



# The Valhalla Environmental Review

for the City of Sausalito

Initial Environmental Study/Mitigated Negative Declaration

PlaceWorks  
Final Draft - June 18, 2014





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*Prepared by:*

PlaceWorks

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# 1 INTRODUCTION

This document is an Initial Environmental Study/Mitigated Negative Declaration (IES/MND) for The Valhalla (Project) prepared by the City of Sausalito to determine if the Project may have a significant effect on the environment. Under the California Environmental Quality Act (CEQA), if a proposed project is to be carried out by a nongovernmental person or entity, a public agency such as a City or a County shall act as the Lead Agency with responsibility for preparing an Environmental Impact Report (EIR) or Negative Declaration for the project. Pursuant to Section 15051 of the State CEQA Guidelines, the City of Sausalito is the Lead Agency for the Project.

The proposed Project proposes the redevelopment of the former Valhalla site and restaurant. The proposed Project would renovate and slightly reduce the square footage of an existing single-family home located at 206 Second Street and renovate and expand the Valhalla structure located at 201 Bridgeway to accommodate seven new residential condominium units. The proposed Project would subdivide the Project site to create a separate lot for the single-family residence. The proposed Project includes on-site parking and landscaping components. Project application files are included in Appendix A.

This report is organized into the following chapters:

- ◆ **Chapter 1: Introduction.** This chapter provides an overview of the Project and IS/MND document.
- ◆ **Chapter 2: Project Summary and Determination.** This chapter summarizes pertinent Project details, including lead agency contact information, Project location, and General Plan and Zoning information. This chapter also makes determinations of potential environmental effects.
- ◆ **Chapter 3: Project Description.** This chapter describes the location and setting of the proposed Project, along with its principal components.
- ◆ **Chapter 4: Environmental Checklist and Findings.** This chapter identifies and discusses anticipated impacts that would result from the proposed Project, providing substantiation of the findings made. The chapter concludes with the determination, based on the analysis contained in this report, that an MND is appropriate for the proposed Project.
- ◆ **Chapter 5: Mitigation Monitoring and Reporting Program.** This chapter identifies the mitigation measures as well as the conditions set forth for Project approval, categories by impact area.

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INTRODUCTION

- ◆ **Chapter 6: Preparers of the IS/MND.** This chapter presents a list of City and consultant team members that contributed to the preparation of this document.

## 2 PROJECT SUMMARY AND DETERMINATION

1. **Project Title:**  
The Valhalla Residential Condominiums
2. **Lead Agency Name and Address:**  
City of Sausalito  
420 Litho Street  
Sausalito, CA 94965
3. **Contact Person and Phone Number:**  
Jeremy Graves, Community Development Director  
(415) 289-4133
4. **Project Location:**  
201 Bridgeway and 206 Second Street  
Sausalito, CA 94965
5. **Project Applicant's Name and Address:**  
Dr. Alex Kashef, DDS, MD  
Corte Madera Town Center  
770 Tamalpais Drive #408  
Corte Madera, CA 94925
6. **General Plan Land Use Designation:**  
Neighborhood Commercial
7. **Zoning:**  
201 Bridgeway – Neighborhood Commercial District (CN-1)  
206 Second Street – Multiple Residential (R-3)
8. **Description of Project:**  
See Project Description in Chapter 3
9. **Surrounding Land Uses and Setting:**  
See Project Description in Chapter 3
10. **Other Public Agencies Whose Approval is Required:**
  - a. San Francisco Bay Conservation and Development Commission (BCDC)
  - b. Regional Water Quality Control Board
  - c. US Army Corps of Engineers

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All documents cited in this report and used in its preparation are hereby incorporated by reference into this Initial Study. Copies of documents referenced herein are available for review at the City of Sausalito Planning Division, 420 Litho Street, Sausalito, CA 94965.

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- |   |   |
|---|---|
| <input type="checkbox"/> Aesthetics                         | <input type="checkbox"/> Hydrology & Water Quality          |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Land Use & Planning                |
| <input type="checkbox"/> Air Quality                        | <input type="checkbox"/> Noise                              |
| <input type="checkbox"/> Biological Resources               | <input type="checkbox"/> Population & Housing               |
| <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Geology & Soils                    | <input type="checkbox"/> Parks & Recreation                 |
| <input type="checkbox"/> Greenhouse Gas Emissions           | <input type="checkbox"/> Transportation & Traffic           |
| <input type="checkbox"/> Hazards & Hazardous Materials      | <input type="checkbox"/> Utilities & Service Systems        |
|   | <input type="checkbox"/> Mandatory Findings of Significance |

### Determination:

On the basis of this initial evaluation:

- I find that the proposed Project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case since the Project proponent has made revisions in the Project and has agreed to the mitigation measures listed in “Table 5.1, Mitigation Monitoring and Reporting Program”. I further find that the mitigation measures and the information in this study constitute a MITIGATED NEGATIVE DECLARATION in accordance with Section 15071 of the State CEQA Guidelines.
- I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed Project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

\_\_\_\_\_  
Steve Noack, Principal  
PlaceWorks (Consultant)

\_\_\_\_\_  
Date

Approved by:

\_\_\_\_\_  
Jeremy Graves, AICP  
Community Development Director

\_\_\_\_\_  
Date

A significant impact on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the Project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance.

The proposed project has the potential to generate significant environmental impacts in a number of areas. As shown in Table 2, all potentially significant impacts would be reduced to less-than-significant levels if the mitigation measures recommended in this report are implemented.

Table 2 is organized to correspond with the environmental issues discussed in Chapters 4 of this IES/MND, and identifies environmental impacts; significance prior to mitigation; mitigation measures; and significance after mitigation. For a complete description of potential impacts and suggested mitigation measures, please refer to the specific discussions in Chapters 4.

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Significant Impact   | Significance Before Mitigation | Mitigation Measures  | Significance With Mitigation |
|--|--------------------------------|--|------------------------------|
| <b>Aesthetics</b>  |                                |  |                              |
| <i>The proposed Project would not result in any significant impacts to aesthetics; therefore, no mitigation measures are necessary.</i>  |                                |  |                              |
| <b>Agriculture and Forestry Resources</b>  |                                |  |                              |
| <i>The proposed Project would not result in any significant impacts to agriculture and forestry resources; therefore, no mitigation measures are necessary.</i>  |                                |  |                              |
| <b>Air Quality</b>   |                                |  |                              |
| <b>AQ-1:</b> Coarse inhalable particulate matter (PM <sub>10</sub> ) and fine inhalable particulate matter (PM <sub>2.5</sub> ) levels downwind of areas disturbed during Project construction activities could possibly exceed State standards. | S                              | <p>AO-1: The Project's construction contractor shall comply with the following BAAQMD Best Management Practices for reducing construction emissions of PM<sub>10</sub> and PM<sub>2.5</sub>:</p> <ul style="list-style-type: none"> <li>◆ 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.</li> <li>◆ 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.</li> <li>◆ 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).</li> <li>◆ 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.</li> <li>◆ 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.</li> <li>◆ Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.</li> <li>◆ Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).</li> </ul> | LTS                          |

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

| Significant Impact   | Significance Before Mitigation | Mitigation Measures   | Significance With Mitigation |
|--|--------------------------------|---|------------------------------|
| <b>AQ-2:</b> Fine inhalable particulate matter (PM <sub>2.5</sub> ) annual concentrations are estimated to be greater than the BAAQMD significance thresholds.   | S                              | <ul style="list-style-type: none"> <li>◆ Limit vehicle traffic speeds on unpaved roads to 15 mph.</li> <li>◆ Replant vegetation in disturbed areas as quickly as possible.</li> <li>◆ Install sandbags or other erosion control measures to prevent silt runoff from public roadways.</li> <li>◆ <b>AQ-2:</b> 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 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.</li> </ul> | LTS                          |
| <b>Biological Resources</b>  |                                |   |                              |
| <b>BIO-1:</b> 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.        | S                              | <b>BIO-1:</b> 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.                                    | LTS                          |
| <b>BIO-2:</b> 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. | S                              | <b>BIO-2:</b> 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.  | LTS                          |
| <b>BIO-3:</b> The installation of the new footings and piers may be located in an area subject to the jurisdiction of the Corps and RWQCB.   | S                              | ◆ <b>BIO-3:</b> 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   | LTS                          |

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

| Significant Impact   | Significance Before Mitigation | Mitigation Measures  | Significance With Mitigation |
|--|--------------------------------|--|------------------------------|
| <p><b>BIO-4:</b> 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.</p> | S                              | <p><b>BIO-4:</b> 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:</p> <ul style="list-style-type: none"> <li>◆ Concrete truck chutes, pumps, and internals shall be washed out only into formed areas awaiting installation of concrete.</li> <li>◆ 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.</li> <li>◆ Contained concrete shall be disposed of in a manner that does not violate groundwater or surface water quality standards.</li> <li>◆ Unused concrete remaining in the truck and pump shall be returned to the originating batch plant for recycling.</li> <li>◆ 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.</li> <li>◆ 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.</li> </ul> <p>Forms shall be checked for holes in the liner daily during pouring of concrete and curing.</p> | LTS                          |
| <p><b>Cultural Resources</b></p>   |                                |  |                              |
| <p><b>CULT-1:</b> Project ground-disturbing activities may unearth intact, prehistoric archaeological resources.</p>   | S                              | <p><b>CULT-1:</b> 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</p>   | LTS                          |

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

| Significant Impact  | Significance Before Mitigation | Mitigation Measures   | Significance With Mitigation |
|---|--------------------------------|---|------------------------------|
|   |                                | <p>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 accessioning of archaeological materials and a technical data recovery report at a curation facility.</p> |                              |
|   |                                | <ul style="list-style-type: none"> <li>◆ 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.</li> </ul>   |                              |
| <p><b>CULT-2:</b> 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.</p> | S                              | <p><b>CULT-2:</b> 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</p>  | LTS                          |

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

| Significant Impact  | Significance Before Mitigation  | Mitigation Measures   | Significance With Mitigation |
|---|---|---|------------------------------|
| <p><b>CULT-3:</b> Project ground-disturbing activities may unearth human remains.</p> | S   | <p>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 sub-surface 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.</p> <p><b>CULT-3:</b> Implement Mitigation Measure CULT-1.</p> | LTS                          |
| <p><b>Geology and Soils</b></p>   | <p><b>GEO-1:</b> 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 <i>significant</i> impact.</p> | <p>◆ <b>GEO-1:</b> 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 observations during construction and to document that the work performed is in accordance with the project plans and specifications.</p>  | LTS                          |

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

| Significant Impact   | Significance Before Mitigation | Mitigation Measures  | Significance With Mitigation |
|--|--------------------------------|--|------------------------------|
| <b>GEO-2:</b> The proposed Project could be damaged by liquefaction. This is a <i>significant</i> impact.  | S                              | <p>◆ <b>GEO-2:</b> 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).</p>  | LTS                          |
| <b>Greenhouse Gas Emissions</b>  |                                |  |                              |
| <i>The proposed Project would not result in any significant impacts to greenhouse gas emissions; therefore, no mitigation measures are necessary.</i>  |                                |  |                              |
| <b>Hazards and Hazardous Materials</b>   |                                |  |                              |
| <b>HAZ-1:</b> If asbestos-containing materials (ACM) or lead-based paints (LBP) are found to be present on the Project site, the demolition of these structures creates a potentially significant impact related to release of hazardous materials into the environment. | S                              | <p><b>HAZ-1a:</b> 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).</p> <p><b>HAZ-1b:</b> 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.</p> | LTS                          |

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

| Significant Impact   | Significance Before Mitigation | Mitigation Measures   | Significance With Mitigation |
|--|--------------------------------|---|------------------------------|
| <b>Hydrology and Water Quality</b>   |                                |   |                              |
| <b>HYDRO-1:</b> 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 wave action. | S                              | <b>HYDRO-1:</b> 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. | LTS                          |
| <b>Land Use and Planning</b>   |                                |   |                              |
| <i>The proposed Project would not result in any significant impacts to land use; therefore, no mitigation measures are necessary.</i>  |                                |   |                              |
| <b>Mineral Resources</b>   |                                |   |                              |
| <i>The proposed Project would not result in any significant impacts to mineral resources; therefore, no mitigation measures are necessary.</i>   |                                |   |                              |
| <b>Noise</b>   |                                |   |                              |
| <b>NOISE-1:</b> Use of vibratory rollers during construction would result in unacceptable vibration levels for receptors within 25 feet of the Project site.                                     | S                              | <b>NOISE-1:</b> 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.  | LTS                          |
| <b>Population and Housing</b>  |                                |   |                              |
| <i>The proposed Project would not result in any significant impacts to population and housing; therefore, no mitigation measures are necessary.</i>  |                                |   |                              |
| <b>Public Services</b>   |                                |   |                              |
| <i>The proposed Project would not result in any significant impacts to public services; therefore, no mitigation measures are necessary.</i>   |                                |   |                              |
| <b>Parks and Recreation</b>  |                                |   |                              |
| <i>The proposed Project would not result in any significant impacts to parks and recreation; therefore, no mitigation measures are necessary.</i>  |                                |   |                              |

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

| Significant Impact   | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|--|--------------------------------|---------------------|------------------------------|
| <b>Transportation and Traffic</b>  |                                |                     |                              |
| <i>The proposed Project would not result in any significant impacts to transportation and traffic; therefore, no mitigation measures are necessary.</i>    |                                |                     |                              |
| <b>Utilities and Service Systems</b>   |                                |                     |                              |
| <i>The proposed Project would not result in any significant impacts to utilities and service systems; therefore, no mitigation measures are necessary.</i> |                                |                     |                              |

CITY OF SAUSALITO  
THE VALHALLA ENVIRONMENTAL REVIEW  
PROJECT SUMMARY AND DETERMINATION

### 3 PROJECT DESCRIPTION

The Valhalla Residential Condominium project (Project) includes redevelopment of the former Valhalla site and building on the parcel at 206 Second Street and 201 Bridgeway in Sausalito. The Project would maintain an existing single-family home located at 206 Second Street and renovate and expand the Valhalla structure to accommodate seven new residential condominium units. The Project would subdivide the Project site to create a separate lot for the single-family residence. Project plans indicate that the subdivision map for the Project will be followed by a condominium plan identifying air space condominium ownership areas for the seven residential units, exclusive use common areas, and common areas. The proposed Project includes on-site parking and landscaping components.

#### *A. History of The Valhalla*

The Valhalla was initially opened as a German beer garden in 1893 as the “Walhalla.” Since then, the building has been used as a prohibition-era bootlegging operation and later as a restaurant and banquet facility. The Walhalla was renamed as The Valhalla under the ownership of Sally Stanford, a former owner of a San Francisco bordello who later served three terms (1972-1982) on the Sausalito City Council and was elected as mayor of Sausalito in 1976. Since her death, the Valhalla structure has hosted numerous restaurant operations, the last of which closed in 2008. Since that time, the building has remained vacant.

#### *B. Project Site Location and Characteristics*

The Project site is bound by Second Street to the west, Main Street to the south, and the Bridgeway boardwalk and San Francisco Bay to the east. The regional and local locations of the Project site are shown in Figures 3-1 and 3-2, respectively. The Project site is located approximately one-half mile east of Highway 101, in southern Sausalito, along the San Francisco Bay shoreline. Swede’s Beach is a small public beach located south of the Project site, accessible via a stairway at the end of Valley Street. An extension of Swede’s Beach is located along the Bay frontage of the Project site and extends north to Richardson Street.

The Project site consists of a single parcel (Assessor’s Parcel Numbers [APNs] 065-242-06 and 065-242-17) containing four structures, as shown in Figure 3-2. Historically, the Project site consisted of two separate parcels that were merged into one parcel in 1984. Although the Project site is a single parcel, the former separate parcels have separate street addresses (206 Second Street and 201 Bridgeway),

PROJECT DESCRIPTION



Source: City of Sausalito, 2013; PlaceWorks, 2013; ESRI 2010.

Figure 3-1  
Regional and Local Location





maintain separate APNs, lie within separate zoning districts, and are treated as separate parcels for planning purposes.

The northwestern portion of the Project site, located at 206 Second Street, contains the existing single-family residence and is located in the City's Multiple-Family Residential (R-3) Zoning District. The remainder and majority of the Project site, located at 201 Bridgeway, contains the Valhalla building, a banquet hall building, a parking lot, and a carport and is located in the City's Neighborhood Commercial (CN-1) Zoning District. A parking easement on ~~201 Bridgeway~~206 Second Street serves an adjacent property at 207 Bridgeway.

The portion of the Project site located at 206 Second Street is located within the City's Multiple-Family General Plan land use designation. The remainder of the Project site is located within the City's Neighborhood Commercial General Plan land use designation.

The remainder of the Project site apart from the existing structures contains a parking lot. The Project site does not contain existing landscaping.

The existing Valhalla and banquet hall structures are in a deteriorating condition. A previous owner demolished portions of the interior structure, including structure supports, without permits.

### ***C. Surrounding Uses***

The surrounding neighborhood is primarily residential, although scattered businesses exist along the west side of Second Street. A dry cleaner is located across Second Street west of the Project site, and several offices, a neighborhood market, and a restaurant are located within one block south of the Project site. The properties immediately adjoining the Project site are residential.

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

#### ***D. Project Components***

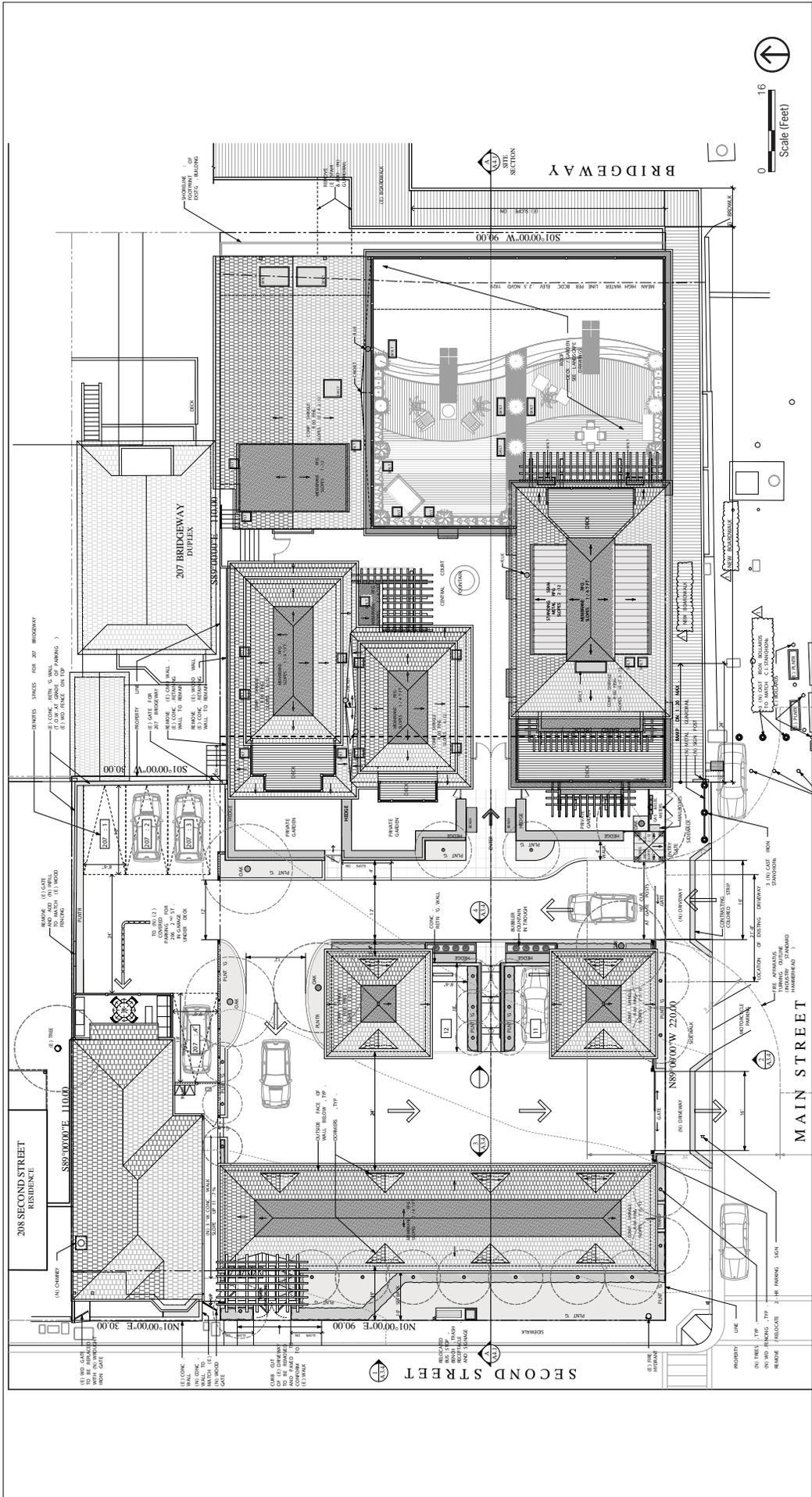
In total, the proposed Project adds 610 square feet of new floor area to the existing 9,290 square feet of building space on the Valhalla property, for a total of 9,900 square feet of floor area, and removes 567 square feet in floor area from the existing 2,018 single-family house. Overall, the proposed Project would result in 43 square feet of net new square footage. A summary of the proposed development is provided in Table 3-1. The Project site plan is shown in Figure 3-3. Proposed unit floor plans are shown in Figures 3-4a through 3-4c.

##### **1. Demolition and Site Preparation**

More than 68 percent of the existing structure's exterior walls and 34 percent of the existing roof will be voluntarily demolished. Areas to be demolished would include the kitchen area, portions of the dining room, and the carport.

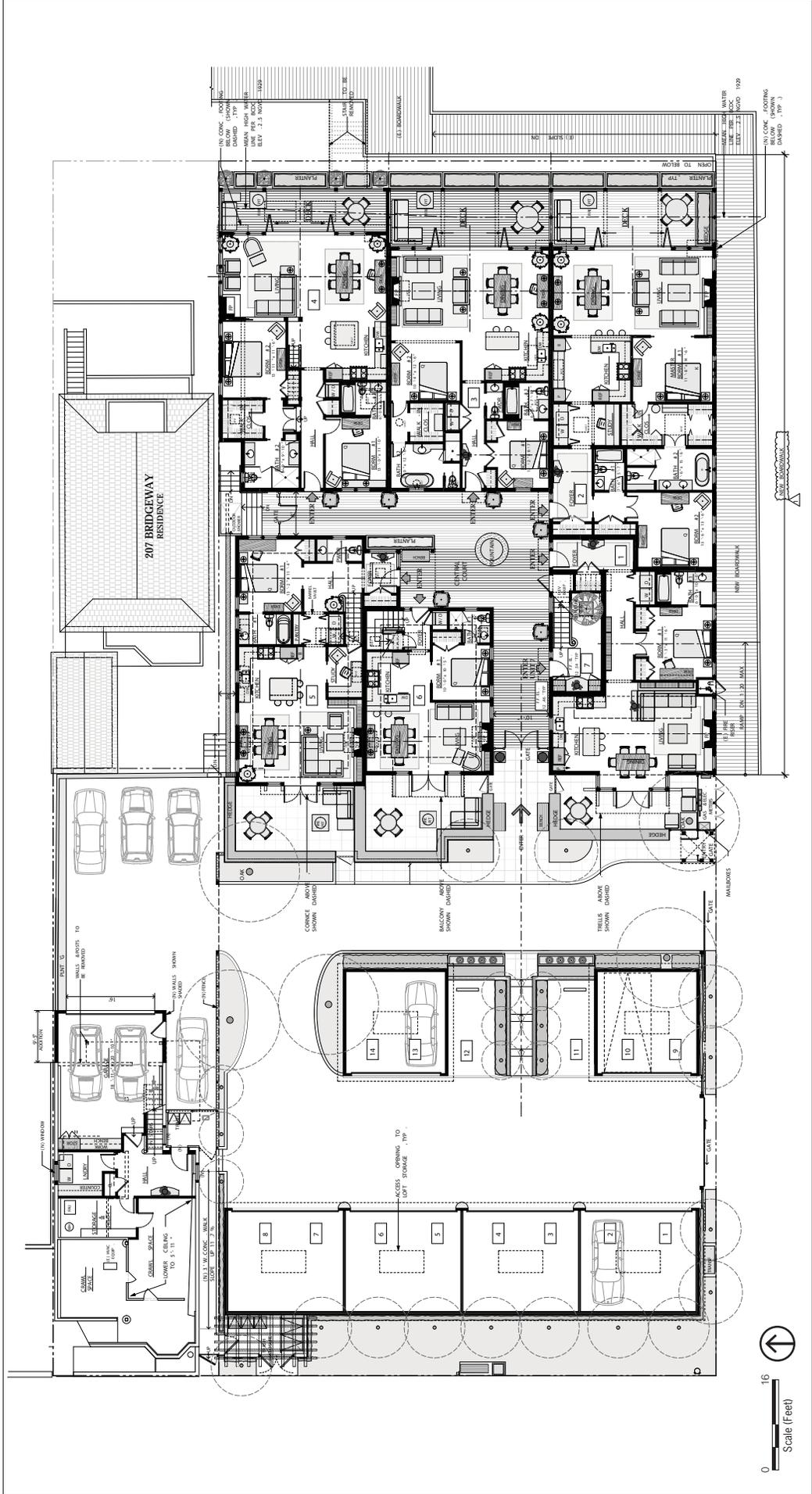
The Project site would be graded for parking lot and building foundation improvements. Grading activities would involve 985 cubic yards (CY) of grading cut export. If no local job sites are accepting soil, the export materials will be brought to Redwood Landfill in Novato in haul trucks with 15 CY capacity. The haul route for these estimated 67 truckloads would likely consist of empty trucks exiting US 101 southbound just prior to the Golden Gate Bridge and proceeding downhill to the Project site with loaded, covered trucks departing the Project site and proceeding northbound through downtown Sausalito on Bridgeway Avenue to US 101 just north of the City limits.

The existing foundation and new footings for the Project are standard spread footings and pad footings bearing on bedrock. The Project would construct formwork from below the existing flooring system, and any areas that are only accessible from inside the building would have some floor sheathing removed to create an access hole and room to work. The removal of existing sheathing, if required, would be kept to only the minimum amount required. Concrete would be pumped through a hose from above and directed down into the crawl space. The existing floor sheathing along the entire eastern length of the building would be removed and new wood decking would be installed in conformance with City Floodplain Management Code and the California Building Code for accessibility (among others). Certain portions of the demolition will occur within the public right of way (frontages), over the waters of San Francisco Bay (Bridgeway frontage), and or within the 100-foot shoreline band of San Francisco Bay Conservation and Development Commission jurisdiction. .



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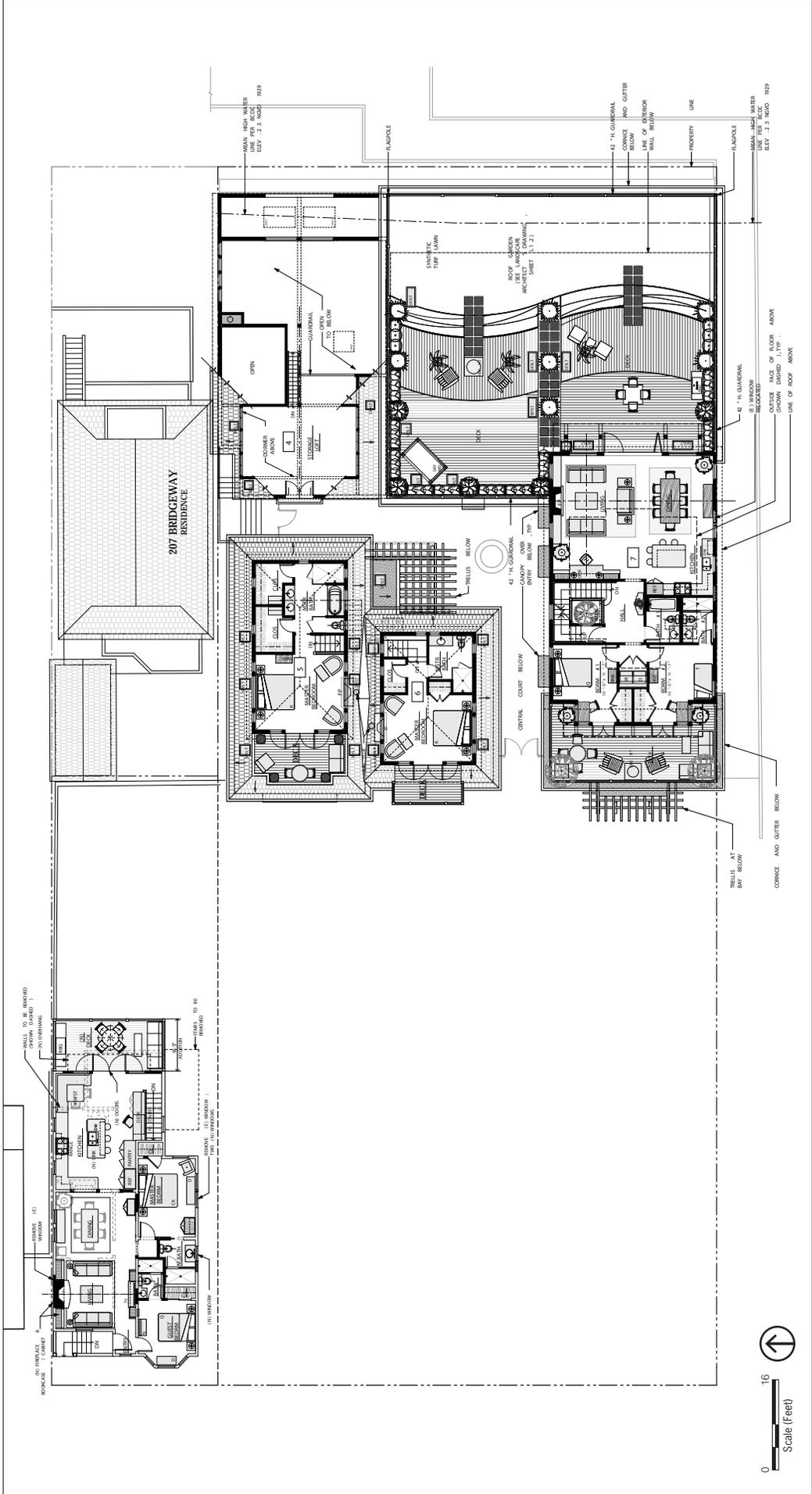
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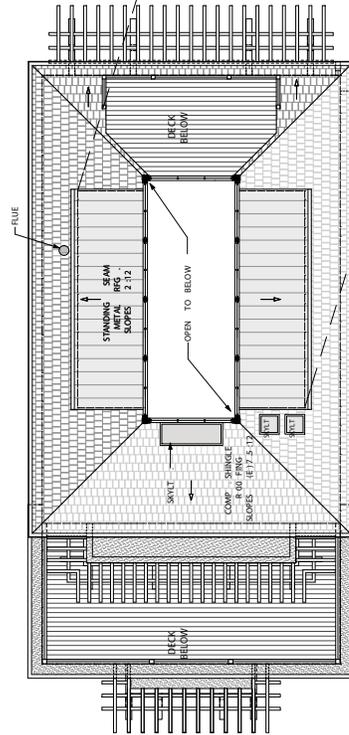


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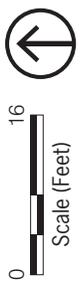
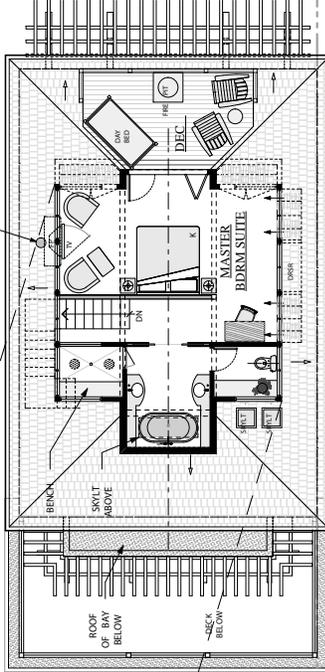
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**PROJECT DESCRIPTION**



**CLERESTORY PLAN**



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TABLE 3-1 SUMMARY OF THE PROPOSED PROJECT

| Unit Number                   | Square Footage | Number of Bedrooms/<br>Bathrooms | Location                          |
|-------------------------------|----------------|----------------------------------|-----------------------------------|
| <b>201 Bridgeway</b>          |                |                                  |                                   |
| 1                             | 958            | 1 bed/1 bath                     | Valhalla ground floor (west side) |
| 2                             | 1,581          | 2 bed/2 bath                     | Valhalla ground floor (east side) |
| 3                             | 1,253          | 2 bed/2.5 bath                   | Valhalla ground floor (east side) |
| 4                             | 1,600          | 2 bed/2 bath                     | Banquet hall                      |
| 5                             | 1,512          | 2 bed/2.5 bath                   | New building                      |
| 6                             | 1,007          | 2 bed/2 bath                     | New building                      |
| 7                             | 1,989          | 3 bed/3 bath                     | Valhalla second story and attic   |
| Total New Square Footage      | 9,900          |                                  |                                   |
| Existing Square Footage       | 9,290          |                                  |                                   |
| <b>206 Second Street</b>      |                |                                  |                                   |
| Total New Square Footage      | 1,451          | 2 bed/1 bath                     | 206 Second Street                 |
| Existing Square Footage       | 2,018          |                                  |                                   |
| <b>Total Square Footage</b>   | <b>11,351</b>  |                                  |                                   |
| <b>Net New Square Footage</b> | <b>43</b>      |                                  |                                   |

Source: Michael Rex Associates, 2013.

## 2. Subdivision

### a. Valhalla Condominiums

#### i. *The Valhalla Structure*

The Project would renovate the existing Valhalla structure to accommodate four residential condominium units, including an existing unit on the second floor. The

existing unit would be expanded into the attic of the existing structure. Two metal dormers would be constructed on the north and south sides of the attic.

The ground floor of the Valhalla structure would contain three units. The roof of the first floor would be converted to a large deck and roof garden serving the second-story unit. The westernmost unit on the ground floor would include a west-facing private garden.

The windows on the ground floor along the east side of the Valhalla structure would be removed and a portion of the interior space would be converted to outdoor verandas.

*ii. Banquet Hall*

The existing banquet hall structure would be retained and renovated into a single residential unit. The windows on the ground floor along the east side of the building would be removed and a portion of the interior space would be converted to an outdoor veranda.

*iii. New Building*

A new two-story building located in place of the Valhalla's kitchen, carport, and service area would provide two additional condominium units. Each of these units would have a west-facing private garden.

b. Single-Family Residence

A subdivision is proposed to place the existing single-family residence on the Project site on its own separate fee-simple parcel. The Project would add a two-car garage at the rear/east end of the home. The existing enclosed rear porch would be demolished and a new roof deck would extend over the top of the new garage. The existing exterior stairway at the rear of the house would be removed to provide a parking space serving 207 Bridgeway. The interior of the home would be renovated to accommodate a new interior stairway providing interior access between the garage and the living space. No other changes are proposed to the existing structure in terms of mass, height, or appearance. Any new exterior work would match the existing materials, finishes, and colors of the existing building.

Along the southern side of the residence, the Project proposes a low concrete wall that would be a close match to the size, color, material, pattern, and texture of the existing wall along the residence's Second Street frontage. A new white painted wooden gate would be installed, as well as a new ramped walkway that would pro-

vide emergency access both to the rear of 206 Second Street and to the trash enclosure for the Valhalla's residential units.

### **3. Parking**

The parking plan for the proposed Project is summarized in Table 3-2 and proposed parking is illustrated on Figure 3-3. The Project includes a total of 20 parking spaces. Twelve of these spaces would be in garage buildings serving six of the seven the condominium units. Two uncovered parking spaces would serve the remaining condominium unit. Two parking spaces would be located in a new garage serving the existing single-family residence. Four parking spaces would be located at 206 Second Street serving the property at 207 Bridgeway as part of the parking easement (described further below).

Two of the new garages serving the condominiums would be free standing buildings located near the center of the parking area. The other four garages would be ganged together into one low building located along Second Street. This garage structure would be set back 11 feet from the property line along Second Street per the special 10-foot setback along Second Street required by the Zoning Ordinance. Storage lofts would be provided in each garage.

The current Project site parcel has a parking easement recorded against it that serves the neighboring parcel at 207 Bridgeway. The easement requires that four parking spaces be provided on the parcel to serve the duplex at 207 Bridgeway. The spaces need to be adjacent to the property line in an area approximately 20 feet by 30 feet in size. Access to these parking spaces from the street must be provided, but in an undefined manner, providing the owner of the Project site with flexibility in defining the route. The Project would provide these parking spaces on the proposed new parcel on Second Street.

### **4. Site Access**

Access to the seven condominiums would be through a central courtyard. Access to the beach along the Bay would be through a gate at the north end of the courtyard and through a passageway under the former banquet hall building. Further, the Project proposes to rebuild and enhance the portion of the public boardwalk along Main Street, adjacent to the south side of the Valhalla, as described in more detail below.

TABLE 3-2 PARKING SUMMARY

| Unit<br>Number               | Number<br>of Spaces<br>Proposed | Location                                   |
|------------------------------|---------------------------------|--|
| 1                            | 2                               | Uncovered in 201 Bridgeway parking lot     |
| 2                            | 2                               | In garage at 201 Bridgeway                 |
| 3                            | 2                               | In garage at 201 Bridgeway                 |
| 4                            | 2                               | In garage at 201 Bridgeway                 |
| 5                            | 2                               | In garage at 201 Bridgeway                 |
| 6                            | 2                               | In garage at 201 Bridgeway                 |
| 7                            | 2                               | In garage at 201 Bridgeway                 |
| Single-Family Residence      | 2                               | 206 Second Street garage                   |
| 207 Bridgeway                | 4                               | Uncovered in 206 Second Street parking lot |
| <b>Total Spaces Proposed</b> | <b>20</b>                       |  |

Source: Michael Rex Associates, 2013.

Currently, the on-site parking lot has two driveways, one entering the lot from Main Street and one exiting the lot onto Second Street. The Project proposes to relocate the exit driveway to Main Street, as shown in Figure 3-3.

In reviewing the proposed site plan, the Southern Marin Fire Protection District staff has informed the Project applicant that the District would require a “hammer-head” (T-shaped) turnaround at the foot of Main Street for a fire truck turnaround. The Project site plan includes the removal of an existing on-street parking space on Main Street to accommodate the proposed exit driveway on Main Street and the fire truck hammerhead turnaround. The removed parking space on Main Street would be replaced with motorcycle parking spaces.

To preserve the two remaining parallel parking spaces on Main Street, the space closest to Second Street would be shifted 4 feet to the west and the east parking space would be moved to the east side of the new entry driveway. To shift the

space closer to Second Street would require either shortening or removing the red zone at the corner. To shift the east parking space to the east side of the Valhalla's entry drive would require removing a concrete arch over the existing catch basin and relocating the bollards at the foot of Main Street closer to the existing electrical transformers.

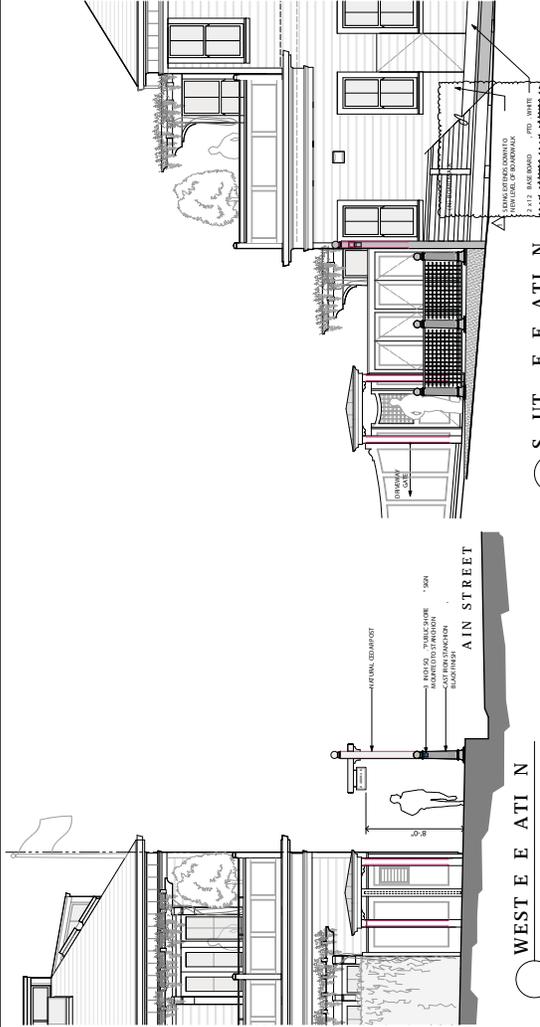
Entry thresholds would be beveled to allow wheelchair access into the ground floor main living levels of Units 1 through 6. Space is included on the Project site plan to accommodate an elevator to provide, if needed in the future, access by disabled persons to the main living level on the second floor of Unit 7. Inclusion of an elevator is considered part of the proposed Project for the purposes of this environmental analysis.

As mentioned above, the public boardwalk along Main Street would be rebuilt to comply with FEMA's new regulations regarding minimum Base Flood Elevation, anticipated for adoption in summer 2014. The proposed improvements would include extending the public boardwalk between the concrete sidewalk at the west end and the portion of the boardwalk over and parallel to Bridgeway at the east end. Given that the boardwalk over Bridgeway is in relatively good condition, no new work is being proposed to this portion of the boardwalk east of Valhalla, with the exception of removing the existing stairway and landing providing access between the Banquet Hall and the boardwalk. Additionally, this area would be closed off with a proposed guardrail similar to the adjacent guardrail. Figure 3-5 shows proposed improvements to the public boardwalk. As shown, the east end of the sidewalk along Main Street where it meets the boardwalk would be lowered by approximately 1 foot in order to provide a more level public boardwalk.

## **5. Building Materials and Features**

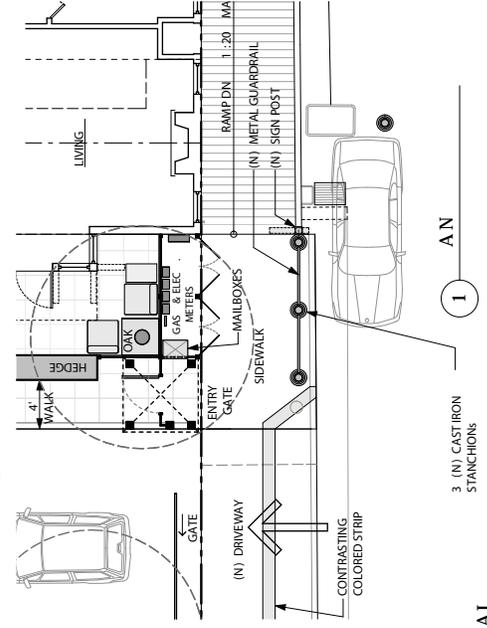
Building material details are identified on Figures 3-6a through 3-6e, which show proposed building elevations. Renderings of the proposed Project are shown in Figure 3-7.

The Valhalla structure would retain its architectural style, including its hipped roof shape and cornice, plus some of the window patterns and locations. The existing shingles, which were added in the 1960s, would be removed and the building would be re-sided with horizontal dropped cove lapped wooden siding similar to the building's original siding. The wood siding, roof overhangs, trim, and door and window sash would be painted white. Further, the proposed guardrail as part of

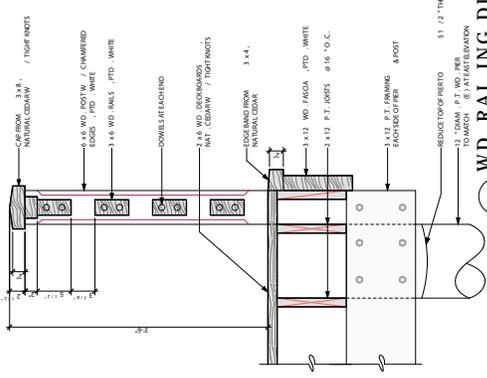


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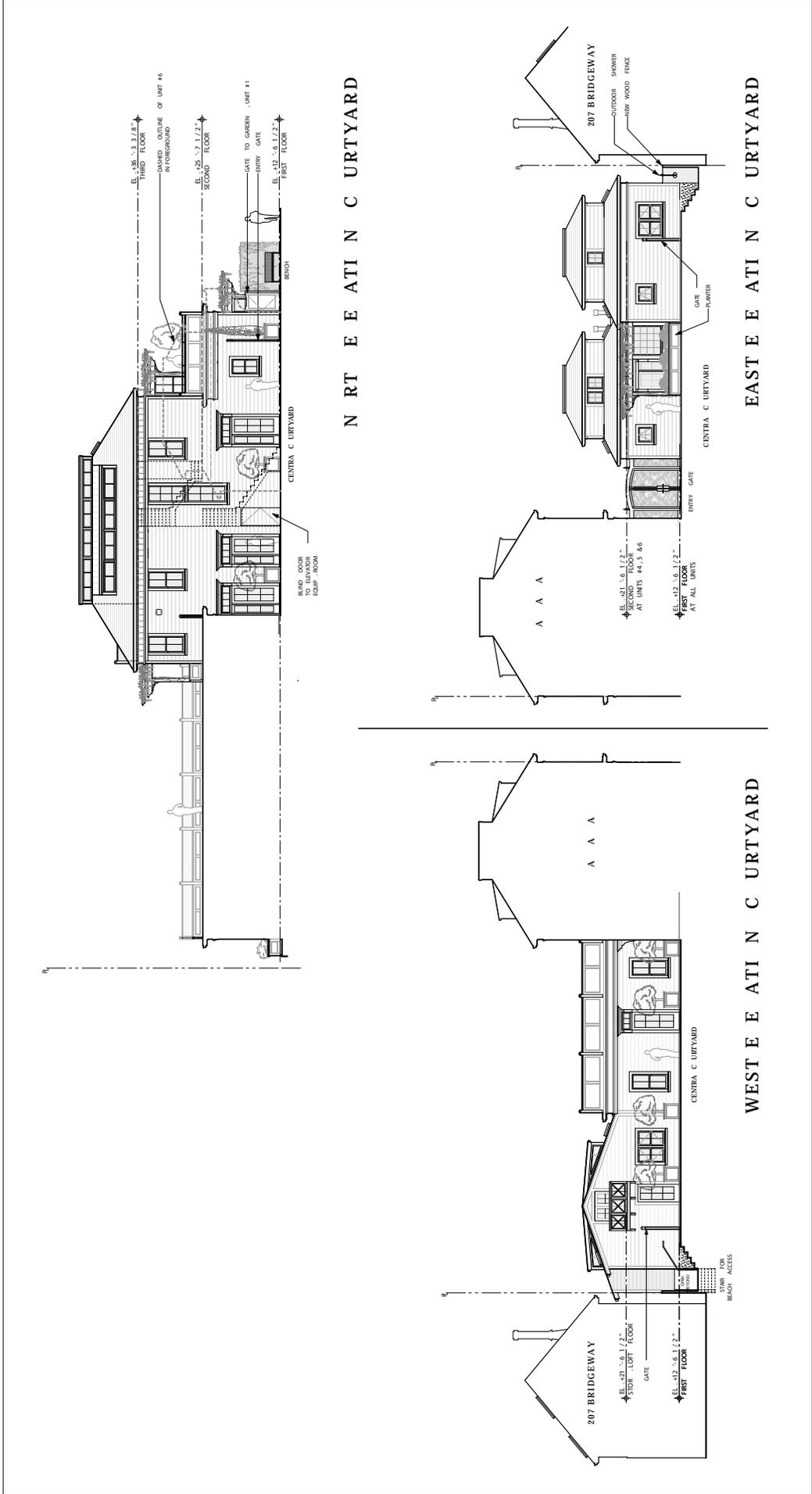
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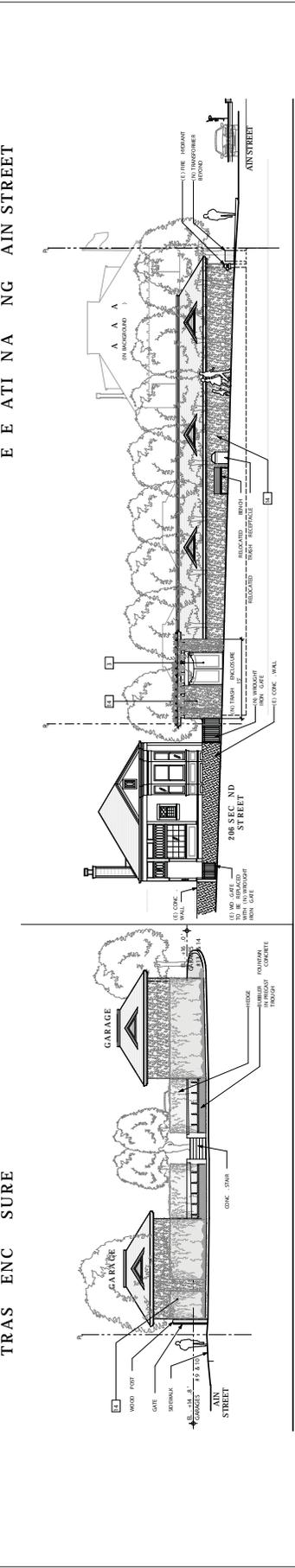
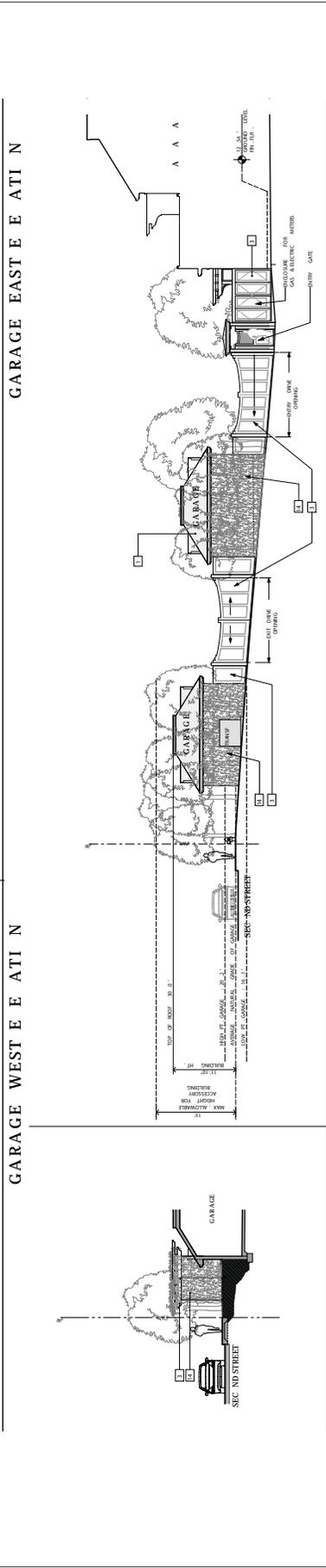
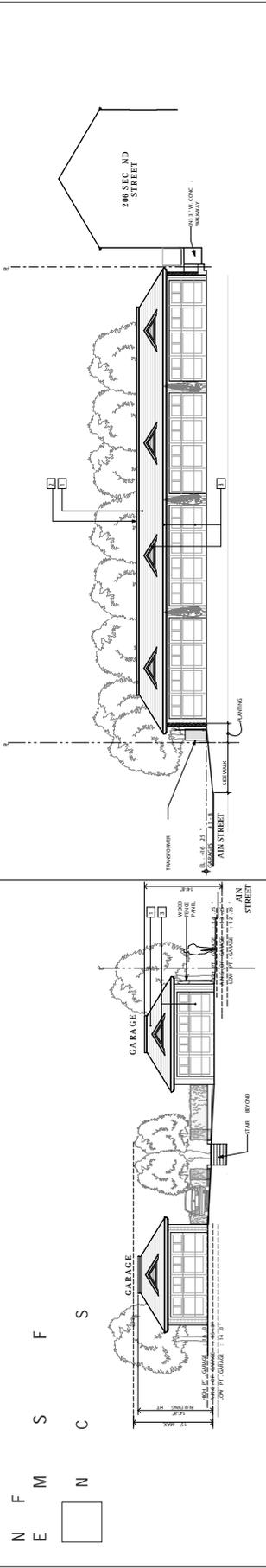
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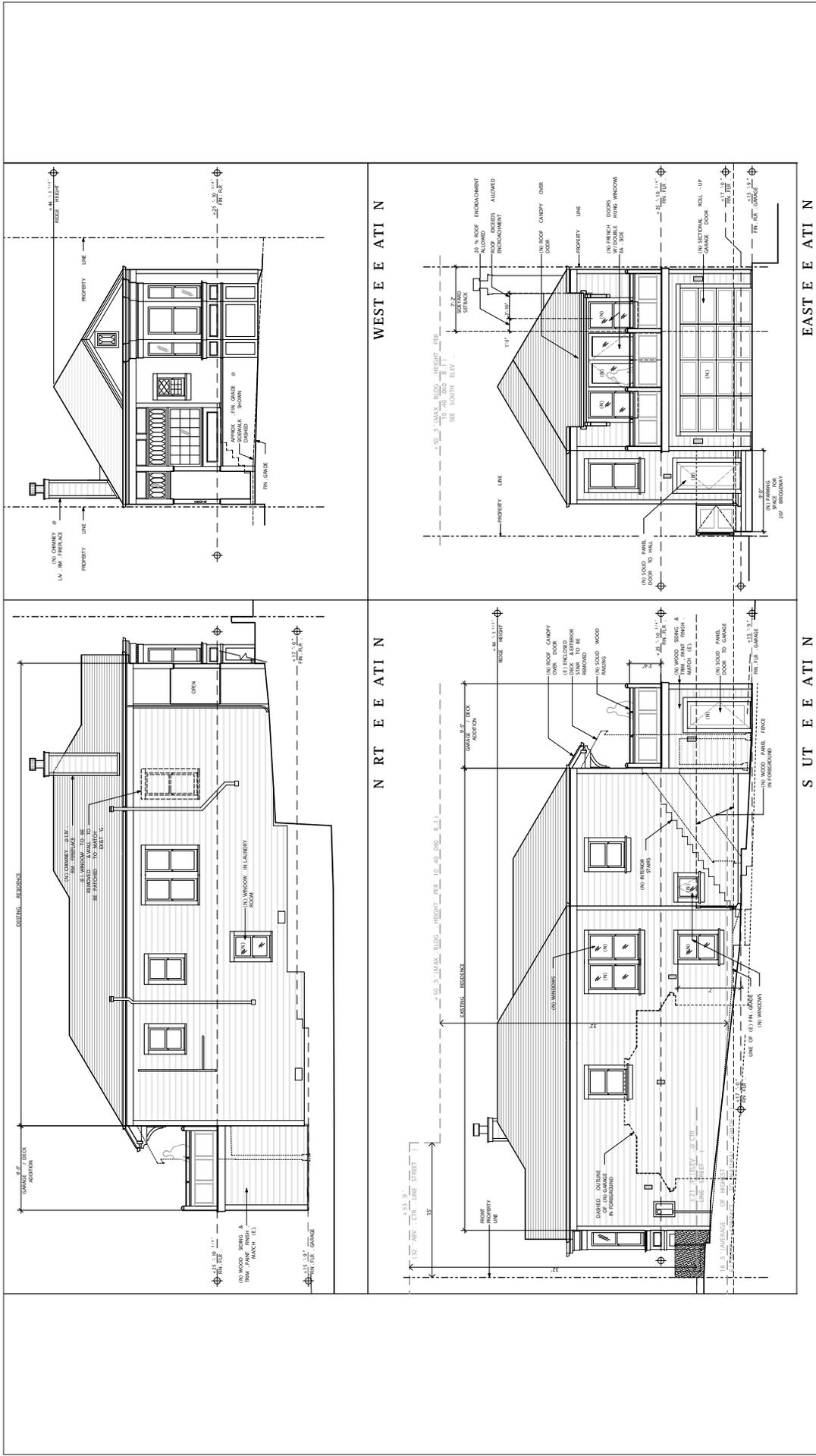


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**PROJECT DESCRIPTION**



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**PROJECT DESCRIPTION**



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the public boardwalk improvements along Main Street would consist of white painted wood, similar to those found along the Sausalito Yacht Harbor's boardwalk and docks in downtown Sausalito. The proposed guardrail would have approximately 6 inch by 6 inch wooden stanchions with beveled chamfers on the four outside corners, all painted white to match the Valhalla.

The original open veranda on the Bay side, while now gone, would be re-created to express, but not replicate, the original. The new veranda would contain curved brackets at the top of the posts, instead of the original diagonal brackets. The deck guardrails would remain wooden, but would paneled instead of having the original "X" pattern, which do not meet current building code safety requirements.

The large double hung windows on the east wall of the Valhalla structure's second floor would be retained and restored. Two new bay windows crowned with wisteria-draped trellises are proposed to replace the westward facing walls of the building. All new windows and doors would have the same vertical proportions of the original building. Most would be double hung windows like the original windows on the building.

The new two-story building proposed to replace the Valhalla kitchen, service yard, and carport would have hipped roofs that conform to the shape of the larger original roof. The eave line would feature a cornice, similar to the cornice on the original Valhalla, but without the vertical molding found on the original frieze.

The proposed garage buildings would be constructed of concrete block. The garage buildings would have truncated hipped roofs similar to the original Valhalla building. The garages would have gabled-shaped vents on the west and east roofline to add interest and extra headroom in the storage lofts.

The trash enclosure walls would be constructed of concrete block of a neutral earth tone. The enclosure's double doors would be designed and painted white to match the Project's paneled entry gates, but constructed of metal rather than wood to better resist weathering and damage. The enclosure would be covered with a wooden trellis with vine cover. The floor of the enclosure would be concrete sloped to an area drain that would be connected to the site's sanitary sewer line.

The central courtyard and private verandas and decks would have weathered teak decking. The entry gate to the courtyard and upper rails on deck guardrails would be black wrought iron.

## **6. Landscaping and Signage**

The proposed garage buildings and trash enclosure would be constructed of concrete block that would be concealed by a fast-growing ficus vine. Much of the Valhalla structure would be screened by plant material. The Project includes a plant palette that includes willow-like street trees, vines, hedges, and other plant types. Two trees would frame the entry drive. At the north end of the entry drive, three additional trees would be planted. Rows of plantings would be installed along the site's edges. The proposed landscaping plan is shown in Figures 3-8a and 3-8b.

The Project plans indicate the location of the Project's signage. A comprehensive signage plan would be designed and submitted under a separate application at a later date.

## **7. Stormwater Management**

The Project would increase the overall permeability of the Project site through the addition of landscape planting areas. Approximately two thirds of the site's stormwater would be captured in the parking lot and on rooftops. The "first flush stormwater" would be directed to a subsurface stormwater treatment system. The treatment system would cleanse the water before being discharged into the existing public storm drain in Main Street. The Stormwater Control Plan prepared for the Project is included in this document as Appendix B.

## **8. Waste Management**

An enclosure is proposed at the northwest corner of 201 Bridgeway to house a dumpster and recycling containers. Access by the sanitary service would be via Second Street. Access by occupants of the Valhalla units would be via a ramped walkway along the southern side of 206 Second Street, for which an access easement is proposed.

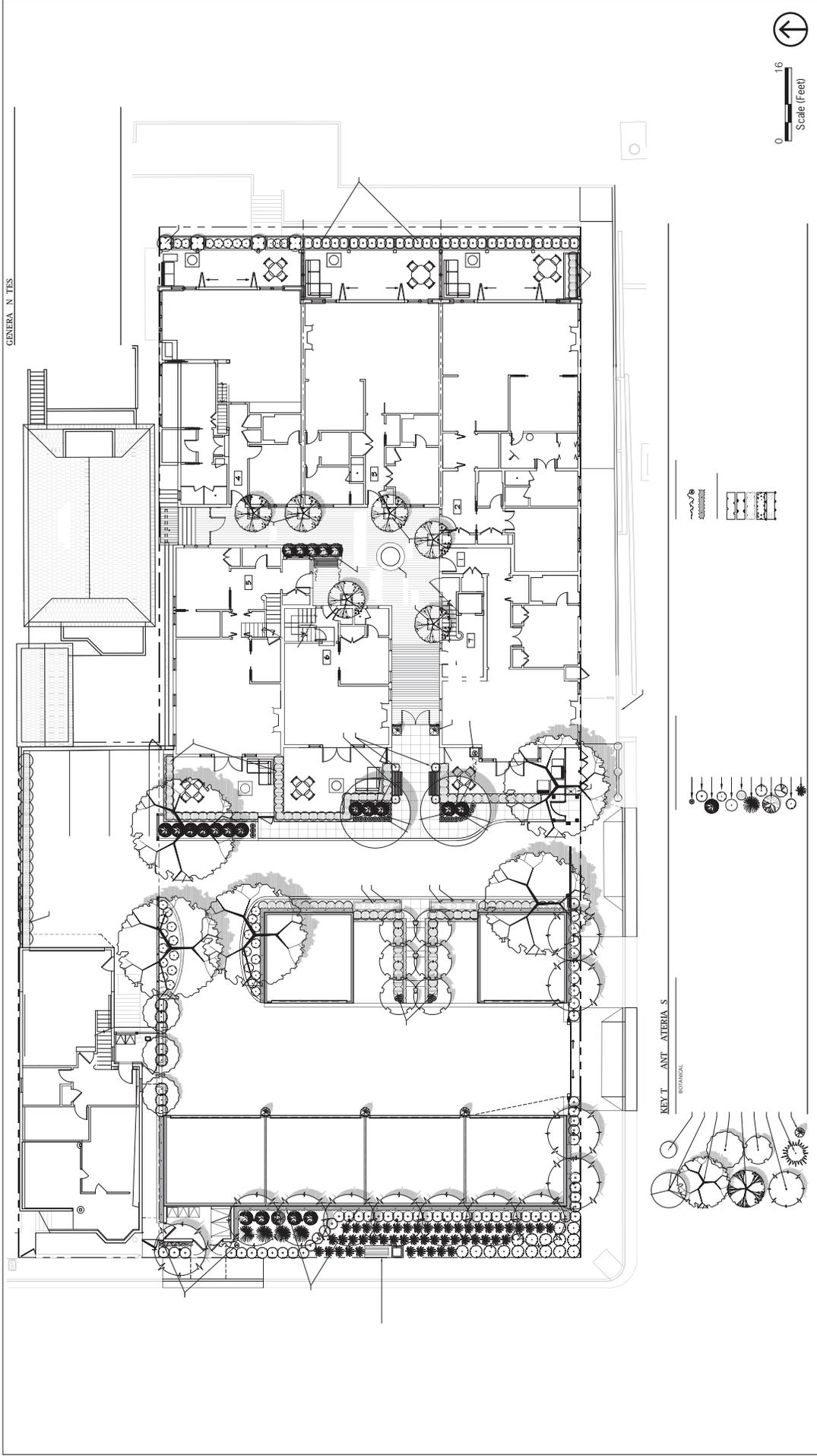
### ***E. Required Permits and Approvals***

The proposed Project would require the following permits and approvals:

#### **◆ City of Sausalito:**

- *General Plan.* The Project proposes to redesignate the General Plan land use designation of the Valhalla site (206 Second Street) from Neighborhood Commercial to High Density Residential.

PROJECT DESCRIPTION



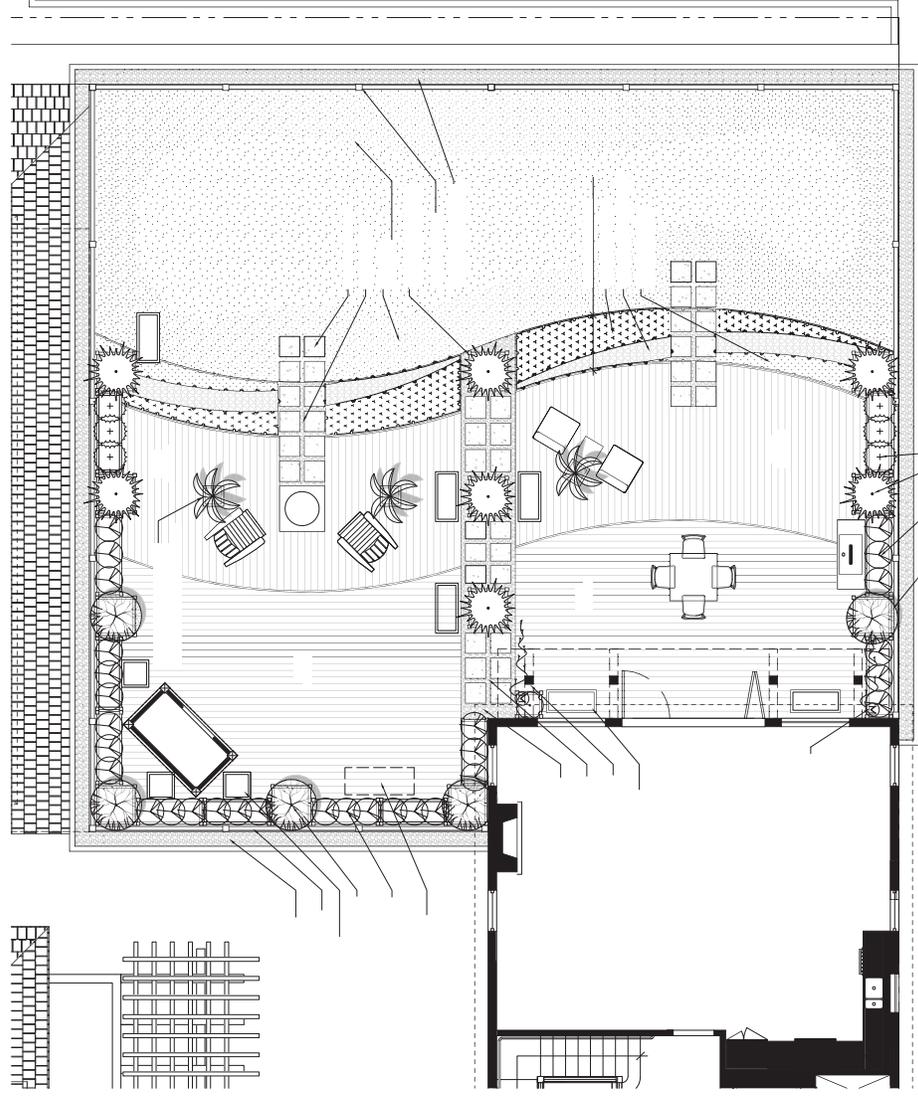
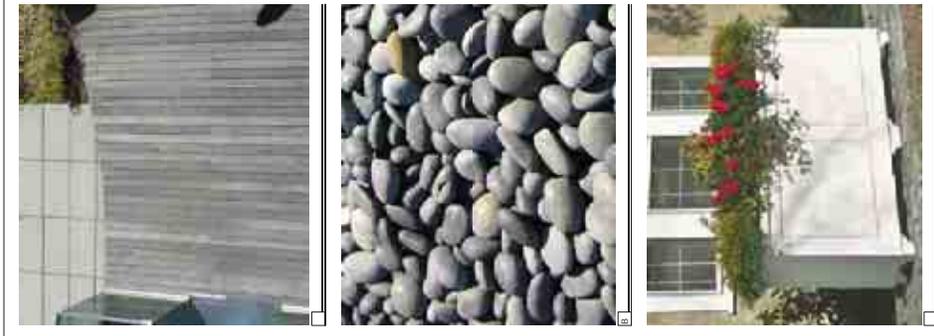
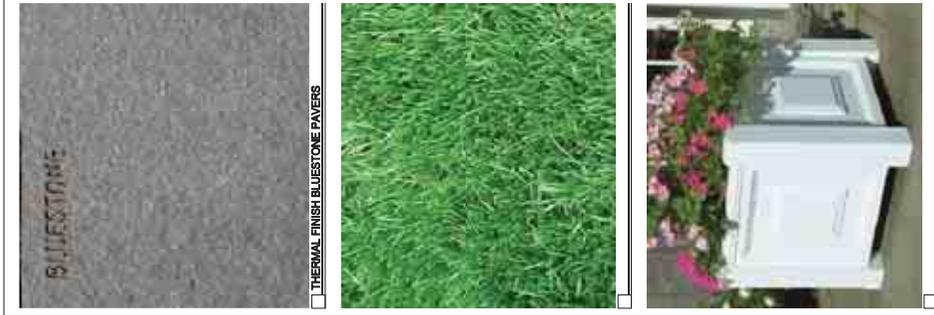
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- *Zoning Amendments.* Since ground floor residential uses are not permitted within the Neighborhood Commercial (CN-1) Zoning district, the Project proposes to rezone the Valhalla site (206 Second Street) from Neighborhood Commercial (CN-1) to Multiple Family Residential (R-3).
- *Planned Development.* The Project requests approval of Planned Development (PD) Overlay to allow flexibility in meeting development requirements. Specifically, the Project requests flexibility for the following:
  - 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 an approximate 3-foot setback, thus encroaching into the setback. The second story of this building would be set back approximately 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 set back approximately 9 feet of the building's length by 4 feet. A proposed dormer on the roof of the banquet hall would encroach approximately four feet into the required 8-foot side yard setback.
  - The new garage building along Second Street would be set back only approximately 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 freestanding 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 area.
- Proposed building coverage would be 55 percent of the parcel area, which exceeds the maximum allowed of 50 percent.
- *Design Review Permit.* The Project would require approval of a Design Review Permit by the Planning Commission. (Please refer to Sections 10.54.050.D and 10.54.050.E of the Zoning Ordinance for discussion of the findings.)
- *Tentative Subdivision Map Approval.* Currently, the Project site is one parcel containing the two formerly-separate parcels located at 201 Bridgeway and 206 Second Street. The two addresses were historically on separate parcels, but were merged into one parcel in 1984. The Project would restore the two lots through a subdivision so the single family home will again be on its own fee-simple parcel. The Project site has a parking easement recorded allowing vehicular access to the neighboring parcel at 207 Bridgeway. This easement would be retained.
- *Condominium Conversion Permit.* The Tentative Subdivision Map identifies areas of the Project site that would be held in common and managed by a Home Owners Association.
- *Encroachment Agreement.* An Encroachment Agreement would be required for building features that would extend over the Bridgeway right-of-way and for the curb cut, driveway, sidewalk, and gutter improvements along Main and Second Streets, along with removing the existing stairs and landing connecting the Banquet hall to the Bridgeway boardwalk, and for the proposed guardrail associated with the public boardwalk improvements on Main Street.
- *Historic Landmarks Board Review.* The Historic Landmarks Board would be required to provide a recommendation of the historic significance of the Project site to the Planning Commission.
- *Grading Permit.* A grading permit would be required for work involving more than 50 cubic yards of earth movement.
- *Demolition permits and building permits* for demolition and construction activities.

- ◆ **San Francisco Bay Conservation and Development Commission (BCDC) Permit.** The Valhalla property and buildings are within BCDC's 100-foot band around San Francisco Bay and are therefore subject to BCDC's review. A BCDC permit would be required following the conclusion of the City's plan approval process.
- ◆ **Army Corps of Engineers and Regional Water Quality Control Board.** Footing improvements may be under the jurisdiction of the Army Corps of Engineers. Permits from the RWQCB may also be required. (See Section 4, Biological Resources, of Chapter 4, Environmental Checklist, for more information.)

## 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. CEQA does not consider obstruction of private views in a project's immediate vicinity as significant environmental impacts because private views are often unique to the viewer and in many cases, viewers within the immediate vicinity may not be affected by the change resulting from the Project.

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 Promenade 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

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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*.

*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.<sup>1</sup>

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.

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<sup>1</sup> California Department of Transportation, California Scenic Highway Mapping Program, Marin County, [http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm), accessed on October 15, 2013.

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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 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<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation<br>Incorporated | Less<br>Than<br>Significant | No<br>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.<sup>2</sup> Therefore, there would be *no impact* to important farmlands.

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<sup>2</sup> 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<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation<br>Incorporated | Less<br>Than<br>Significant         | No<br>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<sub>x</sub>), sulfur dioxide (SO<sub>2</sub>), coarse inhalable particulate matter (PM<sub>10</sub>), fine inhalable particulate matter (PM<sub>2.5</sub>), 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<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Development projects below the significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation.

#### *Construction Emissions*

Construction 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 (PM<sub>10</sub> and PM<sub>2.5</sub>) 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 (PM<sub>10</sub> and PM<sub>2.5</sub>) are considered to be significant unless the proposed Project implements the BAAQMD's Best Management Practices (BMPs) for fugitive dust control during construction. PM<sub>10</sub> 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, PM<sub>10</sub> and PM<sub>2.5</sub> 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 (PM<sub>10</sub>) and fine inhalable particulate matter (PM<sub>2.5</sub>) 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 PM<sub>10</sub> and PM<sub>2.5</sub>:

- ◆ 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.

Significance after Mitigation: *Less than significant.* Adherence to the BAAQMD's BMPs for reducing construction emissions of PM<sub>10</sub> and PM<sub>2.5</sub> 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 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)?*

TABLE 4-1 CONSTRUCTION-RELATED CRITERIA AIR POLLUTANT EMISSIONS

| Pollutant   | Construction Emissions (lbs/year) <sup>a,b</sup> |                 |  |                          |   |                           |
|---|--|-----------------|--|--------------------------|---|---------------------------|
|   | ROG  | NO <sub>x</sub> | Fugitive PM <sub>10</sub> <sup>b</sup> | Exhaust PM <sub>10</sub> | Fugitive PM <sub>2.5</sub> <sup>b</sup> | Exhaust PM <sub>2.5</sub> |
| 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.

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

<sup>b</sup> 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.

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 foreseeable 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

TABLE 4-2 VALHALLA CRITERIA AIR POLLUTANT EMISSIONS INVENTORY

| <b>Pollutant</b>   | <b>Criteria Air Pollutant Emissions (Tons/year)</b> |                       |                        |                         |
|--------------------|---|-----------------------|------------------------|-------------------------|
|                    | <b>ROG</b>  | <b>NO<sub>x</sub></b> | <b>PM<sub>10</sub></b> | <b>PM<sub>2.5</sub></b> |
| 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                      |

| <b>Pollutant</b>   | <b>Criteria Air Pollutant Emissions (Average lbs/day)</b> |                       |                        |                         |
|--------------------|---|-----------------------|------------------------|-------------------------|
|                    | <b>ROG</b>  | <b>NO<sub>x</sub></b> | <b>PM<sub>10</sub></b> | <b>PM<sub>2.5</sub></b> |
| 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.

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

a) *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.<sup>3</sup>

Using BAAQMD's *Stationary Source Screening Analysis Tool*, one stationary source was identified. The Sausalito-Marine 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<sub>2.5</sub> concentration of 0.017 µg/m<sup>3</sup>, and a chronic hazard index of 0.027. Although the screening PM<sub>2.5</sub> 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.

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<sup>3</sup> 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>.

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.<sup>4</sup> BAAQMD provides screening tables that indicate predicted community risk impacts from roadways.<sup>5</sup> 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<sub>2.5</sub> concentrations would be less than 0.04 µg/m<sup>3</sup> 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 <sub>2.5</sub>     |
|--|-------------|----------------|-----------------------|
| 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 <sup>3</sup> |
| 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<sub>2.5</sub> concentrations are below the BAAQMD significance threshold of 0.3 µg/m<sup>3</sup>. 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*.

<sup>4</sup> 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.

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

*Off-Site Community Risk and Hazards During Construction*

The proposed Project would elevate concentrations of TACs and PM<sub>2.5</sub> 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<sub>2.5</sub> 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 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 <sub>2.5</sub>     |
| Value             | 6.5E-06             | 35E-06              | 0.12            | 0.60                  |
| Threshold         | 10E-06              | 10E-06              | 1.0             | 0.3 µg/m <sup>3</sup> |
| 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 x 10<sup>-6</sup> (6.5 per million) for the adult-scenario, which would not exceed the cancer risk threshold of 10 in a million. However, the incremental can-

cer risk for the child-scenario<sup>6</sup> was estimated to be  $35 \times 10^{-6}$  (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<sub>2.5</sub> 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 for the adult and child exposure scenarios would be less than the threshold values. Additionally, the PM<sub>2.5</sub> 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<br>– Adult | Cancer Risk<br>– Child | Chronic<br>Hazards | PM <sub>2.5</sub>     |
| Value             | 1.3E-06                | 7.2E-06                | 0.033              | 0.20                  |
| Threshold         | 10E-06                 | 10E-06                 | 1.0                | 0.3 µg/m <sup>3</sup> |
| 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<sub>2.5</sub>) annual concentrations are estimated to be greater than the BAAQMD significance thresholds. This is a *significant* impact.

<sup>6</sup> 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).

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.<sup>7</sup> 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.*

#### *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.<sup>8</sup> 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 Commissions' (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*.

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<sup>7</sup> 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.

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

*b) 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 treatments 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.

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**

|  | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation<br>Incorporated | Less<br>Than<br>Significant | No<br>Impact             |
|--|--------------------------------------|--|-----------------------------|--------------------------|
| Would the Project:   |                                      |  |                             |                          |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and 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"/> |

| Would the Project:  | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant               | No Impact                           |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.), through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife sites?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Conflict with any local ordinances or policies protecting biological resources, such as tree preservation policy or ordinance?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**Existing Conditions**

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 (*Ar-*

*dea 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 (*Mytilus* 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.<sup>9</sup> 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.

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

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<sup>9</sup> 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.

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 installa-

tion 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<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation<br>Incorporated | Less<br>Than<br>Significant         | No<br>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"/> |

| Would the Project:   | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation<br>Incorporated | Less<br>Than<br>Significant | No<br>Impact             |
|--|--------------------------------------|--|-----------------------------|--------------------------|
| 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:

- ◆ 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 incen-

tives 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 ar-

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 Pleis-

tocene (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.

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 pale-

ontologist 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<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation<br>Incorporated | Less<br>Than<br>Significant         | No<br>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"/>            |
| 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.<sup>10</sup>

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

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).

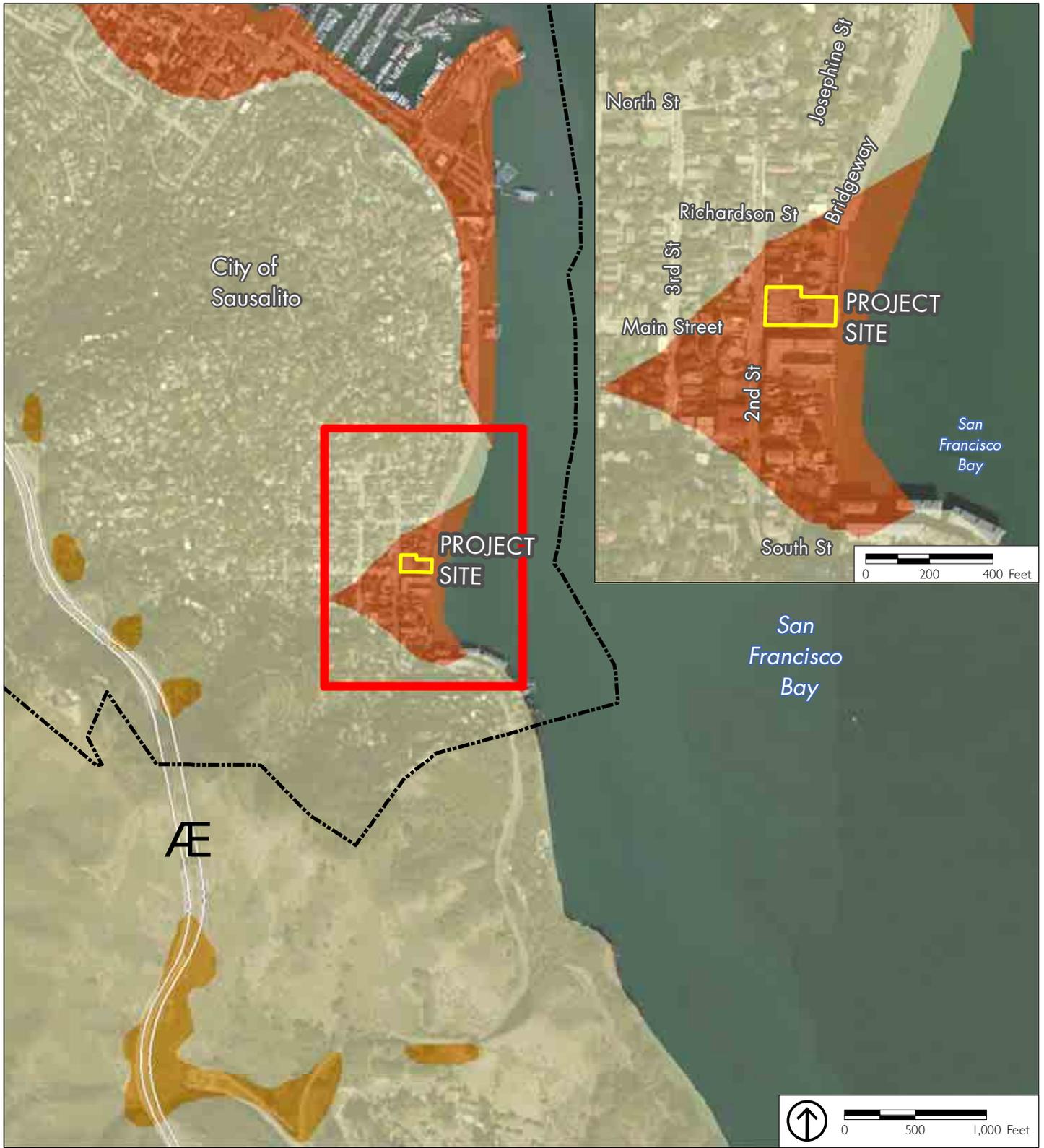
As shown in Figure 4-4, the Project site is not susceptible to landslides, according to mapping data published by the USGS.

Portions of the City of Sausalito are underlain by expansive soils. Expansive soils undergo a significant volume change as a result of wetting or drying over time, and such volume changes can cause damage to improperly designed structures. 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.

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

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



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**

## 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.<sup>12</sup> 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.<sup>13</sup> 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*.

### *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.<sup>14</sup>

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,

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

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

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

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.<sup>15</sup>

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 earthquakes 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

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

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.<sup>16</sup> 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.

**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.*

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

### *Landslides*

Ground shaking can lead to ground failure on slopes, or earthquake-induced landslides.<sup>17</sup> 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, mudslides, 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*.

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

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<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation<br>Incorporated | Less<br>Than<br>Significant         | No<br>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 (CO<sub>2</sub>), methane (CH<sub>4</sub>), and ozone (O<sub>3</sub>)—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 (N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons.<sup>18,19</sup> 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.

<sup>18</sup> Intergovernmental Panel on Climate Change, 2001, Third Assessment Report: Climate Change.

<sup>19</sup> Water vapor (H<sub>2</sub>O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant.

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.<sup>20</sup> 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 metric tons of carbon dioxide-equivalent (MTCO<sub>2</sub>e).<sup>21</sup> Consequently, GHG emissions would be *less than significant*.

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<sup>20</sup> Bay Area Air Quality Management District, 2011, California Environmental Quality Act Air Quality Guidelines.

<sup>21</sup> CO<sub>2</sub>-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.

TABLE 4-6 VALHALLA GHG EMISSIONS INVENTORY

| Category  | GHG Emissions<br>(MTCO <sub>2</sub> 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 <sup>a</sup> | 68  |
| Bright-Line Threshold   | 1,100 MTCO <sub>2</sub> e                   |
| Exceeds Threshold?  | No  |

Note: MTCO<sub>2</sub>e:metric tons of carbon dioxide-equivalent

<sup>a</sup> 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.

*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.<sup>22</sup> 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).<sup>23</sup>

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*.

#### *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.<sup>24</sup> Conse-

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<sup>22</sup> California Air Resources Board, 2008, Climate Change Scoping Plan, a Framework for Change.

<sup>23</sup> California Air Resources Board, 2012, Status of Scoping Plan Recommended Measures, [http://www.arb.ca.gov/cc/scopingplan/status\\_of\\_scoping\\_plan\\_measures.pdf](http://www.arb.ca.gov/cc/scopingplan/status_of_scoping_plan_measures.pdf).

<sup>24</sup> Metropolitan Transportation Commission and Association of Bay Area Governments, 2013, Plan Bay Area, Strategy for a Sustainable Region.

quently, 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

| Would the Project:   | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation<br>Incorporated | Less<br>Than<br>Significant         | No<br>Impact                        |
|--|--------------------------------------|--|-------------------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?  | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?  | <input type="checkbox"/>             | <input checked="" type="checkbox"/>                            | <input type="checkbox"/>            | <input type="checkbox"/>            |
| c) Emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?   | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?                         | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 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"/>            |

| Would the Project:  | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant               | No Impact                           |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| 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.<sup>25</sup>

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,

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

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.

#### *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.<sup>26</sup>

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

## 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 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;<sup>27</sup> 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 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

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

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 existing or proposed schools located within one-quarter mile of ~~an existing or the proposed school~~Project. 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.<sup>28</sup> 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 services. 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.<sup>29</sup> Therefore, there would be *no impact*.

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<sup>28</sup> 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.

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

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"/>            |
| 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.”<sup>30</sup> 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 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.

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<sup>30</sup> Marin County Watershed Program, 2013, *Richardson Bay Watershed*, [http://www.marinwatersheds.org/richardson\\_bay.html](http://www.marinwatersheds.org/richardson_bay.html), accessed on October 3, 2013.

### 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. Construction 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 installation 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.<sup>31</sup> 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 implementation 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 re-

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<sup>31</sup> City of Sausalito, 2013, Memorandum from Office of the Director of Public Works.

spect 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 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<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation<br>Incorporated | Less<br>Than<br>Significant         | No<br>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 Promenade 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 Promenade 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 development 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 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.<sup>32</sup> 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 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*.

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

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

### Existing Conditions

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.

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<sub>dn</sub> 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 vibration 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

TABLE 4-7 CONSTRUCTION EQUIPMENT VIBRATION LEVELS  
(PPV IN/SEC)<sup>a</sup>

| Equipment        | Distance     |         |
|------------------|--------------|---------|
|                  | 25 ft.       | 100 ft. |
| Vibratory roller | <b>0.210</b> | 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.

<sup>a</sup> 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.

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.

**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. According 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.

CITY OF SAUSALITO  
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 ENVIRONMENTAL CHECKLIST AND FINDINGS

TABLE 4-8 CONSTRUCTION EQUIPMENT NOISE LEVELS

| <b>Equipment</b>             | <b>Noise Level (dBA)<br/>at 50 feet</b> | <b>Typical Duty<br/>Cycle</b> |
|------------------------------|---|-------------------------------|
| 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)<br>at 50 feet | Typical Duty<br>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.

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.

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 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<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation<br>Incorporated | Less<br>Than<br>Significant         | No<br>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,<sup>33</sup> up 2.5 percent from the 2010 population of 6,943 reported by the US Census Bureau.<sup>34</sup> 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.<sup>35</sup>

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

<sup>34</sup> 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.

<sup>35</sup> Association of Bay Area Governments, Projections 2009.

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.<sup>36</sup>

### 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*.

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

**13. PUBLIC SERVICES**

|  | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation<br>Incorporated | Less<br>Than<br>Significant         | No<br>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.<sup>37</sup>

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

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

<sup>38</sup> 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.<sup>39</sup>

### *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.<sup>40</sup>

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.<sup>41</sup>

## **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

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

<sup>40</sup> 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.

<sup>41</sup> 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.<sup>42</sup> 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.<sup>43</sup> 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.

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

<sup>43</sup> 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.<sup>44</sup>

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 SMCS<sup>45</sup> 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<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation<br>Incorporated | Less<br>Than<br>Significant         | No<br>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 Conditions<sup>46</sup>**

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

- ◆ Cazneau Playground
- ◆ Cloud View Park

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

<sup>45</sup> 12 (population increase) divided by 411 SMCS<sup>45</sup> students (2012-2013) = 3 percent.

<sup>46</sup> 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 3<sup>rd</sup> Street and 4<sup>th</sup> 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.<sup>47</sup> 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*.<sup>48</sup>

**15. TRANSPORTATION AND TRAFFIC**

|  | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation<br>Incorporated | Less<br>Than<br>Significant         | No<br>Impact             |
|--|--------------------------------------|--|-------------------------------------|--------------------------|
| Would the Project:<br><br>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"/> |

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

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

|   | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation<br>Incorporated | Less<br>Than<br>Significant         | No<br>Impact                        |
|---|--------------------------------------|--|-------------------------------------|-------------------------------------|
| Would the Project:  |                                      |  |                                     |                                     |
| 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, 9<sup>th</sup> 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.

For comparison, Based on ITE rates and a trip generation calculation included in the Traffic and Parking Study prepared by Robert L. Harrison; provided an estimate of previous trips generated by the former restaurant uses within the Project site based on ITE rates and a trip generation calculation. †The 200-seat restaurant previously located on the Project site generated an estimated 572 ADT on week-

days, with 6 trips occurring during the AM peak hour and 52 trips in the PM peak hour. On Saturdays, the restaurant generated an estimated 562 ADT, with 61 trips in the peak midday hour. Therefore, the proposed Project would generate substantially fewer trips, when compared to this previous restaurant use.

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<br>(12pm – 1pm) |     | Saturday Peak Hour<br>(12:15pm-1:15pm) |     |
|-----------------------|----------------------------------|-----|--|-----|
|                       | Delay<br>(seconds)               | LOS | Delay<br>(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 Man-

agement 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 Promenade 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 promenade; 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

TABLE 4-11 PARKING REQUIREMENT SUMMARY

| Unit                      | Number of Bedrooms       | Location  | Parking Requirement <sup>a</sup> |
|---------------------------|--------------------------|---|----------------------------------|
| 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)           |

<sup>a</sup> 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<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation<br>Incorporated | Less<br>Than<br>Significant         | No<br>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<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation<br>Incorporated | Less<br>Than<br>Significant         | No<br>Impact             |
|---|--------------------------------------|--|-------------------------------------|--------------------------|
| Would the Project:<br>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.<sup>49</sup>

### *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.<sup>50</sup>

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).<sup>51</sup>

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

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<sup>49</sup> Personal communication with Jonathan Goldman, Public Works Director, on January 16, 2014.

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

<sup>51</sup> 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.<sup>52</sup> The UWMP identifies sufficient water supplies to meet projected demand for normal year, single dry year, and multiple dry year scenarios.<sup>53</sup>

#### *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.<sup>54</sup> Recycling, trash, and hazardous materials are brought to the Marin Sanitary Service facility in San Rafael.<sup>55</sup> Green waste is brought to a composting facility in Richmond.<sup>56</sup>

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.<sup>57</sup>

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<sup>52</sup> Marin Municipal Water District, 2010 Urban Water Management Plan, page 3-6.

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

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

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

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

<sup>57</sup> 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-Marin City Sanitation District's service area. The proposed residential use is not expected to significantly affect the District's facilities.<sup>58</sup> 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.<sup>59</sup> 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-Marin City Sanitation District would evaluate the Project and inspect the existing lateral to determine if connection fees, use fees,

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<sup>58</sup> Rahman, Kevin. Associate Engineer, Sausalito-Marin City Sanitation District. Personal communication with Alexis Mena, PlaceWorks. October 24, 2013.

<sup>59</sup> 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.<sup>60</sup> 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.<sup>61</sup> 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.<sup>62</sup> The impact would be *less than significant*.

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

<sup>61</sup> City of Sausalito, 2013, Memorandum from Office of the Director of Public Works.

<sup>62</sup> 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 facilities<sup>63</sup> 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.<sup>64</sup> As of 2009, Marin Sanitary Service reported that its facilities were at 40 percent capacity.<sup>65</sup> 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*.

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

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

<sup>65</sup> 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<br>Significant<br>Impact | Less Than<br>Significant<br>With<br>Mitigation<br>Incorporated | Less<br>Than<br>Significant         | No<br>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?*

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 RESPONSES TO COMMENTS

This chapter provides responses to comments received on the Public Review Draft of the Initial Environmental Study/Mitigated Negative Declaration (IES/MND) for the Valhalla Residential Condominium Project. The IES/MND was circulated for a review period beginning on April 1, 2014, and concluding on May 14, 2014.

Although CEQA and the State CEQA Guidelines do not require a Lead Agency to prepare written responses to comments received on an IES/MND (as contrasted with a Draft Environmental Impact Report [EIR] [see State CEQA Guidelines Section 15088]), the City of Sausalito has elected to prepare the following written responses with the intent of conducting a comprehensive and meaningful evaluation of the proposed Project.

### *A. Comment Letters Received*

The following comment letters were received during the public review period. Each comment letter is reproduced in its entirety. The letters are divided into two categories and listed in the order they were received. Within each comment letter, several individual comments have been identified. The number designations are correlated to the bracketed and identified portions of each letter.

#### **1. State Agency**

Comment Letter SA1: State Clearinghouse, received May 22, 2014

#### **2. Organizations**

Comment Letter ORG1: Michael Rex Associates, dated April 23, 2014

Comment Letter ORG2: Michael Rex Associates, dated April 28, 2014

Comment Letter ORG3: Sausalito Citizens for Safer Streets, received April 29, 2014

#### **3. Individuals**

Comment Letter IND1: David Thomas, received April 30, 2014

Comment Letter IND2: Geoffrey Butler on behalf of Bonnie Johnson and David Thomas, received April 30, 2014

Comment Letter IND3: Christopher McKeon, received May 5, 2014

Comment Letter IND4: Serge LeBlanc, dated May 7, 2014

Comment Letter IND5: Diane Andrews, received May 7, 2014

Comment Letter IND6: Kerry & Geoff Headington, received May 7, 2014

Comment Letter IND7: Geoffrey Butler on behalf of Bonnie Johnson and David Thomas, dated May 14, 2014

Comment Letter IND8: Jonathan Solomon, received May 14, 2014  
Comment Letter IND9: Diana Kristiani, received May 14, 2014  
Comment Letter IND10: Geoffrey Butler on behalf of Bonnie Johnson and  
David Thomas, received May 14, 2014  
Comment Letter IND11: Geoffrey Butler on behalf of Bonnie Johnson and  
David Thomas, received May 14, 2014

**4. Comments Received During Public Hearings**

Comment Letter PC1: Sausalito Planning Commission Minutes, April 14,  
2014.  
Comment Letter PC2: Sausalito Planning Commission Minutes, April 30,  
2014.  
Comment Letter PC3: Sausalito Planning Commission Minutes, May 14,  
2014.

***B. Letters of Support Received***

The following letters of support were received during the public review period. Each of these comment letters did not question the adequacy of the analysis included in the IES/MND. The senders of each letter are listed below, and copies of the letters are attached. No further response is required.

Liz Bamberg-Guzman, dated April 11, 2014  
Robert Woodrum, dated April 23, 2014  
Rosalie Wallace, dated April 23, 2014  
Deborah Fricke, dated April 23, 2014  
Shelah Peters, dated April 27, 2014  
Tom Purdy, dated April 30, 2014  
Elizabeth Sweeney, dated April 30, 2014  
Rosalie Wallace, dated May 1, 2014  
Annie & David Porter, dated May 1, 2014  
Kathy Atkins-Page, dated May 1, 2014  
Libby Dietrich, dated May 2, 2014  
Ali McGrath, dated May 4, 2014  
Ron Lussier, dated May 4, 2014  
Howard Goldberg, dated May 4, 2014  
Jim Griffin, dated May 4, 2014  
Russ Irwin, dated May 4, 2014  
Diana Kristiani, dated May 4, 2014  
Linda Lyons, dated May 4, 2014

Eric & Elizabeth Risberg, dated May 5, 2014  
Michael Sobel, dated May 5, 2014  
Pat Boddy, dated May 5, 2014  
Mary Foust, dated May 6, 2014  
Liliana Salvadori, dated May 6, 2014  
Jon Squire, dated May 7, 2014  
Katherine Tiballi, dated May 7, 2014  
Scott Rogers, dated May 7, 2014  
Robert Zadek, dated May 8, 2014  
Paul & Jackie Ronan, dated May 8, 2014

### ***C. Master Responses***

The following Master Responses consolidate information on a specific topic area to ensure a comprehensive response. Responses to individual comments in reference these Master Responses, where relevant.

#### **View Impacts**

Several comments were received regarding the potential for the Project to adversely affect existing private views. The determination in the IES/MND finds that the Project would not adversely affect scenic public vistas and that the Project would be subject to the City's Design Review Permit process to ensure that the obstruction of private views is minimized.

The IES/MND makes a distinction between public and private views based on CEQA case law, and that obstruction of a few private views in a project's immediate vicinity is not generally regarded as a significant environmental impact (see, e.g., *Ocean View Estates Homeowners Assn., Inc. v. Montecito Water Dist.*, supra, 116 Cal.App.4th at p. 402.). Specifically, the evaluation of views under CEQA is concerned with whether a project "will affect the environment of persons in general, not whether a project will affect particular persons" (*Mira Mar Mobile Community v. City of Oceanside*, supra, 119 Cal.App.4th at pp. 492-493).

With respect to the proposed Valhalla Project, the views of concern are views of Richardson's Bay and far field views of the Bay Bridge and San Francisco. Story poles were installed on the Project site in late April 2014 in order to show the potential building heights of the proposed Project. Based on a field visit by staff and taking into consideration the story poles, it appears that some nearby residents may have views from their private properties diminished by the Project, but other resi-

dents will be unaffected. Given the limited scope of the impact, the Project's effect on scenic views is not considered environmentally significant (which is consistent with *Citizens for Responsible & Open Government v. City of Grand Terrace*, 160 Cal. App. 4th 1323 [Cal. App. 4th Dist. 2008]).

The City's Design Review Permit procedures seek to minimize obstruction to private views from private property. "View" is defined in Sausalito Municipal Code Section 10.88.040 as

"Any view of the Sausalito Waterfront, San Francisco Bay, Mt. Tam, Strawberry Point, Tiburon, Belvedere, Angel Island, East Bay, and/or the City of San Francisco or any view greater than 300 feet distance and/or including significant aesthetic, cultural, natural, or historic features. The term 'view' does not mean an unobstructed panorama of all or any of the above."

A primary view is defined as "Any view distance from primary viewing areas of a dwelling, such as the living room, dining room, kitchen, master bedroom, and deck or patio spaces serving such living areas." As such, primary views are not considered for CEQA analysis, but are addressed in the Planning Commission staff reports prepared for the Project's entitlements.

#### **Merits/Opinion-Based Comments**

Often during the public review of a CEQA document, the concerns and issues are raised that relate to merits of the project itself or the project's community consequences or benefits (referred to here as "project merits"), rather than the environmental analyses or impacts and mitigations raised in the CEQA document. During the public review of this IES/MND, several comments were received that relate to the merits of the Project. The City's review of environmental issues and Project merits are both important in the decision of what action to take on a project, and both are considered in the decision-making process for a project.

As previously noted, the State CEQA Guidelines do not require a Lead Agency to prepare written responses to comments received on an IES/MND. Since the City has elected to provide written responses to comments as they would for an EIR, the City has also adopted a similar approach to responding only to comments on environmental issues that are raised in the IES/MND. The City's approach is consistent with CEQA Guidelines Section 15088 and 15132 as the Guidelines pertain to EIRs. Therefore, the responses are not provided to comments that express an opinion about the Project merits or comments that do not relate to environmental issues covered in the IES/MND. Although such comments received during the

CITY OF SAUSALITO  
THE VALHALLA ENVIRONMENTAL REVIEW  
RESPONSES TO COMMENTS

review period do not require responses, as previously noted, they do provide important input to the process of reviewing the Project overall, and will be addressed in the staff reports for the Project.

*D. Comment Letters and Responses*

**1. State Agency**



EDMUND G. BROWN JR.  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX  
DIRECTOR

RECEIVED  
MAY 22 2014  
CITY OF SAUSALITO  
COMMUNITY DEVELOPMENT

May 15, 2014

Jeremy Graves  
City of Sausalito  
420 Litho Street  
Sausalito, CA 94965

Subject: Valhalla Residential Condominium Project  
SCH#: 2014042009

Dear Jeremy Graves:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on May 14, 2014, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

|  
S

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2014042009  
**Project Title** Valhalla Residential Condominium Project  
**Lead Agency** Sausalito, City of

---

**Type** MND Mitigated Negative Declaration  
**Description** Note: Review Per Lead

The Valhalla Residential Condominium project (Project) includes redevelopment of the former Valhalla site and building on the parcel at 206 Second Street and 201 Bridgeway in Sausalito. The Project would maintain an existing single-family home located at 206 Second Street and renovate and expand the Valhalla structure to accommodate seven new residential condominium units. The Project would subdivide the Project site to create a separate lot for the single-family residence. Project plans indicate that the subdivision map for the Project will be followed by a condominium plan identifying air space condominium ownership areas for the seven residential units, exclusive use common areas, and common areas. The proposed Project includes on-site parking and landscaping components.

In total, the proposed Project adds 610 sf of new floor area to the existing 9,290 sf of building space on the Valhalla property, for a total of 9,900 sf of floor area, and removes 567 sf in floor area from the existing 2,018 single-family house. Overall, the proposed Project would result in 43 sf of net new sf.

---

**Lead Agency Contact**

**Name** Jeremy Graves  
**Agency** City of Sausalito  
**Phone** (415) 289-4133  
**email**  
**Address** 420 Litho Street  
**City** Sausalito **State** CA **Zip** 94965  
**Fax**

---

**Project Location**

**County** Marin  
**City** Sausalito  
**Region**  
**Lat / Long**  
**Cross Streets** Second Street and Main Street  
**Parcel No.** 065-242-06 / 065-242-17  
**Township** **Range** **Section** **Base**

---

**Proximity to:**

**Highways** Hwy 101  
**Airports**  
**Railways**  
**Waterways** SF Bay  
**Schools** SMCS and TUHSD  
**Land Use**

---

**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Supply; Landuse

---

**Reviewing Agencies** Resources Agency; Department of Fish and Wildlife, Region 3; Office of Historic Preservation; Department of Parks and Recreation; San Francisco Bay Conservation and Development Commission; Department of Water Resources; California Highway Patrol; Caltrans, District 4; Air Resources Board; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native

S

**Document Details Report**  
**State Clearinghouse Data Base**

American Heritage Commission; State Lands Commission

S

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*Date Received* 04/01/2014      *Start of Review* 04/01/2014      *End of Review* 05/14/2014

**Comment Letter SA1: State Clearinghouse, received May 22, 2014**

**Response SA1-1**

This comment states that the State Clearinghouse within the Governor's Office of Planning and Research received the IES/MND and distributed it to several State agencies. No State Agencies submitted a comment letter to the City during the review period. This comment does not question the adequacy of the analysis included in the IES/MND, and no response is required.

## **2. Organizations**

MICHAEL REX ASSOCIATES  
ARCHITECTURE & DESIGN  
1 7 5 0 B R I D G E W A Y  
S U I T E B 2 1 1  
S A U S A L I T O  
C A L I F O R N I A 9 4 9 6 5  
T 4 1 5 3 3 1 1 4 0 0  
F 4 1 5 3 3 1 5 4 6 3  
MICHAELREXASSOCIATES.COM

M E M O R A N D U M

DATE: April 23, 2014  
TO: Jeremy Graves  
FROM: Rea Ashley  
COPIES TO: Alex Kashef, Ben Noble & Ricky Caperton  
PROJECT: Valhalla Residences  
SUBJECT: Comment on review of IS/MND prepared by Placeworks, dated April 1, 2014

**Necessary Corrections:**

- 1. Page 3-4, first paragraph, last sentence, should read "A parking easement on 206 Second Street serves an adjacent property at 207 Bridgeway."
- 2. Figure 3-5 needs to be updated to current plan prepared by Michael Rex Associates dated 3/27/14 Revision 2.

OR  
OR

End of Memorandum

**Comment Letter ORG1: Michael Rex Associates, dated April 23, 2014**

**Response ORG1-1**

This comment requests that text on page 3-4 of the Project Description be amended as follows:

A parking easement on ~~201 Bridgeway~~206 Second Street serves an adjacent property at 207 Bridgeway.

The requested change has been acknowledged and does not affect the determinations made in the IES/MND. No further changes are necessary, and no further response is required.

**Response ORG1-2**

This comment requests that Figure 3-5, Main Street Boardwalk Plan, be updated to show plans dated March 27, 2014. The requested change has been acknowledged. Any changes to the content of Figure 3-5 and any subsequent versions of the Project Plan Set are not substantial and do not affect the determinations in the IES/MND because specific construction details are modified over time to add specificity. No further changes are necessary, and no further response is required.

MICHAEL REX ASSOCIATES  
ARCHITECTURE & DESIGN  
1750 BRIDGEWAY  
SUITE B 211  
SAUSALITO  
CALIFORNIA 94965  
T 415 331 1400  
F 415 331 5463  
MICHAELREXASSOCIATES.COM

M E M O R A N D U M

DATE: April 28, 2014  
TO: Jeremy Graves  
FROM: Rea Ashley  
COPIES TO: Alex Kashef, Ben Noble & Ricky Caperton  
PROJECT: Valhalla Residences  
SUBJECT: Revision of Project Narrative of March 25, 2014, Page 15 item 7

**Necessary Corrections:**

Paragraph 7 should read in its entirety:

7. *Building Coverage*: Provide some relief to the maximum allowable Building Coverage.

OR

End of Memorandum

**Comment Letter ORG2: Michael Rex Associates, dated April 28, 2014**

**Response ORG2-1**

This comment identifies a change to the text of the Project Narrative, as submitted by the Project Applicant's architect, Michael Rex Associates. The text change is minor and does not directly affect text included in the IES/MND, nor does it change any determinations made in the IES/MND. No further response is required.

RECEIVED

APR 29 2014

CITY OF SAUSALITO  
COMMUNITY DEVELOPMENT

September 20, 2012

Barbara Vincent, Principal Planner  
Golden Gate Bridge Highway and Transportation District  
1011 Andersen Drive, San Rafael, CA 94901-5381

Dear Ms. Vincent,

As you suggested when we spoke on Wednesday, August 29, we are sending you this letter to formally request your district's support for the installation of a bus pullout in the location of the current north-bound bus stop (Coach stop 40105) near the corner of Second and Main Streets in Sausalito.

Sausalito architect Michael Rex, on behalf of owner Alexander Kashef, has filed plans for the development of the historic Valhalla property where this bus stop is located. In my research of this proposed development, City Engineer Todd Teachout gave me a copy of the letter you wrote to Mr. Kashef regarding the GGBHTD's position on the proposed removal of the bus stop. I also received a copy of the letter of July 12, 2012, which GGBHTD Senior Planner Raymond A. Santiago wrote to Sausalito Assistant Planner Heidi Burns supporting the retention of the bus stop, including specifics about its history and current use.

OR

These letters confirm your district's interest in maintaining the bus services currently provided. Along with the points in your letters about the longevity, value and high use of this stop, there are additional reasons why the pullout is warranted.

First, as you may well know, Second Street is a segment of the only throughway in Sausalito, beginning at the Highway 101 Alexander Avenue off-ramp and continuing to the Bridgeway on-ramp back onto Highway 101, north of Gate 6 Road. This means that the majority of locals and tourists who wish to drive to or through Sausalito pass this bus stop.

In engineering terms, Second Street is a tertiary street of nominal width. This means that the lanes of the two-way road are narrow, and when the bus stops for passengers, all traffic behind the bus must stop as well. In the evenings and during the high tourists seasons, traffic can back up quickly toward the south, where the throughway connects with South Street around a blind right turn. A stopped bus or a backed up line of cars is an unexpected surprise for many drivers coming around that corner.

This throughway is also the main route for hundreds of Marin County commuting bicyclists. These cyclists, who are familiar with the route, often ride as fast as they can coming and going to work and often ride in clusters. Also, with more and more San Francisco bicycle rental companies promoting the ride across the Golden Gate Bridge to Sausalito, hordes of tourists, many of whom are barely adept at riding, get caught between buses, cars and other cyclists, adding to this congestion.

The question about whether or not a new bus pullout is a viable solution to these issues can be answered as easily as looking across the street.

The southbound bus pullout diagonally opposite on the southwest corner of Second and Main Streets has been there since the mid-1980's. This is a safe, convenient and rider-friendly stop. There is a covered shelter with benches for inclement weather, a trash receptacle, a newsstand, and an off-street paved sidewalk long enough to accommodate the lines of 15-20 commuters waiting for the bus.

For the driver, the pullout is deep enough to pull the bus safely and completely out of the roadway, so that both cars and bicycles can pass while passengers are loading. The pullout is long enough, too, for the drivers to easily maneuver the buses back onto the road.

This exact configuration or one providing equivalent features can be accommodated on the other side of the road with only the dedication of a section of the existing parking lot. Although a fire hydrant will need to be relocated, no structures and probably no underground utilities will be affected.

OR

Now is the time for a change for the better. Mr. Kashef's redevelopment creates the perfect opportunity for this improvement. Both his project and our community will benefit with this much safer and much-needed, rider-friendly bus pullout incorporated into the architect's plans.

OR

A letter of support from your district in this endeavor will be influential and very welcome.

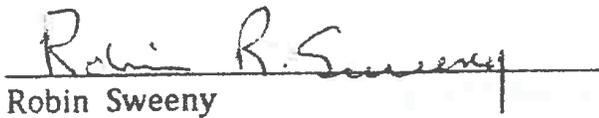
Thank you,

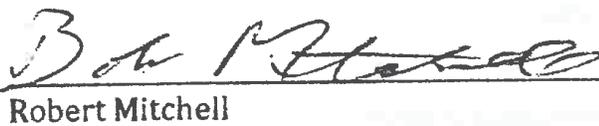
**Sausalito Citizens for Safer Streets**  
105 Third Street  
Sausalito, CA 94965

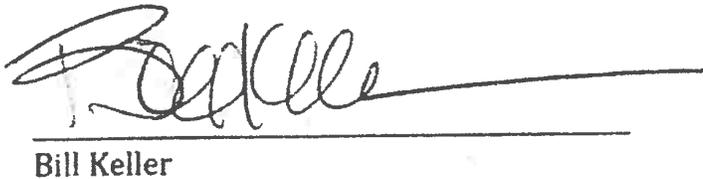
  
Charlotte Mastrangelo

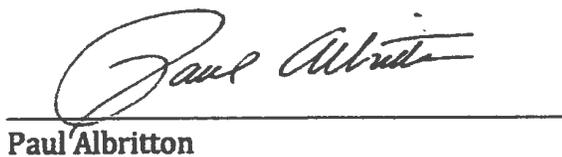
  
A.T. Lynne

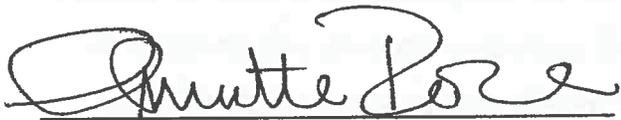
**Sausalito Former Mayors for Safer Streets**

  
Robin Sweeny

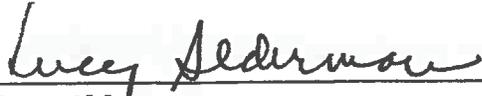
  
Robert Mitchell

  
Bill Keller

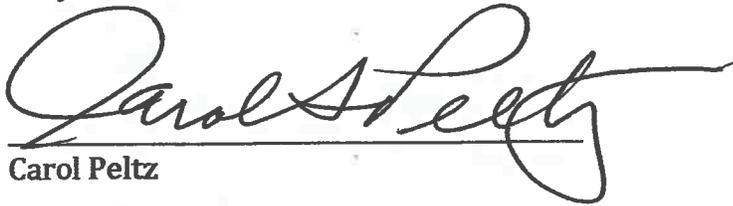
  
Paul Albritton



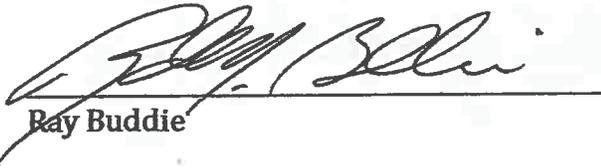
Annette Rose, also former Marin County Supervisor



Lucy Alderman



Carol Peltz



Ray Buddie

Cc: Sausalito City Council Members  
Sausalito Planning Department Members  
Jeremy Graves, Sausalito Community Development Director  
Heidi Burns, Sausalito Associate Planner  
Adam Politzer, Sausalito City Manager  
Jonathon Goldman, Sausalito Public Works Director  
Todd Teachout, Sausalito City Engineer  
Jennifer Tejada, Sausalito Chief of Police  
Jim Irving, Fire Chief, Southern Marin Fire Protection District

**Comment Letter ORG3: Sausalito Citizens for Safer Streets, received April 29, 2014**

**Response ORG3-1**

This comment letter was received during the public comment period for the IES/MND, however it appears that this letter was originally sent to the Golden Gate Bridge Highway and Transportation District (GGBHTD) by Sausalito Citizens for Safer Streets in September 2012 requesting GGBHTD's support for a bus turnout adjacent to the Project site. This comment letter does not question the adequacy of the analysis included in the IES/MND and no response is required.

### **3. Individuals**

April 30, 2014

Ms. Joan Cox, Planning Commission Chair  
Mr. Bill Werner, Planning Commissioner Vice Chair  
Ms. Susan Cleveland-Knowles, Planning Commissioner  
Mr. Stafford Keegin, Planning Commissioner  
Ms. Vicki Nichols, Planning Commissioner  
Mr. Jeremy Graves, AICP, Community Development Director

RECEIVED

APR 30 2014  
CITY OF SAUSALITO  
COMMUNITY DEVELOPMENT

Sausalito City Hall  
420 Litho Street  
Sausalito, CA 94965

Re; Review of Initial Environmental Study / Mitigated Negative Declaration

Dear Ms. Cox and Planning Commissioners;

As some of you may or may not know Sally Stanford was the dear Aunt of our family and for those of us in the family that had the opportunity to spend quality time with her (My Parents, their siblings & My Grandparents), will cherish those found memories forever and carry them down to future generations so we can carry on her legacy.

Per the article in the Marin IJ dated April 25, 2014 " Sausalito Valhalla Condo Project Gets Hearings Next Week" – my family, who owns 208 2<sup>nd</sup> Street are very concerned by the news article where City Officials say there is no View Impact / No Height change because it is obviously incorrect now that the story poles are up. You can see this by taking a look at some of the primary views from our residence, which I have attached for you to review.

I would also like to point out that we are proposing simple solutions to mitigate the clear view impacts with minor adjustments to the project.

Since we are early on in the process I would like to note that looking ahead incorporating solutions into this project that 1) Doesn't impact neighbors views and 2) Gives the applicant a viable project gives the City, Applicant and Neighbors the opportunity to truly come together and send a strong positive message. Who knows maybe the title of the next article can read, " The City, Owner of the Valhalla, Sally Stanford's Family and Neighbors come together and project is approved."

Kindest Regards,

David Thomas  
208 2<sup>nd</sup> Street  
Sausalito, CA 94965

IND

# MARIN NEWS (/MARINNEWS)

HOT TOPICS: [San Pablo Bay plane crash \(http://www.marinij.com/marinnews/cl\\_25853731/richmond-coast-guard-still-searching-missing-pilot-plane\)](http://www.marinij.com/marinnews/cl_25853731/richmond-coast-guard-still-searching-missing-pilot-plane)

Home > Marin News > Story

Print Email

## Sausalito Valhalla condo project gets hearings next week

(mailto:mprado@marinij.com?subject=Marin Independent Journal: )

By Mark Prado

Marin Independent Journal (mailto:mprado@marinij.com?subject=Marin Independent Journal: )

POSTED: 04/25/2014 05:20:42 PM PDT

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### Happening Around Marin

News



Crowdynews

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A bank of windows faces San Francisco Bay at 201 Bridgeway in Sausalito, Calif. on Friday, Oct. 19, 2012. The building used to be the Valhalla Restaurant. (Alan Dap/Marin Independent Journal) Alan Dap

The future of the Valhalla building along the Sausalito waterfront — formerly owned by famous madam Sally Stanford — will be the subject of public hearings next week as a condominium project is eyed for the waterfront property.

The building at 201 Bridgeway sat empty for the past seven years after the last tenant, the Indian restaurant Gaylord's, closed. In other recent incarnations it was the Chart House restaurant, but it was the bawdy Stanford who left her mark on the building beginning in the late 1940s.

The condo plan comes after a controversial proposal to transform the building into a 20-room boutique hotel was scrapped in 2013 after it was met with community resistance, including threatening graffiti scribbled on the property that read: "No Development That Blocks Views. If You Build Up We Will Burn It Down!!!!"

"The building is of historical significance in Sausalito and is of importance because it's on the shore and in old town," said Councilman Jonathan Leone. "The community has strong opinions on that building and what is done with it."

The condo project would add approximately 600 square feet of new floor area to the existing 9,290 square feet of building space on the Valhalla property, but construction would not make the building taller, city officials said. Rather construction would come out into an existing parking lot.

The plan would also maintain the existing single-family residence located at 206 Second St., but 570 square feet of floor area would be removed from that property.

The plan will go to the Historic Landmarks Board as well as the Planning Commission on Wednesday.

"It is very early in the process, we still have many meetings," said Jeremy Graves, Sausalito's community development director. "We could have a decision in late summer or the fall."

Architect Michael Rex is heading up the hotel project for property owner Dr. Alexander Kashef.

While built in 1893, the building's real fame began in 1948 when Stanford, the madam who built her business in San Francisco, bought what was then called the Walhalla and changed the name to Valhalla. She turned the Valhalla into a successful restaurant, bar and dance hall, decorating it with Victorian furniture, Tiffany lamps, and art nouveau pieces.

Stanford had quite a life. After working as a bootlegger during Prohibition, she opened the first of a dozen brothels in San Francisco, and was arrested 17 times even though her customers were police and politicians.

After her arrival in Sausalito, Stanford ran for the City Council five times before being elected in 1972 and serving until 1980. She was also mayor from 1976 to 1977.

The outspoken Stanford, named vice mayor for life in 1980, wore her hair in a huge rolled bun and favored cigarettes in long holders. She championed property rights, tourism, animals and philanthropy. Her autobiography, "The Lady of the House," became a movie.

Contact Mark Prado via email at [mprado@marinij.com](mailto:mprado@marinij.com) (<mailto:mprado@marinij.com>)

if you go

The Valhalla condo project will be reviewed by the Historic Landmarks Board at 5:30 p.m. Wednesday, in the conference room at City Hall, 420 Litho St., then at 6:30 p.m. by the Planning Commission in the council chambers, 420 Litho St. A draft environmental study/mitigated negative declaration is out on the project and can be reviewed by the public at <http://bit.ly/1fgiTeC> and at the city's library.

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5hrs

[Megan Hansen](#)

A one-week-old house sparrow gets fed at [#WildCare](#) in [#SanRafael](#).

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Tout by [@HansenMegan](#)

"A one-week-old house sparrow gets fed at [#WildCare](#) in [#SanRafael](#)."

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**Comment Letter IND1: David Thomas, received April 30, 2014**

**Response IND1-1**

This comment expresses concern regarding the potential view impacts that would result from the proposed Project. This comment also refers to photos taken from 208 Second Street, and potential changes to the Project that could reduce the view impacts. Because this referenced material is not attached to the letter, it is assumed that this comment letter is a cover letter to Comment Letter IND2. As such, please see the responses to Comment Letter IND2 for detailed responses. No further response to this comment letter is required.

GEOFFREY E. BUTLER

ARCHITECTURE & PLANNING

April 30, 2014

- Ms. Joan Cox, Planning Commission Chair
Mr. Bill Werner, Planning Commissioner Vice Chair
Ms. Susan Cleveland-Knowles, Planning Commissioner
Mr. Stafford Keegin, Planning Commissioner
Ms. Vicki Nichols, Planning Commissioner
Mr. Jeremy Graves, AICP, Community Development Director

Sausalito City Hall
420 Litho Street
Sausalito, CA 949965

RECEIVED

APR 30 2014

CITY OF SAUSALITO
COMMUNITY DEVELOPMENT

Re; Review of Initial Environmental Study/Mitigated Negative Declaration

Dear Ms. Cox and Planning Commissioners;

Views: "A treasured amenity of properties in Sausalito is spectacular views of the waterfront, the open waters of the Bay and land masses beyond." We would like the Planning Commission to direct the applicant to modify the project design to preserve views that these properties have enjoyed since 1902. We would also like a revision to the initial Study, now that the story poles are in place, to reflect the significant impact the project has on views from 208 and 210 Second Ave.

IND

I am writing on behalf of David Thomas and Bonnie Johnson, residents of 208 and 210 Second Street respectively, as the proposed Valhalla Project will have a significant impact on their views of San Francisco Bay, the San Francisco skyline, The Bay Bridge, Alcatraz, and Treasure Island. Additionally, there will be significant impacts from light and noise pollution, contrary to the Less Than Significant Findings proposed in the Environmental Study prepared by Place Works dated April 1, 2014. I would also like to point out that David and Bonnie are not opposed to this project, but only request that the views that their properties have enjoyed for over 100 years be maintained and that light and noise pollution be further addressed by additional mitigation or design measures. There are (4) items listed below, that if resolved, would garner support for the project from both David and Bonnie.

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I visited with David Thomas Tuesday April 29th to view the impacts of the story poles (not yet complete) from the upper and lower units of 208 Second Street. The views from the lower unit of the magnificent San Francisco Skyline, The Bay Bridge, Alcatraz, Treasure Island and the Bay are completely obliterated from view by the proposed project. We believe there are several modest design changes that could solve the view issues.

IND

The Sausalito's General Plan is very clear on the preservation of views for it's property Owners. The Design Review Board sits to weigh the impacts of "new development that is compatible with existing development, to preserve existing natural features, and to protect and enhance views."

The Community Design and Historic Preservation Element states that the charter for the Planning Commission is to "concentrate on those aspects of our surroundings that have a direct and tangible influence on the quality of life", blocking David and Bonnie's views will have a profound impact on their daily quality of life and for years to come as a property owners. The General Plan Design Goals call for development to be "considerate to surrounding properties" and acknowledge "important design issues that include views and privacy..."

IND

There are privacy, light and noise considerations created by the proposed gardens patios, second floor decks and West facing glazing where none has previously existed. The view from David and Bonnie's homes look over and through the proposed project, interior light and glow from the significant square footage of upper decks will have a serious impact on night time views of the Bay and other landmarks. Noise from the new upper level active use areas will also carry throughout the waterfront neighborhood, especially at night when background noise is low.

IND

Landscaping proposed at grade, on the North side of the property, will over time surely block views. According to the Boething Treeland Farms nursery, Coast Live Oaks on will grow in height from 20'-70' and in width from 25' 80'. The Coral Bark Maples 15'-20' in height and 15'-20' in width, the Escalonia North property line hedge will grow to 11'+. The second story Strawberry Trees will grow to a height of 6' and 6' in width and the Dwarf Citrus 6'-25' in height. Planted at the second floor this landscape truly has a significant impact on Bay Views from David and Bonnie's homes.

IND

There are (4) elements of design modification that would resolve the view issues from both 208 and 210 Second Street.

1. Eliminate the second story on Unit #5. The second story height at this location has the most significant impact. It is obvious from the story pole installation that there should be a Significant Impact Category. The Initial Study should be revised to reflect this impact.
2. The proposed railing at the expansive upper deck of unit #7 blocks the entire southeast water view. The deck should be reduced to a smaller area immediately behind Unit #7 or the proposed railing height should be no higher than the existing roof parapet.
3. As described above we are concerned about the view impacts from mature vegetation planted at grade and on the deck of Unit #7 that are in the present view corridor. Other items of future concern would be tents, umbrellas, radiant heaters, flags, etc.
4. We would propose that the new deck at 206 Second Street be pulled back to align with buildings on the same block so that views, privacy, light and air are protected. Conforming to the required side yard set back at this location would also help in mitigating these impacts.

IND

The proposed Valhalla Condominium Project is a High Density housing project that requires a Zoning change from CN to R-3. The project requires a Planned Development Overlay District and Permit to allow for flexibility in various Zoning requirements, such as parking and set backs, which would ordinarily be considered variances in the rest of the R-3 Zone. The Neighborhood Commercial Zones are intended to serve the public and provide needed goods and services within walking distance of residents and employees in those neighborhoods. In

IND

fact #3 on the list of the 10 priority goals of the General Plan is to Encourage Resident-Serving Commercial Uses.

I IND

It does not seem fair to the neighbors to take away a land use that is zoned for their benefit, more intensely develop the parcel than what would otherwise be permitted and at the same time block views from residences that have enjoyed those views for 112 years. These impacts are significant and no mitigation measures will resolve them. The design, as reflected by the story poles, must demonstrate that views will not be blocked from these two homes. I would ask that the Planning Commission mandate that the night and daytime views that David and Bonnie now enjoy, at 208 and 210 Second Street, be preserved in what would seem to be a modest redesign of the project.

I IND

Sincerely,



Geoffrey E. Butler, Architect

Cc: David Thomas, Bonnie Johnson, Paul Smith, Michael Rex, Dr. Alex Kashef

RECEIVED

APR 30 2014

CITY OF SAUSALITO  
COMMUNITY DEVELOPMENT



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CITY OF SAUSALITO  
COMMUNITY DEVELOPMENT



**Comment Letter IND2: Geoffrey Butler on behalf of Bonnie Johnson and David Thomas, received April 30, 2014**

**Response IND2-1**

This comment requests that the Planning Commission direct the Project Applicant to modify the design of the proposed Project in order to preserve existing views. This comment further states that since the installation of the story poles in late April 2014, the IES/MND should be revised to state that the Project would result in significant impacts to views from 208 and 210 Second Street. Please refer to the View Impacts Master Response. No further response is required.

**Response IND2-2**

This comment states that the proposed Project would have a significant impact on views from 208 and 210 Second Street. Please refer to the View Impacts Master Response. No further response is required.

**Response IND2-3**

This comment expresses the opinion that the proposed Project would result in significant impacts to light and noise pollution, contrary to the findings in the IES/MND. Although the comment does not provide any substantive data to refute the determinations included in the IES/MND, it can be assumed that the commenter believes that the changes proposed by the Project would change the light and noise conditions in the vicinity of the Project site, and therefore a significant impact would occur. Although the conditions would change as a result of the Project, and light and noise generated by the occupants of the Project site would increase, as acknowledged in the IES/MND, the changes in use would not rise to a level that is considered significant, as defined by the CEQA significance criteria.

The comment does not specify whether the concern is on interior or exterior lighting. Although the existing conditions would change as a result of the Project, the changes do not result in a significant light or glare impact. Interior lighting, although new compared to the existing conditions, would be screened by the proposed building and other Project components, and is not considered a significant impact because it would be similar to light generated by other residential uses in the area.

With respect to exterior lighting, the IES/MND states that Section 10.54.050 of the Municipal Code requires the Planning Commission to make a finding that exterior lighting is appropriately designed and located to minimize visual impacts to

adjacent properties and the general public in order for a Design Review Permit to be approved.

The IES/MND provides an analysis of potential noise impacts and states that because the Project proposes residential uses in a residential area of the City, it is not expected to introduce noise that is not typical of residential areas. Similar to the discussion of new lighting, although a change would occur with respect to noise generated within the Project site, the addition of new noise would not result in a significant impact, as defined by CEQA, because the noise would not represent a *substantial* increase in noise levels.

**Response IND2-4**

This comment states that the comment letter lists 4 items that would address the concerns expressed by the owners of 208 and 210 Second Street, and as a result, they would be supportive of the Project. Please see Response IND2-9. No further response is required.

**Response IND2-5**

This comment expresses the concern that upon viewing the story poles erected on the Project site, the proposed Project would result in significant impacts to views. Please refer to the View Impacts Master Response. No further response is required.

**Response IND2-6**

This comment expresses the concern that, taking into consideration of the story poles erected on the Project site, the proposed Project would result in significant impacts to views. Please refer to the View Impacts Master Response. No further response is required.

**Response IND2-7**

This comment expresses concern regarding the increase in light and noise that would be generated by the Project. Please refer to Response IND2-3. No further response is required.

**Response IND2-8**

This comment expresses several concerns regarding the maturation of trees proposed to be planted within the Project site. Although the Project includes the planting of trees within the Project site, Section 11.12.040 of the Municipal Code specifically addresses private trees and their impact on views, and provides an explanation on the procedure for satisfying the concerns of adjacent property owners. No further response is required.

**Response IND2-9**

This comment provides several design changes that the commenter believes would lessen the commenter's perceived impacts on views from the residences at 208 and 210 Second Street. These suggestions provide comments on the merits of the Project and do not directly question the adequacy of the analysis included in the IES/MND. Please refer to the View Impacts Master Response for additional response concerning potential impacts on views. No further response is required.

**Response IND2-10**

This comment provides a summary of the proposed zoning change and states that the current zoning is intended to serve the public by providing commercial uses within walking distance of existing residents and employees. This is a comment on the merits of the Project and does not question the adequacy of the analysis included in the IES/MND. No response is required.

**Response IND2-11**

This comment summarizes the comments presented in the comment letter and provides a closing to the letter. No response is required.

**From:** Christopher McKeon <ovinvestments@gmail.com>  
**Sent:** Monday, May 05, 2014 8:05 PM  
**To:** jgraves@ci.sausalito.ca.us  
**Subject:** Valhalla Project -- we oppose the project

Hello:

My family has lived on corner of Main/West for the past eight years. We regularly drive/walk by the potential Valhalla project site.

I am writing to oppose the proposed project.

When Alex Kashef was denied on first attempt to turn property into a boutique hotel, he intentionally created blight for the neighborhood by tacking ill-fitting boards around the building, ripping out the landscaping, and no longer maintaining the property.

He claimed he boarded the building for security – alarm could have done a better job without the terrible aesthetics.

I complained on the neighborhood website and Alex responded that if the city didn't give him what he wanted, he would intentionally let the property fall into further disrepair. He publicly stated in MarinScope in June 2013:

*But Kashef, who said he spent \$450,000 on plans for the now abandoned hotel, warned if the plans for condos are not approved, he will board up the building and move on.*

*"Just to be clear; this is what we want to build," Kashef said. "If this is not approved, it becomes a dead parcel. All the landscaping is going away and becomes low maintenance. I'm tired of homeless people breaking in and I'm done with this property."*

This is exactly what he has done over the past year and I am disappointed that the city did not force him to maintain his property.

Alex bought the building with no plans in place and has been trying to muscle his way to make personal profit with no benefit to the quality of life of the neighbors.

The only benefit he promises is to somehow increase property values in the area – a claim that is both doubtful and unproven.

With all the properties around here selling well over \$1 million, should that really be the goal of Sausalito: to make this area even more unaffordable for local families and workers that are not rich?

It is not our responsibility, nor the city's, to ensure profits for a wealthy doctor's speculative development plans.

IND

When looking at the projects, think about how it will benefit all the citizens of the neighborhood instead of making us all sacrifice to line the pockets of one individual.

IND

Respectfully submitted,

Christopher McKeon  
514 Main Street  
Sausalito, CA 94965

 Alexander Kashef, Hurricane Gulch

 Hello neighbors there will be a Valhalla community information meeting this Wednesday May 7th at 6 PM at the Vallhalla. The meetings before the planning commission will be on Wednesdays May 14, May 28, and June 2.

Many fellow Sausalitans have reached out and shown their desire to rehabilitate this magnificent building and your support is needed to make sure we accomplish this goal. Please see if you have time in your schedule to be present for the city planning commission meetings. Most importantly, make sure your voice is heard by writing a brief letter of support to the planning department [jgraves@ci.sausalito.ca.us](mailto:jgraves@ci.sausalito.ca.us) in order to save the Valhalla and improve our neighborhood and community. We cannot do this without your help.

May 4 in General to 6 neighborhoods

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Nextdoor, Inc. 760 Market St., Suite 300, San Francisco, CA 94102

**Comment Letter IND3: Christopher McKeon, received May 5, 2014**

**Response IND3-1**

This comment expresses concern regarding the actions of the Project Applicant purportedly described in the Marin Scope in June 2013. This comment does not question the adequacy of the analysis included in the IES/MND, but instead takes issue with the perception that the Project Applicant is forcing the propose Project through the planning process. No response is required.

Serge Emile LeBlanc  
503A Bridgeway  
Sausalito, CA  
94965

May 7<sup>th</sup>, 2014

**RE: Valhalla project**

Members of the Sausalito Planning Commission,

I am writing you to express my concerns regarding the 7-unit residential development project being proposed at the Valhalla property on the corner of 2<sup>nd</sup> and Main streets in Sausalito. I have been a Sausalito resident for the past 2 years, and my wife and I love living in Sausalito, and we especially enjoy the spectacular views of San Francisco and the Bay Area.

IND

On my way to work on Friday May 2<sup>nd</sup>, 2014, I noticed that the Valhalla project applicant had placed flyers on the Valhalla billboard to ask local residents to write the Sausalito Planning Commission in support of the Valhalla project, along with suggested comments that should be included in the letters (please see attached). While this tactic itself is concerning, what got my attention was the inaccuracies contained in these suggested comments. The applicant stated that the proposed project would not have any negative impact on views for the neighboring properties. I know for a fact this isn't true, since I have visited both units at 208 2<sup>nd</sup> street since the story poles have been up, and the proposed project will have a significant impact on the views from this property. I expect this to be true for other neighboring properties as well, and wonder what else the applicant has been communicating that is not entirely accurate.

IND

As a Sausalito resident, I hope that the Valhalla property can be restored, and that we get to keep this historical building. However, as someone who is looking to purchase property in the area, I truly hope that the Valhalla project isn't allowed to block the beautiful views of San Francisco from the neighboring properties. I ask the Sausalito Planning Commission to please work with the Valhalla project applicant and his neighbors to find a mutually beneficial solution, where we get to restore the Valhalla property, increase economic development, and preserve the views from its neighboring properties. Allowing commercial development projects to block residential views would be a dangerous precedent to set in my opinion.

IND

Thank you for your attention and consideration on this matter.

Sincerely,



Serge Emile LeBlanc, Ph.D.

**Comment Letter IND4: Serge LeBlanc, dated May 7, 2014**

**Response IND4-1**

This comment provides an introduction to the comment letter. This comment expresses the commenter's affection for Sausalito and the views of San Francisco and the Bay Area, but does not question the adequacy of the analysis included in the IES/MND. No response is required.

**Response IND4-2**

This comment expresses concern regarding the Project Applicant's contention that the proposed Project would not result in any negative impacts on views. Please refer to the View Impacts Master Response. No further response is required.

**Response IND4-3**

This comment requests that the City of Sausalito work with the Project Applicant and neighbors to address potential view impacts. For additional information, please refer to the View Impacts Master Response. No further response is required.

**From:** Diane Andrews <DANDREWS@MCGUIRE.COM>  
**Sent:** Wednesday, May 07, 2014 8:28 PM  
**To:** jgraves@ci.sausalito.ca.us  
**Subject:** FW: Valhalla project input

Dianne Andrews  
McGuire Real Estate

O 415.389.5602  
M 415.331.4445  
[dandrews@mcguire.com](mailto:dandrews@mcguire.com)

---

**From:** Diane Andrews  
**Sent:** Wednesday, May 07, 2014 8:24 PM  
**To:** 'jgraves@ci.sausalito.ca.us'  
**Subject:** Valhalla project input

I approve of the general design of the project for 7 condo units on this site.

I would like to know what the water catchment and grey water design is, since there is no available water in our reservoirs to serve the existing population, and we are in the most severe drought of many years. Any new housing approved should require water retention to supply the new homes to be served. Also, what solar heating energy systems are in place, another needed item for any newly approved project, due to the latest harmful effects of global warming.

Finally,  
I would like to know from an arborist, the span of the root systems for the proposed trees on the site. Since oak trees are proposed, over 10 , 20 , 30 years, the expansive root system can easily break up the driveway, break sewer pipes, and contribute to more overflow of sewage into the Bay, which Sausalito has already been fined several times. This not only can damage the property, but also the Bay and fish life. The other trees planned, I do not know the name of them, but have the same concern. Many trees are planted with no future foreseen consequences of height, or root structure. Plan on planting trees that don't grow too tall, or have large root systems, or don't plant trees, just small shrubs or colorful plants, like the lavender planned.

IND  
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IND

Dianne Andrews  
McGuire Real Estate

O 415.389.5602  
M 415.331.4445  
[dandrews@mcguire.com](mailto:dandrews@mcguire.com)

**Comment Letter IND5: Diane Andrews, received May 7, 2014**

**Response IND5-1**

This comment asks if the Project includes water catchment and grey water design. The commenter expresses the opinion that all new housing should be required to include water retention. The Project does not include a water catchment system or grey water recycling system. As stated on page 4-106 of the IES/MND, the population growth resulting from the Project fits within the population growth projected for the City of Sausalito and water supply is projected to meet the demand. This comment does not question the adequacy of the analysis included in the IES/MND, and no further response is required.

**Response IND5-2**

This comment asks if solar heating energy systems are in place due to potentially harmful effects of global warming. The Project does not currently include solar panels. This comment does not question the adequacy of the analysis included in the IES/MND, and no further response is required.

**Response IND5-3**

This comment requests to know the span of the root system of the proposed trees, and asks whether or not the root structures could damage the driveway or sanitary sewer lines, resulting in the spillage of untreated wastewater into the San Francisco Bay. The Project proposes the installation of Mayten trees and Coast Live Oaks. Both trees are included on the City of Sausalito Street Tree List, dated May 2014. Major utility lines and connector lines are not located in the vicinity of the proposed tree locations. In addition, it is typical practice to install root barriers to limit the area in which tree roots can spread. In addition, Section 17.28.010 of the Sausalito Municipal Code states that the City Engineer shall have supervision over all matters relating to trees planted in, along, or on public streets, sidewalks, or other public areas. Section 17.36.020 states that it is the duty of property owner adjacent to or fronting on any portion of a sidewalk area to repair and maintain sidewalks. Section 17.36.020 continues by saying that maintenance and repair of sidewalk areas would include tree root pruning and installing root barriers. No further response is required.

**From:** Kerry Headington <kerryheadington@gmail.com>  
**Sent:** Wednesday, May 07, 2014 8:46 PM  
**To:** jgraves@ci.sausalito.ca.us Graves  
**Subject:** Public Comments Re: the Valhalla Residential Condominium project

Hi Jeremy, Can you please forward this letter to Planning Commissioners in anticipation of the May 14<sup>th</sup> meeting about this topic? Thank you, Kerry & Geoff Headington

-----  
Dear City Staff and Planning Commissioners,

This letter is in regard to the Valhalla Residential Condominium project.

Of course we are supportive of investment in the community and appropriate development. However, such investment should be fair and not lead to benefits for some but have a negative impact on others.

The review of a project's entitlements is intended to be an objective review of information and data. Based on our review of the story poles, neighbors' photos documenting view impacts, and comments from the neighbors' architect, it is clear that the project as currently designed would cause a significant obstruction of neighbors' "primary views." We don't see how this can be denied.

This project requires many concessions in order to move forward – change in zoning, etc. Obstruction of neighbors' views should not be one of them – it is simply not fair to take precious views of the Bay from one neighbor for the benefit of another.

Thank you for your consideration and ongoing commitment to our City.

Best,

Kerry and Geoff Headington



IND

**Comment Letter IND6: Kerry & Geoff Headington, received May 7, 2014**

**Response IND6-1**

This comment expresses the opinion that the proposed Project would result in significant obstruction to neighbor's views. Please refer to the View Impacts Master Response. No further response is required.

GEOFFREY E. BUTLER

ARCHITECTURE & PLANNING

May 14, 2014

- Ms. Joan Cox, Planning Commission Chair
- Mr. Bill Werner, Planning Commissioner Vice Chair
- Ms. Susan Cleveland-Knowles, Planning Commissioner
- Mr. Stafford Keegin, Planning Commissioner
- Ms. Vicki Nichols, Planning Commissioner
- Mr. Jeremy Graves, AICP, Community Development Director

Sausalito City Hall  
 420 Litho Street  
 Sausalito, CA 94965

Re: Comments, Review of Initial Environmental Study/Mitigated Negative Declaration

Dear Chair Cox and Planning Commissioners:

Although I am specifically representing David Thomas and Bonnie Johnson in the protection of their views from 208 and 210 Second Street, I am also responding to other aspects of the Initial Study and Mitigated Negative Declaration on their behalf as Wednesday, May 14 is the last day for public comment.

IND

There have been numerous conflicts on the Study's public versus private view impacts. Consideration for and protection of public views seem obvious and certainly the Valhalla's impact on easterly views to the Bay and Angel Island from Second and Main Streets. These views should be protected for the public benefit. Given that the General Plan and Zoning Ordinance substantially supports public and private views as a unique and valuable amenity, it seems that the Study should find that there is significant impact on 208 and 210 Second Street in the Land Use and Planning category as view blockage is in conflict with Sausalito's General Plan and Zoning policies.

Further confusing the distinction between the Study's evaluation of public and private views are the dialog and presentations at the July 23, 2013 City Council meeting and April 30, 2014 Planning Commission meeting. The City Council approved the contract for the Initial Study after being satisfied that both private and public views would be considered in conformance with the General Plan and Zoning Ordinance. Please refer to the video archive of 7/23/13, approximate footage 3:46:56 - 3:52:31. At the Planning Commission hearing of 4/30/14 the consultants states that public views will not be considered as an integral part of the Initial Study after review of the General Plan and Zoning Ordinance. Please refer to video archive footage 2:38:00 - 2:42:30. After thoroughly reviewing this footage the City's position on the significant impact of private views is unclear.

IND

I recommend that the Planning Commission direct the consultant to find that there is significant impact in both public and private views and propose mitigation measures that resolve both. For 208 and 210 Second Street the mitigation measure should mandate that the proposed building height be no higher than the existing ridge of the carport and the existing parapet wall of the main flat roof. Further evaluation of the landscape plan including the roof top

garden should take place to insure that over time new impacts don't arise. For preservation of public views the projects structures and street trees should be low enough to protect the Bay and Angel Island views.

IND

I also agree with Commissioner Susan Cleveland-Knowles on the lack of drawing documentation of the sites existing conditions. The Study's purpose is to evaluate the impacts of the proposed project as compared to the existing conditions. The publics' opportunity to make these comparisons is compromised given the lack of information included in the Study.

IND

### 1. Aesthetics:

a. There is a significant impact on scenic vistas from 208 and 210 Second Street including views of San Francisco Bay, Angel Island, Alcatraz, Bay Bridge, Treasure Island, and San Francisco. Additionally views of the Bay and Angel Island, including the Angel island Parade Grounds are blocked by the proposed structures and landscape from Main and Second Streets. The discussion items and the photo in Figure 4-1 do not truly reflect the projects obvious impacts.

IND

b. Landscaping proposed at grade, on the North side of the property, will over time surely block views. According to the Boething Treeland Farms nursery, Coast Live Oaks on will grow in height from 20'-70' and in width from 25' 80'. The Coral Bark Maples 15'-20' in height and 15'-20' in width, the Escalonia North property line hedge will grow to 11'+. The second story Strawberry Trees will grow to a height of 6' and 6' in width and the Dwarf Citrus 6'-25' in height. Planted at the second floor this landscape truly has a significant impact on Bay Views. The proposed trees along the Second Street property line are proposed to be the Chilean Mayten Tree (maytenus boria) that grows in height and width from 30'- 50'. All views of Angel Island will be blocked from the public from this end of Second Street and from the intersection of Main Street. The scale of the proposed project along Second Street has a negative impact on the public of huge proportions that has not been addressed by the Study.

IND

c. Concrete block parking structures appear to be out of character with the project aesthetic as it takes clues from the historic Valhalla structure and wood clad buildings in the neighborhood. The new garages will create a solid block wall along Second Street that does not seem particularly attractive including the almost 12' tall trash enclosure next to the bus stop. The color, finish or type of concrete block has not been evaluated as part of the Initial Study. The planning commission should evaluate the concrete block aesthetic and the landscape mitigation measure to insure the project is an attractive addition to the neighborhood. See the proposed Main Street building elevations.

IND

d. There is no discussion regarding impacts of lighting from new windows and doors in the new and remodeled structures. New light sources from the proposed second story windows, doors, clerestories, dormers and lighting represent a significant impact where no second story lighting exists with the exception of the current Valhalla second floor windows.

IND

e. Is the up lighting of the proposed oak trees necessary as the light would have a significant impact where no landscape uplighting currently exists.

IND

f. Generally speaking the lighting impacts of the project have a significant impact on nighttime views as they produce foreground glare affecting the spectacular Bay Views, like the lighted Bay Bridge.

IND

### 3. Air Quality:

a. There are (7) fireplaces and (7) exterior fire pits proposed for the project – these project components have not been evaluated for air quality impacts.

IND

b. The Initial Study has determined that there is most likely heavy metal residue on site given the historic Saucelito Smelting Works business that processed magnesium, quartz and other local ores. Air quality could be significantly impacted if heavy metal dust becomes air borne in the neighborhood or along the proposed truck route through Sausalito.

IND

c. The Initial Study states that there will be 984 cubic yards of soil removed from the site. What is the source of this project statistic? Does the calculation consider the fact that the excavated soil has an expansion factor that would increase the number of truckloads required to remove the soil from the site. Additionally the project description describes the project foundation system as spread footings, where as the soils report clearly states that in addition to spread footings drilled piers and grade beams are required. Has the air quality study factored in the spoils from those excavations? The soils report also describes engineering fill required for foundation systems. Has the Study investigated whether on site soils is suitable for engineers fill or will clean fill be required to be imported to the site creating additional trucking and air quality impacts. Table 4-1 should be revised if revised off haul/on haul figures are necessary.

IND

IND

IND

d. The Wind Speed Flow Vector diagram provided in Appendix A, Emission Rate Calculations uses the Mt Tamalpais Station for wind direction predictions. I was curious whether there is a wind station in closer proximity to the site that might provide a more accurate assessment of wind borne pollutants.

IND

### 4. Biological Resources:

a. Given the fact that drilled piers and grade beams are required by the soils report on the water side of the project, but not described in the project description, the Study should address the proper impacts on biological resources. The soils report discusses the challenges of working in this sensitive water front environment.

IND

b. There is no discussion o the effects on new lighting or noise on biological resources.

IND

### 6. Geology and Soils:

a. The project description describes the foundation system as spread footings, where as the soils report clearly states that in addition to spread footings drilled piers and grade beams are required. The soils report also describes engineering fill required for foundation systems. Please clarify and coordinate with impacts in other areas.

IND

### 7. Greenhouse Gas Emissions:

a. There are (7) fireplaces and (7) exterior fire pits proposed for the project – these project components have not been evaluated for their contribution to greenhouse gas emissions.

IND

### 8. Hazards and Hazardous Materials:

a. The Study acknowledges the likely presence of heavy metals may have contaminated the site from the former ore processing and smelter site. Testing of the soil should be done to insure the air borne particulate and transportation of contaminated soils is not a health risk to the public. There are no mitigation measures considered or accident conditions considered if indeed heavy metals on site are determined to be a safety risk to the public.

IND

b. The current Valhalla site appears to present a difficult fire fighting situation given waterfront access and the lack of required building setbacks. The proposed project increases the nonconformities and appears to increase the difficulty of fire fighting. The Study has not addressed this potentially significant problem, nor have mitigation measures been proposed. The Sausalito Fire Department and Southern Marin Fire District should provide an opinion on the fire hazard as an integral part of the Study.

IND

### 9. Hydrology and Water Quality:

a. It would be helpful if the consultant would clarify the 100 year Flood Zone VE base flood elevation of 13' 88NAVD with the proposed projects first floor elevation of 12'- 6 1/2". New FEMA coastal flood zone requirements are in the process of being revised and it would be helpful to understand the proposed base flood elevations and how they might change and effect the proposed project and boardwalk. The study indicates that an elevation certificate will be issued prior to construction, but given the significant impact on views associated with building height the Study should require this information during the review and public comment. There is no proposed mitigation measure on height and view impact if the elevation certificate requires a higher base flood elevation based on new FEMA flood zone requirements.

IND

### 10. Land Use and Planning:

a. The proposed project has a significant impact on land use and planning as the PD is requesting a change in zoning from CN (neighborhood serving) to R3 (private multi family housing/condominiums). While there is not a particular dispute about the zoning change it comes at the expense of significant impacts on neighbors compounded by numerous variances and exceptions to the R3 zoning ordinance that would not be available to others in the same zoning district. That being said we would support additional exceptions, lot coverage for instance, so that certain building heights can be reduced to maintain existing views.

IND

b. Current CN zoning exists to serve the public as described in the general plan and zoning ordinance. The project proposal takes away a public asset and gives it to a private entity. Additionally the project takes more than it's fair share of the public asset through the use of variances and exceptions that other property owners usually cannot enjoy. Some of the

IND

variances and exceptions are: setbacks, height, reconstruction of non-conforming structures and lot coverage (impervious surface calculations have not been provided).

IND

c. The projects impacts on public and private views, privacy, noise and light pollution are significant which this Study does not acknowledge or provide adequate mitigation measures for.

IND

d. Public and private view blockage by the proposed project seems inconsistent with the public's welfare.

IND

e. Mitigation measures for privacy noise and light pollution are not adequately addressed.

IND

f. The Valhalla site conditions and the physical characteristics of the property do not seem to warrant such special consideration of the R3 zoning requirements, such that numerous variances and exceptions are warranted, especially when the project has such a significant impact on the public and private property owners.

IND

#### 11. Noise:

a. There will be a significant increase in noise from the new first floor patios and second floor decks that do not currently exist. (3) New first floor patios and (3) new second floor decks face West will send sound throughout the immediate neighborhood. A large roof top garden covers the majority of the roof and will send noise over the water and neighborhood.

IND

b. The Study does not adequately address ground borne vibration or noise for a number of reasons: specific soil conditions, engineered fill compaction, and drilled piers all of which are described in the soils report.

IND

c. Conditions of approval, including the CCRs should limit the intensity of use of the outdoor spaces, specifically the roof garden as the condominium could be rented for events that would have a regular significant impact on the public and neighbors. Restrictions on landscape, roof top appliances, tents, etc. should likewise be considered. Historically there have been no exterior active use areas above the first floor on this site.

IND

#### 15. Transportation and Traffic:

a. The Study has not confirmed the approval of the Sausalito Fire Department or Southern Marin Fire Protection Districts access to the site.

IND

b. As discussed in a recent neighborhood meeting, can the consultant confirm the requirement for DPW access to the Boardwalk as it relates to the proposed reconstruction, including FEMA requirements.

IND

c. Alternative transportation options are not discussed in the Study but might include bike racks or electric charging stations.

IND

d. The study should confirm the mitigation measures associated with the sub standard parking spaces. For instance unit sizes might be reduced so that proper parking dimensions can be accommodated on site.

IND

e. Mitigation measures should be addressed for the loss of (1) Main Street public parking space as that space currently is a public benefit.

IND

f. 207 Bridgeway has a parking easement to park (4) cars. The project application should clarify the location all four spaces as described in the easement parameters described in the Study.

IND

g. Although the Traffic Study acknowledges the rolling gates entrance and exit gates, it does not address possible automobile staging congestion given possible delays entering the site in such close proximity to Second Street.

IND

### 17. Mandatory Findings of Significance:

a. Portions of the proposed project block both public and private views minimizing the quality of the life in a City that considers it's views one of it's most important assets. In fact the General Plan states in its Community Design and Historic Preservation Element that "A treasured amenity of properties in Sausalito is spectacular views of the waterfront, the open waters of the Bay and land masses beyond." We hope that private view impacts will be considered by the Planning Commission, consultant and applicant as an integral part of this Study.

IND

b. New waterfront light and noise may have a significant impact on biological resources.

IND

c. New drilled pier and grade beam foundations may have significant impacts on the beachfront habitat, as this foundation system was not addressed for the condominiums or boardwalk in the Study. Noise and vibration from the compaction of fill has not been addressed. Mitigation measures should be identified in this regard.

IND

d. Cumulative impacts such as special event rentals have not been considered as they relate to an increase in "residents" that will have a significant long-term impact.

IND

e. Air quality measures have not been addressed regarding the possibility of heavy metals in the soil on site.

IND

f. Air quality and green house gas emissions require further consideration upon confirmation of the cut/fill calculations for spread footings, piers and grade beams as recommended by the soils report as well as the proposed (7) fireplaces and (7) fire pits.

IND

g. Noise and light generated at the new second story active use areas will have a significant impact on the adjacent neighbors and neighborhood as no outdoor occupancy of the second level currently exists. These impacts are not temporary.

IND

h. Privacy issues have not been addressed from the proposed out door decks, patios and roof top gardens including the new property line deck proposed at 207 Second Street.

IND

In summary, there are a number of inconsistencies and occasional lack of coordination in the Study that require additional investigation by the consultant to satisfy the level of impact the project has on the neighbors and community that allow for the determination of a Mitigated Negative Declaration. The City Council, Planning Staff, applicant and consultant understood that the projects impacts on private views would be considered as an integral part of this Study when the consultants contract was approved on July 23, 2103. I ask that this issue be resolved as soon as possible so that the Study can adequately address those significant impacts. Public views that will be blocked in the vicinity of the Main and Second Street intersection should receive additional scrutiny, as the level of impact is more significant than the study suggests. Additionally, the foundations systems that the soils report recommends requires coordination with a number of the impact categories and coordination with BCDC and the Army Corps of Engineers to be fully vetted. Finally, light, noise and privacy impacts are greater than "less significant" as there has been very little site lighting historically and certainly no second level lighting except the second floor Valhalla windows. This deserves further evaluation.

IND

We very much appreciate your thorough evaluation of this application and the Initial Environmental Review as well as the consideration of project impacts and resolutions described by the proposed Mitigated Negative Declaration.

IND

Sincerely,



Geoffrey E. Butler, Architect

Cc: Mayor Ray Withy, David Thomas, Bonnie Johnson, Michael Rex, Alex Kashef, Paul Smith, Esq.

*The attached photography is presented over a variety of dates and times reflecting public and private view impacts. (4) Cameras were used: iPhone 5, Olympus E-P3 (14-42mm lens), Canon PowerShot S100 (5.2-26mm lens) and Sony Alpha (18-55mm lens). The photographic data for each image is documented here reflecting ISO, Lens Focal Length (wide angle/zoom in mm), Aperture, and Shutter Speed. Most photographic data suggests that a 50mm lens approximates the human eye view. For instance a 42mm lens would create smaller image (zoomed out) while a 55mm lens would create an image slightly larger (zoomed in). Zoom lenses have ranges of focal lengths and are recorded as part of the image data.*

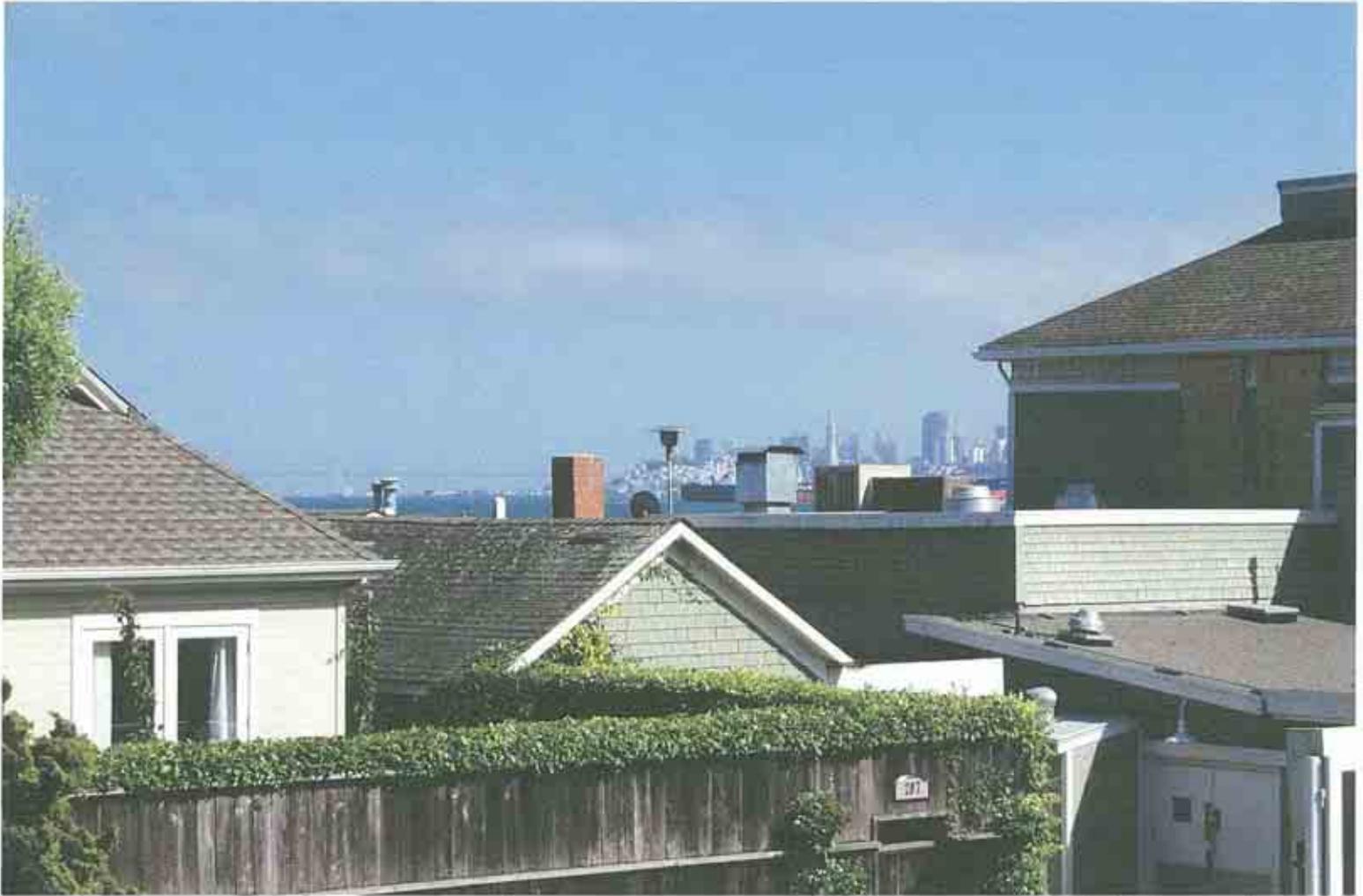
IND

*The human eye does not function like a camera lens. I would encourage the Planning Commissioners and Staff to visit the locations indicated in the photographic record in order to better evaluate the project impacts as part of the Initial Environmental Study.*

*The \*on the photos dated 5/13/14 indicates that the camera's time stamp was not active although I recall that these photos were taken very close to that time of day.*



PHOTOGRAPH LEGEND



SLT-A33, ISO 100, 55mm, f/9, 1/320

4/12/14 4:10 PM

208 a existing primary view from master bedroom and deck



SLT-A33, ISO 100, 55mm, f/5.6, 1/250

4/13/14 7:24 PM

208 a existing primary view from deck



SLT-A33, ISO 100, 55mm, f/5.6, 1/250

4/13/14 7:25 PM

208 a existing primary view from kichen and deck



*iPhone 5, 150 50, 4.1mm (903x677), f/2.4, 1/3195*

*4/29/14 12:56PM*

208 Second St., Lower Unit



*iPhone 5, ISO 50, 41 mm (650x 487), f/2.4, 1/3195*

*4/29/14 12:57PM*

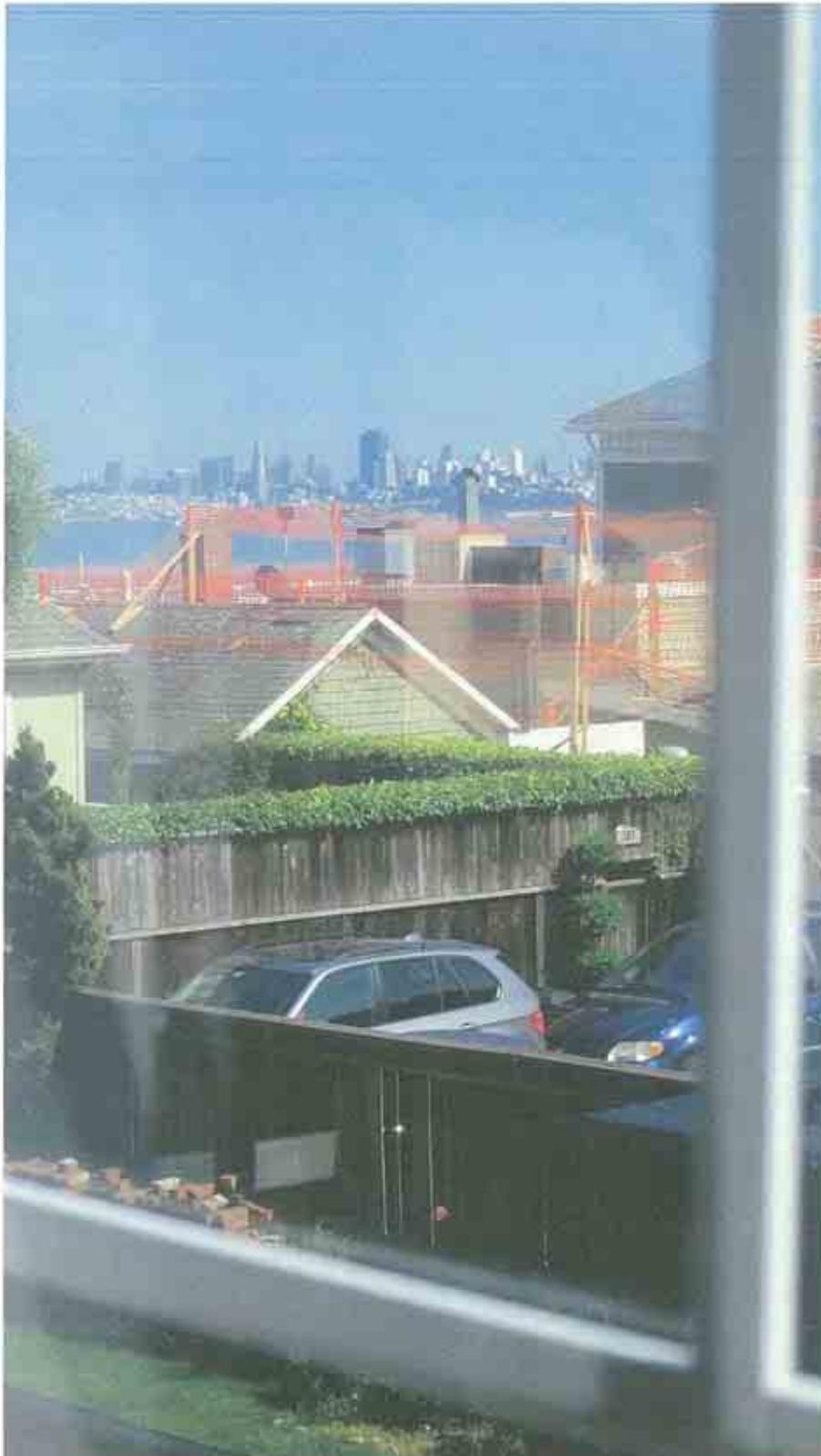
208 second St., Lower Unit



SLT-A33 ISO 1600, 10mm, f/3.5, 2.0

5/9/14 10:40 PM

View from 208 Second Street Lower Unit



CANON POWERSHOT S100, ISO160, 16.9mm, f/4.5, 1/800  
4/30/14 3:42PM

210 Second St. Kitchen window



CANON POWER SHOT - S100, ISO 160, 17.4mm, f/5, 1/800

4/30/14 3:48 PM

210 Second St. Lower Unit



CANON POWER SHOT S100, ISO 125, 26mm, f/5.9, 1/400

4/30/14 3:55PM

210 Second St. Lower Unit



*iPhone 5, 15050, 4.1mm (895x 1194), f/2.4, 1/763 4/30/14 3:48PM*

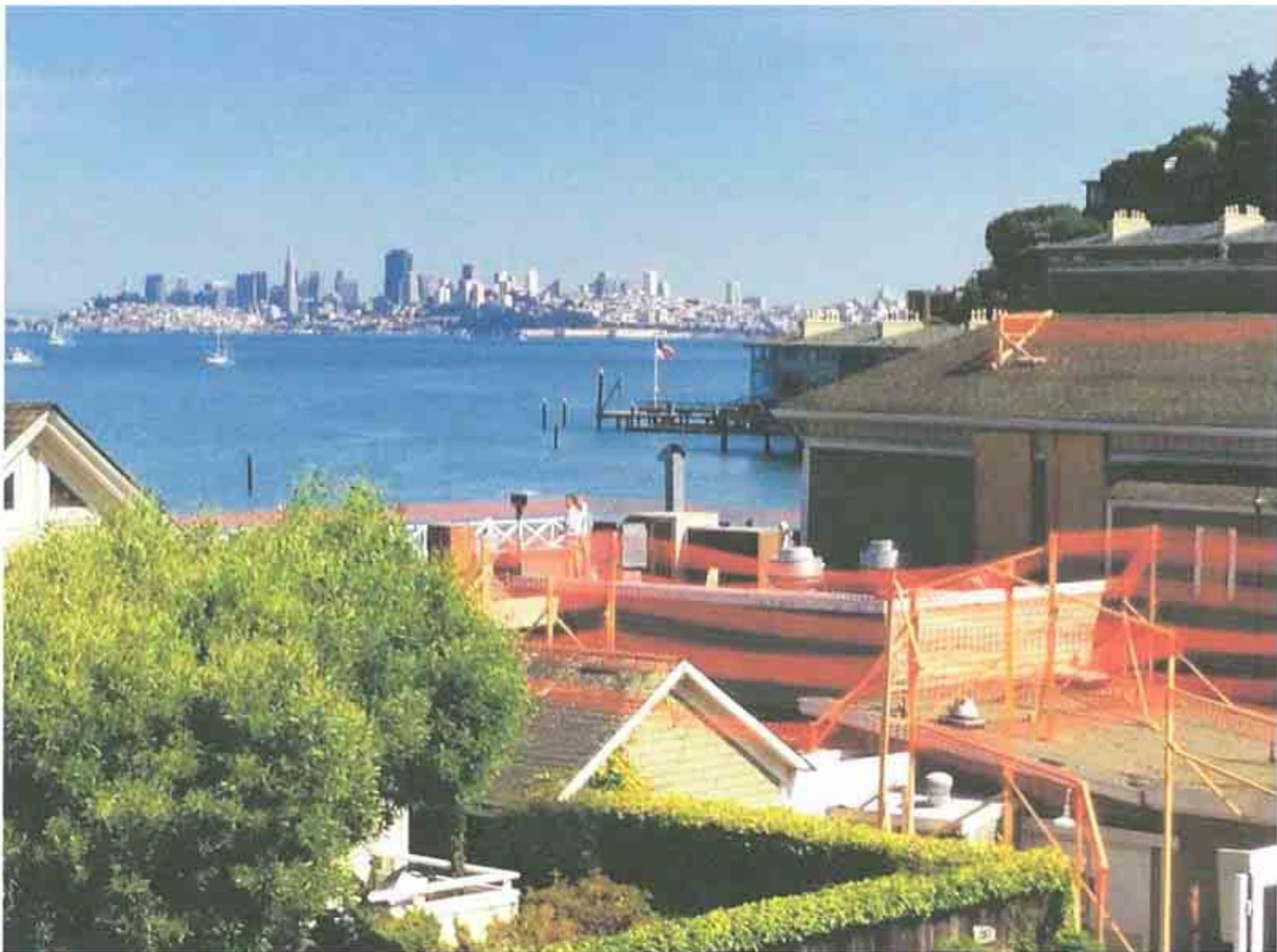
210 Second St. Lower Unit Kitchen Window



*iPhone 5, ISO 50, 4.1mm, (1190x 892), f/2.4, 1/2169*

*4/30/14 3:48 PM*

210 Second St. Lower Unit



*iPhone 5, ISO 50, 4.1mm, (1195 x 896), f/2.4, 1/2504*

*4/30/14 3:49 PM*

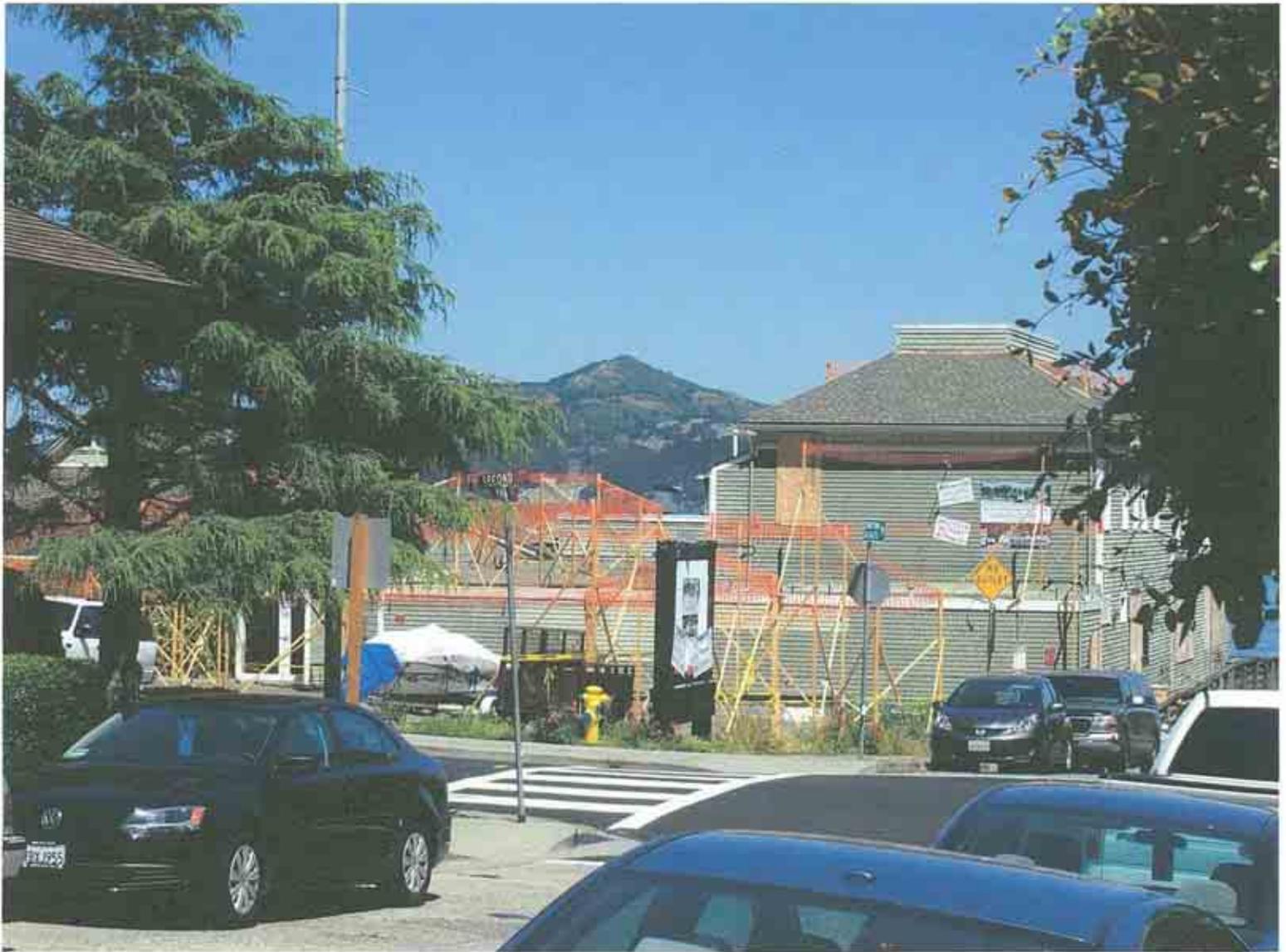
210 Second St., Upper Unit



*iPhone 5, 150 50, 41mm (1196x 897), f/2.4, 1/1427*

*4/30/14 3:55PM*

**210 Second Street, Lower Unit**



OLYMPUS E-P3, 150 200, 42mm, f/10, 1/320

5/13/14 12:00 PM \*



View from Main St., upper South



OLYMPUS E-P3, ISO 200, 42mm, f/11, 1/400

5/13/14 12:00 PM \*

② View From Main St., lower South



OLYMPUS E-P3, ISO 200, 42mm, f/11, 1/400

5/13/14 12:00 PM \*

③ View from Main St., curb South



OLYMPUS E-P3, ISO 200, 42mm, f/11, 1/500

5/13/14

12:00 PM +

4

View from Main St., curb North



OLYMPUS E-P3, ISO 200, 37mm, f/7.1, 1/125

5/13/14

6:45 PM

4

View from Main St. curb North



OLYMPUS EP-3, ISO 200, 42mm, f/10, 1/320

5/13/14 12:00 PM\*

⑤ View from 203 Second St.



OLYMPUS E-P3, 42mm, f/11, 1/400

5/13/14

12:00 PM\*

6

View from 203 Second St.



OLYMPUS - EP-3, ISO 200, 42mm, f/10, 1/320

5/13/14 12:00 PM\*

⑦ View from 205 Second St.



OLYMPUS E-P3, ISO 200, 42mm, f/11, 1/400

5/13/14

12:00 PM\*

8

View from 205 Second St.



OLYMPUS E-P3 ISO 200, 42mm, f/11, 1/400

5/13/14

12:00 PM\*

9

View from Second St. Bus Stop



OLYMPUS E-P3 150 200, 42mm, f/10, 1/320

5/13/14 12:00 PM

10

View Second St. Bus Stop

**Comment Letter IND7: Geoffrey Butler on behalf of Bonnie Johnson and David Thomas, dated May 14, 2014**

**Response IND7-1**

This comment provides an introduction to the comment letter. No response is required.

**Response IND7-2**

This comment expresses several concerns with the analysis of the potential impacts to views that could result from the construction of the Project. Please refer to the View Impacts Master Response. No further response is required.

**Response IND7-3**

This comment expresses concern that the IES/MND did not provide the public the opportunity to compare the existing conditions with the potential impacts from the Project. This comment is not specific as to what information is missing in order to establish the existing baseline conditions. However, as discussed throughout the IES/MND, the existing site is occupied by a residence and a vacant restaurant building. The IES/MND provides an analysis of the Project's impacts against existing conditions. No further response is required.

**Response IND7-4**

This comment objects to the determination included in the IES/MND and asserts that a significant impact to visual resources would occur as a result of the Project. Please refer to the View Impacts Master Response. No further response is required.

**Response IND7-5**

This comment expresses several concerns regarding the maturation of trees proposed to be planted within the Project site. As discussed in Response IND2-8, although the Project includes the planting of trees within the Project site, Section 11.12.040 of the Municipal Code specifically addresses private trees and their impact on views, and provides an explanation on the procedure for satisfying the concerns of adjacent property owners. No further response is required.

**Response IND7-6**

This comment expresses the opinion that the wall of the garage along Second Street appears to be out of character of the Project, as well as the surrounding area. The comment further requests that the Planning Commission evaluate the wall to ensure the Project is an attractive addition to the neighborhood. This comment

does not question the adequacy of the analysis included in the IES/MND, and instead provides an opinion on the merits of the Project. No response is required.

**Response IND7-7**

This comment expresses concerns regarding the addition of new light sources within the Project site. Please refer to Response IND2-3. No further response is required.

**Response IND7-8**

This comment asks whether exterior lighting proposed for the new oak trees would be necessary, and states that its inclusion would result in a significant impact. As discussed in Response IND2-3 and on page 4-6 of the IES/MND, Section 10.54.050 of the Municipal Code requires the Planning Commission to make a finding that exterior lighting is appropriately designed and located to minimize visual impacts to adjacent properties and the general public in order for a Design Review Permit to be approved. Compliance with this section of the Municipal Code would result in a less-than-significant impact. No further response is required.

**Response IND7-9**

This comment expresses concerns regarding the addition of new light sources within the Project site. Please refer to Response IND2-3. No further response is required.

**Response IND7-10**

This comment states that the IES/MND did not provide an analysis of the proposed fire places. Table 4-6 on page 4-49 of the IES/MND states that the GHG modeling prepared for this Project assumes that all fireplaces would be gas-burning fireplaces, in accordance with BAAQMD Regulation 6, Rule 3. Therefore, the fire places are included in the analysis, and greenhouse gas impacts would be considered less-than-significant. No further response is required.

**Response IND7-11**

This comment states that due to the Project site's former use, heavy metal residue may become airborne due to Project-related construction activities that generate dust. The IES/MND discusses the potential for fugitive dust to be generated by construction activities, and Mitigation Measure AQ-1 is included that requires that BAAQMD's Best Management Practices be implemented by the construction contractor to reduce inhalable particulate matter. Measures include, but are not limited to, watering the construction area, covering trucks hauling soil, replanting as soon as possible, and applying non-toxic soil stabilizers. As a result, potential impacts

from dust would be reduced to a less-than-significant impact. No further response is required.

**Response IND7-12**

This comment questions the total cubic yards of soil to be removed from the Project site as it relates to construction emissions. The air quality analysis references a total haul quantity of 985 cubic yards of soil. This figure was provided by the Project applicant's construction contractor who calculated the total amount of clean soil that will be exported from the Project site. It is standard practice to take into account that soil will not be in a compacted state when off-hauled. As such, this figure provides an estimate for the total haul quantity, consequently, the duration of excavation activities and the total number of trucks needed to haul the soil off-site.

**Response IND7-13**

This comment asks whether the spoils resulting from the excavation recommended by the Geotechnical Evaluation was taken into account when assessing potential air quality impacts. The Project applicant's construction contract provided the estimate of 985 cubic yards of clean soil that is estimated to be exported from the Project site, and the Project plans take into account the recommendations made by the Geotechnical Evaluation.

**Response IND7-14**

This comment asks whether any additional truck trips have been considered for the import of clean soil or export of additional soil. Based on the Geotechnical Evaluation and the grading quantities, it is not expected that additional truck trips are needed to export or import soil. No changes to Table 4-1 are required.

**Response IND7-15**

This comment asks if a wind station is located closer to the Project site than the Mt. Tamalpais wind station referenced in Appendix E. The following is stated on page 11 of Appendix E:

Inputs for the construction phase emission rates are those described in Section 4. Meteorological data obtained from the BAAQMD for the nearest met station (Mt. Tamalpais) and the three latest available years of record (2003-2005) were used to represent local weather conditions and prevailing winds.

**Response IND7-16**

This comment states that the construction recommendations included in the Geotechnical Evaluation should be evaluated relative to biological resources. Mitiga-

tion Measures BIO-2 through BIO-4 specifically address construction-related impacts to the habitat located within and adjacent to the Project site. Mitigation Measure BIO-4 specifically addresses the potential impacts to marine life resulting from the installation of footings. With the inclusion of the aforementioned Mitigation Measures, the potential impacts from construction activities would reduce impacts to a less-than-significant level. No further response is required.

**Response IND7-17**

This comment states that the IES/MND does not address potential impacts of new lighting and noise on biological resources. Although not specifically identified within the discussion, lighting and noise impacts on biological resources were evaluated as they relate to construction and operation of the Project. However, as noted on pages 4-22 through 4-26 of the IES/MND, the biological values associated with the Project site are diminished due to the location of the existing structure. In addition, a low diversity of plant and animal species was observed and special-status species are unlikely to occur at the Project site because they do not usually occur in urban environments. As a result, the IES/MND concluded that the potential effects of construction and operation (including potential increases to light and noise) on biological resources would be less-than-significant or reduced to less-than-significant levels with the incorporation of the recommended Mitigation Measures. No further response is required.

**Response IND7-18**

This comment states that the Geotechnical Evaluation describes the use of grade beams will be required. Mitigation Measure GEO-2 requires the Project to comply with the recommendations of the Geotechnical Evaluation. Mitigation Measures AQ-1 and BIO-2 through BIO-4 would mitigate potential impacts resulting from construction activities recommended by the Geotechnical Evaluation.

**Response IND7-19**

This comment is the same as Comment IND7-10. Please refer to Response IND7-10. No further response is required.

**Response IND7-20**

This comment asserts that soil testing should be completed to insure that potential soil contaminants do not pose a health risk to the public if the soil is disturbed. Please refer to Response IND7-11. No further response is required.

**Response IND7-21**

This comment asserts that the Project site appears to present a challenge to firefighters due to the waterfront access and lack of required building setbacks, and states that the Southern Marin Fire Project District should provide an opinion on the fire hazard. As discussed on page 4-98 of the IES/MND, site access, circulation, and other design features are subject to approval by the City and the Southern Marin Fire Protection District. The Project cannot be constructed without approval of this agency. Furthermore, as stated on page 3-14 of the IES/MND, in reviewing the proposed site plan, the Southern Marin Fire Protection District staff informed the Project applicant that the District would require a “hammerhead” (T-shaped) turnaround at the foot of Main Street for a fire truck turnaround. The Project site plan includes the removal of an existing on-street parking space on Main Street to accommodate the proposed exit driveway on Main Street and the fire truck hammerhead turnaround. No further response is required.

**Response IND7-22**

This comment states that FEMA is in the process of revising the coastal flood zone requirements, and it would be helpful to understand the proposed base flood elevations and how the changes would affect the Project. As noted in the comment, FEMA has not released the revised coastal flood zone requirements, however; the requirements that are in force and effect at the time of building permit application will be applied to the Project. As required by Mitigation Measure HYDRO-1, prior to the issuance of building permits, an Elevation Certificate must be submitted to the City that identifies the lowest finished floor elevation of all structures with respect to the then current and effective 100-year base flood elevation as well as certain other critical elevations for pile-supported structures in the Coastal High-Hazard flood zone. All provisions for building within the floodplain that are specified in Municipal Code 8.48 must be implemented to minimize the risk of flood damage at the site. No further response is required.

**Response IND7-23**

This comment provides a summary of the potential zoning changes and expresses an opinion that the change in zoning as well as numerous variances and exceptions would result in significant impacts to neighbors. This comment does not provide specific comments regarding the impacts outside of the comments provided through this comment letter, and does not question the adequacy of the analysis included in the IES/MND. No further response is required.

**Response IND7-24**

This comment expresses the opinion that the zoning changes would take away a public asset and give it to a private entity. It is not clear what the public benefit is that the Project would take away, but this comment does not question the adequacy of the analysis included in the IES/MND. No further response is required.

**Response IND7-25**

This comment expresses concern regarding the mitigation of increased light and noise that would be generated by the Project. Please refer to Response IND2-3. No further response is required.

**Response IND7-26**

This comment expresses the opinion that public and private view blockage seems to be inconsistent with the public's welfare. Please refer to the View Impacts Master Response. No additional response is required.

**Response IND7-27**

This comment expresses concern regarding the mitigation of increased light and noise that would be generated by the Project. Please refer to Response IND2-3. No further response is required.

**Response IND7-28**

This comment expresses the opinion that the Project does not seem to warrant rezoning because numerous variances and exceptions are needed. This comment does not question the analysis included in the IES/MND, but provides an opinion on the merits of the Project. No response is required.

**Response IND7-29**

This comment states that the Project would result in significant noise increases due to design components and the location of uses on the Project site. The comment does not provide new evidence to support the assertion that the increase in noise would result in a significant impact. Please refer to Response IND2-3. No further response is required.

**Response IND7-30**

This comment asserts that the IES/MND did not adequately address potential groundborne vibration or noise resulting from construction recommendations included in the Geotechnical Evaluation. As noted on page 4-77 of the IES/MND, construction activity within the Project site would be sporadic and short-term, and groundborne vibration dissipates through the ground with increased distance. Giv-

en the short-term nature of construction activities resulting in groundborne vibration, and the prohibition of vibratory roller, the IES/MND concludes that groundborne vibration and noise generated by the Project would be considered less-than-significant. No further response is required.

**Response IND7-31**

This comment expresses the opinion that conditions of approval, including CC&Rs, should be required of the Project to limit the intensity of use of the outdoor space, as well as restrictions on landscape, rooftop equipment, and tents. This comment provides an opinion about the merits of the Project based on perceived impacts. These concerns will be considered by the Planning Commission prior to taking action on the Project.

**Response IND7-32**

This comment asks for confirmation from the Southern Marin Fire Project District that proposed access to the site will meet the requirements of the District. Please refer to Response IND7-21. No further response is required.

**Response IND7-33**

This comment asks for confirmation that the Sausalito Department of Public Works will have access to the boardwalk and that the boardwalk will be rebuilt to meet FEMA requirements. As stated on page 3-15 of the IES/MND, the public boardwalk along Main Street would be rebuilt to comply with FEMA's new regulations regarding minimum Base Flood Elevation, anticipated for adoption in summer 2014. The Department of Public Works will have access to the boardwalk for inspection purposes. No further response is required.

**Response IND7-34**

This comment states that alternative transportation options that are not included in the IES/MND might include bike racks or electric charging stations. These components are not proposed as part of the Project. No further response is required.

**Response IND7-35**

This comment recommends that as a possible mitigation for the size of the on-site parking spaces, the number of proposed units within the Project site should be reduced. As discussed on pages 4-101 and 4-102 of the IES/MND, although the proposed parking spaces would not meet the City's Zoning Ordinance standards for parking space dimensional standards, the Project's parking spaces would be able to accommodate most passenger vehicles, minivans, and SUVs. Additionally, be-

cause the Project provides the required number of parking spaces, no impacts were identified in relation to traffic. No further response is required.

**Response IND7-36**

The comment asserts that mitigation measures should be included to address the loss of one parking space on Main Street. The City has determined that the loss of one parking space does not require mitigation, because the existing parking supply in the vicinity of the Project site is sufficient to offset the loss of one parking space. No further response is required.

**Response IND7-37**

This comment states that the development application should identify the location of the four parking spaces for the property at 207 Bridgeway. This comment does not question the analysis included in the IES/MND. No response is required.

**Response IND7-38**

This comment states that the analysis of traffic operations does not address the potential traffic congestion resulting from cars entering the Project site while the proposed gates are opening. The ingress driveway is more than 64 feet from the intersection of Second Street and Main Street, and would allow for vehicles to queue on Main Street while the gate opens. No further response is required.

**Response IND7-39**

This comment restates concerns regarding potential view impacts. Please refer to the View Impacts Master Response regarding private views and responses PC2-6 and PC2-7 regarding public views. No further response is required.

**Response IND7-40**

This comment states that new light and noise generated by the Project may have a significant impact on biological resources. Please refer to Response IND7-17. No further response is required.

**Response IND7-41**

This comment asserts that construction activities have not fully been analyzed in the IES/MND. Please refer to Responses IND7-18 and IND7-30. No further response is required.

**Response IND7-42**

This comment states that cumulative impacts, such as special event rentals, have not been considered as they relate to an increase in residents that will have a signifi-

cant long-term impact. This comment appears to imply that the Project site may be rented for special events, and the temporary increase in occupants would have a significant long-term impact. The comment does not specify how special event rentals would result in significant long-term impacts, but it could be deduced that impacts to traffic and noise could have the most noticeable impact. If special event rentals were to occur, the potential impacts to traffic and noise would be temporary and not representative of typical activity associated with the Project. Due to the short-term duration of the impacts, the Project would result in less-than-significant cumulative impacts. In addition, special events require approval of a Minor Use per Municipal Code Chapter 10.58 and Section 10.44.310. This process takes into account the event's impacts upon nearby residents. No further response is required.

**Response IND7-43**

This comment asserts that the IES/MND has not taken into account the potential air quality impacts resulting from the possibility of heavy metal residue being located within the Project site. Please refer to Response IND7-11. No further response is required.

**Response IND7-44**

This comment expresses the opinion that additional analysis regarding the air quality and greenhouse gas impacts is required based on recommendations included in the Geotechnical Evaluation and the inclusion of fireplaces in the Project. Please refer to Responses IND7-13 and IND7-19. No further response is required.

**Response IND7-45**

This comment asserts that the noise and light generated at the new second story, as well as the outdoor uses on the second story would result in a significant impact on adjacent neighbors because no outdoor uses are currently located within the Project site. Please refer to Response IND2-3. No further response is required.

**Response IND7-46**

This comment states that privacy issues related to outdoor decks, patios, and rooftop gardens have not been addressed. This comment is related to the merits of the Project, and does not question the adequacy of the analysis included in the IES/MND because privacy issues are not considered a CEQA topic. No further response is required.

**Response IND7-47**

This comment provides a summary of the content of the comment letter. Please refer to the View Impacts Master Response and various responses to this comment letter. No further response is required.

**Response IND7-48**

This comment provides a closing to the comment letter. No response is required.

**Response IND7-49**

This comment provides a description of the photos attached to this comment letter. The photos show the story poles erected on the Project site to demonstrate potential view changes. Please refer to the View Impacts Master Response. No further response is required.

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MAY 14 2014

CITY OF SAUSALITO  
COMMUNITY DEVELOPMENT

Sausalito Town hall  
Attn. to Planning Officer  
Town hall  
Sausalito, CA 94965

Mr. Jonathan Solomon  
215 Main Street  
Apt 307  
Sausalito, CA 94965

May 13, 2014

**Re: Conversion of the 1893 Walhalla into a residential complex**

Dear Planning Officer

I am a close neighbor to the Valhalla building complex and want to support the development scheme that the new owner, Mr. Alexander Kashef is proposing.

I am in agreement that residential use is by far the best option for this plot. The creation of seven units within the existing volume seems extremely reasonable. This proposal offers a lasting reuse of the original building. Future developers might potentially hold us to ransom, till they get their way. Believe me this would not be the first time a building is left to rot, if there is potentially a 30 unit prize. As with all forms of re-development there are sensitive elements to navigate round. In this proposal the new rooflines are pitched to a pleasant angle to blend with surrounding buildings. With all eyes on the bay and San Francisco there is bound to be some homes that will lose access to views as in all new builds.

**Broad walk**

The section fronting the bay is in my opinion in A1 condition and has a good 30+ years left. In comparison the section adjacent to the pump house is in questionable condition, needing new planking and structural work. From what I understand the present owner is willing to finance this task in a one time only offer to the general public. If this goes ahead, then this section of the broad walk could be out of action for at least six weeks. I would like to recommend that a temporary wood staircase be built descending next to the memorial bench. This will permit a prolonged period of work without inconveniencing the local users of the broad walk and increases safety during the construction.

**Flat roof Unit seven**

Whilst looking at the plans at the public library, I note that unit seven has a large roof terrace. I foresee potential problems. Future owners might not have an inclination for sunbathing or enjoy gardening. The result would be persistent applications to build out on the flat roof. Personally I think that maybe a new stepped extension as well as the planned new pergola might be better. Do it in one go.

Increasing the skylights to roof lanterns for the two units underneath the Terra's could also help break up this vast slab of a roof.

The Terra's new planned (low wall and glass screen handrail) could also be stepped back, say three feet to soften the visual impact of this large terrace and reduces its presence to strollers on the broad walk.

Sincerely Yours,  
Jonathan Solomon



IND

**Comment Letter IND8: Jonathan Solomon, received May 14, 2014**

**Response IND8-1**

This comment expresses support for the proposed Project and recommends modifications to the boardwalk and Unit #7. The comment does not question the adequacy of the analysis included in the IES/MND, and no response is required.

*Diana Kristiani*  
*P.O. Box 1778*  
*Sausalito, CA. 94966-1778*  
 415/332-5716

*Planning Commission*  
*City of Sausalito*  
*420 Litho Street*  
*Sausalito, Ca. 94965*

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MAY 14 2014

CITY OF SAUSALITO  
 COMMUNITY DEVELOPMENT

*Dear Planning Commission Members:*

*Please consider relocating the Golden Gate bus stop at 201 Second Street to the well designed bus pullout in front of the Cote A'zur on South Street.*

*The well designed pull out in front of Cote A'zur would not cause disruption in the flow of traffic and, practical common sense supports relocation of the Golden Gate bus stop for safety reasons. Vehicular and cyclist traffic (local and tourist) in this area, are moving at a slower speed due to the sharp curve between Alexander Avenue and South Street. A bus stopped at this pullout is completely out of the traffic lane, allowing vehicles and cyclist a safe clear line of vision to the roadway ahead. At the current Golden Gate bus stop near 201 Second Street it is not possible for a motorist to see beyond the girth of a stopped bus, this is very dangerous because often in the large blind spot beyond the front of the bus tourists, pedestrians and cyclists' are illegally crossing the street to visit the Golden Gate market.*

*Also, the Cote A'zur location would be an ideal safe location for the private Golden Gate School bus service to safely pick up and drop off school children. Currently, this private bus service stops at the east entrance to Fort Baker, a high traffic volume section on Alexander Avenue, where no sidewalk or other safe pedestrian corridor exists on either side of the roadway for the young children to safely walk home.*

*Thank you for your time and consideration of this matter.*

*Diana Kristiani*

IND

**Comment Letter IND9: Diana Kristiani, received May 14, 2014**

**Response IND9-1**

This comment expresses concern regarding the bus stop along Second Street and urges the Planning Commission to locate the bus stop in a different location. This comment has been noted, but the bus stop is not a component of the proposed Project. The bus stop will be required as a condition of approval. No further response is required.

**G E O F F R E Y E . B U T L E R**

A R C H I T E C T U R E & P L A N N I N G

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MAY 14 2014

Sausalito Planning Commission Presentation Notes  
April 30, 2014

CITY OF SAUSALITO  
COMMUNITY DEVELOPMENT

I would like to make clear that my clients Bonnie Johnson at 210 Second Street and David Thomas at 208 Second Street would like to support the project before you if their respective views can be maintained as I have outlined in my letter to the commission earlier this afternoon.

IND

It would appear that if the second story of Unit 5 can be removed, the deck rail or parapet of Unit #7 remain unchanged in height - from the existing roof parapet - and the landscape proposal can be adjusted - then current views would remain intact. By removing the second story of Unit #7 the parking requirements might be reduced and the smaller unit size might be more affordable, returning some of the public benefit of the Neighborhood Commercial zoning.

IND

CEQA requires that the Initial Study must outline the impacts of a project on views, light and privacy on adjacent properties. Given the fact that the story poles were completed on Tuesday afternoon the authors of the initial study did not have the benefit of observing the projects impacts on the neighbors. Now that the story poles are installed it is clear that the project has a significant impact on views from 208 and 210 Second Street and possibly other private or public property. This study indicates that damage to private views are minimized, but these photos prove otherwise. The Initial Study should be revised to acknowledge this impact as Significant.

IND

The current CN Zoning of this property exists to provide a benefit to the public as described by the City's General Plan. The proposed Valhalla condominium project is a private for profit development that will be part of the R-3 Zoning District. As the Initial Study describes, the Valhalla site has unobstructed views of San Francisco Bay, Belvedere Peninsula, Angel Island, East Bay Hills, Bay Bridge, and San Francisco skyline. As our photos show David and Bonnie's homes also have similar views, however these views will be blocked by the Valhalla condominiums. This is simply the transfer of wealth from one property to another exacerbated by the fact that this property is currently zoned for public benefit.

IND

We ask that the Planning Commission request that the Initial Study authors re-evaluate the Aesthetic and Mandatory Findings of Significance to reflect the impacts on views as now represented by the story poles. It would also be appropriate to investigate further mitigation measures on light and noise that would benefit the neighborhood.

IND

**Comment Letter IND10: Geoffrey Butler on behalf of Bonnie Johnson and David Thomas, received May 14, 2014**

**Response IND10-1**

This comment provides an introduction to the comment letter and states that the residents located at 208 and 210 Second Street would be supportive of the Project if their existing views would be maintained. No response is required.

**Response IND10-2**

This comment provides a recommendation on how the Project could be modified to reduce the Project's floor area and addresses the merits of the Project. This comment does not comment on the adequacy of the analysis included in the IES/MND. No response is required.

**Response IND10-3**

This comment asserts that the IES/MND should be revised to take into account the installation of story poles within the Project site in order to better evaluate the potential impacts to views. Please refer to the View Impacts Master Response. No further response is required.

**Response IND10-4**

This comment asserts that current zoning of the site exists to provide a public benefit and that rezoning would result in a benefit to the developer and not the community. The comment further asserts that the Project would block views of neighbors. With respect to potential impacts to views please refer to the View Impacts Master Response. With regard to the current zoning, the comment expresses an opinion that the public currently benefits from the existing zoning of the Project site and that the rezoning would result in the Project Applicant benefiting from the Project at the detriment of the public. No response is required.

**Response IND10-5**

This comment suggests that the IES/MND be revised to account for the recent installation of the story poles, and to further analyze the potential impacts of new light and noise. Please refer to the View Impacts Master Response for a discussion on view impacts, and Response IND2-3 as it relates to new sources of light and noise. No further response is required.

G E O F F R E Y E . B U T L E R

A R C H I T E C T U R E & P L A N N I N G

Sausalito Planning Commission Presentation Notes

May 14, 2014

*TYPO - PAGE 6 BOTTOM OF THE PAGE.*

As I suggested at the April 30 meeting I still believe, that with the redesign of Unit #7 and maintaining the existing roof parapet height, the view issues would be resolved from 210 and 208 Second Street. I have suggested to the applicant that we would support a higher lot coverage percentage for instance if that helped to resolve the height issues.

IND

If the Planning Commission decides that private views should be considered as part of this Study, as I think it should, then I believe there are mitigation measures that can be suggested to protect those views within the flexibility of the Planned Development.

IND

Views are personal. Whether they are of San Francisco Bay, Angel Island, Alcatraz, San Francisco, Bay Bridge, Treasure Island or other spectacular features; the feelings, emotions and ambiance those views provide lie with the owners and properties that have enjoyed those amenities. In this case we are trying to preserve the views of San Francisco which most would agree is spectacular, day or night.

IND

One of the significant impacts of the project is the proposed roof garden. I would like the Study to determine whether the existing roof is in fact a roof or deck. I looked at this property with a client a number of years ago, and my recollection is that the roof is tar and gravel and not a proper walkable surface. The distinction is important given the proposed landscape, spa, fire pit lighting and activity levels if Staff and the consultant find that a deck is not entitled at this location.

IND

Transportation and Traffic:

a. Attached are Golden Gate Transits bus stop configuration requirements. Further evaluation is necessary to insure that a proper bus stop can be accommodated if the City chooses to make these improvements now or in the future.

IND

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COMMUNITY DEVELOPMENT



**Comment Letter IND11: Geoffrey Butler on behalf of Bonnie Johnson and David Thomas, received May 15, 2014**

**Response IND11-1**

This comment asserts that with a redesign of Unit #7 and maintaining the existing roof parapet, the potential views from the properties at 208 and 210 Second Street would be resolved. This comment also states that the residents of 208 and 210 Second Street would support a higher lot coverage if that helped to reduce the height issues. This comment does not question the adequacy of the analysis included in the IES/MND, and provides comments on the merits of the Project. No response is required.

**Response IND11-2**

This comment suggests that there are mitigation measures available to lessen potential impacts on private views, should the Planning Commission determine that private views are considered a CEQA issue. Please refer to the View Impacts Master Response. No further response is required.

**Response IND11-3**

This comment asserts that views are personal and the feelings, emotions, and ambiance of those views lie with the owners and properties that have enjoyed those amenities. This comment does not question the adequacy of the analysis included in the IES/MND. No response is required.

**Response IND11-4**

This comment asks whether the roof garden is a deck and suitable for walking. The comment states that this is important given the proposed amenities to be located with the roof garden and whether or not the deck would be allowed at this location. This comment does not question the adequacy of the analysis included in the IES/MND. No response is required.

**Response IND11-5**

This comment states that further evaluation of the Golden Gate Transit bus stop configuration requirements should be done to ensure that the bus stop can be accommodated if the City chooses to make these improvements. The bus stop is not a component of the Project and will be required as a condition of approval. This comment does not question the adequacy of the analysis included in the IES/MND. No response is required.

**4. Public Hearing Comments**

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**Comment PC1: Sausalito Planning Commission Minutes, April 16, 2014.**

**Response PC1-1**

This comment questions how the IES/MND can determine that the Project's impacts on views would be considered less-than-significant if story poles have not been constructed on the Project site. Please refer to the View Impacts Master Response. No further response is required.

**Response PC1-2**

This comment states the opinion that the bus pullout would be a mitigation measure for traffic and it should and could be considered in the environmental review. As discussed in the IES/MND, traffic generated by the Project is expected to result in 4 trips during the AM and PM peak hours. As a result, the increase in traffic does not adversely impact traffic conditions on Second Street. Furthermore, an impact was not identified that would be mitigated by the inclusion of a bus stop on Second Street. The bus stop is not a component of the Project and will be required as a condition of approval. No additional response is required.

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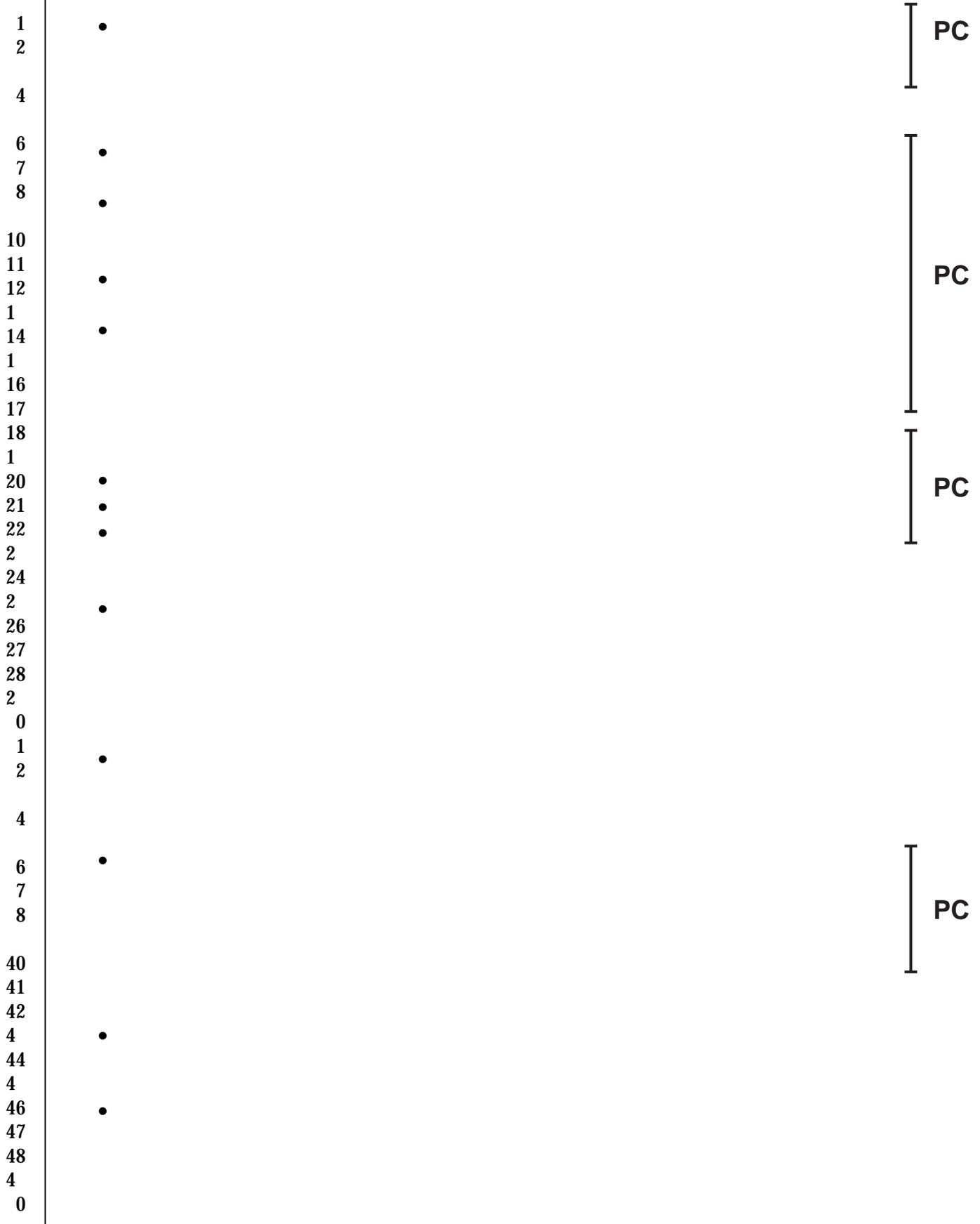
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**Comment PC2: Sausalito Planning Commission Minutes, April 30, 2014.**

**Response PC2-1**

This comment provides an introduction to the comments and states that these comments are a summary of the letter that would also be submitted. The letter is included as Comment Letter IND9. Please refer to Response IND9-1 through IND9-5 for responses to the comments provided. No further response is required.

**Response PC2-2**

This comment states that the story poles that were erected within the Project site impact the views from adjacent parcels. Please refer to the Visual Impact Master Response. No further response is required.

**Response PC2-3**

This comment states that the commenter purchased 210 Second Street in part, because of the view of San Francisco. Please refer to the Visual Impact Master Response. No further response is required.

**Response PC2-4**

This comment expresses concern regarding the bus stop along Second Street and urges the Planning Commission to locate the bus stop in a different location. This comment, similar to Comment IND9-1, has been noted, but the bus stop is not a component of the proposed Project and it will be required as a condition of approval. No further response is required.

**Response PC2-5**

This comment states that there is a clear impact to views as a result of the Project. Please refer to the Visual Impact Master Response. No further response is required.

**Response PC2-6**

This comment states that the zoning code should apply to everyone, that a view is a privilege, not a right, and the zoning code says the applicant is permitted to build as high as 32 feet. This comment does not question the adequacy of the analysis included in the IES/MND, and no response is required.

**Response PC2-7**

This comment states that views are not CEQA issues. Please refer to the Visual Impact Master Response. No further response is required.

**Response PC2-8**

This comment from the Planning Commission asks the Project Applicant's architect if the Project would result in a substantial adverse effect on a scenic vista. The Project Applicant's architect responded that the Project would not result in a substantial adverse effect on a scenic vista. Please refer to the Visual Impact Master Response. No further response is required.

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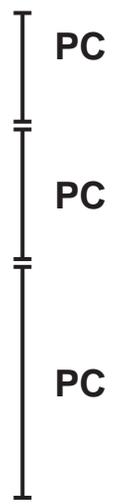
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**Comment PC3: Sausalito Planning Commission Minutes, May 14, 2014.**

**Response PC3-1**

This comment expresses the opinion that redesigning Unit #7 and maintaining the existing roof parapet height would resolve the view impacts on the properties at 208 and 210 Second Street. This comment does not question the adequacy of the analysis included in the IES/MND. However, for a discussion of potential impacts, please refer to the View Impacts Master Response. No further response is required.

**Response PC3-2**

This comment expresses the opinion that private views should be considered by the IES/MND and that mitigation measures could be included to protect views. Please refer to the View Impacts Master Response. No further response is required.

**Response PC3-3**

This comment requests that the IES/MND state whether the roof garden is proposed on a roof or a deck and further states that the Project site may not be entitled to a roof deck at this location. This is a comment on the merits of the Project.

**Response PC3-4**

This comment expresses concern regarding analysis of private views in the IES/MND and asks the Planning Commission to consider both public and private views. Please refer to the View Impacts Master Response. No further response is required.

**Response PC3-5**

This comment expresses concern that it is difficult to understand what the Project proposes versus what is existing within the Project site. The comment further states that the IES/MND should include a clearer depiction for the entitlement phase. The existing site plan has been included as Figure 3-2 of the Project Description in order to provide a way to compare the proposed Project with existing conditions.

**Response PC3-6**

This comment states that the discussion in the Aesthetics section of the IES/MND needs to be clearer with respect to public views versus private views, what the document is looking at and not looking at and why. Text on page 4-2 has been amended as shown below. No further response is required.

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

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.

**Response PC3-7**

This comment expresses concern that public views are only considered from the corner of Main Street and Second Street. Text on page 4-2 provides a discussion of potential views from the intersection of Main Street and Second Street, but also considers potential view impacts in an easterly direction from Second Street. The discussion concludes that the existing buildings within the Project site already partially obstruct views to the east. Approval of the proposed Project would increase the view obstruction, but due to the already limited views, the Project would result in less-than-significant impacts. No further response is required.

**Response PC3-8**

This comment expresses concern regarding the aesthetics of the concrete block wall to be located along Second Street, and states that more discussion is needed on whether concrete is an appropriate material. Text on page 4-6 describes the wall as being landscaped with a fast-growing ficus vine to screen the views of the new wall. However, as discussed in the IES/MND, the visual character of the site would not be degraded because similar walls are located within the vicinity of the Project site. In addition, the Planning Commission, as a part of the Design Review Permit, would be able to comment on or require the Project to enhance specific design characteristics. No further response is required.

**Response PC3-9**

This comment states that the process in which the historic review of the Project site is discussed for CEQA purposes needs to be described in greater detail, and an explanation of how the Historic Landmarks Board's role relates to CEQA needs to

be included. Pages 4-30 and 4-31 provide a description of the City's role in evaluating historical resources at a local level.

On April 9, 2014 the Historic Landmarks Board (HLB) held its first meeting on the Valhalla Project. At the meeting, the HLB determined that the Valhalla structure has historic significance because the building is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage, and it is associated with the lives of persons important to Sausalito's history. This determination of historic significance enables the HLB to provide recommendations to the Planning Commission on the design of the Project.

The HLB held a second meeting to discuss the design of the Valhalla Project, and expressed strong overall support for Project, finding the Project to be well designed, consistent with the Secretary of the Interior's Standards for Rehabilitation of a historic structure, and a positive improvement to the neighborhood and community. The HLB provided specific recommendations on the Project design that included, but were not limited to, the use of materials and color and adding articulation on garage roofs. The recommendations will be considered by the Planning Commission in evaluating the Design Review Permit, and do not affect the determinations made in the IES/MND.

#### **Response PC3-10**

This comment expresses concern regarding the accuracy of vehicle trips counted in the vicinity of the Project site (300 vehicles per day) as described on pages 4-91 through 4-94 of the Public Review Draft IES/MND. The comment asks for verification and also asks for an explanation as to how the peak hours were determined.

The text on page 4-91 states that fewer than 300 vehicles use the block of Main Street adjacent to the Project site, which is reasonable given that an access driveway to the Portofino Riviera Apartments is located across Main Street from the Project site. Text on page 4-91 also states that 5,500 vehicles use Second Street on weekdays and 7,500 vehicles use Second Street on weekends.

As stated on page 3 of the Traffic and Parking Study prepared by Robert L. Harrison Transportation Planning (included as Appendix J of the IES/MND), City engineering staff have determined that peak traffic volume near the Project site occurs at midday on Fridays and Saturdays.

**Response PC3-11**

This comment expresses concerns over public safety with regards to a bus pullout being located on Second Street at the Project site. The bus stop is not proposed as a component of the Project and will be required as a condition of approval. No response is required.

**Response PC3-12**

This comment states that the Planning Commission needs to see the existing footprints in the IES/MND. As stated in Response PC2-5, the existing site plan has been included as Figure 3-2 of the Project Description in order to provide a way to compare the proposed Project with existing conditions.

**Response PC3-13**

This comment would like clarification as to what is referred to as the “Valhalla structure.” As described on page 1 and shown in Figure 3 of the cultural resources report prepared by LSA Associates (included as Appendix G of the IES/MND), the Valhalla is comprised of the buildings located at 201 Bridgeway and excludes the residences at 206 and 207 Second Street.

**Response PC3-14**

This comment states that the number of trips described on page 4-21 of the Public Review Draft, are far too large, and opines that the trips are not relevant to a city of Sausalito’s size. The text on page 4-21 in question is as follows:

...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*.

Additional text is included on page 14 in Appendix D, Air Quality and Greenhouse Gas Background and Modeling Data.

Congested intersections have the potential to create elevated concentrations of CO, referred to as CO hotspots. The significance criteria for CO hotspots are based on the California AAQS for CO, which is 9.0 ppm (8-hour average) and 20.0 ppm (1-hour average). However, with the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology, the SFBAAB is in attainment of the California and National AAQS, and CO concentrations in the SFBAAB have

steadily declined. Because CO concentrations have improved, BAAQMD does not require a CO hotspot analysis if the following criteria are met:

- Project is consistent with an applicable congestion management program established by the County Congestion Management Agency for designated roads or highways, the regional transportation plan, and local congestion management agency plans.
- The Project would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- The Project traffic would not increase traffic volumes at affected intersection to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g. tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

As discussed on page 4-21, the Project would meet each of the criteria. Although the comment requests an analysis of thresholds comparable to a city of Sausalito's size, the criteria for CO hotspot analysis is specific and applies to the proposed Project. No changes to the IES/MND are necessary.

#### **Response PC3-15**

This comment states that the assumption of traffic cannot include traffic generated by the restaurant previously located within the Project site. The text on pages 4-94 and 4-95 has been amended, as shown below, in order to clarify that the inclusion of trip generation from previous on-site uses was provided for illustrative purposes. It should be noted that the analysis of trips generated by the Project are based on existing conditions.

For comparison, Based on ITE rates and a trip generation calculation included in the Traffic and Parking Study prepared by Robert L. Harrison; provided an estimate of previous trips generated by the former restaurant uses within the Project site based on ITE rates and a trip generation calculation. The 200-seat restaurant previously located on the Project site generated an estimated 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 an estimated 562 ADT, with 61 trips in the peak midday hour. Therefore, the proposed Project would generate substantially fewer trips, when compared to this previous restaurant use.

**Response PC3-16**

This comment states that the traffic study references trips on Saturdays and weekends and the 200-seat restaurant. The comment states that the restaurant was only open in the evenings, so there would not be any trips generated with the exception of deliveries. The traffic analysis is not comparing the previous restaurant use within the Project site with the proposed Project. Please see the response to PC2-15.

**Response PC3-17**

This comment states that the IES/MND identifies the loss of one of the three parking spaces on Main Street, and expresses the opinion that the remaining parking spaces would likely be used by residents of the Project Site. This comment expresses an opinion and does not question the adequacy of the analysis included in the IES/MND. All parking spaces located on Main Street would be on-street parking spaces that would be available to the public. Additionally, as discussed on page 4-102, the Project would provide adequate parking capacity on-site. No further response is required.

**Response PC3-18**

This comment states that because the Project site is a documented Native American site, there should be a mitigation plan with a tentative agreement with an archeologist, and that language in the Mitigation Monitoring and Reporting Program (MMRP) should be added with respect to contract information for agencies listed. The mitigation measure included as part of the IES/MND requires a qualified archeologist to monitor Project ground-disturbing activities in the event that archaeological resources are discovered during construction. The mitigation measure further states that in the event that archaeological resources are identified, the archeologist shall prepare a Monitoring Plan for the Project, and that the Monitoring Plan shall describe the specific methods and procedures that will be used in the event that archaeological deposits are identified. This mitigation measure is considered to be an industry standard measure for addressing as yet unknown cultural resources.

Additional contact information has been added to the MMRP in order to allow quicker access to representatives of responsible agencies.

**Response PC3-19**

This comment states that the traffic section has not taken bicycle safety into consideration and that bicycles should be treated the same as cars due to the constraints on Second Street. The comment states that it is important to take into consideration bicycle operations with respect to traffic control and the bus pullout.

Page 4-99 of the Public Review Draft provides a discussion of bicycle safety issues as they relate to the Project. As stated, the Project does not result in a substantial number of vehicles (1 vehicle trip every 15 minutes during the peak hour), does not propose a driveway on Second Street and would not allow on-street parking on Second Street. Based on those three factors, the IES/MND determines that the Project would result in less-than-significant impacts to bicycle safety. In addition, the Project does not propose constructing a bus stop on Second Street.

With respect to the comment regarding treating bicycles the same as cars, the Traffic Study, included in Appendix G, states that bicycle trips are included in the calculation of level of service (LOS) at the intersection of Second Street and Main Street. This means that Table 4-10 of the IES/MND takes bicycles into account when determining that the Project would result in a slight delay, but the intersection would continue to operate at an acceptable LOS.

**Response PC3-20**

This comment suggests that Mr. Parisi (a traffic consultant under a separate contract with the City) and PlaceWorks (under contract with the City for the preparation of this IES/MND) coordinate traffic data to allow the Planning Commission to review all traffic data in a comprehensive manner. Based on the limited number of trips generated by the Project (an average of 41 trips per day, and 4 trips during the AM and PM peak hours), the Project would not require mitigation measures in order to reduce any potentially significant impacts. Given the minimal number of trips generated per day by the Project, and the limited impact on intersection operation, further coordination of traffic studies in the vicinity of the Project site is not warranted. Coordination with the Golden Gate Bridge Transit District is a component of a condition of approval requiring a bus pull out for the Project.

**Response PC3-21**

This comment states that BCDC requirements for pedestrian access needs to take into consideration any deferred maintenance plans that the City has so that there is a clear plan for preserving the public's right of enjoyment of the Project site. It is not clear if this comment pertains to the improvements of the waterfront boardwalk or the boardwalk on Main Street, but the comment does not question the adequacy of the analysis included in the IES/MND and instead requests clarity regarding the timing of the modifications to the boardwalk. No response is required.

**Other comments made by the Planning Commission**

The following is a list of comments provided by the Planning Commission, but not included in the approved minutes.

**Comment PC3-22**

Add a list of Appendices to the Table of Contents.

**Response PC3-22**

A list of Appendices has been added to the Table of Contents.

**Comment PC3-23**

Define “expansive soils.”

**Response PC3-23**

Text on page 4-46 has been amended as follows:

Portions of the City of Sausalito are underlain by expansive soils. Expansive soils undergo a significant volume change as a result of wetting or drying over time, and such volume changes can cause damage to improperly designed structures. 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.

**Comment PC3-24**

Page 4-56. Address the misstatements regarding school impacts.

**Response PC3-24**

The following text as shown on page 4-56 of the Public Review has been amended as follows:

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

**Comment PC3-25**

Page 4-70. Discuss how the demolition of the existing site would affect the analysis of cultural resources.

**Response PC3-25**

Page 4-70 of the IES/MND contains a description of the demolition of the existing Valhalla structure as it relates to the Project. The description provides an estimate of the percentage of the building would be demolished. The percentage of

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demolition does not affect the determinations made in the Cultural Resources Study and Historical Evaluation, as included in Appendix G, because the Valhalla structure lacks structural integrity and appears to be ineligible for inclusion in the California Register of Historical Resources.

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## 6 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.

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TABLE 6-1 MITIGATION MONITORING AND REPORTING PROGRAM

| Mitigation Measures   | Party Responsible for Implementation | Implementation Trigger/Timing | Agency Responsible for Monitoring | Monitoring Action  | Monitoring Frequency                        | Verified Implementation         |
|---|--------------------------------------|-------------------------------|-----------------------------------|--|---|---------------------------------|
| <b>Air Quality</b>  |                                      |                               |                                   |  |   |                                 |
| <b>AO-1:</b> The Project's construction contractor shall comply with the following BAAQMD Best Management Practices for reducing construction emissions of PM <sub>10</sub> and PM <sub>2.5</sub> :   | Construction Contractor              | During construction           | Building Division (415) 289-4128  | Review construction specifications materials and retain for administrative record/<br>Conduct site inspections | During regularly scheduled site inspections | Initially: _____<br>Date: _____ |
| ◆ Water all active construction areas at least twice daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent air-borne 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.  |                                      |                               |                                   |  |   |                                 |
| ◆ Pavement, 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.   |                                      |                               |                                   |  |   |                                 |
| <b>AO-2:</b> 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 | Construction Contractor              | During construction           | Building Division (415) 289-4128  | Review construction specifications materials and retain for administrative record/<br>Conduct site inspections | During regularly scheduled site inspections | Initially: _____<br>Date: _____ |

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|---|--------------------------------------|--|-----------------------------------|---|---|--------------------------------|
| <p>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.</p>  |                                      |  |                                   |   |   |                                |
| <b>Biological Resources</b>   |                                      |  |                                   |   |   |                                |
| <p><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.</p> | Qualified Bat Biologist              | Prior to issuance of demolition permit | Planning Division (415) 289-4128  | As recommended in biological survey   | As recommended in biological survey         | Initials: _____<br>Date: _____ |
| <p><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.</p>   | Construction Contractor              | During construction                    | Building Division (415) 289-4128  | Conduct site inspections  | During regularly scheduled site inspections | Initials: _____<br>Date: _____ |
| <p><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.</p>  | Project sponsor                      | Prior to construction                  | Planning Division (415) 289-4128  | Review wetland delineation and permits and retain for administrative record | Once  | Initials: _____<br>Date: _____ |
| <p><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:</p> <ul style="list-style-type: none"> <li>◆ Concrete truck chutes, pumps, and internals shall be washed out only into formed areas awaiting installation of concrete.</li> <li>◆ 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.</li> <li>◆ Contained concrete shall be disposed of in a manner that does not violate groundwater or surface water quality standards.</li> <li>◆ Unused concrete remaining in the truck and pump shall be returned to the originating batch plant for recycling.</li> </ul>  | Construction Contractor              | During construction                    | Building Division (415) 289-4128  | Conduct site inspections  | During regularly scheduled site inspections | Initials: _____<br>Date: _____ |

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| 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"> <li>◆ 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.</li> <li>◆ 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.</li> <li>◆ Forms shall be checked for holes in the liner daily during pouring of concrete and curing.</li> </ul>   |  |                               |                                     |  |                      |                                |
| <b>Cultural Resources</b>  |  |                               |                                     |  |                      |                                |
| <p><b>CULT-1:</b> 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 access-</p> | Project Sponsor, Construction Contractor | During construction           | Planning Division<br>(415) 289-4128 | Review contract documents and retain for administrative record | Once                 | Initials: _____<br>Date: _____ |

TABLE 6-1 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><b>CULT-2:</b> Should paleontological resources be encountered during Project sub-surface 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<br>(415) 289-4128 | Review contract documents and retain for administrative record | Once                 | Initials: _____<br>Date: _____ |

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| 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.   |  |                               |  |   |   |                                |
| <b>CULT-3:</b> Implement Mitigation Measure CULT-1.   |  |                               |  |   |   |                                |
| <i>See Mitigation Measure CULT-1</i>  |  |                               |  |   |   |                                |
| <b>Geology and Soils</b>  |  |                               |  |   |   |                                |
| <b>GE0-1:</b> 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 observations 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 (415) 289-4128, Geotechnical Engineer, Engineering Division (415) 289-4113 | Review reports and retain for administrative record; conduct site inspections | During regularly scheduled site inspections | Initials: _____<br>Date: _____ |
| <b>GE0-2:</b> 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 (415) 289-4128   | Review design plans and retain for administrative record                      | Once  | Initials: _____<br>Date: _____ |
| <b>Hazards and Hazardous Materials</b>  |  |                               |  |   |   |                                |
| <b>HAZ-1a:</b> 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 (415) 289-4128   | Review letter issued by consultant and retain for administrative record       | Once  | Initials: _____<br>Date: _____ |

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| Mitigation Measures  | Party Responsible for Implementation  | Implementation Trigger/Timing         | Agency Responsible for Monitoring         | Monitoring Action  | Monitoring Frequency                        | Verified Implementation        |
|--|---------------------------------------|---------------------------------------|---|--|---|--------------------------------|
| <p><b>HAZ-1b:</b> 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.</p> | Project Sponsor, Abatement Consultant | Prior to construction                 | Building Division (415) 289-4128          | Review letter issued by consultant and retain for administrative record  | Once  | Initials: _____<br>Date: _____ |
| <p><b>Hydrology and Water Quality</b></p> <p><b>HYDRO-1:</b> 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.</p>   | Project Sponsor                       | Prior to issuance of building permits | Department of Public Works (415) 289-4113 | Review certificate and retain for administrative record  | Once  | Initials: _____<br>Date: _____ |
| <p><b>Noise</b></p> <p><b>NOISE-1:</b> 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.</p>  | Construction Contractor               | During construction                   | Building Division (415) 289-4128          | Review construction specifications materials and retain for administrative record/<br>Conduct site inspections | During regularly scheduled site inspections | Initials: _____<br>Date: _____ |

CITY OF SAUSALITO  
THE VALHALLA ENVIRONMENTAL REVIEW  
MITIGATION MONITORING AND REPORTING PROGRAM

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