the UCMP responded to LSA’s request via email that there are “no prior records of vertebrate [fossil] finds in or near the Valhalla project area.” However, fossils in the same Late Pleistocene and Franciscan complex deposits that underlie the general vicinity have been identified, indicating general paleontological sensitivity.

Discussion

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

The Valhalla

The Valhalla is not listed in the CRHR. Although the Valhalla is significant for its association with Sausalito's early waterfront history and commercial development, it does not appear eligible for inclusion in the CRHR due to a lack of integrity. Furthermore, the building has not been identified as significant in a historical resource survey meeting the requirements of §5024.1(g) of the Public Resources Code.

The Valhalla is listed on the City's List of Noteworthy Structures and may be eligible for inclusion on the City's Local Historic Register. A building that is included in a local register of resources, or is otherwise determined by a lead agency to be historically significant, is generally considered to be a "historical resource" for the purposes of CEQA (CEQA Guidelines §15064.5). The Valhalla retains enough of its original form, including the two-story hipped roof form and selected wood windows and openings, to a sufficient degree that it is – informally at least – a locally recognized historic landmark. Pursuant to the requirements of the City's Zoning Ordinance Chapter 10.46, Local Historic Register listing would ensure that future projects with the potential to adversely affect the Valhalla would undergo review by the Historic Landmarks Board and Planning Commission and controls or incentives recommended, as appropriate, would be implemented to preserve or enhance significant elements of the building's historical character.

Generally, projects that follow the *Secretary of the Interior's Standards for Rehabilitation* (Standards) shall be considered as mitigated to a level of less-than-significant. Preservation Architecture (2013) has reviewed the proposed Project for compliance with the Standards and has determined that the Project is in compliance with the relevant Standards. Projects that are determined to be in compliance with the Standards are not considered to have a significant effect on a historical resource and are exempted from CEQA (CEQA Guidelines §15300 and §15331).

In summary, the Valhalla is a historical resource due to its eligibility for listing in the Local Historic Register. However, the Project would comply with the Standards and would have a *less-than-significant* impact on a historical resource as a result.

206 Second Street

The residence at 206 Second Street does not qualify as a historical resource under CEQA (Appendix G.1) because: (1) it is not listed in nor does it appear eligible for the CRHR; (2) it is not listed in a local register of historical resources (as defined at PRC §5020.1(k)); (3) it has not been identified as significant in a historical resource survey meeting the requirements of §5024.1(g) of the Public Resources Code; and (4) and the City has not determined it to be a historical resource (CCR Title 14(3) §15064.5(a)). Therefore, there would be a *less-than-significant impact* to the residence at 206 Second Street.

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

An archaeologist conducted a field survey of the Project site to identify archaeological deposits. A review of exposed soil along the perimeter of the Project site did not identify archaeological materials. The presence of a recorded prehistoric archaeological site in the area, however, indicates a high potential for encountering archaeological resources during Project activities.

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

Mitigation Measure CULT-1: The Project applicant shall contact a qualified archaeologist to monitor Project ground-disturbing activities in the event that archaeological resources are discovered during construction. In the event archaeological resources are identified, the archaeologist shall prepare a Monitoring Plan for the Project. The Monitoring Plan shall describe the specific methods and procedures that will be used in the event that archaeological deposits are identified.

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

If archaeological materials are encountered during Project activities, all work within 25 feet of the discovery shall be redirected until the archaeologist assesses the finds, consults with agencies as appropriate, and makes recommendations for the treatment of the discovery. If avoidance of the archaeological

deposit is not feasible, the archaeological deposits shall be evaluated for their eligibility for listing in the California Register of Historical Resources. If the deposits are not eligible, mitigation is not necessary. If the deposits are eligible, adverse effects on the deposits shall be mitigated. Mitigation may include excavation of the archaeological deposit in accordance with a data recovery plan (see *CEQA Guidelines* §15126.4(b)(3)(C)) and standard archaeological field methods and procedures; laboratory and technical analyses of recovered archaeological materials; preparation of a report detailing the methods, findings, and significance of the archaeological site and associated materials; and accessioning of archaeological materials and a technical data recovery report at a curation facility.

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

Significance after Mitigation: *Less than significant.*

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

No unique paleontological resource(s) or unique geologic feature(s) is recorded in the Project site. Holocene (10,000 years before present [B.P.] to present) to Pleistocene (2.6 million to 10,000 years B.P.) alluvial fan deposits underlie the Project site. The alluvial fan deposits overlie rocks of the Franciscan Complex. The Franciscan Complex is a group of high pressure and low temperature metamorphic rocks formed from the Middle and Upper Jurassic (175,000,000 to 144,000,000 years B.P.) to the Lower Cretaceous (144,000,000 to 100,000,000 years B.P.). It is composed of volcanic and metavolcanic rocks, metamorphosed and unmetamorphosed sandstone, shale, conglomerate, chert, greenstone, and metagraywacke, and is the basement rock of the region. The Project would have the potential to encounter paleontological resources in the Pleistocene and Franciscan deposits during Project construction activities.

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

CITY OF SAUSALITO
THE VALHALLA ENVIRONMENTAL REVIEW
ENVIRONMENTAL CHECKLIST AND FINDINGS

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

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

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

Significant after Mitigation: *Less than significant.*

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

Prehistoric archaeological sites in this area are known to contain Native American skeletal remains, and the closest prehistoric archaeological site was reported to have contained human skeletal remains. Although no human remains have been identified within the Project site, there is a high possibility of encountering such remains. Such remains could be uncovered during Project ground-disturbing activities. Based on the significance criteria identified above, the Project would have a significant effect on the environment if it would disturb human remains, including those interred outside of formal cemeteries.

Impact CULT-3: Project ground-disturbing activities may unearth human remains.

Mitigation Measure CULT-3: Implement Mitigation Measure CULT-1.

Significant after Mitigation: *Less than significant.*

6. GEOLOGY AND SOILS

Would the Project	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Conditions

Existing conditions information is based on a geotechnical investigation performed by the Project consulting soil engineer, Nersi Hemati (see Appendix H). The terrain of the Project site is generally level with a gently sloping ground. The Project area contains colluvial soils in close proximity to chert, greenstone, and Franciscan mélange bedrock. Test borings performed by Nersi Hemati encountered bedrock at a depth of 9 feet. Test borings also encountered medium dense gravel, loose sand, and some organic matter.¹⁰

The major fault lines nearest to the Project site include the San Andreas fault zone, located approximately 8 kilometers to the west, and the Hayward fault zone, located approximately 18 kilometers to the east. Neither of these fault zones run through the City of Sausalito or underneath the Project site.

The Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act) prohibits the siting of structures for human occupancy across traces of active faults that constitute hazards to structures from surface faulting or fault creep. For the purposes of the Act, an active fault is one that has ruptured in the last 11,000 years. There are

¹⁰ Nersi Hemati, 2012, Geotechnical Investigation: Renovations and Additions, the Valhalla Inn on the Bay, Sausalito, California, page 3.

no known active faults or Alquist-Priolo earthquake hazard zones in the City of Sausalito, including the Project site.¹¹

As shown in Figure 4-3, liquefaction potential for the Project site is considered to be Very High, according to mapping data published by the US Geological Survey (USGS).

As shown in Figure 4-4, the Project site is not susceptible to landslides, according to mapping data published by the USGS.

As shown in Figure 4-5, the Project site does not contain expansive soils, according to mapping data published by the United States Department of Agriculture.

Discussion

a) Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; ii) strong seismic ground shaking; iii) seismic-related ground failure, including liquefaction; iv) landslides?

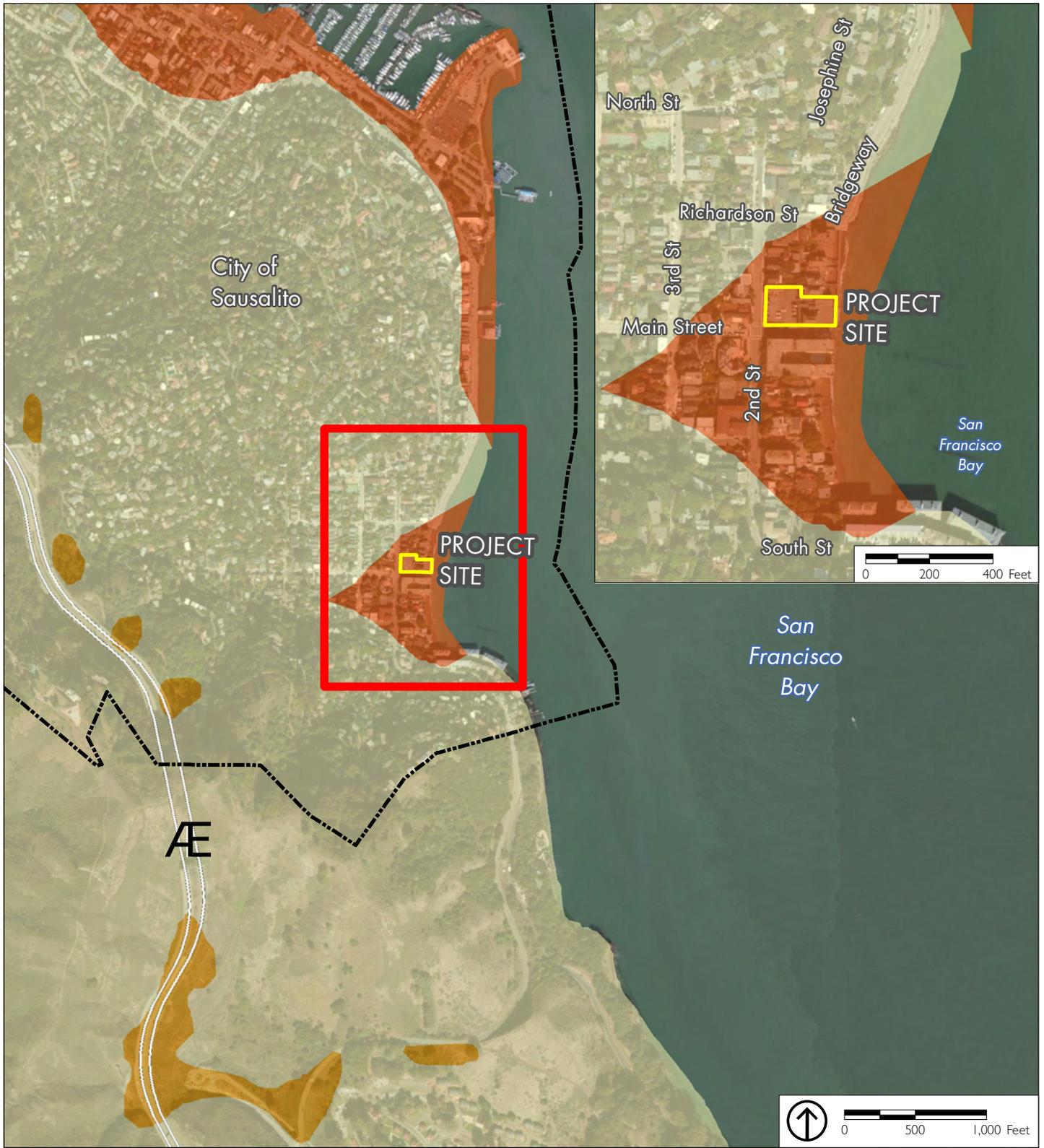
Faults

The city does not contain any faults that are considered to be active as defined by the Alquist-Priolo Act, meaning that no faults in the city have ruptured in the last 11,000 years.¹² Earthquakes occur in the Bay Area when the faults rupture and suddenly slip; if the rupture extends to the surface, movement on a fault is seen, known as surface rupture. The faults mapped under the Alquist-Priolo Act are active faults that reach the surface. Alquist-Priolo Act maps are the most comprehensive depiction of fault traces that can rupture the surface.¹³ Because Sausalito is not mapped as a city affected by Alquist-Priolo earthquake fault zones, the potential for surface rupture on the Project site is low. Because the potential for ground rupture is considered low, the impact would be *less than significant*.

¹¹ California Department of Conservation, 2010, List of Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones.

¹² California Department of Conservation, 2010, List of Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones.

¹³ Association of Bay Area Governments, 2010, Multi-Jurisdictional Local Hazard Mitigation Plan, page C-6.



Source: City of Sausalito, 2013; United States Geological Survey, 2006, The Planning Center | DC&E, 2013; ESRI 2010.

Liquefaction Potential

- Very Low
- Low
- Very High

FIGURE 4-3
LIQUEFACTION POTENTIAL



Source: City of Sausalito, 2013; United States Geological Survey, (Pike, 1997); The Planning Center | DC&E, 2013; ESRI 2010.

Landslide Susceptibility

-  Surficial Deposits
-  Few Landslides
-  Mostly Landslide

FIGURE 4-4
LANDSLIDE SUSCEPTIBILITY



Source: United States Department of Agriculture, Natural Resource Conservation Service, 1997; Marin County (Wilson, 2007); The Planning Center | DC&E, 2013; ESRI 2010.

Soil Expansion Probability

- Nil
- Low
- High

FIGURE 4-5
EXPANSIVE SOILS

Ground Shaking

Fault rupture generates vibration or waves in the rock that is felt as ground shaking. Larger magnitude earthquakes generally cause a larger area of ground to shake hard and longer. Other factors that affect the severity of ground shaking include distance to the fault and the type of geologic materials underlying a site, with stronger shaking occurring on softer soils.¹⁴

The two fault zones closest to the Project site are the San Andreas fault zone to the west and the Hayward fault zone to the east. The Association of Bay Area Governments (ABAG) has developed composite shaking hazard maps for the Bay Area based on earthquake scenarios and likelihood information using the Modified Mercalli Intensity (MMI) scale. The MMI scale estimates the intensity of ground shaking by considering its effects on people, objects, and buildings. At high intensities, earthquake shaking damages structures, with the severity of damage depending on building type, age of the building, and construction quality. Masonry and non-ductile concrete buildings can be more severely damaged than wood-frame or engineered buildings, and buildings built to older building codes can be more severely damaged than buildings built to newer codes.¹⁵

The Project site is located in an area with an MMI rating of VII (Very Strong) with rupture of the Hayward fault zone and IX (Violent) with rupture of the San Andreas fault zone. With very strong shaking, damage and partial collapse of masonry buildings can occur, and frame houses can be moved off of foundations if they are not bolted down. With violent shaking, masonry buildings can be destroyed, frame structures can be moved off of foundations if not bolted down, and underground pipes can be broken.

Project construction would be subject to the California Building Code (CBC), which includes seismic design provisions that generally prescribe minimum lateral forces, applied to the structure and combined with the gravity forces of dead and live loads. The CBC-prescribed lateral forces generally are substantially smaller than the expected peak forces that would be associated with a major earthquake. Therefore, when built according to CBC standards, structures are anticipated to resist minor earthquakes without damage; resist moderate earthquakes without structural damage, but with some nonstructural damage; and resist major earth-

¹⁴ Association of Bay Area Governments, 2010, Multi-Jurisdictional Local Hazard Mitigation Plan, page C-7.

¹⁵ Association of Bay Area Governments, Modified Mercalli Intensity Scale, <http://quake.abag.ca.gov/shaking/mmipopup/>, accessed October 14, 2013.

quakes without collapse, but with some structural as well as nonstructural damage. Conformance to current building code standards does not guarantee that structural damage will not occur in the event of a maximum magnitude earthquake, but it is reasonable to expect that a well-designed and well-constructed structure would not collapse or cause loss of life in a major earthquake. Even with construction standards as required under the CBC and by the City of Sausalito, strong ground shaking could cause significant damage to structures and, in severe instances, result in injuries or loss of life. This is considered to be a *significant* impact.

Impact GEO-1: Large earthquakes could generate strong to violent ground shaking at the Project site and could cause damage to buildings and infrastructure and threaten public safety. This is considered to be a *significant* impact.

Mitigation Measure GEO-1: Prepare and submit geotechnical reports prior to the Project construction. A geotechnical engineer shall sign the improvement plans and approve them as conforming to their recommendations prior to construction. The project geotechnical engineer shall provide geotechnical observation during the construction, which will allow the geotechnical engineer to compare the actual with the anticipated soil conditions and to check that the contractors' work conforms to the geotechnical aspects of the plans and specifications. The geotechnical engineer will prepare letters and as-built documents, to be submitted to the City, to document their observances during construction and to document that the work performed is in accordance with the project plans and specifications.

Significance after Mitigation: *Less than significant.*

Ground Failure, Including Liquefaction

Ground shaking can lead to liquefaction, during which sandy or silty materials saturated with water behave like liquid, causing pipes to leak, roads to buckle, and building foundations to be damaged. Liquefaction can cause ground failure such as lateral spreading, which is similar to a landslide except that it occurs on nearly flat ground next to bodies of water.¹⁶ As shown in Figure 4-3, liquefaction potential for the Project site is considered to be Very High. This is considered to be a *significant* impact.

¹⁶ Association of Bay Area Governments, 2010, Multi-Jurisdictional Local Hazard Mitigation Plan, page C-10.

Impact GEO-2: The proposed Project could be damaged by liquefaction. This is a *significant* impact.

Mitigation Measure GEO-2: The recommendations for soils, drilled piers, footings, and other geotechnical engineering measures specified in the applicant's geotechnical reports (prepared by Nersi Hemati, dated February 6, 2012) shall be implemented during Project design and construction. These measures include the reconstruction of loose soils as engineered fill and use of non-expansive imported fill. Documentation of the methods used shall be provided in the required design-level geotechnical report(s).

Significance after Mitigation: *Less than significant.*

Landslides

Ground shaking can lead to ground failure on slopes, or earthquake-induced landslides.¹⁷ The terrain of the Project site is generally flat. As shown in Figure 4-4, the Project site is not susceptible to landslides. Therefore, there would be no significant risk of loss, injury, or death due to landslides, mudslides, or other similar hazards from the Project and a *less-than-significant impact* would occur.

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

The Project site is almost entirely developed, and the Project would involve redevelopment of previously disturbed sites. As discussed in the Project Description, grading and excavation for the Project would involve removal of approximately 985 cubic yards (CY) of cut. Site preparation and construction activities would be done in compliance with Chapter 17.08, Excavations Generally, of the Sausalito Municipal Code. Chapter 17.08 governs the grading permit process for projects involving 50 cubic yards or more of earth movement. Compliance with these existing regulatory requirements would reduce potential impacts from the loss of topsoil to a *less-than-significant* level.

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

As shown in Figure 4-4, the Project site is not susceptible to landslides. Therefore, there would be no significant risk of loss, injury, or death due to landslides, mud-

¹⁷ Association of Bay Area Governments, 2010, Multi-Jurisdictional Local Hazard Mitigation Plan, page C-12.

slides, or other similar hazards from the Project and a *less-than-significant impact* would occur. Potential impacts associated with liquefaction and lateral spreading are addressed under threshold a)iii, above.

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

As shown in Figure 4-5, the Project site does not contain expansive soils. Therefore, the risk of hazards due to location on expansive soils is low, and the impact is *less than significant*.

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

The Project would not utilize septic tanks or alternative wastewater disposal systems. Therefore, there would be *no impact*.

7. GREENHOUSE GAS EMISSIONS

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

Existing Conditions

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as greenhouse gas (GHG) emissions, into the atmosphere. The primary source of GHG emissions is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHG—water vapor, carbon dioxide (CO₂), methane (CH₄), and ozone (O₃)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHG emissions identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide

(N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons.^{18,19} This section analyzes the Project's cumulative contribution to GHG emissions in California. A background discussion on the GHG regulatory setting and GHG modeling can be found in Appendix D.

Where available, the significance criteria established by the Bay Area Air Quality Management District (BAAQMD) may be relied upon to make the following CEQA determinations.

Discussion:

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

The Project does not generate enough GHG emissions on its own to influence global climate change; therefore, the GHG analysis measures the Project's contribution to the cumulative environmental impact. The development contemplated by the proposed Project would contribute to global climate change through direct emissions of GHG from on-site area sources and vehicle trips generated by the Project, and indirectly through off-site energy production required for on-site activities, water use, and waste disposal. Annual GHG emissions were calculated for construction and operation of the Project.

BAAQMD does not have thresholds of significance for construction-related GHG emissions. GHG emissions from construction activities are short term and therefore not assumed to significantly contribute to cumulative GHG emissions impacts of the proposed Project.²⁰ Construction emissions (total and amortized over a 30-year duration) are provided for informational purposes.

The net increase in GHG emissions associated with the proposed Project is shown in Table 4-6. As shown in Table 4-6, the net increase GHG emissions generated by the proposed Project would not exceed the bright-line significance criteria of 1,100

¹⁸ Intergovernmental Panel on Climate Change, 2001, Third Assessment Report: Climate Change.

¹⁹ Water vapor (H₂O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant.

²⁰ Bay Area Air Quality Management District, 2011, California Environmental Quality Act Air Quality Guidelines.

CITY OF SAUSALITO
 THE VALHALLA ENVIRONMENTAL REVIEW
 ENVIRONMENTAL CHECKLIST AND FINDINGS

TABLE 4-6 VALHALLA GHG EMISSIONS INVENTORY

Category	GHG Emissions (MTCO ₂ e/year)
Total Construction	763
30-Year Amortized Construction	25
Area Sources	1
Energy Use	28
Mobile Sources	38
Waste Generation	2
Water/Wastewater	1
Total Operational Phase	70
Total Operational Phase without Waste Generation ^a	68
Bright-Line Threshold	1,100 MTCO ₂ e
Exceeds Threshold?	No

Note: MTCO₂e:metric tons of carbon dioxide-equivalent

^a BAAQMD did not include solid waste emissions when developing the per capita significance thresholds. Therefore, total GHG emissions with and without the Waste Generation sector are included.

Source: CalEEMod 2013.2.2. Totals may not sum to 100 percent due to rounding. Assumes all fireplaces are gas-burning fireplaces in accordance with BAAQMD Regulation 6, Rule 3.

metric tons of carbon dioxide-equivalent (MTCO₂e).²¹ Consequently, GHG emissions would be *less than significant*.

²¹ CO₂-equivalence is used to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. The global warming potential of a GHG is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

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

CARB's Scoping Plan

In accordance with Assembly Bill 32 (AB 32), the California Air Resources Board (CARB) developed the *2008 Scoping Plan* to outline the State's strategy to achieve 1990 level emissions by year 2020. To estimate the reductions necessary, CARB projected Statewide 2020 business as usual (BAU) GHG emissions (i.e. GHG emissions in the absence of statewide emission reduction measures). CARB identified that the State as a whole would be required to reduce GHG emissions by 28.5 percent from year 2020 BAU to achieve the targets of AB 32.²² A revised BAU 2020 forecast conducted after publication of the *2008 Scoping Plan* by CARB shows that the state would have to reduce GHG emissions by 21.6 percent from BAU without Pavley and the 33 percent RPS or 15.7 percent from the adjusted baseline (i.e. with Pavley and 33 percent RPS).²³

Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard, California Appliance Energy Efficiency regulations; California Building Standards (i.e. CALGreen and the 2008 Building and Energy Efficiency Standards); California Renewable Energy Portfolio standard (33 percent RPS); changes in the corporate average fuel economy standards (e.g. Pavley I and Pavley II); and other measures that would ensure the State is on target to achieve the GHG emissions reduction goals of AB 32. Statewide GHG emissions reduction measures that are being implemented over the next six years would reduce the Project's GHG emissions.

New structures would meet the current Building and Energy Efficiency Standards. The 2013 Building and Energy Efficiency Standards become effective January 1, 2014. The 2013 Standards are 25 percent more energy efficient than the 2008 standards for residential buildings. The new buildings would also be constructed in conformance with CALGreen, which requires high-efficiency water fixtures for indoor plumbing and water efficient irrigation systems.

The proposed Project would not conflict with statewide programs adopted for the purpose of reducing GHG emissions. Impacts would be *less than significant*.

²² California Air Resources Board, 2008, Climate Change Scoping Plan, a Framework for Change.

²³ California Air Resources Board, 2012, Status of Scoping Plan Recommended Measures, http://www.arb.ca.gov/cc/scopingplan/status_of_scoping_plan_measures.pdf.

MTC's/ABAG's Plan Bay Area

To achieve MTC's/ABAG's sustainable vision for the Bay Area, the *Plan Bay Area* land use concept plan for the region concentrates the majority of new population and employment growth in the region in Priority Development Areas (PDAs). PDAs are transit-oriented, infill development opportunity areas within existing communities. Overall, well over two-thirds of all regional growth by 2040 is allocated within PDAs. PDAs are expected to accommodate 80 percent (or over 525,570 units) of new housing and 66 percent (or 744,230) of new jobs.²⁴ Consequently, an overarching goal of the regional plan is to concentrate development in areas where there are existing services and infrastructure rather than allocate new growth in outlying areas where substantial transportation investments would be necessary to achieve the per capita passenger vehicle, vehicle miles traveled, and associated GHG emissions reductions. The proposed Project would be consistent with the overall goals of *Plan Bay Area*, as would construction of new residential units within the existing building. Therefore, the proposed Project would not conflict with the land use concept plan for the City of Sausalito identified in the *Plan Bay Area* and impacts would be *less than significant*.

8. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

²⁴ Metropolitan Transportation Commission and Association of Bay Area Governments, 2013, *Plan Bay Area, Strategy for a Sustainable Region*.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
Would the Project				
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people living or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, result in a safety hazard for people living or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Conditions

Hazardous Materials

206 Second Street remained undeveloped until the early 1900s. In 1911, the single-family residence currently located on the Project site was built. The Valhalla building was built in 1893 at the site of a former smelter works. Past known uses of 201 Bridgeway since that time include the ongoing operation and expansion of the Valhalla as a restaurant and bar. Because the property was used as a smelter works, it is possible that heavy metals have contaminated the Project site soil.

The California Department of Toxic Substances maintains a database (EnviroStor) of hazardous waste facilities and cleanup sites. The database does not list any known hazardous waste materials or past cleanup activities on the Project site. There are two Leaking Underground Fuel Tanks (LUFTs) located nearby, a one-

block radius of the Project site. Records for these LUFT sites indicate that cleanup has been completed.²⁵

It is possible that the Project site contains asbestos-containing materials (ACM). ACM is material that contains asbestos, a naturally-occurring fibrous mineral that has been mined for its useful thermal properties and tensile strength. ACM is generally defined as either friable or non-friable. Friable ACM is defined as any material containing more than one percent asbestos. Friable ACM is more likely to produce airborne fibers than non-friable ACM, and can be crumpled, pulverized, or reduced to powder by hand pressure. Non-friable ACM is defined as any material containing one percent or less asbestos. Non-friable ACM cannot be crumpled, pulverized, or reduced to powder by hand pressure. When left intact and undisturbed, ACM does not pose a health risk to building occupants. Potential for human exposure only occurs when ACM becomes damaged to the extent that asbestos fibers become airborne and are inhaled. These airborne fibers are carcinogenic and can cause lung disease.

The principal federal government agencies regulating asbestos are the Occupational Safety and Health Administration (OSHA) and the US EPA. The age of a building is directly related to its potential for containing elevated levels of ACM. Generally, all untested materials are presumed to contain asbestos in buildings constructed prior to 1981. The US EPA recommends a proactive in-place management program be implemented wherever undamaged ACM are found in a building. The US EPA recommends that damaged ACM be removed, repaired, encapsulated, or enclosed, and that all ACM are removed prior to any demolition or major renovation activities.

It is also possible that the Project site contains lead-based paint (LBP), which can result in lead poisoning when consumed or inhaled. LBP was widely used in the past to coat and decorate buildings. Lead poisoning can cause anemia and damage to the brain and nervous system, particularly in children. Like ACM, LBP generally does not pose a health risk to building occupants when left undisturbed; however, deterioration, damage, or disturbance will result in hazardous exposure. In 1978, the use of LBP was federally banned by the Consumer Product Safety Commission. Therefore, only buildings built before 1978 are presumed to contain LBP, as well as buildings built shortly thereafter, as the phase-out of LBP was gradual.

²⁵ California Department of Toxic Substances Control, EnviroStor Database, accessed on September 19, 2013.

Wildland Fires

The California Department of Forestry and Fire Protection (CALFIRE) classifies fire hazard severity zones in California. The Sausalito is within the Local Responsibility Area versus the State Responsibility Area. Under most circumstances, lands are removed from the SRA when housing densities average more than 3 units per acre over an area of 250 acres. The Local Responsibility Area map for Marin County indicates that the Project site is not within a Very High Fire Hazard Severity Zone.²⁶

Discussion

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

The proposed Project, a residential development, would not include the routine transport or disposing of hazardous materials. Construction and operation of the proposed Project would involve the routine use and handling of small amounts of hazardous materials (i.e. diesel gasoline, fertilizers, etc.). Construction activities at the Project site would involve the use of petroleum-based fuels for maintenance and construction equipment, which would be transported to the site periodically by vehicle and would be present temporarily during construction. These potentially hazardous materials, however, would not be of a type or occur in sufficient quantities on-site to pose a significant hazard to public health and safety or the environment. Consequently, associated impacts from buildout of the Project would be *less than significant*.

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

The proposed Project involves a residential development on land previously used as a smelter works and later as a restaurant and bar. The proposed Project would have the potential to release of hazardous materials through ongoing landscaping maintenance or disturbance of asbestos-containing materials (ACM) or lead-based paints (LBP).

The potential for pesticide, herbicide, or fertilizer accumulation at the Project site is negligible, due to the proposed residential use of the site and ornamental nature of proposed landscaping. Landscaping chemicals and fuels used on the site would be

²⁶ California Department of Forestry and Fire Protection, Fire and Resource Assessment Program, 2008, Very High Fire Hazard Severity Zones in LRA, Marin County.

for routine use by professional maintenance personnel. The use and storage of these chemicals is common, and would not produce significant environmental hazards to users of the site.

The age of a building is directly related to its potential for containing elevated levels of ACM. It is unknown whether the existing buildings on the Project contain ACM. ACM, when left intact and undisturbed, do not pose a health risk to building occupants. The potential for human exposure occurs when ACM are damaged to the extent that asbestos fibers become airborne and are inhaled. Damage such as this would occur during the demolition and renovation of the existing structures on the Project site.

The construction dates of the existing buildings and residence that would be demolished ranges from 1893 to 1985;²⁷ therefore, the age of the structures indicates the potential for ACM to be present. If ACMs are found on the Project site, the demolition or renovation of these structures creates a significant impact related to release of hazardous materials into the environment.

LBP was widely used in the past to coat and decorate buildings. Like ACM, LBP generally does not pose a health risk when left undisturbed; however, deterioration, damage, or disturbance will result in hazardous exposure. Disturbance such as this would occur during the demolition phase of the proposed Project and it is unknown whether the existing on-site structures contain LBP.

The use of LBP was federally banned by the Consumer Product Safety Commission in 1978. Therefore, buildings built before 1978 are presumed to contain LBP, as well as buildings built shortly thereafter, as the phase-out of LBP was gradual. The construction dates of the existing buildings and residence that would be demolished ranges from 1893 to 1985; therefore, the age of the structures indicates the potential for LBPs to be present. If LBPs are found on the Project site, the demolition of these structures would create a significant impact related to release of hazardous materials into the environment.

The release of unknown ACM and LBP is a *potentially significant* impact.

Impact HAZ-1: If asbestos-containing materials (ACM) or lead-based paints (LBP) are found to be present on the Project site, the demolition or renovation of

²⁷ LSA Associates, Inc., 2013, Cultural Resources Study and Historical Evaluation Report for the Valhalla Residential Condominium Project, Figure 4.

these structures creates a potentially significant impact related to release of hazardous materials into the environment.

Mitigation Measure HAZ-1a: Hire the services of a California Division of Occupational Safety and Health (Cal/OSHA) certified qualified asbestos abatement consultant to conduct a pre-construction assessment for ACM. Prior to the issuance of the demolition permit, the applicant shall provide a letter to the City of Sausalito Planning Division from a qualified asbestos abatement consultant that no ACM are present in the buildings. If ACM are found to be present, the hazardous materials shall be properly removed and disposed prior to demolition of buildings on the Project site in compliance with applicable federal, State, and local regulations, such as the US Environmental Protection Agency's (EPA) National Emission Standards for Hazardous Air Pollutants (NESHAP) regulation, Bay Area Air Quality Management District (BAAQMD) Regulation 11, Title 8 of the California Codes of Regulations, and the California EPA's Unified Hazardous Waste and Hazardous Materials Management Regulation Program (Unified Program).

Mitigation Measure HAZ-1b: Hire the services of a qualified lead paint abatement consultant to conduct a pre-construction assessment of LBP. Prior to the issuance of the demolition permit, the applicant shall provide a letter to the City of Sausalito Planning Division from a qualified lead paint abatement consultant that no lead paint is present in on-site buildings. If lead paint is found to be present on buildings to be demolished or renovated, the hazardous materials shall be properly removed and disposed in compliance with applicable federal, State, and local regulations, including the US EPA's NESHAP regulations, Title 40 of the Code of Federal Regulations, Title 8 of the California Codes of Regulations, and the Unified Program.

Significance After Mitigation: *Less than significant.*

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

There are no schools located within one-quarter mile of an existing or proposed school. Therefore, there would be *no impact*.

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

The California Department of Toxic Substances maintains a database (EnviroStor) of hazardous waste facilities and cleanup sites. The database does not list any known hazardous waste materials or past cleanup activities on the Project site. Therefore, there would be *no impact*.

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

The Project site is not located within an airport land use plan or within two miles of an airport. Therefore, there would be *no impact*.

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

A helipad is located approximately 2.5 miles northwest of the Project site at Bolinas Street in the northeast portion of the city. In addition to helicopter operations, seaplanes take-off and land in the waterfront of that portion of the city. The Project site is not located in an area that would expose residents to particular hazards associated with these private aircraft operations. Therefore, the impact would be *less than significant*.

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

The City of Sausalito has developed *Disaster Preparedness: A Citizen's Guide*, which outlines information on preparing for and handling emergencies, including fires, earthquakes, tsunami, flooding, and landslides. The Guide contains suggestions for how residents should plan for and respond to evacuation notices. The City is in the process of preparing a Disaster Preparedness Program that will include evacuation maps.²⁸ The City does not currently maintain a citywide evacuation program. The proposed Project would redevelop the Project site with condominium units and associated parking. The Project does not propose any feature or improvements that would impede evacuation during an emergency. As described in Section 13, Public Services, the Project would not result in impacts to fire response ser-

²⁸ City of Sausalito, 2013, 2013-14 Priority Projects List, <http://www.ci.sausalito.ca.us/Modules/ShowDocument.aspx?documentid=13649>, accessed on October 15, 2013.

vices. As described in Section 15, Transportation and Traffic, the Project would not result in any significant impacts to traffic conditions; therefore, the Project would not impede evacuation or emergency response in the event of a disaster. Therefore, the impact would be *less than significant*.

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

CALFIRE mapping indicates that the Project site is not within a Very High Fire Hazard Severity Zone.²⁹ Therefore, there would be *no impact*.

9. HYDROLOGY AND WATER QUALITY

Would the Project	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a significant lowering of the local groundwater table level?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of runoff in a manner which would result in substantial erosion, siltation or flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

²⁹ California Department of Forestry and Fire Protection, Fire and Resource Assessment Program, 2008, Very High Fire Hazard Severity Zones in LRA, Marin County.

CITY OF SAUSALITO
THE VALHALLA ENVIRONMENTAL REVIEW
ENVIRONMENTAL CHECKLIST AND FINDINGS

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
e) Provide substantial additional sources of polluted runoff, or otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Be inundated by seiche, tsunami, or mud-flow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Conditions

Regulatory Framework

Federal

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program and also issues Flood Insurance Rate Maps (FIRMs) that identify which land areas are subject to flooding. These maps provide flood information and identify hazard zones within the community. FEMA's minimum level of flood protection for new development is the 100-year flood event, also described as a flood that has a 1-in-100 chance of occurring in any given year.

State

The National Pollutant Discharge Elimination System (NPDES) program was established in 1990 and includes regulations that apply to storm drain systems owned and operated by cities, towns, and unincorporated areas. The San Francisco Bay RWQCB is the implementing agency for these requirements and administers the Phase II permit for Marin County and all of its municipalities, including the City of Sausalito, which became effective in March 2003. The Phase II Permit requires

Marin County municipalities and the County to implement their Stormwater Management Plan (SWMP) with the goal of reducing the discharge of pollutants to the maximum extent practicable (MEP). The SWMP specifies the BMPs used to address the Phase II Permit program areas.

The State Water Resources Control Board (SWRCB) regulates construction activities that disturb one or more acres of land under the Construction General Permit (CGP), which was revised in 2009 and became effective in 2010 (2009-0009-DWQ). This Permit requires applicants to submit a Stormwater Pollution Prevention Plan (SWPPP) and other documentation to the RWQCB prior to the start of construction. Although the proposed Project would disturb less than 1 acre and is not subject to the provisions of this regulation, erosion and sediment control measures would be implemented as specified in the Marin County Stormwater Pollution Prevention Program (MCSTOPPP) during construction.

Local

The San Francisco Bay Conservation and Development Commission (BCDC) is comprised of appointees from various local governments and State and federal agencies and has jurisdiction over sloughs, marshlands, tidelands, submerged land, and land within 100 feet of the Bay shoreline. A BCDC permit is required for any projects planned along the shoreline of San Francisco Bay within its jurisdiction that involves subdivision of property or grading. Since the proposed Project is within 100 feet from the shoreline of San Francisco Bay (more specifically Richardson Bay) and includes both subdivision and grading, a permit would be required from BCDC.

The MCSTOPPP is a consortium of Marin County, all of Marin's cities and towns, and the Marin County Flood Control and Water Conservation District that has been implementing a stormwater pollution prevention program since 1993. MCSTOPPP's goals are to prevent stormwater pollution, protect and enhance water quality in creeks and wetlands, preserve beneficial uses of local waterways, and comply with State and federal regulations.

The City of Sausalito has many policies and programs under the Environmental Quality Element and the Health and Safety Element of the General Plan that address hydrology and water quality issues including the following:

- ◆ Policy EQ-3.4. - Water Quality
- ◆ Program EQ-3.4.10 - Direct Runoff into the Bay
- ◆ Program EQ-3.4.11 – Storm Drain System Improvements

- ◆ Program EQ-3.4.12 – Well Ordinance Review
- ◆ Program EQ-3.4.13 – Richardson Bay Regulatory Agency
- ◆ Program EQ-3.4.14 – Monitoring Bay Water Quality
- ◆ Policy EQ-3.5 – Bay Waters
- ◆ Program EQ-3.5.1 – Unauthorized Fill
- ◆ Program EQ-3.5.2 – Bay Waters Review Agencies.
- ◆ Policy HS-1.3 – Flooding
- ◆ Program HS-1.3.1 – 100-Year Flood Zone
- ◆ Program HS-1.3.2 – Zoning Ordinance (Tsunami Hazards)
- ◆ Program HS-1.3.3 – 100-Year Flood Zone Mapping
- ◆ Program HS-1.3.4 - Zoning Ordinance (Shoreline Development)
- ◆ Policy HS-1.4 – Shoreline Safety
- ◆ Program HS-1.4.1 – Sea Level Rise
- ◆ Program HS-1.4.2 – Shoreline Flooding Identification
- ◆ Program HS-1.4.3 – Wind Waves

The City of Sausalito also regulates construction within floodplains under Chapter 8.48, Floodplain Management, of the Municipal Code and regulates stormwater discharge during construction activities and operation of new developments or redevelopments under Chapter 11.17, Urban Runoff Pollution Prevention, of the Municipal Code.

Existing Conditions

Regional Drainage

The City of Sausalito and the Project site are located within the Richardson Bay watershed. A watershed is the geographic area draining into a river system, ocean, or other body of water and includes the receiving waters. Watersheds are usually bordered and separated from other watersheds by mountain ridges or other naturally elevated areas. The creeks and streams in Richardson Bay Watershed drain to Richardson Bay, a shallow, protected, biologically-rich wildlife preserve. Richardson Bay is considered one of the most “pristine estuaries on the Pacific Coast in spite of its urbanized periphery.”³⁰ Mount Tamalpais, the highest point in Marin County, rises steeply above the Bay and its surrounding ridges are protected as public open space and support a myriad of plant and wildlife communities. The City of

³⁰ Marin County Watershed Program, 2013, *Richardson Bay Watershed*, http://www.marinwatersheds.org/richardson_bay.html, accessed on October 3, 2013.

Sausalito has a mix of residential and commercial areas. The upper hillsides are almost entirely residential and there is a substantial houseboat residential area along the bay front.

Local Drainage

Drainage at the Project site currently occurs via overland flow. Based on the site topography, stormwater drains primarily to the southeast, that is, to Main Street and the Bay frontage. The City of Sausalito Department of Public Works maintains a storm drain in Main Street that expands to 30 inches in diameter prior to discharge via an outfall at the southeast corner of the Project site. The existing Project site is approximately 97 percent impervious.

Under the proposed Project, the amount of impervious surface would decrease to approximately 91 percent with the addition of landscaped planter areas. Although not required by the MCSTOPPP requirements or the Phase II MS4 permit, the proposed Project would include stormwater capture and treatment provisions. Approximately two thirds of the Project site's runoff would be captured via area drains from the parking lots and building gutters and downspouts and connect to a subsurface stormwater treatment system in the south end of the main parking lot. The treatment system would consist of a concrete detention vault with Flogard filters; treated stormwater would then be discharged to a 12-inch storm drain along Main Street.

Groundwater

The City of Sausalito and the Project site are not located within a designated groundwater basin. The Marin Municipal Water District (MMWD) provides potable water to the City of Sausalito via reservoirs and the Russian River. Groundwater is not used as a primary water supply for the City.

According to the geotechnical report prepared for the proposed Project (see Appendix H), groundwater was encountered at the site at depths ranged from 1 to 13 feet below ground surface (bgs). Fluctuations in groundwater levels may occur due to tidal action and variations in rainfall. Groundwater likely would be encountered during construction and dewatering activities most likely will be required.

Flooding

A small portion of the site with Bay frontage centered on Main Street is within the FEMA 100-year floodplain, according to FEMA FIRM No. 06041C0526D. The current, effective Flood Insurance Rate Map for Sausalito is undergoing revision by FEMA. The preliminary map revision (panel number 06041C0526E) was released

March 24, 2014. On the basis of the preliminary map, which is scheduled to become effective within the next year, any structures with a lowest adjacent grade elevation of 10.0 feet or less as measured with respect to the North American Vertical Datum of 1988 (88NAVD) have the potential to flood at this site, primarily due to wave action. In addition, waters within San Francisco Bay adjacent to the Project site are designated as being in Zone VE, a coastal flood zone with velocity hazard from wave action. The base flood elevation for Zone VE is 13 feet 88NAVD. Areas within the 100-year flood hazard area are subject to mandatory federal insurance requirements and also must comply with the Sausalito Municipal Code Chapter 8.48, Floodplain Management, which, among other things, requires that as part of the permit review process and prior to construction, an elevation certificate must be submitted to show that the lowest floor of the structure is elevated at or above the base flood elevation (BFE). In addition, the boardwalk on the Bridgeway frontage of the proposed Project would be required to be elevated such that the lowest elevation of any horizontal structural support is no lower than the BFE applicable at that location.

California Executive Order S-13-2008 states that all State agencies planning construction projects in areas vulnerable to sea level rise must consider a range of sea level rise scenarios for the years 2050 and 2100 to assess project vulnerability and, to the extent feasible, reduce expected risks to sea level rise. The San Francisco BCDC has mapped areas that border San Francisco Bay that are subject to 16-inch and 55-inch sea level rise. The Bay shoreline portion of the Project site is within the area susceptible to sea level rise. Since the BCDC has the authority to regulate new development within 100 feet inland from the Bay shoreline and the proposed Project fits this criterion, a BCDC permit will be required for this Project.

According to the ABAG online dam failure inundation maps, the Project site and the City of Sausalito are not within a dam inundation zone and, as a result, would not be subject to flooding in the event of a dam failure. In addition, the Project site is not within a tsunami inundation zone and would not be subject to landslides, debris flows, seiches, or mud slides.

Discussion

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

Urban runoff can carry a variety of pollutants – such as oil and grease, metals, sediment and pesticide residues from roadways, parking lots, rooftops, and landscaped areas – and deposit them into adjacent waterways via the storm drain system. Con-

struction activities could result in the degradation of water quality, releasing sediment, oil and grease, and other chemicals to nearby water bodies.

Construction

Projects that disturb one or more acres are required to comply with the NPDES General Construction Permit and prepare a SWPPP that incorporates BMPs to control sedimentation, erosion, and contaminated runoff during construction. Since the proposed Project is approximately 0.5 acre in size, it would not be subject to these requirements and the impact would be *less than significant*.

However, the City of Sausalito regulates stormwater discharge during construction activities and operation of new development or redevelopment under Chapter 11.17, Urban Runoff Pollution Prevention, of the Municipal Code. In order to ensure consistency with City regulations, prior to the start of construction, a detailed erosion control plan prepared by a California-registered Civil Engineer, Qualified SWPPP Practitioner (QSP), or Qualified SWPPP Developer (QSD) shall be submitted to the Department of Public Works for review and approval. The erosion control plan shall incorporate guidelines and measures from the MCSTOPPP Construction Guidance documents and any relevant and applicable requirements from the SWRCB's Phase II MS4 permit.

Operation

Water quality in stormwater runoff is regulated locally through the Marin County Stormwater Pollution Prevention Program (MCSTOPPP). Based on a review of the projects covered by the MCSTOPPP in the *Stormwater Quality Manual for Development Projects in Marin County* and conversations with the MCSTOPPP manager, the proposed Project does not fall under any of the categories that would require stormwater treatment. In addition, implementation of the proposed Project would result in a decrease in the amount of impervious surface by the addition of landscaped planting areas. Therefore, the impact would be *less than significant*.

Nevertheless, a Stormwater Control Plan has been prepared for the proposed Project by Carlile Macy (dated October 30, 2013) and the Project site will incorporate stormwater retention and treatment prior to discharge to the City's storm drain system. The Project site has been divided into five drainage management areas (DMAs), with stormwater captured in the parking areas by area drains and from building rooftops by gutters and downspouts. The stormwater would then be routed via a new on-site storm drain system to a subsurface stormwater collection and treatment system located along the south side of the parking lot. The 4-foot-long concrete vault will contain FloGard Perk Filters for treatment of the collected

stormwater prior to discharge into the City's existing 12-inch diameter storm drain located beneath Main Street.

Additionally, to comply with City requirements, prior to the issuance of building permits, a final Stormwater Control Plan that includes details for design of the stormwater treatment system shall be submitted to the Department of Public Works for review and approval. In addition a stormwater facilities operation and maintenance (O&M) plan shall be prepared and submitted to the Department of Public Works along with provisions to fully fund the perpetual maintenance of the stormwater treatment system.

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

Groundwater recharge may be reduced if areas currently available for the infiltration of rainfall runoff are reduced and permeable surfaces are replaced by impermeable surfaces. For the proposed Project, there would be a net decrease in the amount of impervious surface by the addition of landscape planted areas. Therefore, the proposed Project will not have a detrimental impact on groundwater recharge.

The proposed Project is not located within a designated groundwater basin, and the Marin Municipal Water District, which provides potable water to the City of Sausalito, obtains its water supply from surface sources, reservoirs, and the Russian River. Groundwater is not used for water supply within the City and, therefore, the proposed Project would have a *less-than-significant* impact on groundwater resource supply and/or recharge.

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

The proposed Project does not involve any alteration of natural drainage channels or any watercourses. The proposed Project is on a previously developed site that is approximately 97 percent impervious. With the addition of landscaping, the proposed Project would reduce the amount of impervious surfaces at the Project site, which also would reduce the amount and rate of runoff. In addition, the installa-

tion and operation of a stormwater collection and treatment system to treat the “first flush” rainfall would ensure that sediment is retained on site.

Construction activities at the Project site could contribute to sedimentation and erosion. However, redevelopment of the Project site would involve only minor amounts of grading and demolition, and since the site is less than 1 acre, submittal of a SWPPP is not required. Therefore, the impact would be *less than significant*.

Nevertheless, the proposed Project applicant would submit an erosion control plan to minimize the potential for sedimentation and erosion prior to the start of construction.

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

Urban development has two potential impacts to stormwater runoff: an increase in impervious surfaces creating higher runoff volumes; and the more rapid transport of runoff over impermeable surfaces resulting in elevated peak flows, which could exceed the capacity of the storm drain system.

The proposed Project would decrease the amount of impervious surfaces at the Project site and therefore will generate less runoff. Also, the Department of Public Works has stated that the Department is unaware of any problems at the Project site related to the collection, routing, and discharge of stormwater runoff from the Project site.³¹ With the installation of the on-site stormwater collection and treatment system and decrease in impervious surfaces, site runoff rates and volumes would be reduced. Therefore, the existing storm drain system would be able to handle the stormwater flow from the Project site and the impact to the storm drainage system would be *less than significant*.

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

Pollutants generated during the construction and operational phases of the proposed Project include sediment, nutrients, trash and debris, oil and grease, and pesticides/herbicides. BMPs would be implemented during the construction phase of the proposed Project, as specified in the erosion control plan, to control the release of sediment, debris, and other pollutants. Operational BMPs include implementa-

³¹ City of Sausalito, 2013, Memorandum from Office of the Director of Public Works.

tion of a stormwater collection system to capture runoff from parking areas and rooftops and route it to an on-site subsurface stormwater treatment system prior to discharge to the City's storm drain beneath Main Street. With implementation of these BMPs, the potential impact on water quality would be *less than significant*.

f) *Would the Project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

A portion of the Project site is within the 100-year floodplain and the Project site is also characterized as being in a coastal flood zone (VE) subject to velocity hazard from wave action, according to FIRM No. 06041C0526D. The City of Sausalito has adopted local standards for construction in floodplain areas, as specified in Municipal Code Chapter 8.48, Floodplain Management. Development in these hazard areas requires the elevation of structures above the base flood elevation. The impact is *significant*.

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

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

Significance after Mitigation: *Less than significant*.

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

The portions of the existing Valhalla structure on the property that are within the 100-year floodplain are constructed on concrete pilings and footings with sufficient open area so there is no impedance or redirection of flood flows. Also, the proposed Project applicant, per mitigation measure HYDRO-1 the applicant would submit an Elevation Certificate to the Department of Public Works prior to the issuance of building permits. The Elevation Certificate would verify that the elevation of the lowest floor of any of the on-site structures is above the base flood elevation. Further, as stated above, the boardwalk on the Bridgeway frontage of the

proposed Project would be required to be elevated such that the lowest elevation of any horizontal structural support is no lower than the BFE applicable at that location. Therefore, the proposed Project would not place a structure within a 100-year flood hazard that would impede or redirect flood flow, and the impact would be *less than significant*.

h) Would the Project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

According to dam inundation maps provided by ABAG, the City of Sausalito and the Project site are not within a dam inundation zone. Also, the proposed Project site is not located near any reservoirs or levees. Therefore, the Project would not expose people or structures to flooding from failure of a levee or dam, and there would be *no impact*.

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

According to the tsunami inundation maps provided by ABAG, the Project site is not within a tsunami inundation zone. Because there are no large bodies of water, such as reservoirs or lakes, in close proximity to the Project site, there is no risk of seiches impacting the Project site. Also, the Project site is not within a landslide hazard zone or a debris flow source area, according to ABAG maps. Therefore, the proposed Project would not be subject to flooding by seiches, tsunamis, or mudflows, and there would be *no impact*.

10. LAND USE AND PLANNING

Would the Project	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Conditions

The northwestern portion of the Project site, located at 206 Second Street, contains an existing single-family residence and is located in the City's Multiple Residential (R-3) Zoning district. The remainder of the Project site, located at 201 Bridgeway, contains the Valhalla structure, a banquet hall building, and a carport and is located in the City's Neighborhood Commercial (CN-1) Zoning district. The entire Project site is located within the City's Neighborhood Commercial land use designation.

The Project site is located on the western shore of the Richardson Bay. The Bridgeway Boardwalk runs along the eastern edge of the Project site. The properties immediately adjoining the Project site are residential. The surrounding neighborhood is primarily residential, although scattered businesses are located along Second Street and other adjoining streets. A dry cleaner is located across Second Street west of the Project site, and several offices, a market, and a restaurant are located within one block south of the Project site.

Downtown Sausalito is located about one mile the north of the Project site. The Bridgeway boardwalk along which the Project site is situated terminates at the southern edge of the Project site and provides access northward to Bridgeway, which continues north into downtown Sausalito.

The San Francisco Bay Conservation and Development Commission (BCDC) has jurisdiction over sloughs, marshlands, tidelands, submerged land, and land within 100 feet of the Bay shoreline. A BCDC permit is required for any projects planned along the shoreline of San Francisco Bay within its jurisdiction that involves subdivision of property or grading. Since the proposed Project is within 100 feet from the shoreline of San Francisco Bay (more specifically Richardson Bay) and includes both subdivision and grading, a permit would be required from BCDC.

Discussion

a) Would the Project physically divide an established community?

The Project site is entirely contained within a single parcel, APNs 065-242-06 and 065-242-17, bounded by Second Street to the west, Main Street to the south, residential properties to the north, and the Bridgeway boardwalk and Richardson Bay to the east. The Project would renovate and redevelop the Valhalla structures to create seven condominium units, would construct new garage buildings serve the condominiums, and would renovate the existing single-family home to include a garage. None of these improvements would create a barrier between existing de-

velopment or disrupt surrounding land uses. As such, buildout of the proposed Project would not physically divide an established community and the impact would be *less than significant*.

b) Would the Project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Local Land Use Plans

The northwestern portion of the Project site, located at 206 Second Street, is located in the City's Multiple Residential (R-3) Zoning district. The remainder of the Project site, located at 201 Bridgeway, is located in the City's Neighborhood Commercial (CN-1) Zoning district. The entire Project site is located within the City's Neighborhood Commercial land use designation. Because the Neighborhood Commercial land use designation and CN zoning district do not permit ground floor residential uses, the Project proposes to redesignate the entire Project site as High Density Residential and rezone 201 Bridgeway as R-3.

The R-3 district permits one housing unit per 1,500 square feet of parcel area. The Project proposes to subdivide the Project site to restore 206 Second Street as a separate parcel. The total Project site area is 23,100 square feet. After the subdivision, 206 Second Street will have a parcel area of 3,300 square feet and 201 Bridgeway will have a parcel area of 19,800 square feet. With a density of one unit on 3,300 and seven units per 2,829 feet (19,800 square feet / 7 units = 2,829 square feet per unit), the proposed Project would meet zoning density limits.

Certain elements of the proposed Project would not comply with zoning requirements. To accommodate this inconsistency, the Project proponent is requesting a Planned Development (PD) overlay to allow for flexibility in the application of zoning requirements. Specifically, the Project requests flexibility for the following inconsistencies:

- ◆ The ground floor of the proposed new two-unit building would be located within a portion of the north side yard setback. Where a 6-foot ½-inch setback is required, the Project proposes a 3-foot setback, thus encroaching into the setback. The second story of this building would be set back 6 feet and 2 inches, and would therefore comply with the setback.
- ◆ The banquet hall building is current built up to the northern property line and this encroachment is covered by an existing variance. The Project proposes to

CITY OF SAUSALITO
THE VALHALLA ENVIRONMENTAL REVIEW
ENVIRONMENTAL CHECKLIST AND FINDINGS

set back 9 feet of the building's length by 4 feet. A proposed dormer on the roof of the banquet hall would encroach four feet into the required 8-foot side yard setback.

- ◆ The new garage building along Second Street would be set back only 1 foot from the parcel's northern property line, where 5 feet is required.
- ◆ At 206 Second Street, an addition would encroach approximately 5 feet 11 ½ inches into the parcel's north side yard setback of 6 feet 3 inches.
- ◆ Proposed dormers on the second story of the Valhalla building, although not as high as the existing room, would extend above the 32-foot height limit.
- ◆ In demolishing 68 percent of the exterior walls of the Valhalla building and 34 percent of the roof, the Project would demolish more than 51 percent of an existing non-conforming structure.
- ◆ Proposed parking spaces would be smaller than the City's required parking size dimension of 9 feet by 19 feet. Measured on the interior, the four two-car garages along Second Street would have a depth of approximately 18 feet 3 5/8 inches and a width of approximately 20 feet 10 inches. The two free-standing garages located near the center of the parking area would have the same depth, but a narrower width of approximately 18 feet. Proposed uncovered parking spaces would be sized at approximately 8 feet 6 inches by 18 feet.
- ◆ The Project requests that the floor area ratio (FAR) of the Project site be limited to 0.5 of the total parcel size.
- ◆ Proposed building coverage would be 55 percent of the parcel size, which exceeds the maximum allowed of 50 percent.

For the PD overlay zoning approval, the City would need to make the following findings:

- ◆ The approval is in the best interests of the public health, safety, and general welfare.
- ◆ The proposed project is consistent with the General Plan and any applicable specific plan.
- ◆ The project conforms to the purpose of the planned development district.
- ◆ The uses permitted and the conditions of approval are compatible with the site and its surrounding properties and uses.

- ◆ The use complies with all other requirements of the zoning ordinance and the Sausalito Municipal Code and the project is in substantial compliance with both specific and general regulations within the underlying district.
- ◆ Specific site conditions or criteria, including location and physical characteristics, provide for a flexible approach to development standards, residential density, or development intensity.
- ◆ Conditions applied to the project offset any impacts caused by alternative development standards.

Upon approval of the PD overlay designation, the impact would be *less than significant*.

Bay Plan

The Bay Plan, implemented by BCDC, guides the future protection and use of San Francisco Bay, its shoreline, and its natural resources. BCDC has jurisdiction over Richardson Bay, as well as the area 100 feet from the shoreline, which includes a portion of the Project site. A Special Area Plan has been prepared for Richardson Bay that contains policies to protect the natural resources, water-oriented purposes, restoration and enhancement, and public access of Richardson Bay.³² The proposed Project would not involve sewage discharge, dredging, marina or harbor activity, commercial fishing, or houseboats and other floating structures, and would not affect navigation channels, existing public access points to the Bay, tides, or marshes. Therefore, the Project would not conflict with Richardson Bay Special Area Plan policies related to these topics.

The Richardson Bay Special Area Plan states that all shoreline development should maintain views of the Bay from major roadways, vista points, and the shoreline, and should be subject to design review processes (Public Access, View, and Vistas Policy #10). As described in Section 1, Aesthetics, under threshold a), the proposed Project would not adversely affect scenic views and would be subject to the Design Review process to ensure that obstruction of views is minimized. Therefore, the Project would not conflict with this Bay Plan policy.

The Richardson Bay Special Area Plan calls for local jurisdictions and the BCDC to adopt erosion and sediment control ordinances (Water Quality Policy #5). The ordinance should require that grading in the Richardson Bay shoreline band be prohibited during the rainy season (October 15 to April 15), except where the

³² Available online at <http://www.bcdc.ca.gov/pdf/rbsap/rbsap.pdf>, accessed on October 9, 2013.

BCDC finds there is little risk of increased sediment discharge, and require the installation of erosion and sediment control measures by October 1. As described under Section 9, Hydrology and Water Quality, under threshold a), the proposed Project would not be required to comply with the NPDES General Construction Permit or prepare a Storm Water Pollution Prevention Plan (SWPPP) that incorporates Best Management Practices (BMPs) to control sedimentation, erosion, and contaminated runoff during construction and the proposed Project would have a less-than-significant impact to water quality. Nevertheless, and to ensure compliance with City of Sausalito water quality requirements, an erosion control plan shall be prepared. Therefore, the proposed Project would not conflict with this Bay Plan policy.

The proposed Project would not conflict with the Bay Plan and the impact would be *less than significant*.

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

There is no habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan that addresses the Project area. Therefore, the proposed Project would have *no impact*.

11. NOISE

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or other applicable standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Expose people to or generate excessive ground-borne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Create a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Would the Project	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Conditions

The Project site is located in a mostly residential area in the southeastern portion of the city. The Project site is adjacent to Second Street, which is a two-lane street with posted speeds of 25 mph. According to counts taken in the traffic impact study, during the weekday peak hour the traffic volume on Second Street is approximately 800 vehicles per hour. Based on a site visit and a review of aerial photography, the predominant source of noise in the vicinity of the Project site is traffic on Second Street. In the Health and Safety Element of the City’s General Plan, Second Street is not identified as a major noise source and traffic noise contours for Second Street were not provided in Figure GP-19, Noise Contours, of the Health and Safety Element.

There are no major sources of stationary noise in the vicinity of the Project site, as most uses are residential, with the exception of offices on the southwestern corner of Second Street and Main Street.

State of California Noise Regulations

Multiple-family housing in the State of California is subject to the environmental noise limits set forth in the 2010 California Building Code (Chapter 12, Appendix Section 1207.11.2). The maximum interior noise level at any habitable room due to exterior noise is 45 dBA L_{dn} or, equivalently, 45 dBA CNEL (technical terms are defined in Appendix I).

City of Sausalito General Plan

The Health and Safety Element of General Plan sets forth policies to assess and control environmental noise.

CITY OF SAUSALITO
THE VALHALLA ENVIRONMENTAL REVIEW
ENVIRONMENTAL CHECKLIST AND FINDINGS

The Health and Safety Element includes a noise and land use compatibility table to identify appropriate land uses at various levels of noise exposure. Ambient noise levels of up to 60 dBA CNEL are considered *normally* acceptable for residential areas and ambient noise levels between 60 and 75 dBA CNEL are considered *conditionally* acceptable. This is described further in response a) below.

In addition, the City has established interior noise guidelines for various land uses. For residential uses the maximum interior noise level is 45 dBA L_{dn} or CNEL. New development is required to incorporate design elements and sound insulation features to meet acceptable interior noise levels.

City of Sausalito Municipal Code

The City of Sausalito regulates noise in Chapter 12.16 (Noise Control) of the Municipal Code. The Municipal Code does not establish quantitative noise limits. The standards which shall be considered in determining whether a violation of the Noise Control regulations in the Municipal Code include, but are not limited to, the following:

- ◆ The level of the noise.
- ◆ The intensity of the noise.
- ◆ Whether the nature of the noise is usual or unusual.
- ◆ Whether the origin of the noise is natural or unnatural.
- ◆ The level and intensity of the background noise if any.
- ◆ The proximity of the noise to residential sleeping facilities.
- ◆ The nature and zoning of the area within which the noise emanates.
- ◆ The density of the inhabitation of the area within which the noise emanates.
- ◆ The time of the day or night the noise occurs.
- ◆ The duration of the noise.
- ◆ Whether the noise is recurrent, intermittent, or constant.
- ◆ Whether the noise is produced by a commercial or noncommercial activity.

Subsection 12.16.140 addresses construction, including demolition, excavation, alteration, and repair of buildings and limits these activities between the hours of 8:00 a.m. and 6:00 p.m. on weekdays, excluding holidays, between 9:00 a.m. and 5:00 p.m. on Saturdays, and between 9:00 a.m. and 7:00 p.m. on holidays officially recognized by the City of Sausalito.

Discussion

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

As discussed above, the Health and Safety Element of the City's General Plan includes a noise and land use compatibility table to identify appropriate land uses at various levels of noise exposure. Residential land uses are considered normally acceptable for ambient noise levels of up to 60 dBA CNEL, and conditionally acceptable for ambient noise levels between 60 and 75 dBA CNEL. In addition, the City of Sausalito sets a noise standard of 45 dBA L_{dn} or CNEL for interior noise for new residential developments.

The predominant source of noise in the Project site vicinity is traffic on Second Street. The site plan presented in Figure 3-3 shows that the new residential units would be located approximately 120 feet from Second Street centerline, behind the existing single family residence located at 206 Second Street and behind the proposed parking garage structures. The proposed garage building to be constructed adjacent to Second Street (see Figure 3-3) would have a height of approximately 11 feet 10 inches and would block the line of sight to the proposed residential units, effectively acting as a noise barrier. Due to the low traffic volumes and speeds on Second Street, and with the proposed garage building shielding traffic noise from Second Street to the proposed residential units, the noise levels at the residential units would be below 60 dBA CNEL. The exterior noise levels at the proposed units and would be normally compatible with the development of residential units in the Project site. The Project could be developed with conventional construction, without any special insulation requirements. The impact is *less than significant* and no mitigation measures would be required to meet the City's 45 dBA L_{dn} or CNEL interior noise standards.

Long-term impacts from the proposed Project to nearby residential areas are discussed in response c).

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

The proposed Project would not include any source of vibration and there are no existing major sources of groundborne noise (such as heavy industrial uses and railroad lines) in the vicinity of the Project site. There would be no long-term vi-

bration impacts with the proposed Project. Potential groundborne vibration impacts would be related to construction of the project.

During the construction of the proposed Project, operation of heavy construction equipment has the potential to generate high ground vibration levels. Vibration levels generated by construction activities would vary depending on distance from the source, soil conditions, construction methods, and the equipment used. This analysis evaluates the potential for architectural damage due to vibration caused by construction equipment. The threshold at which there is a risk of “architectural” damage (visible cracks) to normal dwellings, such as plastered walls or ceilings, is 0.2 inches per second peak particle velocity (PPV).

The nearest existing structures to the proposed construction areas are the existing single-family homes on 206 Second Street; the duplex on 207 Second Street immediately adjacent to the site to the north; the homes on 203, 205, 207, 209, and 111 Second Street to the west approximately 40 feet from the Project site boundary; the residential structures on 215 Main Street approximately 50 feet to the south; and the office building on 123 Second Street approximately 100 feet to the southwest.

Vibration dissipates through the ground with increased distance. Table 4-7 shows the potential vibration levels (VdB) that can be generated by heavy construction equipment at receptors located within 25 feet, and at 100 feet away. As shown in Table 4-7, since vibration levels dissipate rapidly with distance, construction activity at the nearest residential areas would generally not exceed the 0.2 VdB threshold for vibration damage. The use of vibratory rollers would have the potential to cause visible cracks when the equipment is operating within 25 feet from a residential structure. This would be a *significant* impact.

Mitigation Measure NOISE-1 would prohibit the use of vibratory rollers in the Project site. If soil compaction would be required, the use of static rollers shall be used. It shall be noted that because of proximity, the use of heavy earthmoving equipment such as large bulldozers and loaded trucks could cause perceptible vibration levels to the structures to the north within 25 feet of the Project site. However, as construction equipment moves around the Project site, the operation of heavy earthmoving equipment within a distance where there would be the potential to cause vibration annoyance would be sporadic and short-term.

TABLE 4-7 **CONSTRUCTION EQUIPMENT VIBRATION LEVELS
 (PPV IN/SEC)^a**

Equipment	Distance	
	25 ft.	100 ft.
Vibratory roller	0.210	0.026
Large bulldozer	0.089	0.011
Loaded trucks	0.076	0.010
Jackhammer	0.035	0.004
Small bulldozer	0.003	0.000

Note: **bold** = exceeds threshold.

^a PPV in/sec = peak particle velocity measures in inches per second. Based on reference vibration levels for construction equipment, and methodologies to estimate vibration dissipation with distance included from the Federal Transit Administration's 2006 Transit Noise and Vibration Manual.

Impact NOISE-1: Use of vibratory rollers during construction would result in unacceptable vibration levels for receptors within 25 feet of the Project site.

Mitigation Measure NOISE-1: During Project construction, the use of vibratory rollers shall not be used. If soil compaction is required during Project construction, other methods such as static rollers shall be used instead.

Significance After Mitigation: *Less than significant.*

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

The proposed Project is residential and would not include major stationary sources of noise or introduce sources of noise that are not characteristic of residential areas. To determine if a project would cause a substantial noise increase from project-related traffic, consideration must be given to the magnitude of the increase and the affected receptors. In general for community noise, a noise level increase of 3 dBA is considered barely perceptible, while an increase of 5 dBA is considered clearly noticeable. An increase of 3 dBA is often used as a threshold for a substantial increase. A significant noise impact is determined when noise-sensitive receptors along a roadway segment are (1) exposed to ambient noise levels over 60 dBA CNEL; and (2) experiencing a noise increase with the project over 3 dBA. Accord-

ing to the traffic and parking study for the proposed Project prepared by Robert L. Harrison (see Appendix J), existing average daily traffic volumes on Second Street is approximately 800 vehicles during the peak hour. The proposed Project would generate up to 41 additional daily trips and up to 4 trips during the peak hour. Proposed project trips would be negligible in comparison with the existing traffic on study area roads.

Therefore, Project-related trips would not result in discernible traffic noise increases. Potential long term noise impacts with operation of the proposed Project would be *less than significant*, and no mitigation measures are required.

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

Two types of short-term noise impacts could occur during construction: (1) mobile-source noise from transport of workers, material deliveries, and debris and soil haul; and (2) stationary-source noise from use of construction equipment. A project would normally have a significant effect on the environment if it would result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. Noise levels during construction are based on the type and the amount of equipment operating at the same time. Sensitivity to noise is based on the location of the equipment relative to sensitive receptors, time of day and the duration of the noise-generating activities. Overall, proposed Project construction would take approximately 1.5 years. However, the construction phases that involve heavy earthmoving equipment (demolition, grading, and trenching) would last approximately 8 weeks.

Mobile-Source Noise

The transport of workers and equipment to the construction site and truck haul associated with demolition debris and soil haul would incrementally increase noise levels along roadways in the vicinity of the proposed Project. Demolition activities would involve 260 tons of debris removal, which would require four truck round trips (8 one-way trips) per day for a period of thirteen days. Grading activities would involve 985 cubic yards (CY) of grading cut export, which would require thirteen truck round trips (26 one-way trips) per day for a period of ten days. It is also anticipated that construction worker and vendor trips would be less than 300 trips per day. According to the traffic study for the Project, the existing roadway peak hour volume on Second Street is approximately 800, which assuming a typical peak to daily factor of 10 would yield approximately 8,000 vehicles a day. Typically, a doubling of vehicle trips would increase noise levels by 3 dB (all other factors

being held constant), which is the increment that could cause a perceived increase in noise adjacent to truck haul routes. Although there would be relatively high single-event noise exposure potentials with passing trucks, the expected number of workers and haul trucks is minimal compared to the existing daily traffic volumes in the study area, and construction traffic would be spread throughout the workday.

On-Site Construction Equipment Noise

The other type of short-term noise impact is related to the use of construction equipment at the Project site. Based on their proximity to the Project site, the residences surrounding the Project site to the north, west, and south would be exposed to noise increases during the proposed Project construction period.

To determine the energy-average L_{eq} sound level from the equipment's operation under varying power settings, the equipment's noise rating at a reference distance, while operating at full power, is adjusted by considering the duty cycle of the activity. Table 4-8 lists maximum construction equipment noise levels from a reference distance of 50 feet away and the industry standard duty cycles for typical development activities. Construction equipment can be considered to operate in two modes: stationary and mobile. Stationary equipment operates in one location for one or more days and mobile equipment moves around a construction site with variations in power settings and loads. Each stage of construction has a different equipment mix, depending on the work to be accomplished during that stage. The noise produced at each stage is determined by combining the L_{eq} contributions from each piece of equipment used at a given time. Construction activities associated with the proposed Project would not require blasting or pile driving. In the construction of development projects, demolition and grading activities generate the highest noise levels as these phases require the use of the largest equipment.

Because of the effects of noise attenuation due to distance, the number and type of equipment, and the load and power requirements to accomplish tasks at each construction phase, construction activities would result in different noise levels at a given sensitive receptor. Heavy equipment, such as a dozer or a loader, can have maximum, short-duration noise levels in excess of 80 dBA at 50 feet from the equipment. Areas to be demolished would include the existing on-site Valhalla building kitchen area, portions of the dining room, and the carport. The Project site would be graded for parking lot and building foundation improvements. The loudest phase would be site preparation/grading, which would involve one grader, one dozer, and one backhoe. Demolition and trenching would use less equipment.

CITY OF SAUSALITO
 THE VALHALLA ENVIRONMENTAL REVIEW
 ENVIRONMENTAL CHECKLIST AND FINDINGS

TABLE 4-8 **CONSTRUCTION EQUIPMENT NOISE LEVELS**

Equipment	Noise Level (dBA) at 50 feet	Typical Duty Cycle
Auger Drill Rig	85	20%
Backhoe	80	40%
Blasting	94	1%
Chain Saw	85	20%
Clam Shovel	93	20%
Compactor (ground)	80	20%
Compressor (air)	80	40%
Concrete Mixer Truck	85	40%
Concrete Pump	82	20%
Concrete Saw	90	20%
Crane (mobile or stationary)	85	20%
Dozer	85	40%
Dump Truck	84	40%
Excavator	85	40%
Front End Loader	80	40%
Generator (25 KVA or less)	70	50%
Generator (more than 25 KVA)	82	50%
Grader	85	40%
Hydra Break Ram	90	10%
In situ Soil Sampling Rig	84	20%
Jackhammer	85	20%

TABLE 4-8 **CONSTRUCTION EQUIPMENT NOISE LEVELS**

Equipment	Noise Level (dBA) at 50 feet	Typical Duty Cycle
Mounted Impact Hammer (hoe ram)	90	20%
Paver	85	50%
Pneumatic Tools	85	50%
Pumps	77	50%
Rock Drill	85	20%
Scraper	85	40%
Tractor	84	40%
Vacuum Excavator (vac-truck)	85	40%
Vibratory Concrete Mixer	80	20%

Note: KVA = kilovolt amps
Source: PlaceWorks, 2013.

With the typical maximum noise levels generated by construction equipment and assuming the utilization factors presented in Table 4-8, the overall noise during the site preparation/grading phase when all equipment is operating simultaneously would be 83.2 dBA L_{eq} at receptors 50 feet away. Construction equipment noise would diminish at a rate of at least 6 dB per doubling distance as it propagates to off-site receptor locations. This distance attenuation, coupled with the fact that construction equipment noise is intermittent, means that the average noise levels at offsite, noise-sensitive receptors would be lower than 83.2 dBA L_{eq} because mobile construction equipment would move around the site with different load settings and power requirements.

Construction activity would temporally increase the ambient noise environment at nearby residential areas, especially during the 2-month period for demolition, site preparation/grading, and trenching. After these phases are completed, subsequent construction phases would require less heavy-duty equipment and would tend to generate lower noise levels than during the demolition, preparation, grading, and trenching phases. Subsequent building construction would last approximately

CITY OF SAUSALITO
THE VALHALLA ENVIRONMENTAL REVIEW
ENVIRONMENTAL CHECKLIST AND FINDINGS

1 year, but would not involve the use of heavy earthmoving equipment. Sporadic noise from the use of compressors, pumps, and hand tools may be heard, but it is anticipated that it would not result in substantial noise level increase to nearby homes during the building construction phase. Subsection 12.16.140 of the City's Municipal Code limits construction, including demolition, excavation, alteration and repair of buildings to the daytime hours, as specified previously.

Because the substantial noise increases related to construction would be short-term and temporary (limited to the 9-week period during demolition, site preparation/grading, and trenching), and because Project construction would comply with the hours specified in the Municipal Code, noise impacts during construction would be *less than significant*, and no mitigation measures would be required.

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

The nearest major airports are San Francisco International Airport and Oakland International Airport, located approximately 15 miles south of the Project site. The Marin/Sonoma Counties Airport is located approximately 13 miles to the north. The Project site is located outside any airport 55 dBA CNEL noise level contours, and the Project site is not located in an area that would expose residents to excessive noise levels due to aircraft operations. There would be *no impact*, and no mitigation would be required.

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?

A helipad is located approximately 2.5 miles northwest of the Project site at Bolinas Street in the northeast portion of the city. In addition to helicopter operations, seaplanes take-off and land in the waterfront of that portion of the city. Aircraft overflights may occasionally be heard, but the Project site is not located in an area that would expose residents to excessive noise levels due to aircraft operations. The impact would be *less than significant*, and no mitigation would be required.

12. POPULATION AND HOUSING

Would the Project	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Induce substantial unexpected population growth or growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Conditions

The California Department of Finance estimates that the 2013 population of Sausalito is 7,116,³³ up 2.5 percent from the 2010 population of 6,943 reported by the US Census Bureau.³⁴ The Association of Bay Area Governments projects that the population of Sausalito will grow to 8,000 by 2035, which represents an approximate 12 percent increase from the 2013 population.³⁵

The Department of Finance estimates that there are 4,537 housing units in Sausalito as of January 1, 2013, with a vacancy rate of 9.3 percent. The Department of Finance estimates a 2013 household size of 1.73 persons per household.³⁶

³³ State of California, Department of Finance, 2013, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011- 2013.

³⁴ U.S. Census Bureau, State and County QuickFacts, Sausalito (city), California, <http://quickfacts.census.gov/qfd/states/06/0670364.htm>, accessed on September 30, 2013.

³⁵ Association of Bay Area Governments, Projections 2009.

³⁶ State of California, Department of Finance, 2013, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011- 2013.

Discussion

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

The proposed Project includes seven new condominium units. Using the 2013 household size of for Sausalito of 1.73 persons per household, as estimated by the Department of Finance, these units would result in a residential population of 12 persons. The existing single-family home on the Project site would not be significantly altered, apart from garage and access renovations, and therefore would not contribute to residential growth. It is unknown whether future residents of the proposed Project would relocate to Sausalito to live in the new condominiums, or whether Sausalito residents may relocate within the city to reside on the Project site. Even if all proposed Project residents are new residents to Sausalito, with a population of over 7,100, the City of Sausalito would see a population growth of 0.1 percent as a result of the proposed Project. This growth fits within the amount of growth projected by ABAG for the city as a whole, which is a 12 percent increased by 2035. Therefore, the residential population of the proposed Project would not represent a substantial amount of growth and the impact would be *less than significant*.

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

The proposed Project would not remove any existing housing units. Therefore, there would be *no impact*.

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

The proposed Project would renovate a vacant commercial building and would not remove any occupied businesses or remove any housing units. Therefore, there would be *no impact*.

13. PUBLIC SERVICES

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

Existing Conditions

Fire Protection

The Southern Marin Fire Protection District provides fire protection and emergency medical response services to the Project site. The District service area includes the City of Sausalito, Tamalpais Valley, Homestead Valley, Almonte, Alto Bowl, Strawberry, a portion of the Town of Tiburon, and the National Park areas of Fort Baker and the Marin Headlands.

The District's Sausalito station is located at 333 Johnson Street, approximately three-quarters of a mile north of the Project site. The station houses an Engine, Paramedic Ambulance, and the Marin County Hazardous Materials Team response unit.³⁷

The District does not have any existing staffing, equipment, or funding deficiencies affecting the District's ability to serve the Project site vicinity.³⁸

³⁷ Southern Marin Fire District website, District Overview, <http://www.southernmarinfire.org/about/district-overview>, accessed on November 6, 2013.

³⁸ Hilliard, Fred. Fire Prevention Officer, Southern Marin Fire Protection District. Personal communication with Alexis Mena, PlaceWorks. October 30, 2013.

Law Enforcement

The Sausalito Police Department provides law enforcement services to the Project site. The police station that would serve the Project site is located at 29 Caledonia Street in Sausalito, approximately three-quarters of a mile north of the Project site.

The Department is staffed with 24 employees and 22 Volunteers in Public Safety (VIPS), and oversees the Parking Lot Operations and Information Technology Department. The Department manages a total of 37 employees.³⁹

Schools

Kindergarten through eighth grade (K-8) students attend the Sausalito Marin City School District in Sausalito. The Willow Academy is a K-8 public charter school located at 33 Buchanan Street in Sausalito. There were 411 total students (K-8) enrolled within the SMCD in the 2012/13 school year.⁴⁰

High School students in Sausalito attend the Tamalpais Union High School District, located at 700 Miller Avenue in Mill Valley. The 2012/2013 enrollment is 1,230 students and is expected to grow to 1,815 students in the 2017/2018 school year. The District reports an ongoing lack of funding but does not note any specific deficiencies in the school's facilities.⁴¹

Discussion

a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services?

The proposed Project includes seven new condominium units. Using the 2013 household size of for Sausalito of 1.73 persons per household, as estimated by the Department of Finance, these units would result in a residential population of 12

³⁹ Sausalito Department website, About, <http://www.ci.sausalito.ca.us/index.aspx?page=186>, accessed on November 14, 2013.

⁴⁰ California Department of Education, DataQuest, <http://dq.cde.ca.gov/dataquest/Enrollment/GradeEnr.aspx?cChoice=DistEnrGrd&cYear=2012-13&cSelect=2165474--SAUSALITO%20MARIN%20CITY&TheCounty=&cLevel=District&cTopic=Enrollment&myTimeFrame=S&cType=ALL&cGender=B>, accessed on March 28, 2014.

⁴¹ Parrish, Lori. Assistant Superintendent, Tamalpais Union High School District. Personal communication with Alexis Mena, PlaceWorks. October 23, 2013.

persons. 201 Bridgeway is currently vacant; the 12 new residents could increase service demands for the Southern Marin Fire Protection District.

The District does not have any existing staffing, equipment, or funding deficiencies affecting the District's ability to serve the Project site vicinity. The new residential uses on the Project site would therefore not exacerbate an existing deficiency. In addition, the District reports that the Project would not strain the District's facilities and would not result in the need to expand facilities, increase staffing, or purchase new equipment.⁴² Therefore, the impact would be *less than significant*.

b) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for law enforcement services?

The proposed Project would result in a residential population of 12 persons. The Bridgeway parcel on the Project site is currently vacant; the 12 new residents could increase service demands for the Sausalito Police Department. However, the Department reports that the Project would not strain the Department's facilities and would not result in the need to expand facilities, increase staffing, or purchase new equipment.⁴³ Therefore, the impact would be *less than significant*.

c) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?

The proposed Project includes seven new condominium units. Using the 2013 household size of for Sausalito of 1.73 persons per household, as estimated by the Department of Finance, these units would result in a residential population of 12 persons. The household population could increase the number of students attending schools in the Sausalito Marin City School District and Tamalpais Union High School District.

⁴² Hilliard, Fred. Fire Prevention Officer, Southern Marin Fire Protection District. Personal communication with Alexis Mena, PlaceWorks. October 30, 2013.

⁴³ Rohrbacher, John. Captain, Sausalito Police Department. Personal communication with Alexis Mena, PlaceWorks. November 6, 2013.

Tamalpais Union High School District does not have student generation rates to estimate the number of new students that may attend the high school as a result of the project. However, the District reports that the residential population of the proposed Project would have minimal impacts on the school, and would not require the construction of new facilities.⁴⁴

The proposed Project could result in a residential population of 12 persons which could result in an increase to the number of students attending schools in the Sausalito Marin City School District. However, the population increase represents 3 percent of the total student population of the SMCS⁴⁵ and would therefore not represent a substantial increase in student population. Therefore, impacts are expected to be *less than significant*.

14. PARKS AND RECREATION

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Conditions⁴⁶

The City of Sausalito Parks and Recreation maintains the following parks and recreational facilities:

- ◆ Cazneau Playground
- ◆ Cloud View Park

⁴⁴ Parrish, Lori. Assistant Superintendent, Tamalpais Union High School District. Personal communication with Alexis Mena, PlaceWorks. October 23, 2013.

⁴⁵ 12 (population increase) divided by 411 SMCS⁴⁵ students (2012-2013) = 3 percent.

⁴⁶ City of Sausalito website, <http://www.ci.sausalito.ca.us/Index.aspx?page=63>, accessed on November 14, 2013.

- ◆ Club House/Game Room
- ◆ Dunphy Park
- ◆ Edgewater Room/Senior Center
- ◆ Exercise Room in City Hall
- ◆ Gabrielson Park
- ◆ Harrison Playground
- ◆ Langendorf Park
- ◆ Marinship Park
- ◆ Martin Luther King Park and Dog Park
- ◆ Municipal Fishing Pier
- ◆ Robin Sweeny Park
- ◆ Schoonmaker Beach
- ◆ South View Park
- ◆ Swede's Beach
- ◆ Tiffany Beach
- ◆ Tiffany Park
- ◆ Turney Street Boat Ramp
- ◆ Vina del Mar Plaza
- ◆ Yee Tock Chee Park

Of these facilities, South View Park, Swede's Beach, Tiffany Beach, and Tiffany Park are located closest to the Project site, within one-quarter mile of the Project site. South View Park is located on North Street, between 3rd Street and 4th Street. The park contains a tennis court, basketball court, children's play area, lawn, and sitting area. Swede's Beach is a sandy beach located south of the Project site at the end of Valley Street. Tiffany Park is located on the western side of Bridgeway, north of the Project site at the end of North Street. Tiffany Beach is a sandy beach located across from Tiffany Park on the eastern side of Bridgeway.

Discussion

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

With the exception of a minor increase in the number of people at Swede's Beach, primarily attributed to new residents as a result of the proposed Project, it is not expected that an increase to the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facili-

ty would occur or be accelerated.⁴⁷ Further, the proposed Project could result in the temporary closure of Swede’s Beach at certain times during construction activities on the Project site which could result in a slight increase in visitors to neighboring parks; however, closure would be temporary and only during certain phases of construction. Therefore, potential impacts would be *less than significant*.

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

The proposed Project would not include or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. Although the proposed Project could result in a minor increase in population using the Swede’s Beach in the area of the Project site, the City would not need to construct new recreational facilities to accommodate the proposed Project; therefore, impacts would be *less than significant*.⁴⁸

15. TRANSPORTATION AND TRAFFIC

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
Would the Project:				
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

⁴⁷ Personal communication with Jeremy Graves, Community Development Director and Mike Langford, Parks and Recreation Director on March 25, 2014.

⁴⁸ Personal communication with Jeremy Graves, Community Development Director and Mike Langford, Parks and Recreation Director on March 25, 2014.

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

Existing Conditions

A traffic and parking study was prepared for the proposed Project by Robert L. Harrison in November 2013 (see Appendix J). The following describes the existing conditions in the vicinity of the Project site as it relates to vehicular circulation and other modes of transportation, such as bicycle, pedestrian, transit, and parking conditions.

Vehicular Traffic

The Project site is located on Second Street, a few blocks from the City's major commercial and tourist area. Second Street is a two-lane arterial with a posted speed limit of 25 mile per hour, and serves an average daily traffic (ADT) volume of 5,500 on weekdays and 7,500 ADT on weekends.

Main Street is a local street that serves driveways at the Project site. Fewer than 300 vehicles per day use the block of Main Street adjacent to the Project site.

The intersection of Second Street and Main Street is a two way stop controlled intersection. The intersection is controlled by stop signs on Main Street in both directions (eastbound and westbound), and traffic on Second Street does not stop. Each intersection approach has one shared lane to allow for left/thru/right turn movements. Pedestrian crosswalks are provided on all legs of this intersection. According to City engineering staff, the peak traffic volume near the Project site occurs at midday on Fridays and Saturdays. Peak hour traffic counts at this intersection were conducted on Friday May 4, 2012 from 11:00 a.m. to 1:00 p.m. and Saturday May 5, 2012 from 12 p.m. to 2:00 p.m. Traffic counts are provided in an Appendix of the Traffic and Parking Study prepared by Robert L. Harrison (include as Appendix J of this IS/MND).

Roadway capacity is generally limited by the ability to move vehicles through intersections. A level of service (LOS) is a standard performance measurement to describe the operating characteristics of a street system in terms of the level of congestion or delay experienced by motorists. Service levels range from A through F, which relate to traffic conditions from best (uncongested, free-flowing conditions) to worst (total breakdown with stop-and-go operation), respectively. Table 4-9 describes the level of service concept and the operating conditions expected under each level of service for unsignalized intersections, such as Second Street and Main Street.

The City of Sausalito General Plan has established LOS C as its standard for all signal-controlled intersections. There is no LOS standard established for unsignalized intersections. Many jurisdictions set LOS D as an acceptable minimum standard for these intersections. In this analysis, the degradation of LOS from level D or better to level E or F due to the addition of proposed Project traffic would be considered a significant adverse impact of the proposed Project.

LOS calculations for the intersection of Second Street at Main Street are provided in the traffic and parking study for the proposed Project. The methodology used to assess the operation of an unsignalized intersection is based on the Highway Capacity Manual (HCM). Delay and level of service have been calculated using the Traffix analysis software. Existing LOS at this intersection on Friday is "C" and on Saturday is "D" during the peak hour traffic (11:00 a.m. to 1:00 p.m. on Fridays and 12:00 pm. to 2:00 p.m. on Saturdays). Therefore, this intersection currently operates at acceptable conditions.

TABLE 4-9 **INTERSECTION LEVEL OF SERVICE DESCRIPTION FOR UNSIGNALIZED INTERSECTIONS**

LOS	Description	Average Delay Per Vehicle (seconds)
A	Little or no traffic delay.	0 to 10.00
B	Short traffic delay.	10.01 to 15.00
C	Average traffic delay.	15.01 to 25.00
D	Long traffic delay (Acceptable in many jurisdictions)	25.01 to 35.00
E	Very long traffic delay (Unacceptable in most jurisdictions)	35.01 to 50.00
F	Excessive unacceptable traffic delay.	50.01 and up

Note: LOS = Level of Service

Source: Robert L. Harrison, 2013, The Valhalla Traffic and Parking Study.

Bicycle Facilities

Second Street is a Class III bike route, where shared use with motor vehicle traffic is allowed on the street and is identified by signage. A “share the road” sign is located in the southwest corner of the intersection of Second Street and Main Street. Second Street is used by as many as 3,000 cyclists daily that come from the Golden Gate Bridge to downtown Sausalito. Bicycle counts were taken concurrent with traffic on Friday and Saturday in May 2012. On the midday peak hour, the count of northbound bicycles on Second Street at the Project site was 229 for Friday and 378 for Saturday. The lanes on Second Street are 10 feet wide northbound and 11 feet wide southbound. There are no bicycle lanes on Second Street, so bicycle flow mixes with vehicular traffic. Because bicycle traffic on the southbound lanes are coming downhill from South Street, bicycle traffic is able to keep up with the speed of vehicular traffic.

Pedestrian Facilities

Sidewalks are provided on both sides of the street on Second and Main Street frontages near the Project site. Sidewalks are approximately 5 feet wide and provide a continuous connection to Bridgeway and downtown Sausalito. Crosswalks are marked on all four legs of the intersection of Second with Main Streets. In addition, the waterside of the Project is frontage of the Bridgeway public right-of-way and a wooden boardwalk is provided.

Transit

The Project area is served by Golden Gate Transit (GGT). A bus stop with turnout is provided south of the Project site for southbound buses. A bus stop for northbound buses with no turnout is located on Second Street adjacent to the Project site. These stops are served by GGT Routes 2, 4, 10, 70, 80, 92, and 17.

Parking

There is no parking permitted on Second Street. Parking is permitted on both sides of Main Street, east and west of Second Street. Parking on Main Street adjacent to the Project site is 58 feet in length and can accommodate up to three vehicles. While it has been observed that up to three cars can be parked curbside on Main Street, it is difficult to park three cars on the north side of Main Street between the 201 Bridgeway entry drive and the corner at Main and Second streets, without the car parked in the most easterly space protruding into the turning radius of cars making the sharp left hand turn into the Project site parking lot. These spaces are not striped and vehicles occasionally park too close to the existing Project site driveway, according to the Traffic and Parking Study prepared by Robert L. Harrison.

Discussion

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

The proposed Project's trip generation for the proposed new seven condominiums was estimated based on rates from the Institute of Transportation Engineers' (ITE) most recent Trip Generation Manual, 9th Edition. The proposed Project would generate traffic on the street system as follows:

- ◆ Weekdays: 41 average daily trips (ADT), four AM peak hour trips, and four PM peak hour trips.
- ◆ Saturday: 40 ADT, three midday peak hour trips.

Based on ITE rates and a trip generation calculation included in the Traffic and Parking Study prepared by Robert L. Harrison, the 200-seat restaurant previously located on the Project site generated 572 ADT on weekdays, with 6 trips occurring during the AM peak hour and 52 trips in the PM peak hour. On Saturdays, the

restaurant generated 562 ADT, with 61 trips in the peak midday hour. Therefore, the proposed Project would generate substantially fewer trips.

Typically, lead agencies require a detailed traffic impact analysis to evaluate impacts at roadways and intersections for projects that generate more than 50 peak hour trips. The proposed Project would generate no more than four peak hour trips, which in average equates to one vehicular trip per 15 minutes. As described previously, the intersection of Second Street at Main Street currently operates at acceptable LOS D on Saturdays and LOS C on weekdays, which is acceptable for an unsignalized intersection. Table 4-10 shows the delay and LOS for the intersection of Second Street at Main Street for Existing conditions, and for Existing plus Project conditions.

TABLE 4-10 **SECOND STREET AT MAIN STREET INTERSECTION LEVEL OF SERVICE**

Scenario	Friday Peak Hour (12pm – 1pm)		Saturday Peak Hour (12:15pm-1:15pm)	
	Delay (seconds)	LOS	Delay (seconds)	LOS
Existing	20.1	C	27.3	D
Existing plus Project	20.5	C	27.6	D

Note: LOS = Level of Service
 Source: Robert L. Harrison, 2013, The Valhalla Traffic and Parking Study.

The proposed Project would cause a slight delay of up to 0.4 seconds at the intersection of Second Street at Main Street; the intersection would continue to operate at acceptable LOS.

In addition, the proposed Project would remain in the same footprint and, with the exception of replacement of existing sections of public walkways that do not comply with the California Building Code for accessibility, would not require the modification or removal of nearby sidewalks, bike routes, or bus stops. This is also true for the wooden public boardwalk sections that would be repaired and brought into compliance with both the California Building Code and the City Floodplain Management Code as part of the project. Therefore, the proposed Project would not

conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

Impacts would be *less than significant* and no mitigation measures would be required.

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

Second Street is designated as part of the Marin County Congestion Management Program (CMP) roadway network. The Marin County CMP standard is LOS D. According to the 2009 Marin County CMP, the segment of Bridgeport/Second Street/Alexander Avenue from Highway 101 to Highway 101 operates at LOS C, which is acceptable.

As discussed in item a) above, the proposed Project would add four peak hour trips and up to 41 daily trips to the roadway network. These trips would not cause a detriment in LOS standards and would not conflict with the Marin County CMP standards. Impacts would be considered *less than significant* and no mitigation measures are necessary.

c) Would the Project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The Project site is not near any airports. Project development would not cause any change in the level or location of any air traffic pattern, neither an increase in traffic levels nor a change in location resulting in a substantial safety risk. The proposed Project would have *no impact* on air traffic and no mitigation measures are necessary.

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

The internal circulation would be one way with gated driveways on Main Street. A 16-foot-wide inbound driveway is proposed at Main Street and a 16-foot-wide exit driveway would be provided at a new curb cut onto Main Street. The current driveway to Second Street would be eliminated. There are no sharp curves or dangerous intersections in the proposed Project vicinity, and the Project would not add hazards or sharp curves. The proposed Project would reduce conflicts and hazards

with pedestrian and the bicycle route along Second Street by eliminating the existing driveway on Second Street.

The following discussion evaluates sight distance for the proposed driveways on Main Street and at the intersection of Second Street and Main Street to determine if visibility would be adequate at the proposed Project driveway exit and at the intersection.

Sight Distance

Sight distance is used to describe the ability of a driver to see and to be seen. The sight distance was evaluated for vehicles departing the proposed Project's driveway on Main Street and at the intersection of Second Street and Main Street.

For Main Street, the available sight distance to and from the right at the proposed driveway would be 50 feet, and would be available whether or not a vehicle were parked on Main Street near the corner of Second Street. There would be fully adequate sight distance to and from the proposed exit driveway. There would be no driveways on Second Street.

Stopping Sight Distance is used to determine if a driver approaching the driveway or a hazard in the roadway will be able to apply the brakes and safely come to a complete stop. The minimum stopping sight distance is the length of roadway needed by the driver to stop after an object becomes visible. The parameters to calculate the stopping sight distance are described in the Traffic and Parking Study prepared by Robert L. Harrison. Based on speed limit and other parameters, the stopping sight distance for Second Street would be 200 feet. Drivers exiting the driveway would pull across the pedestrian crosswalk to be near the edge of travel way on Second Street. From this position, at the intersection of Second Street and Main Street, available sight distance for drivers is well over 200 feet to and from the south. To and from the north, available sight distance would be over 300 feet, which is the distance to the corner with Richardson Street.

The proposed Project proposes a garage building set back approximately 11 feet from the sidewalk on Second Street and approximately 3 feet from the sidewalk on Main Street. The design proposed by the proposed Project architect for landscaping along the proposed Project's Second Street frontage would provide low plant material. Also proposed are eight trees along the Second Street frontage trimmed so that the bottom of their crown would provide a clear 6 feet above the pavement. These features would not block the line of sight to and from the north.

As the available distance is greater than the minimum stopping distance, with construction of the proposed Project, the sight distance at the proposed Project driveways and the intersection of Main Street and Second Streets would be fully adequate. No significant impacts would occur as a result of the proposed Project. Impacts would be *less than significant* and no mitigation measures are necessary.

Bicycle Safety

The Project site is located along a major bicycle route; Second Street is a Class III bicycle route, where shared use with motor vehicle traffic is allowed on the street and is identified by signing. The City of Sausalito Bicycle Master Plan lists improvements to Second Street from South Street to Richardson Street to enhance bicycle safety and ease of movement as a Class III bicycle facility. Proposed improvements include restriping of lanes and installation of Shared Roadway Bicycle Marking stencils and Share the Road signs. A “share the road” sign is located on the southbound lane of Second Street, approximately 80 feet south of the Project site.

According to the Sausalito Bicycle Master Plan, the most recent bicycle-related crash data collected in the period of 2006 to 2008 in Sausalito shows that most crashes in Sausalito occurred on weekends in the blocks of 400 and 500 Bridgeway. This section is located approximately 1,000 feet from the Project site in the downtown tourist waterfront area, where several conflicts with heavy traffic and parking exist. The segment in the vicinity of the proposed Project site does not have curbside parking. In addition, the proposed Project: 1) would not have a driveway to Second Street, 2) would not allow curbside parking on Second Street, and 3) would generate in average one vehicular trip every 15 minutes during the peak hour, which is negligible. In addition, the Project would provide for the City’s future construction of a pullout for northbound transit on the Second Street frontage which would improve bicycle and vehicle operations safety at that location. Therefore, the proposed Project would not increase hazards to cyclists and the impact would be *less than significant*.

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

The Project site would be served from two driveways on Main Street. The 16-foot western driveway (existing driveway) would be larger to accommodate larger vehicles such as fire trucks and garbage trucks. Site access, circulation, and other design features are subject to approval by the City of Sausalito and the Southern Marin Fire Protection District. Therefore, the proposed Project would not result in inadequate emergency access.

In addition, as discussed in item a) above, the proposed Project would not cause significant traffic impacts to nearby roads and intersections, and therefore it would not adversely affect passage of emergency vehicles. The impact would be *less than significant* and no mitigation measures are necessary.

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

Bicycle Travel

The proposed Project would eliminate the existing driveway on Second Street, would not interfere with the existing bike route on Second Street, and would not conflict with the planned improvements included in the City's Bicycle Master Plan.

The proposed Project would generate an additional 41 daily trips, and in average would generate 1 trip each 15 minutes during the peak hour. Additional traffic generated by the proposed Project would be nominal and would not cause a substantial increase in traffic that would cause a conflict with existing bicycle routes. In addition, the proposed Project's driveways meet the sight distance criteria as described in item d) above. Therefore, a *less than significant* impact to bicycle facilities would occur.

Pedestrian Activity

Sidewalks would continue to be provided on Second Street and on Main Street, where sidewalks are approximately 5 feet wide. The sidewalk on Second Street provides a continuous connection to Bridgeway and downtown Sausalito. The proposed Project would improve walking conditions on Second Street sidewalk along the Project site by eliminating the existing driveway. In addition, the proposed Project would not modify the crosswalks on the intersection of Second Street with Main Street.

The Bridgeway boardwalk along which the Project site is situated terminates at the southern edge of the Project site and provides access northward to Bridgeway, which continues north into downtown Sausalito. The Project would retain the boardwalk to provide continued access to the Bridgeway boardwalk; however, the portion of the public boardwalk along Main Street would be rebuilt to comply with FEMA's new Base Flood Elevation regulations, anticipated for adoption in summer 2014. Therefore, no adverse impacts related to pedestrian facilities would occur and the impact would be *less than significant*.

Transit

The proposed Project area is served by Golden Gate Transit (GGT). A bus stop with turnout is provided south of the site for southbound buses. A bus stop for northbound buses with no turnout is located on Second Street adjacent to the Project site. These stops are served by GGT Routes 2, 4, 10, 70, 80, 92, and 17. The proposed Project would relocate a bench at the northbound bus stop. The proposed Project would not remove or interfere with any existing bus stops and would not adversely impact public transit services or facilities. However, as mentioned above, the Project would provide for the City's future construction of a pullout for northbound transit on the Second Street frontage. Therefore, the proposed Project would have a *less than significant* impact to transit use.

g) Would the Project result in inadequate parking capacity?

Parking Supply

The City of Sausalito Zoning Ordinance requires two on-site spaces for each dwelling unit with two or more bedrooms, and 1.5 spaces for each unit with one bedroom. Table 4-11 summarizes the parking requirements for the proposed Project. As shown in Table 4-11, the Project would be required to provide a minimum of 20 parking spaces on-site.

The parking plan for the proposed Project is summarized in Table 3-2 and proposed parking is illustrated on Figure 3-3. The proposed Project includes a total of 20 parking spaces. The proposed Project would comply with the requirement to provide a parking easement for four parking spaces to serve the adjacent 207 Bridgeway duplex unit. Therefore, 4 of the 20 parking spaces on-site would serve 207 Bridgeway and two parking spaces would serve the 206 Second Street unit. Fourteen of these spaces would be in garages and uncovered parking spaces for on-site units. Each residential unit would have two parking spaces. The Project site would include 20 spaces and would meet the City of Sausalito Zoning Code requirements.

The project would affect the off-site parking supply. The existing driveway configurations on Main Street allows for a length of approximately 56 feet of curbside parking, which currently accommodates up to three cars. However, as discussed previously, it is difficult to park three cars in that area and cars often interfere with the driveway. A review of aerial photography and site observations show three cars parked on Main Street between Second Street and the existing projects driveway. The proposed Project would construct two driveways on Main Street and provide a hammerhead turnaround for the Sausalito Fire Department, allowing for two

CITY OF SAUSALITO
THE VALHALLA ENVIRONMENTAL REVIEW
 ENVIRONMENTAL CHECKLIST AND FINDINGS

TABLE 4-11 **PARKING REQUIREMENT SUMMARY**

Unit	Number of Bedrooms	Location	Parking Requirement ^a
1	1 bed	Valhalla ground floor (west side)	1.5
2	2 bed	Valhalla ground floor (east side)	2
3	2 bed	Valhalla ground floor (east side)	2
4	2 bed	Banquet hall	2
5	2 bed	New building	2
6	2 bed	New building	2
7	3 bed	Valhalla second story and attic	2
206 Second St.	2 bed	206 Second Street (Existing Single Family Home)	2
207 Second St.	4-space parking easement	207 Second Street (Existing Adjacent Duplex)	4
Total Parking Requirement			19.5 (20 per rounding)

^a City of Sausalito Zoning Code, Section 10.40.100.

curbside parking spaces on Main Street. The proposed Project configuration would eliminate one curbside parking space on the Main Street frontage.

Parking Space Dimensions

The parking spaces provided on the Project site would be slightly smaller than the parking space dimensional standards required in the City's Zoning Ordinance. The largest of the Project's garage spaces would be 10 feet 5 inches wide by 18 feet 3 inches in length. The smallest of the garages would provide four spaces that would be 9 feet wide by 18 feet in length. The two uncovered spaces would be 8 feet 6 inches wide by 18 feet in length. The City of Sausalito Zoning Code requires all on-site parking spaces to be 9 feet by 19 feet.

While the parking spaces would not meet the City of Sausalito Zoning requirements for parking space dimensional standards, the proposed Project's parking spaces would be able to accommodate most passenger vehicles, minivans, and SUVs. In general, passenger vehicles are 16 feet in length, although some larger

vehicles have a length of 17 feet. To illustrate, the Marin County Code requires head-in 90 degree parking spaces, such as those proposed by the proposed Project for its uncovered spaces, to be 8 feet 6 inches wide by 18 feet in length, and garage spaces to be 9 feet wide by 20 feet in length.

In summary, the proposed Project would provide adequate parking capacity on site. There would be *no impacts* related to parking and no mitigation measures would be required.

16. UTILITIES AND SERVICE SYSTEMS

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have insufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Not be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
Would the Project				
h) Comply with federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Conditions

Wastewater

Wastewater collection at the Project site is provided by the City of Sausalito and treatment services are provided by the Sausalito-Marín City Sanitation District. The Project site is served by an existing sewer lateral. The public collection and treatment facilities have adequate capacity to serve the Project.⁴⁹

Water Supply

Water supply services are provided by the Marin Municipal Water District (MMWD). MMWD provides water to 186,000 customers in central and southern Marin County. The majority of MMWD's water supply (75 percent) comes from 21,635 acres of forest and other rural lands on Mt. Tamalpais and in the hills of western Marin County. Rainfall from these watershed flows to one of MMWD's seven reservoirs. MMWD's reservoirs together have a total capacity of 79,566 acre-feet. The remaining 25 percent of MMWD's water supply is imported from the Sonoma County Water Agency and originates from rainfall that flows into Lake Sonoma and Lake Mendocino and is released to the Russian River.⁵⁰

Water is treated at the Bon Tempe, San Geronimo, and Ignacio treatment facilities before distribution to customers. The MMWD processes up to 61 million gallons per day (MGD).⁵¹

The MMWD regularly updates its Urban Water Management Plan (UWMP), in accordance with the California Urban Water Management Planning Act. The most recent plan is the 2010 UWMP, adopted in July 2011. The UWMP plans for future

⁴⁹ Personal communication with Jonathan Goldman, Public Works Director, on January 16, 2014.

⁵⁰ Marin Municipal Water District website, Water Supply, <http://www.marinwater.org/controller?action=menuclick&id=221>, accessed on November 14, 2013.

⁵¹ Marin Municipal Water District website, Water Treatment and Delivery, <http://www.marinwater.org/controller?action=menuclick&id=230>, accessed on November 14, 2013.

water demands by projecting future demand using a variety of factors, including population projections prepared by ABAG.⁵² The UWMP identifies sufficient water supplies to meet projected demand for normal year, single dry year, and multiple dry year scenarios.⁵³

Stormwater

Stormwater drainage is maintained by the City of Sausalito Public Works Department. Drainage at the Project site currently occurs via overland flow. Based on the site topography, stormwater drains primarily to the southeast, that is, to Main Street and the Bay frontage. The City of Sausalito Department of Public Works maintains a storm drain in Main Street that expands to 30 inches in diameter prior to discharge via an outfall at the southeast corner of the Project site.

Solid Waste

Solid waste, recycling, and green waste in Sausalito are collected by Bay Cities Refuse.⁵⁴ Recycling, trash, and hazardous materials are brought to the Marin Sanitary Service facility in San Rafael.⁵⁵ Green waste is brought to a composting facility in Richmond.⁵⁶

Sausalito is a member of the Marin County Hazardous and Solid Waste Management Agency. As such, annual disposal reporting is not available for Sausalito. For the years for which disposal rate data is available, 2007 to 2011, the Marin County Hazardous and Solid Waste Management Agency has met its annual per resident and per employee rate target. In 2011, the residential target was 7.6 pounds per day (PPD) and the annual per capita disposal rate was 3.8 PPD. The 2011 employee target was 17.3 PPD, compared to the annual disposal rate of 9.4 PPD per employee.⁵⁷

⁵² Marin Municipal Water District, 2010 Urban Water Management Plan, page 3-6.

⁵³ Marin Municipal Water District, 2010 Urban Water Management Plan, pages 5-10 and 5-11.

⁵⁴ City of Sausalito website, Starting Service and Rates, <http://www.ci.sausalito.ca.us/index.aspx?page=85>, accessed on November 7, 2013.

⁵⁵ City of Sausalito website, Location of Disposal Facilities, <http://www.ci.sausalito.ca.us/index.aspx?page=91>, accessed on November 7, 2013.

⁵⁶ City of Sausalito website, Frequently Asked Questions, <http://www.ci.sausalito.ca.us/index.aspx?page=90>, accessed on November 7, 2013.

⁵⁷ California Department of Resources Recycling and Recovery, Jurisdiction Diversion/Disposal Rate Summary (2007-Current), <http://www.calrecycle.ca.gov/LGCentral/reports/diversionprogram/JurisdictionDiversionPost2006.aspx>, accessed on November 7, 2013.

Discussion

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

The Project would add seven new residential units to the City's and Sausalito-Marín City Sanitation District's service area. The proposed residential use is not expected to significantly affect the District's facilities.⁵⁸ Therefore, the Project would not affect the City's or District's ability to comply with applicable RWQCB requirements and the impact would be *less than significant*.

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

The Project site is served by an existing water connection. The proposed Project would result in a new residential population of 12 residents. Even if all proposed Project residents are new residents to Sausalito, with a population of over 7,100, the City of Sausalito would see a population growth of 0.1 percent as a result of the proposed Project. This growth fits within the amount of growth projected by ABAG for the city as a whole, which is a 12 percent increase by 2035. The MMWD's 2010 UWMP plans for future water supplies to meet projected demand, including population growth projected by ABAG. Therefore, the proposed Project would not exceed the level of demand included in MMWD's water planning efforts. In addition, the District reports that no improvements to the MMWD's infrastructure, water supply, or distribution facilities, would be required to serve the Project.⁵⁹ No new water facilities would be required as a result of the Project, and the impact is *less than significant*.

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

The Project site would be served by an existing sewer lateral. As part of the Plan review of the Project, the Sausalito-Marín City Sanitation District would evaluate the Project and inspect the existing lateral to determine if connection fees, use fees,

⁵⁸ Rahman, Kevin. Associate Engineer, Sausalito-Marín City Sanitation District. Personal communication with Alexis Mena, PlaceWorks. October 24, 2013.

⁵⁹ Eischens, Joseph. Senior Engineering Technician, Marin Municipal Water District. Personal communication with Alexis Mena, PlaceWorks. November 14, 2013.

and lateral repairs or replacement would be required.⁶⁰ Any needed upgrades would be limited to the facilities serving the Project site. Wastewater treatment facilities would not require upgrade as a result of the proposed Project. Therefore, the impact would be *less than significant*.

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

The proposed Project is on a previously developed site that is approximately 97 percent impervious. With the addition of landscaping, the proposed Project would reduce the amount of impervious surfaces at the Project site, which also would reduce the amount and rate of runoff. In addition, the installation and operation of a stormwater collection and treatment system to treat the “first flush” rainfall would ensure that sediment is retained on site. The Department of Public Works has stated that the Department is unaware of any problems at the Project site related to the collection, routing, and discharge of stormwater runoff from the Project site.⁶¹ With the installation of the on-site stormwater collection and treatment system and decrease in impervious surfaces, site runoff rates and volumes would be reduced. Therefore, the existing storm drain system would be able to handle the stormwater flow from the Project site and new stormwater facilities would not be required to serve the Project. Therefore, the impact would be *less than significant*.

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

The Project’s growth fits within the amount of growth projected by ABAG for the city as a whole, and is therefore accounted for in the MMWD’s 2010 UWMP. Therefore, the proposed Project would not exceed the level of demand included in MMWD’s water planning efforts and no additional water supplies would be required as a result of the Project. In addition, the District reports that no improvements to the MMWD’s water supply resources would be required to serve the Project.⁶² The impact would be *less than significant*.

⁶⁰ Rahman, Kevin. Associate Engineer, Sausalito-Marin City Sanitation District. Personal communication with Alexis Mena, PlaceWorks. October 24, 2013.

⁶¹ City of Sausalito, 2013, Memorandum from Office of the Director of Public Works.

⁶² Eischens, Joseph. Senior Engineering Technician, Marin Municipal Water District. Personal communication with Alexis Mena, PlaceWorks. November 14, 2013.

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

The Project would add seven new residential units to the Sausalito-Marin City Sanitation District's service area. The proposed Project is not expected to significantly affect the District's facilities⁶³ and would thus not increase wastewater generation in the city such that the District would have insufficient capacity to serve the Project site. Therefore, the impact would be *less than significant*.

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

Solid waste would be collected by Bay Cities Refuse and processed by the Marin Sanitary Service in San Rafael, which operates two permitted facilities.⁶⁴ As of 2009, Marin Sanitary Service reported that its facilities were at 40 percent capacity.⁶⁵ The Project would add seven new residential units to the Bay Cities Refuse service area in Sausalito. Even if all proposed Project residents are new residents to Sausalito, with a population of over 7,100, the service population in Sausalito would grow by 0.1 percent as a result of the proposed Project, which does not represent a substantial increase in the city's solid waste disposal.

Export materials during construction activity for the Project would be brought to Redwood Landfill in Novato, which as of 2001 had a remaining capacity of approximately 13 million cubic yards (CY). The export of 985 CY during grading would not substantially affect the capacity of the Redwood Landfill.

In addition, the Project proposes residential uses and does not include any features that would substantially increase solid waste generation above normal levels. Therefore, the impact would be *less than significant*.

⁶³ Rahman, Kevin. Associate Engineer, Sausalito-Marin City Sanitation District. Personal communication with Alexis Mena, PlaceWorks. October 24, 2013.

⁶⁴ California Department of Resources Recycling and Recovery, Solid Waste Information System Database, accessed on November 7, 2013.

⁶⁵ Marin Hazardous and Solid Waste Joint Powers Authority, 2009, Final Draft Zero Waste Feasibility Study, available online at <http://zerowastemarin.org/assets/Toolkits/FinalDraftZeroWasteFeasibilityStudy012710.pdf>, accessed on November 7, 2013.

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

The Marin County Hazardous and Solid Waste Management Agency, of which Sausalito is a member, has met its annual per resident and per employee rate target. The Project proposes seven residential condominium units that would not substantially affect the overall disposal rate of the city or Agency. Therefore, the impact would be *less than significant*.

17. MANDATORY FINDINGS OF SIGNIFICANCE

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the Project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

CITY OF SAUSALITO
THE VALHALLA ENVIRONMENTAL REVIEW
ENVIRONMENTAL CHECKLIST AND FINDINGS

As described in Section 4, Biological Resources, the proposed Project would have the potential to affect roosting bats that may colonize the Valhalla structure. In addition, construction debris may adversely affect the sandy beach habitat and the installation of the new footings and piers may be located in an area subject to the jurisdiction of the Corps and RWQCB. These impacts would be mitigated to a less-than-significant level.

As described in Section 5, Cultural Resources, the proposed Project would redevelop the Valhalla structure, which is a historical resource due to its eligibility for listing in the Local Historic Register. However, the Project would be consistent with the *Secretary of the Interior's Standards for Rehabilitation* and the impact to cultural resources would be less than significant.

Because biological and cultural resource impacts would be mitigated to a less-than-significant level, the potential of the Project to degrade the quality of the environment would be a *less-than-significant* impact.

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

Future cumulative impacts could result from the increase in residents that would occupy the Project site. Increases in air quality and noise impacts may occur as a result of construction activities, but would be temporary in nature and could be mitigated to a less-than-significant level. In addition, mitigation measures have been included to mitigate for the potential for biological resource, cultural resource, geology, hazardous materials, and hydrology impacts to occur on site. None of these impacts would be cumulatively considerable because they are either temporary in nature or of such a nature that they only have the potential to affect the direct environment. Therefore, the proposed Project would result in a *less-than-significant* cumulative impact.

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

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

CITY OF SAUSALITO
THE VALHALLA ENVIRONMENTAL REVIEW
ENVIRONMENTAL CHECKLIST AND FINDINGS

5 MITIGATION MONITORING AND REPORTING PROGRAM

This document is a Mitigation Monitoring and Reporting Program (MMRP) for the proposed Project. The purpose of the MMRP is to ensure the implementation of mitigation measures identified as part of the environmental review for the Project. The MMRP includes the following information:

- ◆ A list of impacts and their corresponding mitigation measures.
- ◆ The party responsible for implementing mitigation measures.
- ◆ The timing for implementation of the mitigation measure.
- ◆ The agency responsible for monitoring the implementation of mitigation measures.
- ◆ The procedure and frequency for monitoring the implementation of mitigation measures.

The MMRP also serves as a form for the monitoring agency to document the date that mitigation implementation is verified.

TABLE 5-1 MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/ Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
Air Quality						
<p><u>AQ-1:</u> The Project's construction contractor shall comply with the following BAAQMD Best Management Practices for reducing construction emissions of PM₁₀ and PM_{2.5}:</p> <ul style="list-style-type: none"> ◆ Water all active construction areas at least twice daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible. ◆ Pave, apply water twice daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. ◆ Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e. the minimum required space between the top of the load and the top of the trailer). ◆ Sweep daily (with water sweepers using reclaimed water if possible), or as often as needed, all paved access roads, parking areas and staging areas at the construction site to control dust. ◆ Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the Project site, or as often as needed, to keep streets free of visible soil material. ◆ Hydroseed or apply non-toxic soil stabilizers to inactive construction areas. ◆ Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.). ◆ Limit vehicle traffic speeds on unpaved roads to 15 mph. ◆ Replant vegetation in disturbed areas as quickly as possible. ◆ Install sandbags or other erosion control measures to prevent silt runoff from public roadways. 	Construction Contractor	During construction	Building Division	Review construction specifications materials and retain for administrative record/ Conduct site inspections	During regularly scheduled site inspections	Initials: _____ Date: _____
<p><u>AQ-2:</u> The construction contractor shall use Level 3 Diesel Particulate Filters for construction equipment over 75 horsepower. These types of filters are capable of reducing particulate matter emissions by 85 percent. A list of construction equipment by type and model year shall be maintained by the construction contractor on site. The construction contractor shall ensure that all</p>	Construction Contractor	During construction	Building Division	Review construction specifications materials and retain for administrative record/ Conduct site inspections	During regularly scheduled site inspections	Initials: _____ Date: _____

TABLE 5-1 **MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/ Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
construction equipment is properly serviced and maintained to the manufacturer's standards to reduce operational emissions, and shall limit nonessential idling of construction equipment to no more than five consecutive minutes.						
Biological Resources						
<u>BIO-1:</u> Accessible portions of the Valhalla structure should be surveyed within a month prior to construction for evidence of roosting bats. If a maternity roost of bats occurs at the Valhalla, then it should not be disturbed between April 15 and August 31. Juvenile bats can live on their own after August 31. If a hibernating roost of bats is present, then it should not be disturbed between October 15 and March 1 when it is warm enough for bats to cease hibernating. If a colony of bats is present, then they should be excluded by installing excluders that allow bats to exit and not return. This should be done by a contractor that has previous experience excluding bats from structures. It is recommended that the Project sponsor survey several months prior to renovation to allow exclusion of bats (if they have colonized the Valhalla) prior to breeding or hibernating.	Qualified Bat Biologist	Prior to issuance of demolition permit	Planning Division	As recommended in biological survey	As recommended in biological survey	Initials: _____ Date: _____
<u>BIO-2:</u> To mitigate the potential impact of the deposition of construction debris, the construction crew should remove any deposited debris on an hourly basis prior to the tides washing the debris away.	Construction Contractor	During construction	Building Division	Conduct site inspections	During regularly scheduled site inspections	Initials: _____ Date: _____
<u>BIO-3:</u> The Project sponsors should submit a wetland delineation to the Corps that shows the location of Corps jurisdiction. If the Project is within Corps jurisdiction, the Project sponsors should acquire the appropriate permits from the Corps, RWQCB, and BCDC prior to initiating construction.	Project sponsor	Prior to construction	Planning Division	Review wetland delineation and permits and retain for administrative record	Once	Initials: _____ Date: _____
<u>BIO-4:</u> The concrete footings, if installed "in place" should be isolated from seawater until they have cured. The following best management practices shall be followed during the installation of the footings and piers: <ul style="list-style-type: none"> ◆ Concrete truck chutes, pumps, and internals shall be washed out only into formed areas awaiting installation of concrete. ◆ When no formed areas are available, washwater and leftover product shall be contained in a lined container or returned to the originating batch plant for recycling. ◆ Contained concrete shall be disposed of in a manner that does not violate groundwater or surface water quality standards. ◆ Unused concrete remaining in the truck and pump shall be returned to the originating batch plant for recycling. 	Construction Contractor	During construction	Building Division	Conduct site inspections	During regularly scheduled site inspections	Initials: _____ Date: _____

TABLE 5-1 MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/ Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
<ul style="list-style-type: none"> ◆ Hand tools, including, but not limited to, screeds, shovels, rakes, floats, and trowels, shall be washed off only into formed areas awaiting installation of concrete or asphalt or into containers to be returned to the originating batch plant. ◆ In summary, all cleaning of equipment and tools and all disposal of excess concrete and or washwater shall occur in a manner and in an area that shall not result in contamination bay waters. ◆ Forms shall be checked for holes in the liner daily during pouring of concrete and curing. 						
Cultural Resources						
<p>CULT-1: The Project applicant shall contact a qualified archaeologist to monitor Project ground-disturbing activities in the event that archaeological resources are discovered during construction. In the event that archaeological resources are identified,, the archaeologist shall prepare a Monitoring Plan for the Project. The Monitoring Plan shall describe the specific methods and procedures that will be used in the event that archaeological deposits are identified.</p> <p>Archaeological monitors shall be empowered to halt construction activities at the location of a discovery to review possible archaeological material and to protect the resource while the finds are being evaluated. Monitoring shall continue until, in the archaeologist’s judgment, cultural resources are not likely to be encountered.</p> <p>If archaeological materials are encountered during Project activities, all work within 25 feet of the discovery shall be redirected until the archaeologist assesses the finds, consults with agencies as appropriate, and makes recommendations for the treatment of the discovery. If avoidance of the archaeological deposit is not feasible, the archaeological deposits shall be evaluated for their eligibility for listing in the California Register of Historical Resources. If the deposits are not eligible, mitigation is not necessary. If the deposits are eligible, adverse effects on the deposits shall be mitigated. Mitigation may include excavation of the archaeological deposit in accordance with a data recovery plan (see <i>CEQA Guidelines</i> §15126.4(b)(3)(C)) and standard archaeological field methods and procedures; laboratory and technical analyses of recovered archaeological materials; preparation of a report detailing the methods, findings, and significance of the archaeological site and associated materials; and acces-</p>	Project Sponsor, Construction Contractor	During construction	Planning Division	Review contract documents and retain for administrative record	Once	Initials: _____ Date: _____

TABLE 5-1 MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/ Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
<p>sioning of archaeological materials and a technical data recovery report at a curation facility.</p> <p>Upon completion of the monitoring and any associated studies (i.e., archaeological excavation and laboratory analysis), the archaeologist shall prepare a report to document the methods and results of these efforts. The report shall be submitted to the City of Sausalito and the Northwest Information Center at Sonoma State University upon completion of the resource assessment.</p>						
<p><u>CULT-2</u>: Should paleontological resources be encountered during Project subsurface construction activities, all ground-disturbing activities within 25 feet shall be redirected and a qualified paleontologist shall be contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. If found to be significant, and Project activities cannot avoid the paleontological resources, adverse effects on paleontological resources shall be mitigated. Mitigation may include monitoring, recording of the fossil locality, data recovery and analysis, a final report, and accessioning the fossil material and technical report to a paleontological repository. Public educational outreach may also be appropriate. Upon completion of the assessment, a report documenting methods, findings, and recommendations shall be prepared and submitted to the City of Sausalito for review. If paleontological materials are recovered, the report shall also be submitted to a paleontological repository, such as the University of California Museum of Paleontology.</p> <p>The applicant shall inform its contractor(s) of the sensitivity of the project area for paleontological resources. The City shall verify that the following directive has been included in the appropriate construction documents:</p> <p>The subsurface of the construction site may be sensitive for paleontological resources. If paleontological resources are encountered during project subsurface construction and a paleontologist is not on-site, all ground-disturbing activities within 25 feet shall be redirected and a qualified paleontologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Project personnel shall not collect or move any paleontological materials. Paleontological resources include fossil plants and animals, and such trace fossil evidence of past life as tracks. Ancient marine sediments may contain invertebrate fossils such as snails, clam and oyster shells, sponges, and protozoa;</p>	Project Sponsor, Construction Contractor	During construction	Planning Division	Review contract documents and retain for administrative record	Once	Initials: _____ Date: _____

TABLE 5-1 MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/ Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
and vertebrate fossils such as fish, whale, and sea lion bones. Vertebrate land mammals may include bones of mammoth, camel, saber tooth cat, horse, ground sloth, dire wolf and bison. Paleontological resources also include plant imprints, petrified wood, and animal tracks.						
<u>CULT-3:</u> Implement Mitigation Measure CULT-1.			<i>See Mitigation Measure CULT-1</i>			
Geology and Soils						
<u>GEO-1:</u> Prepare and submit geotechnical reports prior to the Project construction. A geotechnical engineer shall sign the improvement plans and approve them as conforming to their recommendations prior to construction. The project geotechnical engineer shall provide geotechnical observation during the construction, which will allow the geotechnical engineer to compare the actual with the anticipated soil conditions and to check that the contractors' work conforms to the geotechnical aspects of the plans and specifications. The geotechnical engineer will prepare letters and as-built documents, to be submitted to the City, to document their observances during construction and to document that the work performed is in accordance with the project plans and specifications.	Project Sponsor, Geotechnical Engineer	Prior to construction	Building Division, Geotechnical Engineer, Engineering Division	Review reports and retain for administrative record; conduct site inspections	During regularly scheduled site inspections	Initials: _____ Date: _____
<u>GEO-2:</u> The recommendations for soils, drilled piers, footings, and other geotechnical engineering measures specified in the applicant's geotechnical reports (prepared by Nersi Hemati, dated February 6, 2012) shall be implemented during Project design and construction. These measures include the reconstruction of loose soils as engineered fill and use of non-expansive imported fill. Documentation of the methods used shall be provided in the required design-level geotechnical report(s).	Construction contractor	Prior to construction	Building Division	Review design plans and retain for administrative record	Once	Initials: _____ Date: _____
Hazards and Hazardous Materials						
<u>HAZ-1a:</u> Hire the services of a California Division of Occupational Safety and Health (Cal/OSHA) certified qualified asbestos abatement consultant to conduct a pre-construction assessment for ACM. Prior to the issuance of the demolition permit, the applicant shall provide a letter to the City of Sausalito Planning Division from a qualified asbestos abatement consultant that no ACM are present in the buildings. If ACM are found to be present, the hazardous materials shall be properly removed and disposed prior to demolition of buildings on the Project site in compliance with applicable federal, State, and local regulations, such as the US Environmental Protection Agency's (EPA) National Emission Standards for Hazardous Air Pollutants (NESHAP) regula-	Project Sponsor, Cal/OSHA Consultant	Prior to construction	Building Division	Review letter issued by consultant and retain for administrative record	Once	Initials: _____ Date: _____

TABLE 5-1 **MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/ Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
tion, Bay Area Air Quality Management District (BAAQMD) Regulation 11, Title 8 of the California Codes of Regulations, and the California EPA’s Unified Hazardous Waste and Hazardous Materials Management Regulation Program (Unified Program).						
<u>HAZ-1b</u> : Hire the services of a qualified lead paint abatement consultant to conduct a pre-construction assessment of LBP. Prior to the issuance of the demolition permit, the applicant shall provide a letter to the City of Sausalito Planning Division from a qualified lead paint abatement consultant that no lead paint is present in on-site buildings. If lead paint is found to be present on buildings to be demolished or renovated, the hazardous materials shall be properly removed and disposed in compliance with applicable federal, State, and local regulations, including the US EPA’s NESHAP regulations, Title 40 of the Code of Federal Regulations, Title 8 of the California Codes of Regulations, and the Unified Program.	Project Sponsor, Abatement Consultant	Prior to construction	Building Division	Review letter issued by consultant and retain for administrative record	Once	Initials: _____ Date: _____
Hydrology and Water Quality						
<u>HYDRO-1</u> : Prior to the issuance of building permits, an Elevation Certificate shall be submitted to the Department of Public Works which identifies the lowest finished floor elevation of all structures with respect to the 100-year base flood elevation. All provisions for building within the floodplain that are specified in Municipal Code 8.48 shall be implemented to minimize the risk of flood damage at the site.	Project Sponsor	Prior to issuance of building permits	Department of Public Works	Review certificate and retain for administrative record	Once	Initials: _____ Date: _____
Noise						
<u>NOISE-1</u> : During Project construction, the use of vibratory rollers shall not be used. If soil compaction is required during Project construction, other methods such as static rollers shall be used instead.	Construction Contractor	During construction	Building Division	Review construction specifications materials and retain for administrative record/ Conduct site inspections	During regularly scheduled site inspections	Initials: _____ Date: _____

6 REPORT PREPARERS

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