



State Clearinghouse #2014042009



The Valhalla Environmental Review

for the City of Sausalito

Supplement to the
Final Draft Initial Environmental Study/Mitigated Negative Declaration

PlaceWorks
Public Review Draft - August 12, 2014



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Prepared by:

PlaceWorks
Public Review Draft - August 12, 2014

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CITY OF SAUSALITO
THE VALHALLA SUPPLEMENT TO THE FINAL IES/MND
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1 INTRODUCTION

This document is a Supplement to the Final Initial Environmental Study/Mitigated Negative Declaration (IES/MND), dated June 18, 2014, for the Valhalla Residential Condominium project (Project) prepared by the City of Sausalito to determine if the Project may have a significant effect on the environment.

Since the release of the Public Review Draft IES/MND on April 1, 2014, the Project has undergone several revisions, including a request for a floodplain variance on June 18, 2014 to reconstruct the Main Street boardwalk at an elevation inconsistent with the anticipated 13-foot minimum base flood elevation required by the City (based on the Federal Emergency Management Agency (FEMA) updated flood map, expected to take effect in 2015). Additionally, the request for a floodplain variance applies to the Bridgeway boardwalk although no specific enhancements or improvements are proposed as part of this Project. As a result, and pursuant to CEQA Section 15073.5, it was determined by the Lead Agency that the floodplain variance request constituted a “substantial revision” as defined by CEQA.

CEQA Section 15073.5, Recirculation of a Negative Declaration Prior to adoption, states:

A lead agency is required to recirculate a negative declaration when the document must be substantially revised after public notice of availability has previously been given pursuant to Section 15072, but prior to its adoption. Notice of recirculation shall comply with Sections 15072 and 15073. [CEQA Guidelines Section 15073.5 (a)].

A “substantial revision” of a negative declaration shall mean:

(1) A new, avoidable significant effect is identified and mitigation measures or project revisions must be added in order to reduce the effect to insignificance, or

(2) The lead agency determines that the proposed mitigation measure or project revisions will not reduce potential effects to less than significance and new measure or revisions must be required. [CEQA Guidelines Section 15073.5 (b)].

The purpose of this Supplement to the Final IES/MND is to address potential environmental impacts related specifically to the revisions to the Project. For a discussion of the project revisions, please refer to pages 3-1 to 3-3 of Chapter 3, Project Description, of this Supplement to the Final IES/MND.

This Supplement to the Final IES/MND contains an analysis for each threshold contained in Appendix G of the State CEQA Guidelines. The Project revisions do not result in a change to every analysis discussion or determination previously

considered in the Final Draft IES/MND (dated June 18, 2014), hereafter referred to as the “Final Draft IES/MND.” Although the Project revisions would generally increase construction activities and result in minor design changes, revisions made to the Project primarily address concerns of the public, Planning Commission, and City staff, intended to further minimize or eliminate potential impacts. As such, wherever Project revisions would not affect the overall analysis or determinations contained in the Final Draft IES/MND, references to the page numbers of the Final Draft IES/MND are made. Reference to the page numbers and analyses of the Final Draft IES/MND imply the discussion is still applicable, even with Project revisions. Conversely, wherever Project revisions would potentially affect the analyses and/or determinations previously contained in the Final IES/MND, additional analysis is provided in this Supplement to the Final IES/MND.

This report is organized into the following chapters:

- ◆ **Chapter 1: Introduction.** This chapter provides an overview of the purpose of this Supplement to the Final IES/MND.
- ◆ **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.
- ◆ **Chapter 3: Project Description.** This chapter describes the location and setting of the proposed Project, along with the principal components of the revisions to the proposed Project that have occurred since the release of the Public Review Draft IES/MND, dated April 1, 2014.
- ◆ **Chapter 4: Environmental Checklist and Findings.** This chapter identifies and discusses anticipated environmental impacts that would result from the revisions to the proposed Project, providing substantiation of the findings made. The chapter concludes with the determination, based on the analysis contained in this report, that a Mitigated Negative Declaration is appropriate for the proposed Project.
- ◆ **Chapter 5: Preparers of the IES/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:**
201 Bridgeway – Neighborhood Commercial
206 Second Street – High Density Residential
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

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 checked="" type="checkbox"/> Hydrology & Water Quality |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Land Use & Planning |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Noise |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Population & Housing |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Geology & Soils | <input type="checkbox"/> Parks & Recreation |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Transportation & Traffic |
| <input checked="" 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.

- 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. However, all potentially-significant impacts would be reduced to less-than-significant levels if the mitigation measures listed in Table 2-1 of the Final Draft IES/MND. Table 2-1 of the Final IES/MND is organized to correspond with the environmental issues discussed in Chapters 4 of the Final Draft IES/MND, and identifies environmental impacts; significance prior to mitigation; mitigation measures; and significance after mitigation. As a result of Project revisions, a new mitigation measure was identified in the hydrology and water quality section of this Supplement to the Final Draft IES/MND to mitigate Impact HYDRO-1. As such, Mitigation Measure HYDRO-1b, included below, would apply in addition to the mitigation measures listed in Table 2-1 of the Final Draft IES/MND, dated June 18, 2014.

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

Mitigation Measure HYDRO-1b: As part of the variance request to allow the Main Street Boardwalk, accessible ramp, and Bridgeway Boardwalk to remain at their existing elevations, which are below the FEMA Base Flood Elevation (BFE) of 13 feet 88NAVD¹ expected to be effective in 2015, a wave analysis report and a structural analysis of the hydraulic forces on these structures shall be submitted to the Floodplain Administrator to show that the structural integrity will be maintained during the 100-year flood with wave action.

Significance after Mitigation: Less than significant.

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

3 PROJECT DESCRIPTION

As stated in Chapter 1, this document is a Supplement to the Final IES/MND for the Valhalla residential condominium project. As a supplement, the Project Description discusses the revisions to the Project since release of the Public Review Draft IES/MND on April 1, 2014. For a general description of the history, and characteristics, and surrounding land uses, please refer to the Final Draft IES/MND. Figure 3-1 below shows the project location, and Figure 3-2 shows the existing site plan.

A. Project Components

As described in Chapter 1, Introduction, a number of changes have been made to the proposed Project, described below. An overview of the Project components is listed in Table 3-1.

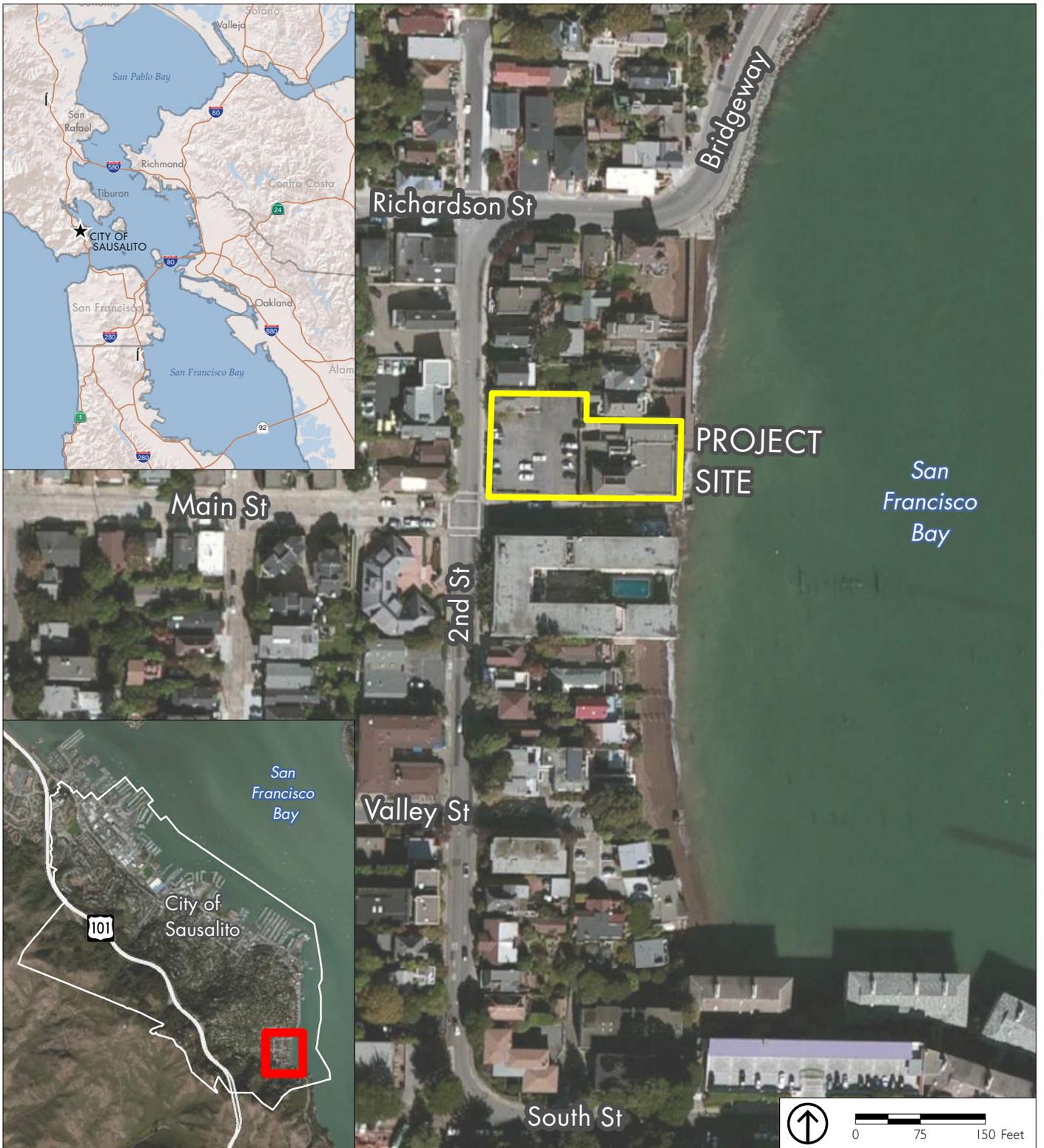
Detailed Project information can be found on the following pages in the Final Draft IES/MND:

- ◆ Demolition and Site Preparation: Page 3-6
- ◆ Subdivision: Pages 3-12 to 3-14
- ◆ Parking: Pages 3-14 to 3-15
- ◆ Site Access: Pages 3-14 to 3-16
- ◆ Building Materials and Features: Pages 3-16 to 3-25
- ◆ Landscaping and Signage: Page 3-26
- ◆ Stormwater Management: Page 3-26
- ◆ Waste Management: Page 3-26

1. Project Revisions

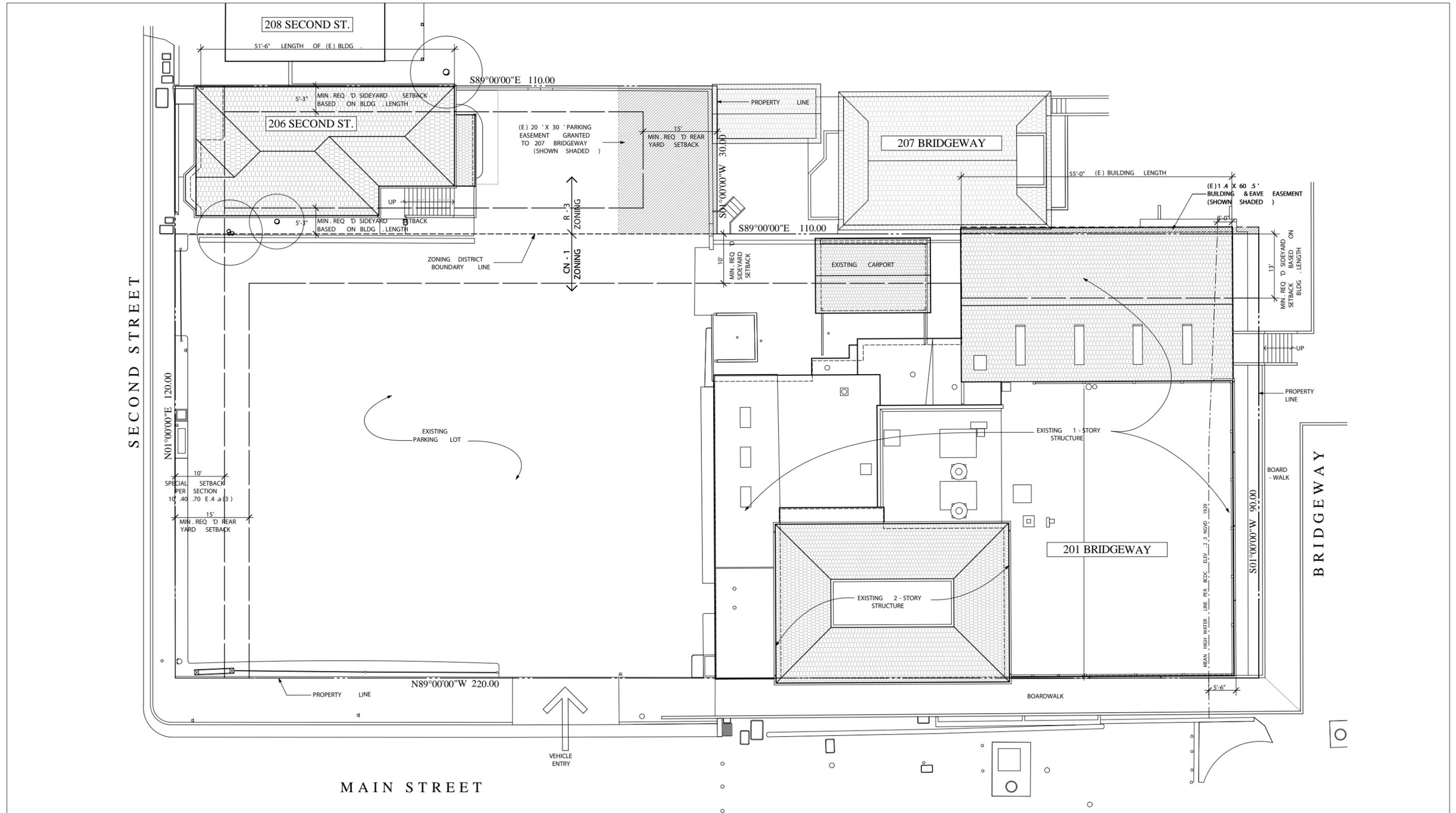
The Project Applicant has submitted a number of Project components and design revisions in response to City and community comments, since release of the Public Review Draft of the IES/MND on April 1, 2014. Figures 3-3 and 3-4 show the changes to the Project compared to the previous (June 2014) version. This Supplement to the Final IES/MND analyzes the potential environmental impacts of the following revisions:

Building Design: In response to concerns raised by the public, Historic Landmarks Board, and Planning Commission, the Project Applicant has revised certain components of the Project as originally described in the Final Draft IES/MND. In general, the changes in design consist primarily of height decreases, design



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

Figure 3-1
Regional and Local Location



Source: Michael Rex Associates Architecture & Design.

Figure 3-2
 Existing Site Plan

TABLE 3-1 SUMMARY OF THE PROPOSED PROJECT

Unit #/Other Area	Square Footage	Number of Bedrooms/ Bathrooms	Location
201 Bridgeway			
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
Trash Enclosure	96		
Total New Square Footage	9,996		
Existing Square Footage	9,290		
206 Second Street			
Total New Square Footage	1,451	2 bed/1 bath	206 Second Street
Existing Square Footage	2,018		
Total Square Footage	11,447		
Net New Square Footage	139		

Source: Michael Rex Associates, 2014.

modifications to further maintain the historical character of the Valhalla and to minimize potential impacts to private views. Figures 3-5a, 3-5b, and 3-5c show revised Project renderings. The following is a list of the primary design changes to address such concerns¹:

- ◆ Unit 5 height lowered by approximately 3'-2"
- ◆ Unit 6 height lowered by approximately 2"
- ◆ Entry gates on Main Street height lowered and would include lattice gates
- ◆ Garages roofs along Second Street revised to include truncated hipped roofs
- ◆ Transformer relocated to near other existing transformers on Main Street
- ◆ Privacy fence added between 207 Bridgeway and 201 Bridgeway

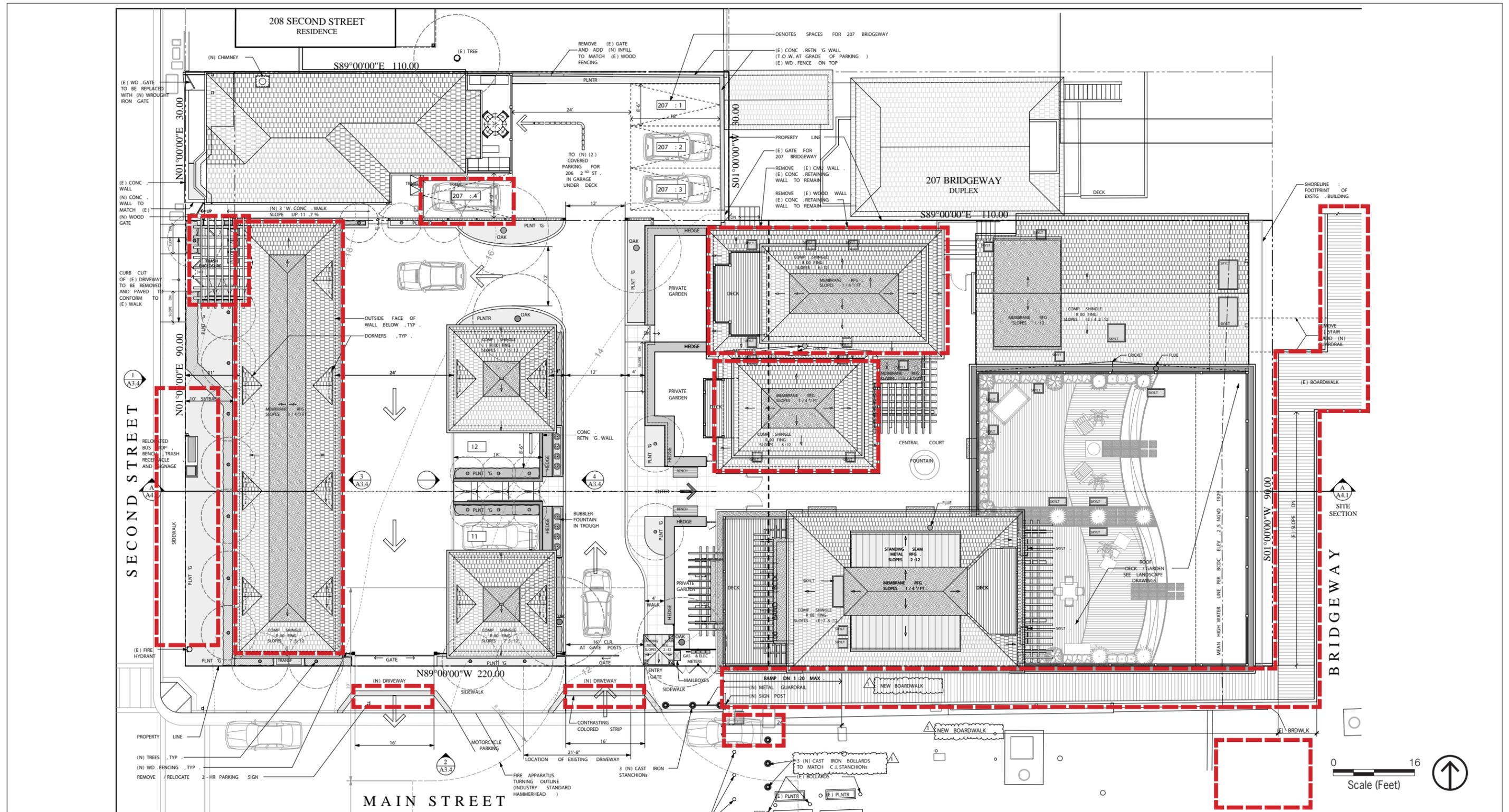
Landscape: The Project proposes changing the landscaping design to generally lower the height of landscape at the Unit 7 roof deck in order to minimize potential view impacts to residents at 208 and 210 Second Street. Additionally, a new hedge providing privacy between 207 Bridgeway and 201 Bridgeway is proposed in order to maintain privacy between the two properties. Figure 3-6 illustrates the proposed landscape plan for Unit 7.

Trash Enclosure: The proposed trash enclosure has been revised to include a roof and rain gutter system to collect and direct water to the proposed on-site filtration system prior to discharging to the City's stormwater system. Water from within the trash enclosure would be collected and discharged to the City's sewer system.

Single-Car Garage: The Project proposes a new one-car garage at 206 Second Street, serving the residence at 207 Bridgeway. The proposed garage would also include a roof deck, serving the 206 Second Street residence.

Main Street and Bridgeway Boardwalks Floodplain Variance: The Project Applicant submitted a request for a variance from the Sausalito Municipal Code (SMC) Floodplain Management regulations (SMC 8.48) to reconstruct the Main Street boardwalk at a lower elevation than the expected City-required elevation of 13 feet (88NAVD) for pile-supported structures in the high-velocity wave action zone (based on the anticipated minimum base flood elevation required by the Federal Emergency Management Agency (FEMA), expected to take effect in 2015 for portions of the Main Street and all of the Bridgeway boardwalks).

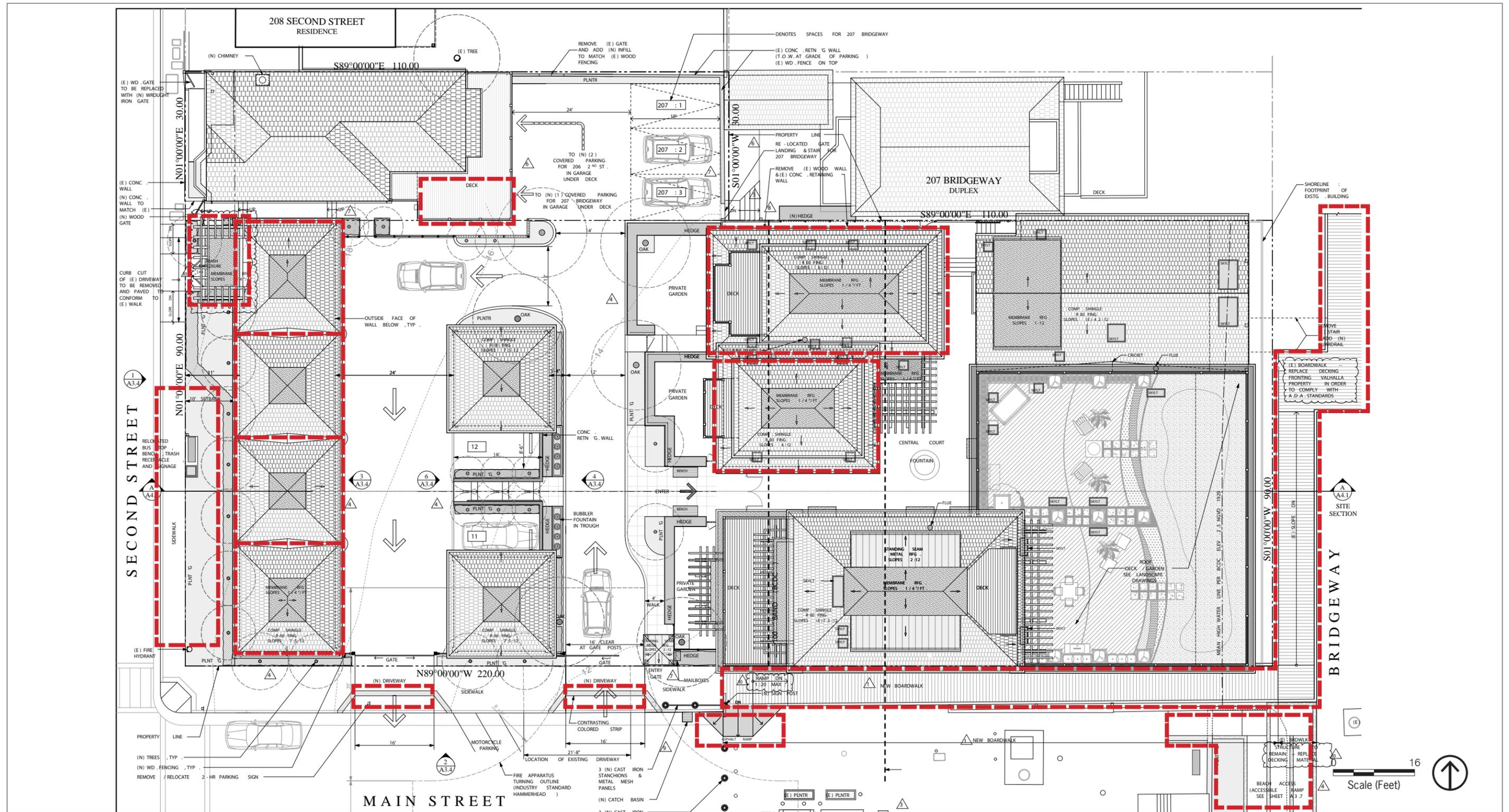
¹ The noted design changes only reflect the most prominent changes. Other minor changes, such as paint color and detailed design work are not included in the list. For a complete a list of changes, please refer to Appendix GG of the Planning Commission Entitlement Staff Report, dated July 30, 2014.



Source: Michael Rex Associates Architecture & Design.

 Project Revisions

Figure 3-3
 Final IES/MND Project Site Plan



Source: Michael Rex Associates Architecture & Design.

 Project Revisions

Figure 3-4
 Supplement to the Final IES/MND Project Site Plan



Source: Michael Rex Associates Architecture & Design.

Figure 3-5a
Project Rendering - View from San Francisco Bay

PROJECT DESCRIPTION



Source: Michael Rex Associates Architecture & Design.

Note: Rendering does not show bus pullout.

Figure 3-5b
Project Rendering - View from Main Street and Second Street without Trees

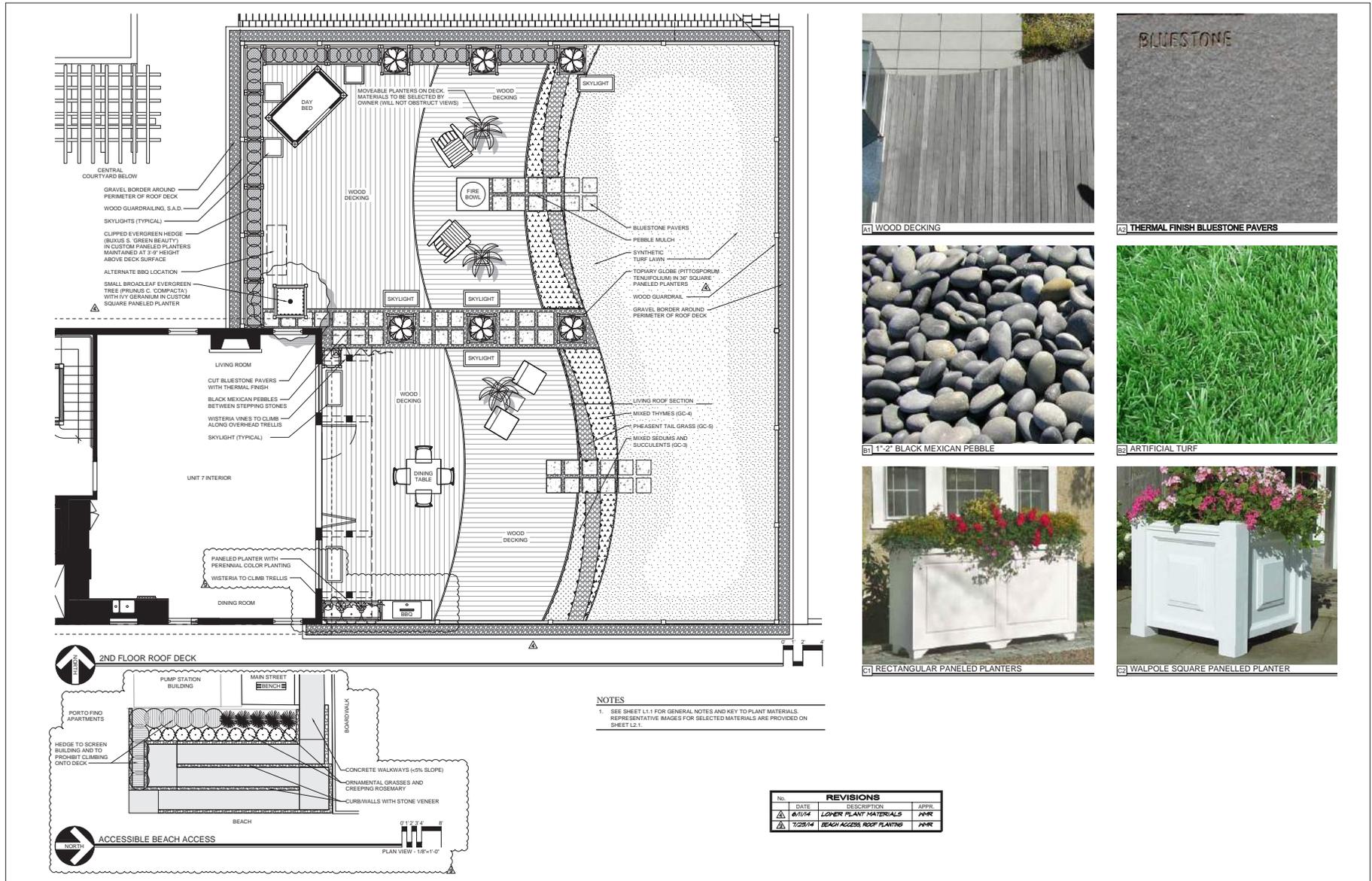
PROJECT DESCRIPTION



Source: Michael Rex Associates Architecture & Design.

Note: Rendering does not show bus pullout.

Figure 3-5c
Project Rendering - View from Main Street and Second Street with Trees



Source: Michael Rex Associates Architecture & Design.

Figure 3-6
 Proposed Landscaping Plan, Second Floor

The Project Applicant also submitted a variance request for the replacement of the surface on the portion of the Bridgeway boardwalk fronting the Project site at the existing elevation, which would also be below the City-required elevation of 13 feet.

In order for a floodplain variance to be granted, SMC Section 8.48.062 specifies the conditions below that must be met.

A. Variances may be issued for the reconstruction, rehabilitation, or restoration of structures listed in the National Register of Historic Places or the State Inventory of Historic Places, without regard to the procedures set forth in the remainder of this section.

B. Variances shall not be issued within any designated floodway if any increase in flood levels during the base flood discharge would result.

C. Variances shall only be issued upon a determination that the variance is the minimum necessary, considering the flood hazard, to afford relief.

D. Variances shall only be issued upon:

- 1. A showing of good and sufficient cause;*
- 2. A determination that failure to grant the variance would result in exceptional hardship to the applicant; and*
- 3. A determination that the granting of a variance will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisances, cause fraud on or victimization of the public, or conflict with existing local laws or ordinances.*

E. Variances may be issued for new construction and substantial improvements and for other development necessary for the conduct of a functionally dependent use; provided, that the provisions of subsections A through D of this section are satisfied and that the structure or other development is protected by methods that minimize flood damages during the base flood and create no additional threats to public safety.

F. Any applicant to whom a variance is granted shall be given written notice that the structure will be permitted to be built with a lowest floor elevation below the regulatory flood elevation and that the cost of flood insurance will be commensurate with the increased risk resulting from the reduced lowest floor elevation. A copy of the notice shall be recorded by the Floodplain Board in the office of the County Recorder and shall be recorded in a manner so that it appears in the chain of title of the affected parcel of land.

Main Street Boardwalk Improvements: Improvements to the Main Street boardwalk would include deconstruction of the existing boardwalk, and reconstruction using 12-inch diameter piers placed on reinforced concrete stems and footings, as shown in Figures 3-7a, 3-7b, 3-7c, and described in the structural engineering report, included as Appendix K. As a result, demolition and site preparation would be slightly increased beyond what was considered in the Final Draft IES/MND, which did not address demolition of the Main Street boardwalk. The overall increased demolition activity would be minor, and would remain consistent with the overall construction activities previously described and analyzed.

Reconstruction of the Main Street boardwalk would not require pile-driving activity. Given the bedrock in the area occurs at approximately 9 to 13 feet below the surface, which is a relatively shallow depth, the proposed method of reconstructing the Main Street boardwalk would prevent having to pile-drive piers to support the boardwalk. The concrete stem and footing would be approximately 3 to 5 feet below the surface elevation.

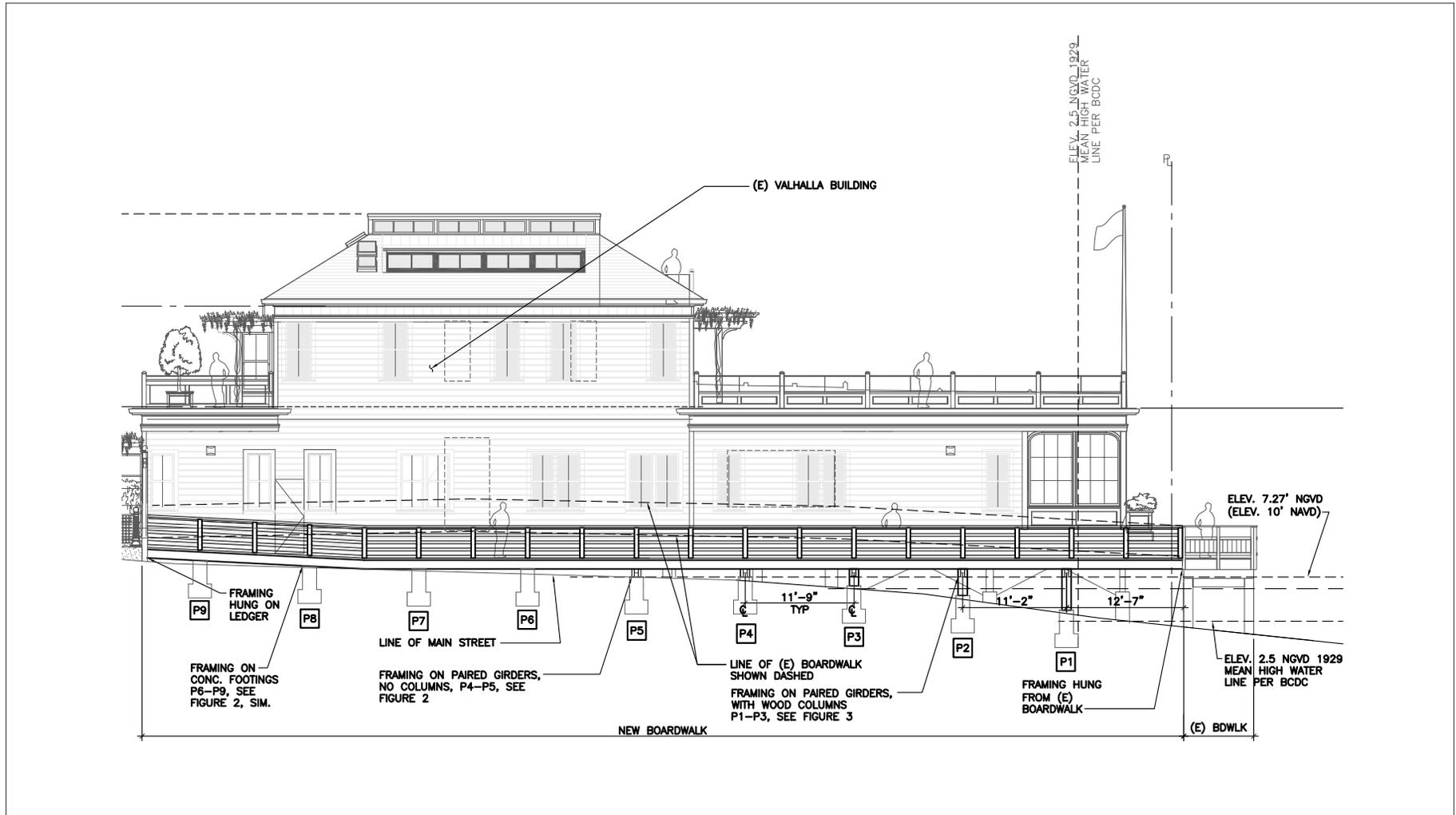
Bridgeway Boardwalk Improvements: The Project Applicant's floodplain variance request includes the Bridgeway boardwalk. The Project proposes improvements to the Bridgeway boardwalk, fronting the Project site, at the boardwalk's existing elevation and therefore not in compliance with the expected floodplain management regulation requirement for the lowest horizontal structural member's elevation of 13 feet (88NAVD).

Bridgeway boardwalk improvements would include replacing or overlaying the wood planks on the surface of the Bridgeway boardwalk fronting the Project site to comply with the California Building Code and Americans with Disabilities Act (ADA) standards. In addition, strengthening of the structural connections on the Bridgeway boardwalk would be completed. These improvements would likely take place in conjunction with the Main Street boardwalk improvements and similarly result in a minor increase in demolition activity and remain consistent with the overall construction activities previously described and analyzed.

Main Street Boardwalk Ramp: The Project proposes an ADA-compliant ramp providing access between Main Street and the Main Street boardwalk.

Public Beach Access: The Project proposes a switchback ramp at the east end of Main Street to provide California Building Code-compliant public access to Swede's Beach. Because the ramp would include three switchbacks consisting of a

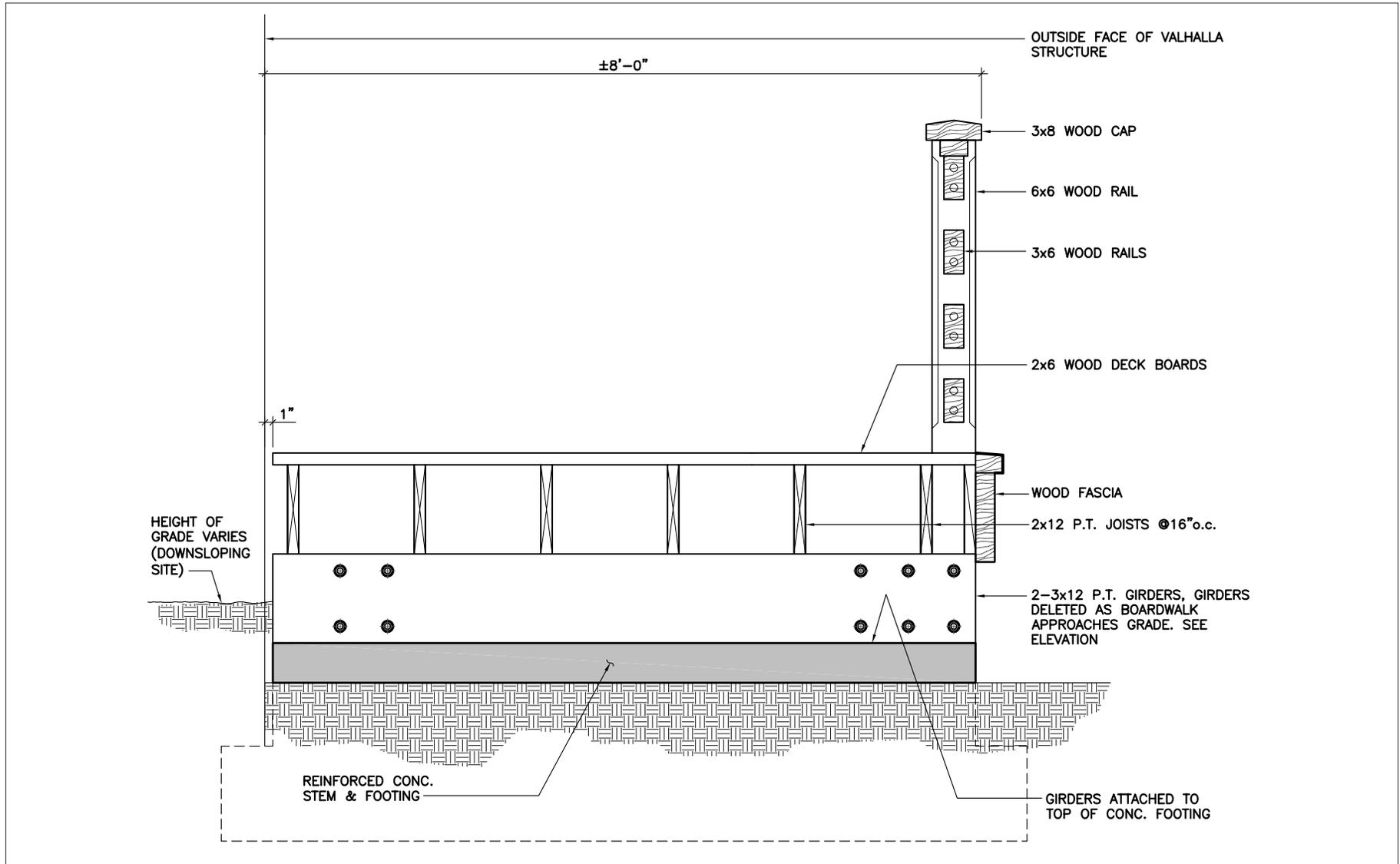
PROJECT DESCRIPTION



Source: JYASF Structural Engineers, 2014.

Figure 3-7a
 Main Street Boardwalk South Elevation

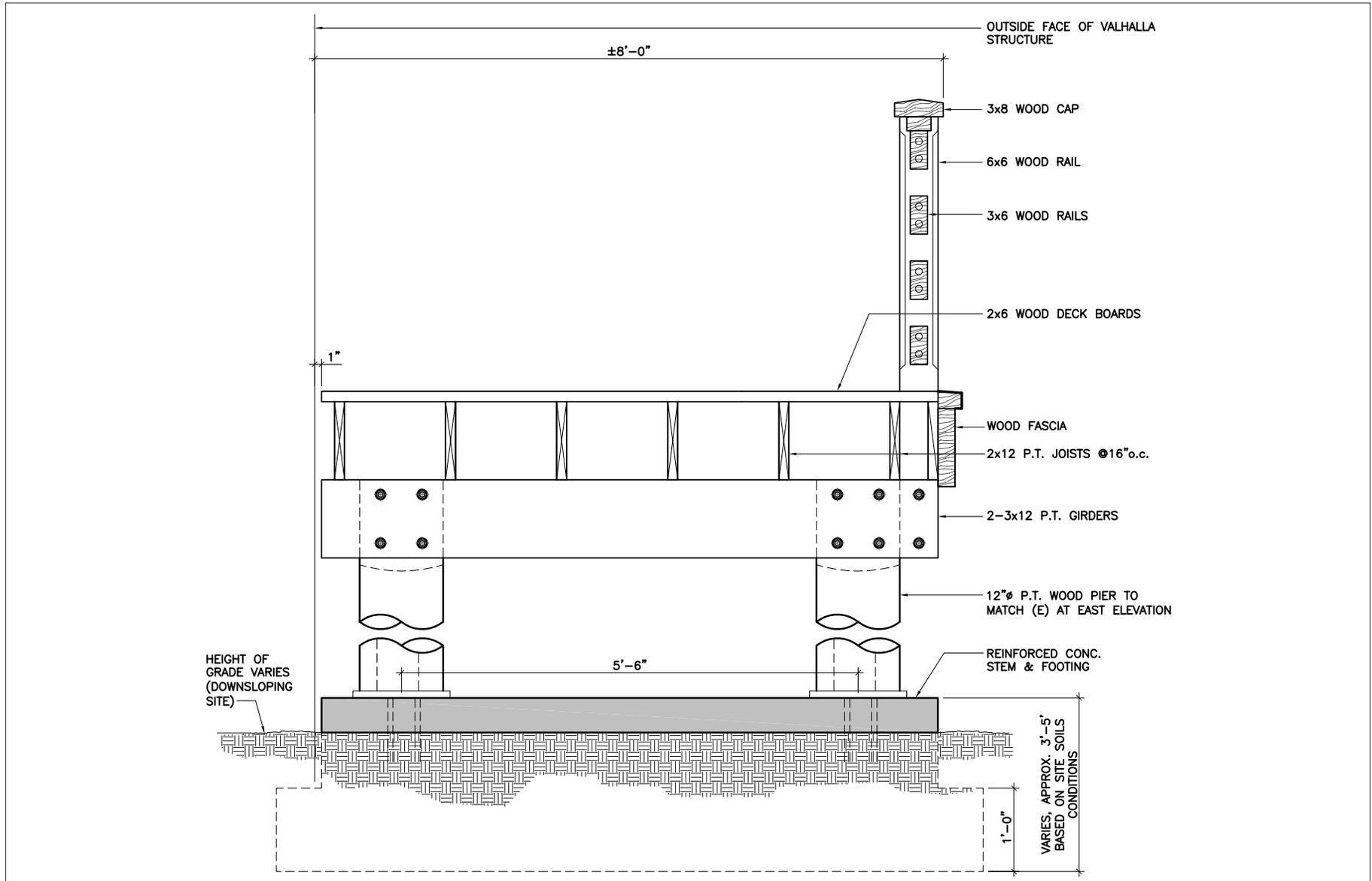
PROJECT DESCRIPTION



Source: JYASF Structural Engineers, 2014.

Figure 3-7b
Typical Main Street Boardwalk Without Piers

PROJECT DESCRIPTION



Source: JYASF Structural Engineers, 2014.

Figure 3-7c
Typical Main Street Boardwalk With Piers

slope of less than 1 foot drop in an approximately 20 foot horizontal run, and since the vertical distance between landings would be less than 30 inches, no guardrail would be required. The width of the ramp would be approximately 4 feet. However, the landing at the foot of the ramp would include a guardrail, which would not be visible from Main Street, as it would be concealed by the Sausalito-Marin City Sanitary District's pump station.

Bus Pullout: The Project proposes a bus pullout along the Project's Second Street frontage, at the corner of Main Street. Please refer to Figure 3-8 for preliminary plans.²

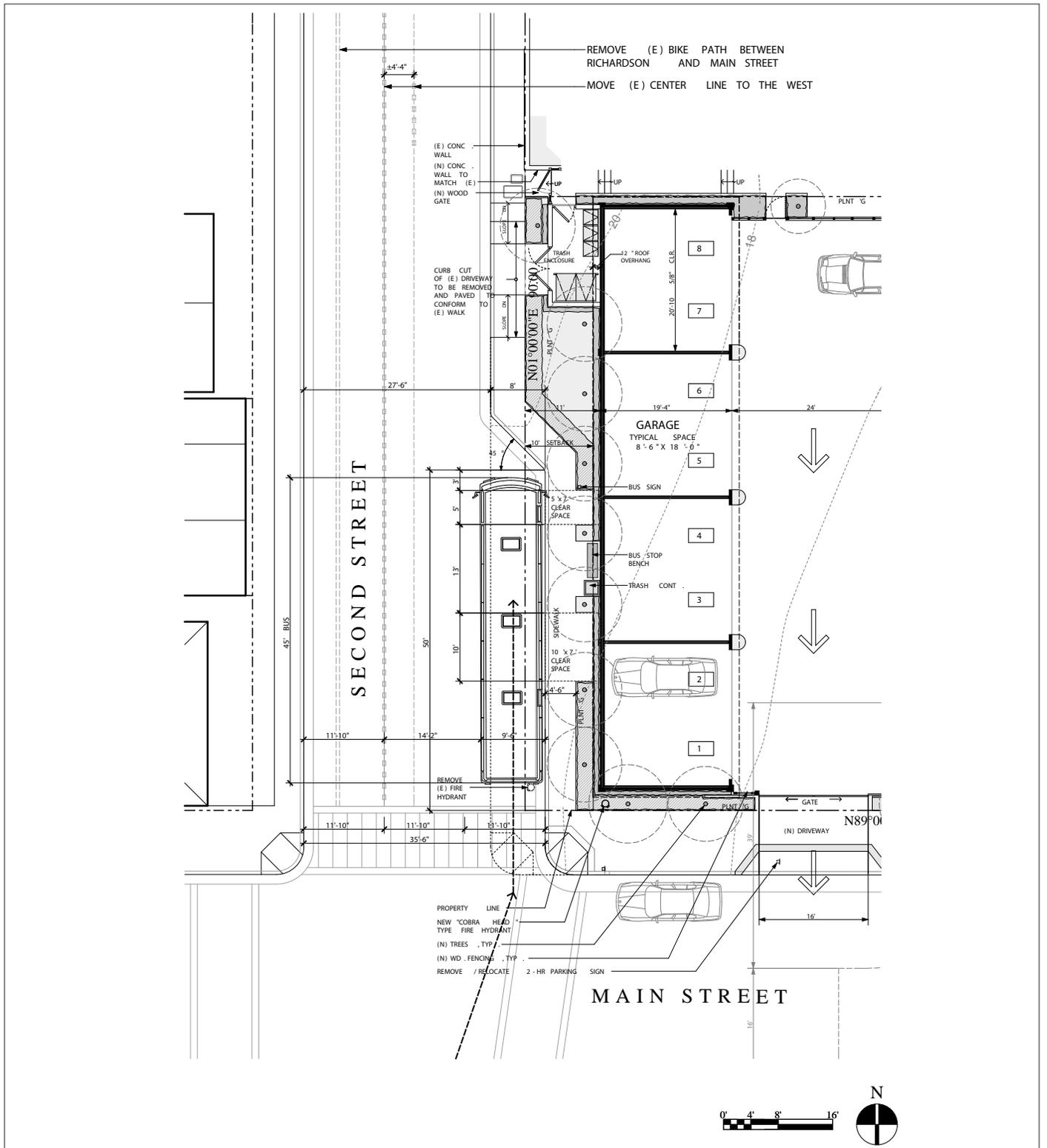
B. Required Permits and Approvals

Please refer to pages 3-26, 3-30, 3-31, and 3-32 of the Final Draft IES/MND for list of required permits and approvals of the Project. This Supplement to the Final IES/MND adds the following required permit and approval:

- ◆ *Floodplain Variance.* The City of Sausalito Municipal Code (SMC) Floodplain Management regulations (SMC 8.48) require that the lowest elevation of horizontal structural members on pile-supported structures in the high-velocity wave action zone be elevated to at least the base flood elevation (BFE). A BFE of 13 feet (88NAVD) is anticipated to become effective for the portions of the site over the waters of San Francisco Bay in 2015. In order to reconstruct the Main Street and Bridgeway boardwalks with horizontal structural members at an elevation below 13 feet, a floodplain variance would be required.

² Note: Preliminary plans reflect conceptual design. Final details and plans are subject to approval of the City Engineer as well as the Golden Gate Bridge Highway & Transportation District.

PROJECT DESCRIPTION



Source: Michael Rex Associates Architecture & Design.

Figure 3-8
Preliminary Bus Pullout

CITY OF SAUSALITO
THE VALHALLA SUPPLEMENT TO THE FINAL IES/MND
PROJECT DESCRIPTION

4 ENVIRONMENTAL CHECKLIST AND FINDINGS

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

1. AESTHETICS

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

Existing Conditions

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

Discussion

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2. AGRICULTURE AND FORESTRY RESOURCES

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

Existing Conditions

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

Discussion

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

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

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

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

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

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

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

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

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

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

3. AIR QUALITY

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

Existing Conditions

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

Discussion

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

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

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

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

As previously discussed on page 4-11 of the Final Draft IES/MND, BAAQMD has identified thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including reactive organic gases (ROG), nitrogen oxide (NO_x), particulate matter (PM₁₀ and PM_{2.5}). Development projects below the significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Construction Emissions

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

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

Fugitive Dust

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

Construction Exhaust Emissions

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

Operational Emissions

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

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

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

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

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

On-Site Community Risk and Hazards

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

Off-Site Community Risk and Hazards During Construction

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

CO Hotspots

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

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

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

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

4. BIOLOGICAL RESOURCES

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

Existing Conditions

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

Discussion

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

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

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

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

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

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

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

¹ No structural modifications to the Bridgeway boardwalk are proposed.

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

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

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

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

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

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

5. CULTURAL RESOURCES

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

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

Existing Conditions

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

Discussion

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

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

The Valhalla

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

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

206 Second Street

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

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

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

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

Although the Project revisions would include the addition of a new public beach access ramp and the reconstruction of the Main Street boardwalk, which would result in ground-disturbing activities that were not previously analyzed, it would not

result in a change in the determination that was previously concluded in the Final Draft IES/MND, dated June 18, 2014. As discussed on pages 4-35 to 4-37 of the Final Draft IES/MND, there were no paleontological resources or unique geologic features recorded on the Project site. As such, the discussion and implementation of Mitigation Measure CULT-2 on pages 4-35 to 4-37 of the Final Draft IES/MND would ensure a *less-than-significant* impact.

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

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

6. GEOLOGY AND SOILS

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

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

Existing Conditions

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

Discussion

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

Faults

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

Ground Shaking

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

Ground Failure, Including Liquefaction

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

Landslides

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

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

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

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

Project revisions would not result in changes or determinations made on page 4-46 of the Final Draft IES/MND regarding the potential to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project. As mentioned on page 4-46 of the Final Draft IES/MND, the Project site is not susceptible to landslides. As such, a *less-than-significant* impact would occur.

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

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

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

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

7. GREENHOUSE GAS EMISSIONS

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

Existing Conditions

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

Discussion:

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

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

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

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

8. HAZARDS AND HAZARDOUS MATERIALS

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

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people living or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, result in a safety hazard for people living or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Conditions

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

Discussion

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

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

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

Project revisions would be consistent with the type of development and operation, as well as result in similar construction activities previously analyzed in the Final

Draft IES/MND. Please refer to pages 4-54 to 4-56 of the Final Draft IES/MND for a discussion. As such, with implementation of Mitigation Measures HAZ-1a and HAZ-1b as described in the Final Draft IES/MND, potential impacts would be *less than significant*.

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

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

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

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

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

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

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

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

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

Project revisions would not result in a change to the analysis or determination made in the Final Draft IES/MND. Please refer to page 4-57 of the Final Draft

IES/MND for a discussion. As such, the *less-than-significant* impact determination would remain.

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

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

9. HYDROLOGY AND WATER QUALITY

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

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

Existing Conditions

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

Flooding

A portion of the site extending approximately 100 feet landward from the Bridge-way boardwalk is within the FEMA 100-year floodplain (Zone AE), according to FEMA Flood Insurance Rate Map (FIRM) No. 06041C0526D. The current, effective FIRM for Sausalito is undergoing revision by FEMA. The preliminary map revision (panel number 06041C0526E) was released March 24, 2014. On the basis of the preliminary map, which is scheduled to become effective within the next year, any structures with a grade elevation of 10.0 feet or less as measured with respect to the North American Vertical Datum of 1988 (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, including the Bridgeway boardwalk, are designated as being in Zone VE, a coastal flood zone with velocity hazard from wave action. The base flood elevation for Zone VE is 13 feet 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). The Main Street boardwalk and accessible ramp along the south side of the project site, as well as the Bridgeway boardwalk along the east side of the proposed Project, are within Zone VE and would need to be elevated such that the lowest elevation of any horizontal structural support is no lower than the BFE applicable at that location.

Discussion

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

Construction

Although the Project revisions would slightly increase overall construction activities, it would not result in a change in the determination that was previously concluded in the Final Draft IES/MND, dated June 18, 2014. As such, please refer to page 4-63 of the Final Draft IES/MND for a discussion on potential impacts resulting from construction activities during buildout of the proposed project, in which construction-related impacts were determined to be *less-than-significant*.

Operation

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

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

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

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

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

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

Although the Project revisions would slightly increase impervious surfaces with the addition of a public beach access ramp, it would not result in a change in the determination that was previously concluded in the Final Draft IES/MND, dated June 18, 2014. As such, please refer to pages 4-65 to 4-66 of the Final Draft IES/MND for a discussion on potential impacts related to water runoff, in which impacts related to this impact were determined to be *less-than-significant*.

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

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

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

Please refer to pages 4-66 to 4-67 of the Final Draft IES/MND for a discussion on potential impacts related to flood hazards. In addition to the analysis provided in the Final Draft IES/MND, the Project Applicant submitted a variance request to reconstruct the Main Street boardwalk, and keep the Bridgeway boardwalk, at elevations below the city-required minimum base flood elevation of 13 feet

(88NAVD); therefore, would place nonresidential structures within a 100-year flood hazard area. For that reason, potential impacts would be *significant*. As a result of the proposed revisions, Mitigation Measure HYDRO-1 and the addition of Mitigation Measure HYDRO-2 would reduce the level of significance.

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

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

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

Significance after Mitigation: *Less than significant.*

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

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

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

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

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

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

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

10. LAND USE AND PLANNING

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

Existing Conditions

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

Discussion

a) Would the Project physically divide an established community?

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

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

Local Land Use Plans

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

Bay Plan

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

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

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

11. NOISE

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

Existing Conditions

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

Discussion

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

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

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

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

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

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

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

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

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

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

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

f) *For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?*

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

12. POPULATION AND HOUSING

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

Existing Conditions

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

Discussion

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

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

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

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

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

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

13. PUBLIC SERVICES

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

Existing Conditions

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

Discussion

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

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

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

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

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

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

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

14. PARKS AND RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
Would the Project: a) Increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Existing Conditions

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

Discussion

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

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

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

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

15. TRANSPORTATION AND TRAFFIC

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

Existing Conditions

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

Discussion

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

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

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

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

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

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

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)?*

Project revisions are not expected to result in a substantial increase in hazards due to a design feature. Although a bus stop is proposed at the corner of Second Street and Main Street, please refer to the discussion 15c above regarding potential safety concerns related to the construction of a bus stop. With the exception of the bus stop, the Project revisions would not result in a substantial change in analysis or determination made on pages 4-96 to 4-98 of the Final Draft IES/MND, and a *less-than-significant* would occur.

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

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

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

Project revisions would result in the need to alter the analysis previously provided in the Final Draft IES/MND. Although revisions would include a bus pullout, public beach access at Main Street, a new single-car garage, and other minor design changes, such revisions are minor and would not result in a change in determination made in the Final Draft IES/MND. Further, the Project revisions would include construction of a bus stop along Second Street, which was previously considered in the previous analysis in the Final Draft IES/MND. As such, please refer to pages 4-99 to 4-100 of the Final Draft IES/MND for a discussion, which resulted in a determination that a *less-than-significant* impact would occur.

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

Parking Supply

Project revisions would not alter or interfere with the overall parking previously analyzed in the Final Draft IES/MND. Although the Project revisions include the construction of a new single-car garage serving the 207 Bridgeway residence, provided that parking space was previously accounted for in the Final Draft IES/MND. Other Project revisions, such as minor design changes, and formalizing access to Swede's Beach would not require additional parking spaces. As such,

please refer to pages 4-100 to 4-102 of the Final Draft IES/MND for a discussion, which resulted in a determination that *no impact* would occur.

16. UTILITIES AND SERVICE SYSTEMS

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

Existing Conditions

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

Discussion

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

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

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

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

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

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

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

Project revisions would result in the construction of a new public beach access ramp at the end of Main Street, which would increase the overall amount of impervious surface; however, runoff from the beach access ramp would flow into the

San Francisco Bay and would not impact existing stormwater drainage facilities. Other Project revisions are minor and would occur within the Project site, which was previously analyzed on page 4-106 of the Final Draft IES/MND. Given that Project revisions would not result in a change in determination previously considered, a *less-than-significant* impact would occur.

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

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

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

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

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

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

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

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

17. MANDATORY FINDINGS OF SIGNIFICANCE

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the Project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

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

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

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

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

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

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

5 REPORT PREPARERS

This report was prepared by consultants with guidance from lead agency staff, as listed below:

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**APPENDIX K:
VALHALLA/MAIN STREET BOARDWALK PRELIMINARY
STRUCTURAL EVALUATION**



Dr. Alexander Kashef
770 Tamalpais Drive #408
Corte Madera, CA 94925

Revised August 8, 2014
July 24, 2014
Job No. JYA14226

**Re: Valhalla/Main Street Boardwalk – Sausalito, CA
Preliminary Structural Evaluation**

Dear Dr. Kashef,

Pursuant to your request, we have performed a preliminary structural evaluation on the feasibility to reconstruct the portion of boardwalk along Main Street, from the corner of the existing Valhalla building out to the boardwalk at the waterline. More specifically, this evaluation is intended to address the effects of hydraulic forces on the boardwalk sub- and super-structure (foundation and deck) due to rising bay still water levels, wind generated wave action, and flooding.

The boardwalk is proposed to be constructed of timber and concrete construction, with a wood floor deck consisting of decking, joists and girders supported by a combination of timber columns and conventional spread foundations. See the attached elevation and proposed boardwalk cross sections (Figures 1-3).

Reference Documents

Our evaluation was performed in accordance with the following documentation:

- 1) Preliminary boardwalk site plan, elevation and cross sections prepared by Michael Rex Associates, date July 1, 2014 and July 15, 2014, respectively
- 2) Letter from Jonathon Goldman, Director of Public Works - City of Sausalito, dated June 27, 2014.
- 3) 2013 California Building Code (2013 CBC)
- 4) American Society of Civil Engineers Standard 7-10, Minimum Design Loads for Buildings and Other Structures (ASCE 7-10)
- 5) Coastal Engineering Analysis – Hydraulic Loads on Boardwalk, letter prepared by Noble Consultants, dated July 17, 2014.
- 6) Geotechnical Investigation prepared by Nersi Hemati, dated February 6, 2012.
- 7) FEMA P-55, Coastal Construction Manual (FEMA P-55)

Structural Loading

Our evaluation investigated the effects of combinations of the following forces on the proposed boardwalk, in accordance with the 2013 CBC and ASCE 7-10:

Vertical Loading

- 1) Dead loads - self weight of the boardwalk construction.
- 2) Live loads - loading due to pedestrian foot traffic along the boardwalk.

3) Hydraulic/Flood loads - uplift due to the buoyancy of the boardwalk structure when submerged, as well as vertical impact from wave forces.

Lateral Loading

- 1) Wind Loads - wind forces pushing on the projected faces of the boardwalk structure.
- 2) Earthquake Loads - shaking of the structure due to local seismicity.
- 3) Hydraulic/Flood loads – wind generated wave forces causing impact and drag on the projected faces of the boardwalk structure.

We have chosen to evaluate the portions of the boardwalk to be reconstructed nearest to the waterline (P1). This part of the structure, due to its height in relation to the ground level, water level and maximum wave height will experience the highest wind, earthquake and hydraulic forces.

Refer to Appendix A for detailed calculations.

Summary and Recommendations

Based on our evaluation, the proposed construction of the boardwalk deck with the bottom of the main framing members at the elevation of 10' NAVD88 datum is suitable to resist dead, live, wind, earthquake and hydraulic loads from flooding and wave action. The construction, typical of similar boardwalks, provides for a relatively open structure allowing water to flow through it in the event of high water due to flooding or extreme storm/tidal events. This is consistent with the recommendations contained in FEMA P-55, which are intended to minimize the build-up of hydraulic forces on a structure, preventing uplift and lateral movement, thus allowing it to remain serviceable after a significant high water event.

It is important to note the following:

- 1) Based on our experience, the magnitude of the hydraulic loading used in the preliminary analysis is extremely low for a waterfront structure, intuitively due to the local geography and location with the San Francisco Bay.
- 2) With the deck at the proposed elevation, the structural design is governed by wind lateral loading in the transverse direction (north/south) and wind *plus* hydraulic lateral loading in the longitudinal direction (east/west). As you move west away from the water line, the structure is solely governed by wind or earthquake lateral loading, as hydraulic lateral loading decreases to zero (P5 through P9).
- 3) If the deck structure is higher than proposed, the effects from wind and earthquake loading will be amplified, and the effects of hydraulic loading will become negligible.

4) If the deck structure is lower than proposed, wind and earthquake lateral loads will remain relatively the same, as they are largely a function of the projected area and weight (respectively) of the handrail/deck. Hydraulic uplift would be anticipated to increase, but likely not enough to pose an issue, as currently the structure has a factor of safety against uplift of over 15. This factor of safety increases significantly as you move west away from the water line (P5 through P9). Hydraulic lateral drag would marginally increase since the piers would be getting shorter, but now much of the deck face and handrail would be subject to wave forces. However, this is also likely not to pose an issue as wind forces outweigh hydraulic lateral forces by over 75%.

5) The site soils are such that bedrock occurs at a relatively shallow depth (varying from approximately 9' to 13' from the waterline westward). This impacts how deep timber piles can be driven. If timber pilings were used, we would not recommend the deck elevation be placed any higher than currently proposed, as soils around the pilings are not capable of laterally supporting a taller structure. Since it may be desirable to have the deck at a higher level in the future we recommend the use of timber columns supported on conventional concrete spread footings (see Figure 3). This would have the added benefit to allow the columns to be replaced in the event the level of the boardwalk is raised to address the issue of rising seas.

6) FEMA P-55 supports the use of pile foundation types over spread foundations in areas prone to flooding and extreme wave events. The hydraulic analysis shows that over half of the support locations are out of the region affected by the maximum still water level or wave envelope. These support locations can feasibly be supported by concrete spread footings (as shown in Figures 1 and 2). However, due to the higher construction cost associated with driven piles, and the issues discussed in (5) above, we feel that even the supports located within the areas affected by high water and waves can be adequately supported by timber columns atop spread footings, given how low the site hydraulic forces are.

7) We recommend that the deck elevation be placed as proposed, where the bottom of the boardwalk's main framing members are at the elevation of 10 feet NAVD88 datum. The proposed structure currently strikes a good balance between wind, earthquake and hydraulic lateral loads.

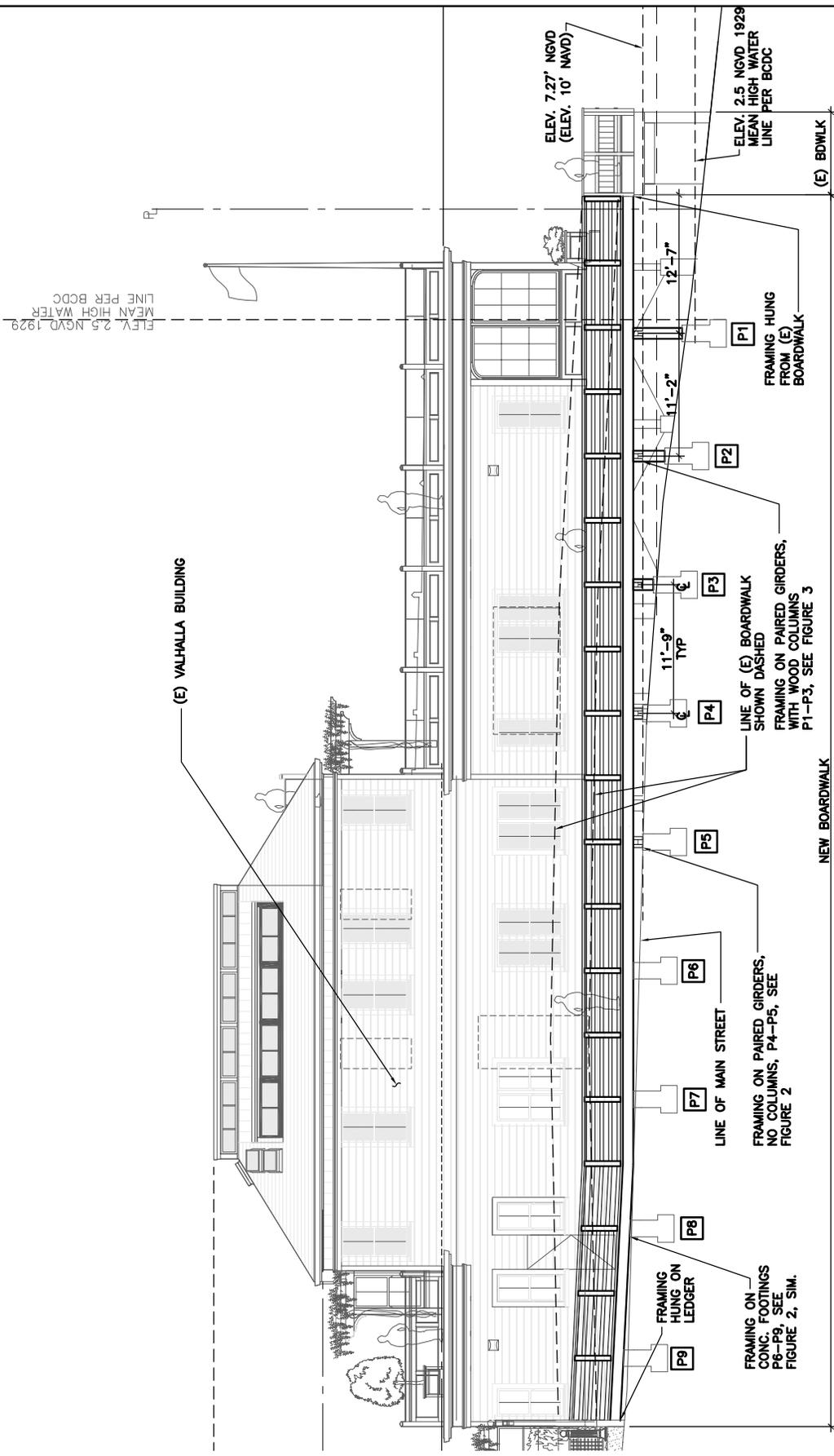
We appreciate the opportunity to provide you with this evaluation. Please don't hesitate to call me with any questions or comments you may have.

Best Regards,



Matthew Tropp
Principal

SE 5683



1

ELEVATION

NO SCALE

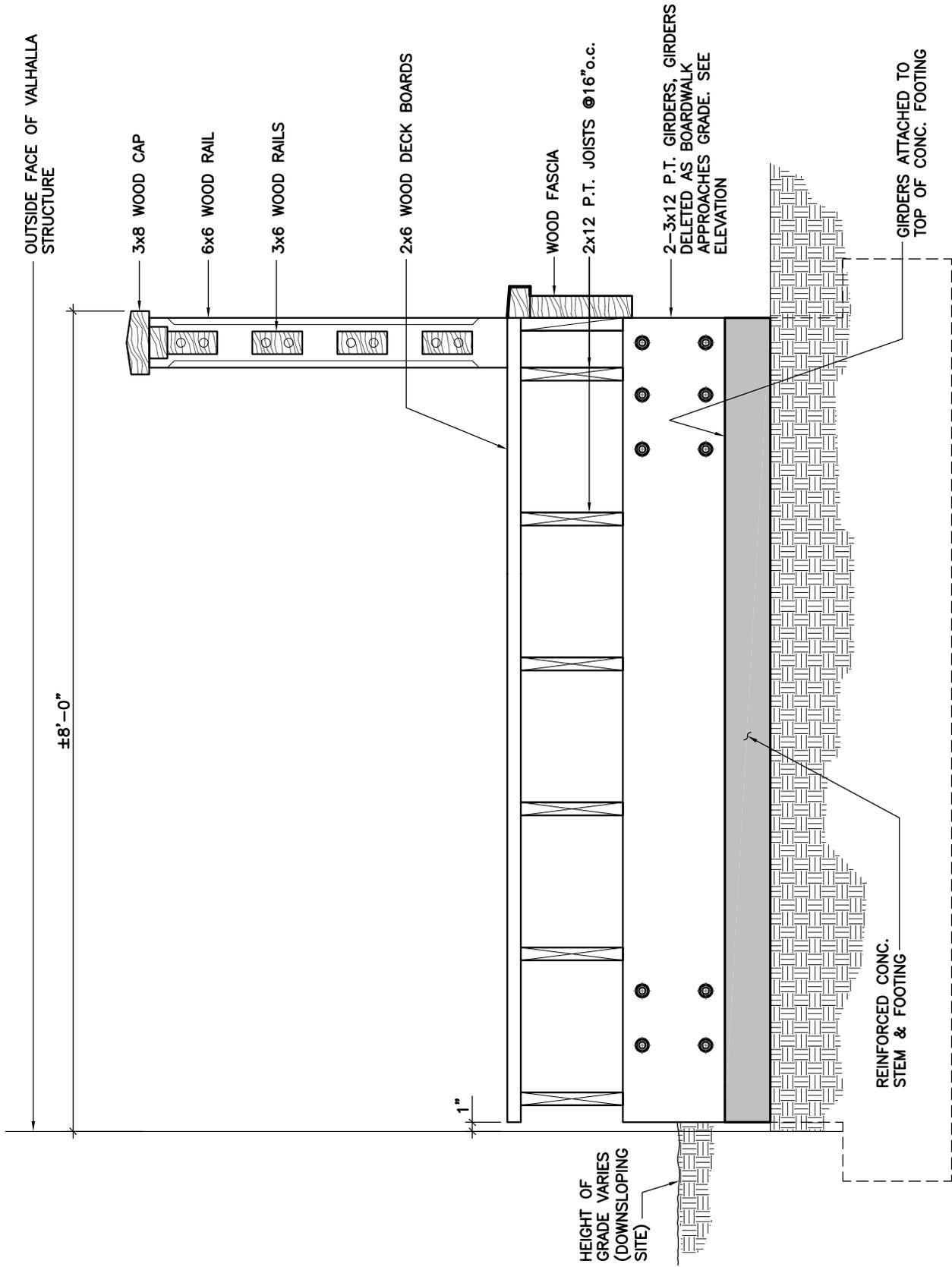
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FIGURE 1

VALHALLA BOARDWALK
 201 BRIDGE WAY/MAIN STREET, SAUSALITO, CA

DATE: 07-24-14
 REV: 08-08-14



SECTION 2
NO SCALE

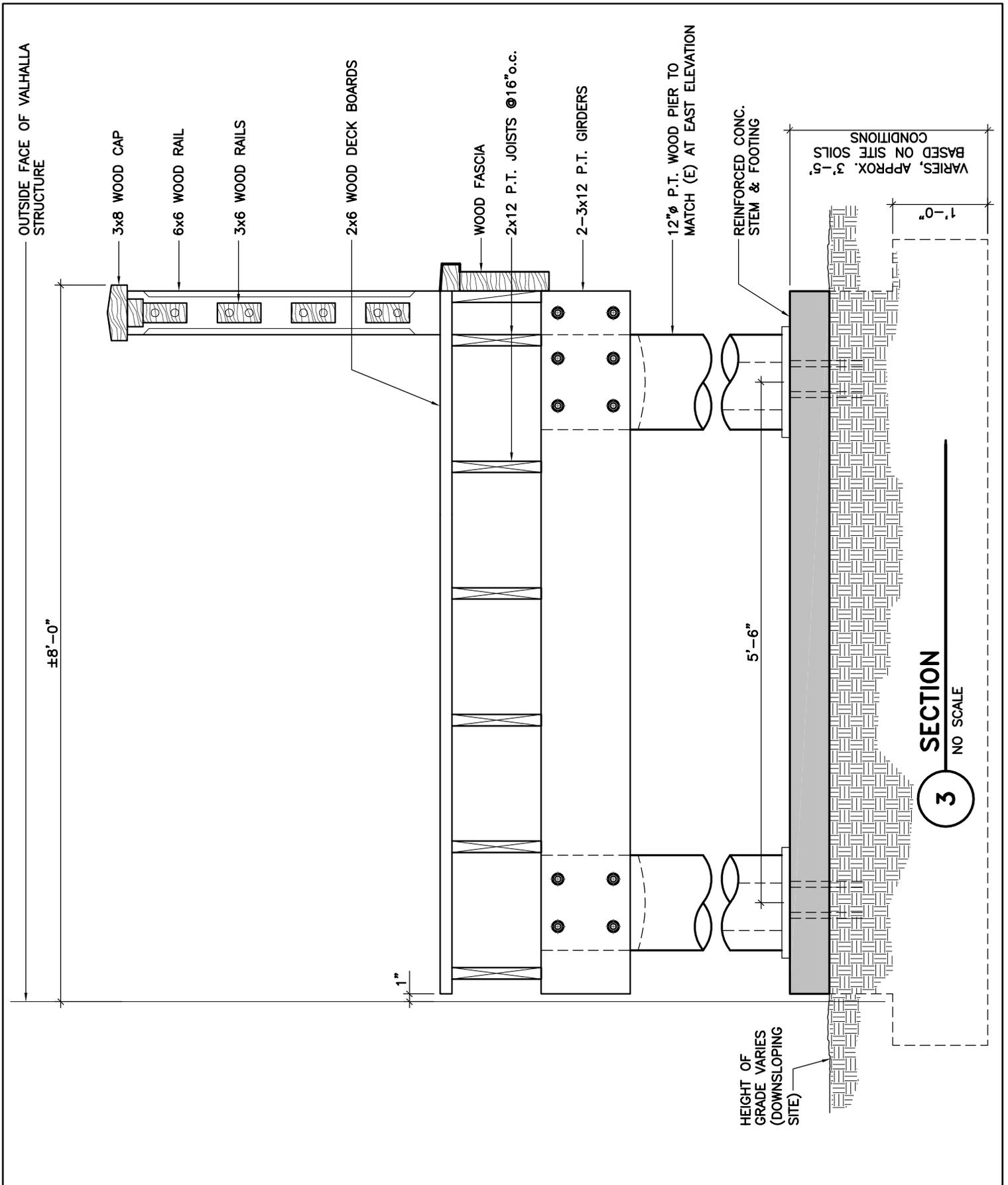
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FIGURE 2

VALHALLA BOARDWALK
201 BRIDGE WAY/MAIN STREET, SAUSALITO, CA

DATE: 07-24-14
REV: 08-08-14



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FIGURE 3

VALHALLA BOARDWALK
201 BRIDGE WAY/MAIN STREET, SAUSALITO, CA

DATE: 07-24-14
REV: 08-08-14

GOVERNING LOAD COMBINATIONS PER ASCE 7-10

ASD

- (1) D
- (2) D + L
- (5) D + 1.5F_a + 0.6W
- (6a) D + 1.5F_a + 0.75L + (0.75)(0.6W)
- (6b) D + 0.75L + 0.75(0.7E)
- (7) 0.6D + 0.6W
- (8) 0.6D + 0.7E

DEAD LOADS (D)

HAND RAIL	- 6x6 @ 4' o.c.	6.5 PLF
	3x8 CMR	4.4 PLF
	4- 3x6 RAILS	19.4 PLF
		<u>25 PLF</u>
Deck	- 2x6 SPACED DECKING	4.4 PLF
	2x12 @ 16' o.c.	3.1 PLF
		<u>8 PLF</u>
GIRDERS	- 2- 3x12	14 PLF
PIERS	12" dia	20 PLF

* WORST CASE AXIAL DEAD LOADING TO PIER :

$$\begin{aligned} (11.75') (25 \text{ PLF}) &= 294 \text{ lb} \\ (4') (8 \text{ PLF}) (2.0'/2) &= 32 \text{ lb} \\ (14 \text{ PLF}) (2.0'/2) &= 14 \text{ lb} \\ (20 \text{ PLF}) (5.67') &= 1134 \text{ lb} \\ &= 1590 \text{ lb} \end{aligned}$$

LIVE LOADS (L)

100 PSF

* WORST CASE AXIAL LIVE LOADING TO PIER :

$$(11.75') (100 \text{ PSF}) (2.0'/2) = 1175 \text{ lb}$$

FLOOD LOADS (F_w)

DRAG ON WORST CASE PIERS (PER 2) = 435 lb OR 218 lb PER PIER

UPLIFT ON WORST CASE PIERS (PER 2) = 417 lb OR 209 lb PER PIER

UPLIFT ON COLUMNS (PER 2) = 114 lb OR 57 lb PER, OR 9 PLF

UPLIFT ON JOISTS (PER 7) = 390 lb OR 56 lb PER, OR 5 PLF

WORST CASE AXIAL UPLIFT ON PIER:

209 lb
114 lb
390 lb
713 lb

SEISMIC LOADS

CANTILEVERED COLUMN SYSTEM DETAIL TO TIMBER FRAMES R = 1.5

SITE CLASS D, SOG D, S_{DS} = 1.000, S_{DI} = 0.634, RISE CATEGORY III (CONCRETE)

p = 1.0 (BY INSPECTION), I_e = 1.25, C_s = $\frac{1000}{(1.25)(85)} = 0.833 W$

WORST CASE SEISMIC LOAD TO PIER = (0.833)(885 lb) = 738 lb @ 6.67'

WIND LOADS (W)

(WIND LOADS ON OTHER STRUCTURES)

WIND SPEED = 115 MPH (RISE CATEGORY 3), K_d = 0.85 (SIMILAR TO LATTICE FRAMEWORK)

EXPOSURE D

TRANSVERSE K_{zt} = 1.0, LONGITUDINAL K_{zt} = 1.0, G = 0.85, K_z = 1.03

(H = 92.7 ft, L_w = 2518 ft, X = 3494 ft, z = 0, K₁ = 0.50, K₂ = 0, K₃ = 1)

q_z = (0.00256)(1.03)(1.0)(0.85)(115)² = 29.65 psf

C_f PIER = 1.2 (D/50 ≤ 25)

C_g RAIL/ROCK = 1.6 (FLAT SURF)

A_m = 120 ft²

A_{plw} = 39.7 ft² (FLAT)

E_{plw} = 0.331

E_{rock} = 0.6

WIND LOADS (W) CONT'D

WORST CASE WIND LOADS (TRANSVERSE), APPLIED @ CTR OF HAND RAIL AREA:

$$W = \left[(39.7A^2)(29.65PF)(1.6) + (5.67A^2)(29.65PF)(1.2) \right] (0.85) = 1773 \text{ lb} @ 349'$$

WORST CASE WIND LOADS (LONGITUDINAL), APPLIED @ TOP OF DECK

$$W = \left[(19.27)(29.65)(1.9) + 2(5.67)(29.65)(1.2) \right] (0.85) = 1219 \text{ lb} @ 559'$$

PIER EMBEDMENT

AXIAL LOADS

(A) DOWNWARD - BY INSPECTION (2) DFL LOAD GOVERNS

$$P = 885 + 4700 = 5585 \text{ lb}$$

12" Ø PIER, $C = 3.1416 \text{ ft}$ CAPACITY / FT = $(3.1416)(400 \text{ PPF}) = 1257 \text{ lb}$

MIN EMBED = $5585 \text{ lb} / 1257 \text{ lb/ft} = 4.45' \text{ BELOW } 5' \rightarrow \text{USE } 10' \text{ PIERS}$

(B) UPWARD - $(5) D + 1.5 F_q + 0.6 W \rightarrow 885 - 1.5(713) = -105 \text{ lb}$

USE 1/2 DOWNWARD CAPACITY, MIN EMBED = $105 / (1257/2) = 0.3'$

DOWNWARD LOADING GOVERNS AXIAL EMBEDMENT!

LATERAL LOADS

LATERAL LOADS SPLIT BETWEEN 2 PIERS: WIND (TRANSVERSE / LONGITUDINAL)
 SEISMIC, FLOOD (LONGITUDINAL ONLY)

(A) WIND, TRANSVERSE: $(7) 0.6W / 2 \text{ PIERS} = (0.6)(1773) / 2 = 532 \text{ lb} @ 9.49'$

(B) $(5) [1.5 F_q + (0.75)(0.6W)] / 2 \text{ PIERS} = (1.5)(210 \text{ lb}) + (0.75)(0.6)(1210) / 2 = 602 \text{ lb}$
 (WIND + HYDRAULIC) @ 5.4'

(C) (8) SEISMIC: $0.7E = (0.7)(730 \text{ lb}) = 517 \text{ lb} @ 6.67'$

BY INSPECTION, CASE (A) WILL PRODUCE DEEPEST LATERAL EMBEDMENT

USE PILE FORMULA, UNCONSTRAINED: $\phi = 12''$ SHAPE FACTOR = 1.0 PASSIVE 2SD PPF/FT
 APPLY PASSIVE ON 20' SW / 1/2 TRANSIENT INCREASE
 FORCE @ TOTAL HGT = $5' + 9.49' = 13.49'$ TRY 5' EMBED, $S_1 = 112, A = 112$
 MIN EMBED = $4.66' \rightarrow$ TRIAL OK. USE: 10' TOTAL EMBED

SPREAD FOOTING ASSESSMENT

$$M_{OT} = (0.6)(177316)(9.49' + 25') = 1169214 \text{ ft}$$

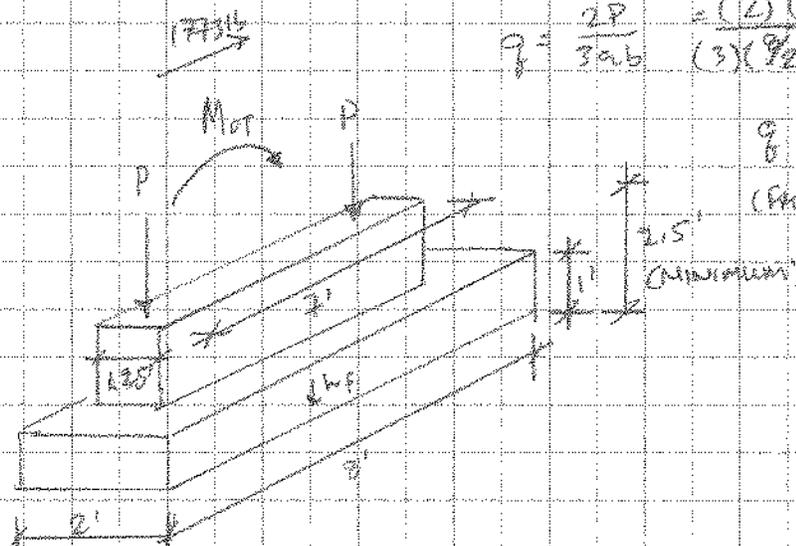
$$P = 985 \text{ lb} \quad W_p = 5025 \text{ lb}$$

$$e = \frac{M_{OT}}{P_{TOT}} = \frac{11692}{0.6(21985 + 5025)} = 2.07' > e$$

$$b/6 = 8/6 = 1.33'$$

$$q = \frac{2P}{3ab} = \frac{(2)(4077)}{(3)(8/2 - 2.07)(2)} = 1203 \text{ PSF}$$

$q \leq 3300 \text{ PSF}$
(FROM SOILS REPORT)



CHECK BALANCE

$$\text{UPLIFT ON COL'S} = 2(1705 \text{ lb}) = 370 \text{ lb}$$

$$370 \text{ lb} - 5025 \text{ lb} = -4655 \text{ lb} \rightarrow \text{THEREFORE NO UPLIFT}$$

CHECK SLIDING

$$V = (0.6)(177316) = 1064 \text{ lb}$$

USE FRICTION + PASSIVE

$$F = 0.3(4077) = 1224 \text{ lb}$$

$$\text{PASSIVE} = (1.0)(250 \text{ PCF})(2.0') = 500 \text{ lb}$$

$$V_{RES} = 1224 + 500 = 1724$$

$$FS = \frac{1724}{1064} = 1.62 \rightarrow \text{OK!}$$

SPREAD FOOTING ADEQUATE FOR SUPPORT!

**APPENDIX L:
SUPPLEMENTAL CULTURAL AND BIOLOGICAL
RESOURCES IMPACTS ANALYSIS FOR THE VALHALLA
PROJECT IES/MND**



MEMORANDUM

DATE: August 7, 2014

TO: Ricky Caperton, Project Planner, Placeworks

FROM: E. Timothy Jones, M.A., RPA, Senior Cultural Resources Manager
Tim Lacy, Principal Wildlife Biologist

SUBJECT: Supplemental Cultural and Biological Resources Impacts Analysis for the Valhalla Project IES/MND, Sausalito, Marin County

LSA Associates, Inc. (LSA) has reviewed the proposed Valhalla Project revisions for the Supplement to the Final IES/MND to assess potential impacts to cultural and biological resources. This supplemental analysis was conducted to determine if additional or revised mitigation measures are necessary to reduce or avoid potentially significant impacts to cultural or biological resources from project revisions. Revisions to the project include the addition of a public beach access ramp at the end of Main Street, rebuilding of the Main Street boardwalk including the removal of the existing piers and replacement with new concrete footings and piers, and replacement of the decking on the Bridgeway boardwalk (no structural work is expected).

CULTURAL RESOURCES

Based on a review of the project description and revised project plans, LSA cultural resources staff do not anticipate that the revised project would result in changes to the impact conclusions in the Final IES/MND. As discussed on pages 4-33 and 4-34 of the Final IES/MND, if project actions follow the *Secretary of the Interior's Standards for Rehabilitation* (Standards), then the impact of those actions on the subject historical resource is considered, by definition (cf. *CEQA Guidelines* §15126.4(b)(1)), as mitigated below a level of significance. The proposed project revisions comply with the relevant Standards as they (1) would not require changes to the Valhalla building's distinctive materials, features, spaces, and spatial relationships; (2) are consistent with historical uses of the property; and (3) would be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic building and its environment would be unimpaired. Potential impacts to historical resources (the Valhalla building), therefore, remain less than significant.

Ground disturbance may occur as a result of the new beach access construction, which has a potential to impact subsurface cultural resources, including prehistoric archaeological deposits and paleontological resources (fossils). As described on pages 4-34 through 4-37 of the Final IES/MND, impacts from project ground disturbance are within the scope of the mitigation required by Mitigation Measures CULT-1, CULT-2, and CULT-3. The measures will reduce any potential impacts to a less-than-significant level, and no additional mitigation measures or revisions to the existing mitigation measures are warranted for the proposed project revisions.

BIOLOGICAL RESOURCES

After reviewing the proposed changes and supporting documentation and plan sheets, we have concluded that the existing mitigation measures are sufficient to cover the impacts associated with the revised project. Although the existing mitigation measures are applicable to the revised impacts, the impact discussions have changed somewhat to account for the revised project elements. Primarily, construction of the ramp at the end of Main Street and the rebuilding of the Main Street boardwalk will result in incrementally greater impacts to the habitat and jurisdictional areas of the project site. In addition, the replacement of the decking on the Bridgeway boardwalk is likely to be subject to regulation under Section 10 of the Rivers and Harbors Act and will require a permit from the Corps prior to initiation of the work. Please see the revised IES/MND section for the additional text.

Please do not hesitate to contact Tim Lacy (tim.lacy@lsa-assoc.com) or me (tim.jones@lsa-assoc.com) at 510-236-6810 if you have questions regarding the conclusions presented in this memorandum. Thank you.

Enclosures: Biological Resources Section of the Revised IES/MND;
Cultural Resources Section of the Revised IES/MND

