

ATTACHMENT: RESPONSES TO COMMENTS ON THE DRAFT EIR

**FINAL ENVIRONMENTAL IMPACT REPORT FOR THE
PROPOSED WOLFBACK ESTATES PROJECT**

Prepared for the City of Sausalito

by

WAGSTAFF AND ASSOCIATES
Urban and Environmental Planners

in association with

The Goodrich Traffic Group, Transportation Planners
Andrew J. Leahy, P.E., Consulting Civil Engineer
Charles Patterson, Consulting Biologist

December 1989

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I. INTRODUCTION

The Final Environmental Impact Report for the proposed Wolfback Estates P.U.D. consists of two volumes: (1) the Draft EIR (July 1989), which was distributed for public review and comment on July 14, 1989, and (2) this Final EIR attachment which responds to comments and recommendations received during the Draft EIR public review period. This Final EIR attachment includes the following additional components which, together with the July 1989 Draft EIR, comprise the Final EIR:

- (a) An **index to comments and responses**, which includes a listing of persons, organizations, and agencies commenting on the Draft EIR; identifies significant environmental points addressed in their comments, and indicates where responses to these comments are provided in the Final EIR;
- (b) Copies of all **written comments** received on the Draft EIR within the public review period;
- (c) **Minutes** of the Sausalito Planning Commission hearing on the Draft EIR, summarizing testimony heard by the Commission at its regular meeting of October 11, 1989;
- (d) The **written responses** of the city (the Lead Agency) to all significant environmental points raised in these written and oral comments pertaining to the adequacy of the Draft EIR; and
- (e) An **errata** section which includes all revisions to the Draft EIR made in response to comments and recommendations received during the Draft EIR public review period.

Certification of this Final EIR by the city must occur prior to any final action on the proposed Wolfback Estates project. If the Planning Commission and the City Council were to approve the proposed residential development, selected mitigation measures suggested in this EIR could be required as conditions of project approval.

Impact finding and mitigation revisions are included in the errata section of this Final EIR attachment (section IV) which may modify or be additive to those described in the Draft EIR. All revised lines are indicated in section IV by a bold r in the left margin.

Comments were received during the Draft EIR public review period in the form of thirty-nine written letters, plus public hearing oral testimony by ten individuals and additional oral comments by five members of the Planning Commission. Written responses to these

comments are provided in section III of this attachment. These written responses concentrate on those comments pertaining to the adequacy of the DEIR.

II. INDEX TO COMMENTS AND RESPONSES

Persons, organizations, and agencies commenting on the Draft EIR within the public review period are listed below. The list includes two parts: (1) all written comments received, and (2) all oral testimony received. The list of written comments includes the letter/memo reference number (1, 2, 3, etc.) used in this document, the author (name/agency), and the date of the letter/memo. Similarly, the list of persons giving oral testimony includes the assigned reference number and the name/agency of each public hearing commentator.

A. INDEX TO COMMENTS BY COMMENTOR

Written Comments, Letters, and Memoranda

<u>Ref.</u>	<u>No.</u>	<u>Name/Agency/Date</u>	<u>Code</u>	<u>Issues and Concerns</u>
	1.	Clark Gerhardt, Wolfback Ridge Road, 7/28/89	1.1	Widening of Wolfback Ridge Road (opposition)
			1.2	Widening of Wolfback Ridge Road (opposition)
	2.	Clark Gerhardt, Wolfback Ridge Road, 7/2889	2.1	Widening of Wolfback Ridge Road (opposition)
	3.	Henry Skade, Cloud View Trail, 7/28/89	3.1	Widening of Wolfback Ridge Road (concern)
			3.2	Widening of Wolfback Ridge Road (parking, trailhead, traffic speeds, rural character)
			3.3	Widening of Wolfback Ridge Road (need)
			3.4	Widening of Wolfback Ridge Road (GGNRA impacts)
	4.	Clark Gerhardt, Wolfback Ridge Road, 8/1/89	4.1	Existing roadway width
			4.2	Lot not vacant
			4.3	Reduced traffic through reduced density

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| 5. | Aida Lasheen, M.D.,
Cloud View Trail, 8/2/89 | 5.1 | Widening of Wolfback Ridge Road (rural character) |
| 6. | Dale Bredesen, M.D.,
Cloud View Trail, 8/3/89 | 6.1 | Widening of Wolfback Ridge Road (need, rural character, parking) |
| | | 6.2 | Widening of Wolfback Ridge Road (rural character, safety) |
| 7. | Tom Zimberoff,
Wolfback Ridge Road, 8/10/89 | 7.1 | Widening of Wolfback Ridge Road (opposition) |
| | | 7.2 | Widening of Wolfback Ridge Road (private easement) |
| | | 7.3 | Widening of Wolfback Ridge Road (parking) |
| | | 7.4 | Widening of Wolfback Ridge Road (traffic speed) |
| | | 7.5 | Widening of Wolfback Ridge Road (rural character) |
| | | 7.6 | Widening of Wolfback Ridge Road (private road) |
| 8. | Eric McGuire,
Marin Municipal Water District, 8/15/89 | 8.1 | Water section essentially correct |
| | | 8.2 | Storage tank requirements |
| | | 8.3 | Water system upgrading and annexation requirements |
| | | 8.4 | Restriction on new services |
| 9. | James Ridenour,
Golden Gate National Recreational Area, 8/17/89 | 9.1 | USNPS position re: property acquisition/development |
| 10. | Gary Adams
Caltrans District 4, 8/24/89 | 10.1 | Slope stability above Highway 101 |

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| | 10.2 | Widening of Wolfback Ridge Road (slope stability, drainage impacts, related mitigation needs; dissatisfied with "site-specific geotechnical investigations" as mitigation) |
| | 10.3 | Alternative access via Cloud View Trail; Caltrans encroachment permit needed |
| 11. David Nunenkamp,
State Office of Planning
and Research, 8/28/89 | 11.1 | Letter transmitting state agency comments |
| 12. Clark Gerhardt,
Wolfback Ridge Road, 9/6/89 | 12.1 | Opposition to new sewer system |
| 13. Brian O'Neil,
Golden Gate National
Recreation Area, 9/12/89 | 13.1 | Mission blue butterfly habitat |
| | 13.2 | Visual impacts on GGNRA; screen plantings |
| | 13.3 | Impacts on GGNRA park values, views and perceptions |
| | 13.4 | GGNRA acquisition priorities |
| 14. Jay Stickler,
Wolfback Terrace Road, 9/13/89 | 14.1 | Widening of 180° turn on Wolfback Terrace Road impractical |
| | 14.2 | Existing narrow roads work well, provide rural atmosphere |
| 15. David Mesagno, Marin County
Department of Health and Human
Services, 9/13/89 | 15.1 | Septic systems in the Oceanside area; variances not provided for in code |
| | 15.2 | Alternative systems not allowable in Ridgetop area |
| | 15.3 | More percolation tests needed for Bayside area |
| | 15.4 | Septic systems with significant variances not feasible; septic systems not recommended |

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| 16. | Arthur Marthinsen, Marin
County Department of Health
and Human Services, 9/14/89 | 16.1 | MMWD may not provide additional water;
matter should be resolved before project
approval |
| 17. | Peter Erickson,
Wolfback Ridge Association,
9/14/89 | 17.1 | Water system improvement needs and
problems |
| | | 17.2 | Visual and noise impacts |
| | | 17.3 | Wolfback Terrace approach to lot 13 |
| | | 17.4 | Sewer vs. septic tanks |
| 18. | Lynn Angstein,
Wolfback Terrace, 9/15/89 | 18.1 | More study of reduced development
alternative |
| 19. | F. Warren
Cloud View Trail, 9/17/89 | 19.1 | Cloud View Trail R-O-W and private
easement (needed revisions) |
| 20. | F. Warren
Cloud View Trail, 9/17/89 | 20.1 | Drainage discussion (needed revisions) |
| 21. | Stephen Graser and Olina Allen,
Cloud View Trail, 9/17/89 | 21.1 | Opposition to project and road widening |
| 22. | Wayne White,
U.S. Fish and Wildlife
Service, 9/18/89 | 22.1 | Mission blue butterfly habitats, survey
needs |
| 23. | Otto Butz,
Wolfback Ridge Road, 10/2/89 | 23.1 | Opposition to zoning exceptions |
| 24. | Peter Erickson,
Wolfback Ridge Road, 10/4/89 | 24.1 | Road widening concerns (parking) |
| | | 24.2 | Road widening concerns (speeds) |
| | | 24.3 | Road widening concerns (aesthetics) |

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| 25. | Peter Erickson,
Wolfback Ridge Road, 10/5/89 | 25.1 | Need for 4- to 6-unit alternative w/GGNRA acquisition of <u>all</u> site portions within GGNRA-designated acquisition area |
| 26. | Robert C. Young, et. al,
People for Golden Gate
National Recreation
Area, 10/6/89 | 26.1 | Transmittal of agency's comments
Project sewer system impact discussion inadequate |
| | | 26.2 | Opposition to 50,000 gallon water tank |
| | | 26.3 | Grading and soil erosion/deposition on downslope land |
| | | 26.4 | Mission blue butterfly mitigation needs |
| | | 26.5 | DEIR inadequate re: visual screening |
| | | 26.6 | Mission blue butterfly (impacts of vegetative screening) |
| 27. | Jay Saccone,
Cloud View Trail, 10/10/89 | 27.1 | Existing dwelling near road widening unrecognized |
| | | 27.2 | General opposition to road widening |
| | | 27.3 | Project in arrears re: homeowners' association fees |
| 28. | Francis Perkins,
Herbert Perkins, M.D.,
Wolfback Ridge Road,
10/10/89 | 28.1 | Concerned with road widening |
| | | 28.2 | Road widening concerns (speeding and parking; width appears adequate, driveway safety) |
| 29. | Norman Hantzche,
Questa Engineering
Corp., 10/10/89 | 29.1 | Oceanside area septic system variance justification information |
| | | 29.2 | Possible septic system code requirement modification in near future |

30.	Esta Swig, Wolfback Ridge Road, 10/10/89	30.1 30.2 30.3	No objection to MMWD annexation Feasibility of road assessment district Construction times
31.	Peter Erickson, Wolfback Ridge Road, 10/11/89	31.1	Number of homes served by Wolfback Ridge Water system
32.	Peter Erickson, Wolfback Ridge Road, 10/14/89	32.1	Assumptions and unknowns regarding current water system
33.	Clark Gerhardt, Wolfback Ridge Road, 10/16/89	33.1 33.2 33.3 33.4	Meeting procedures Public notice Interested groups not represented Road widening opposition
34.	Donald Telford, Wolfback Ridge Road, 10/17/89	34.1	Maintenance needed, not widening
35.	David Stockford, M.D., Ridge Road, 10/19/89	35.1	Opposition to project
36.	Idalou Glass, Wolfback Ridge Road, 10/20/89	36.2	Development consistent with zoning (half-acre lots) should be allowed
37.	John Deaton, One Canto Gal, 10/20/89	37.1 37.2 37.3 37.4 37.5 37.6 37.7 37.8 37.9	All environmental, safety, and personnel concerns should be addressed Impacts on existing roads, hillside vegetation, and wildlife Project would control access to commentor's property Loss of privacy Implications of controlled access Further impact review requested Certification can be libelous Construction period dust, privacy, and safety impacts Earthquake implications

- 37.10 Experience of EIR authors
 - 37.11 No endangered species lists or lists regarding wildlife
 - 37.12 Biologists qualifications
 - 37.13 Lack of adequate concern for wildlife impacts
 - 37.14 Adequacy of project field surveys
 - 37.15 Septic system archaeological impacts
 - 37.16 Population figures; implications for emergency access
 - 37.17 Leach field toxins
 - 37.18 References to Caltrans and Warren letters re: drainage
38. Michael Foley,
Foley & Associates
(representing applicant),
11/13/89
- 38.1 Erickson 10/11/89 comments re: water customers
 - 38.2 Deaton access easement
 - 38.3 Road widening opposition
 - 38.4 Applicants willing to sell west slope to GGNRA
 - 38.5 Mitigation recommendations acceptable with 16-unit alternative
39. Carol Schwartz,
Buchalter, Nemer, Fields
& Younger (representing
applicant), 11/14/89
- 39.1 City concern with GGNRA intentions is inappropriate; concerns with extent of review period

Public Hearing Comments

- 40. Commissioner Seashore Project access
- 41. Commissioner Krause Figure 13--federal acquisition line
- 42. Commissioner Krause Acreage within GGNRA boundaries
- 43. Commissioner Krause Need for a 4- to 5-unit alternative

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| 44. | Commissioner Krause | Environmental implications of septic system variance |
| 45. | Commissioner Seashore | Sewer system vs. septic system, environmental risks |
| 46. | Commissioner Politzer | Mission blue butterfly issue |
| 47. | Commissioner Politzer | Impacts on rural character |
| 48. | Commissioner Dorsey | Mission blue butterfly issue |
| 49. | Commissioner Dorsey | Caltrans letter re: drainage |
| 50. | Chairman Ruby | GGNRA acquisition |
| 51. | Chairman Ruby | Unavoidable impacts |
| 52. | Chairman Ruby | Why an 8-unit alternative? |
| 53. | Chairman Ruby | Letters received regarding water service constraints |
| 54. | Chairman Ruby | Resolution to septic systems constraints must be resolved |
| 55. | Chairman Ruby | Visual impacts--vegetative screening |
| 56. | Commissioner Krause | Visual impacts of architecture |
| 57. | Chairman Ruby | Caltrans drainage concerns |
| 58. | Chairman Ruby | DEIR discrepancies re: road width |
| 59. | Chairman Ruby | Visual impacts of road extension to lot 13 |
| 60. | Chairman Ruby | 16-unit zoning code maximum seems incorrect |
| 61. | Chairman Ruby | Septic system constraints vs. sewer extension |
| 62. | Commissioner Seashore | GGNRA easement on Warren property |

63.	Marin Municipal Water District spokesman		Annexation and water supply factors
64.	Mike Foley, planning consultant to the applicant	64.1	GGNRA acquisition
		64.2	Vegetative screening
		64.3	Road widening (Fire Department position)
		64.4	Access to lot 13
		64.5	Parking recommendations
		64.6	Peak traffic numbers need rechecking
		64.7	Water system improvements
		64.8	Sewage disposal
		64.9	Alternatives discussion
		64.10	16-unit alternative would be applicant's choice
		64.11	GGNRA acquisition
		64.12	Access to lot 13
65.	Commissioner Seashore		Parking requirements
66.	Peter Calthorpe, (applicant's architect)		Vegetative screening and architectural controls
67.	Commissioner Politzer		GGNRA acquisition questions
68.	Commissioner Krause		Project definition
69.	Chairman Ruby		Project definition
70.	Peter Calthorpe		GGNRA acquisition as mitigation for visual impacts
71.	Chairman Ruby		GGNRA acquisition questions
72.	Alan Patterson, Applicant		GGNRA acquisition priorities
73.	Chairman Ruby		GGNRA acquisition questions
74.	Commissioner Krause		GGNRA acquisition questions
75.	Commissioner Politzer		GGNRA acquisition procedures

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| 76. | Chairman Ruby | | Project definition |
| 77. | Ken Curtis,
Director of Planning | | Project definition |
| 78. | Commissioner Krause | | GGNRA acquisition as mitigation |
| 79. | William Sauers,
(attorney for the applicant) | | GGNRA acquisition as mitigation |
| 80. | Velia Butz,
Wolfback Ridge Road | 80.1 | Subdivision and P.U.D. regulations; are
different standards being applied to this
lot than to others on ridge? |
| | | 80.2 | Access easement controls |
| 81. | Bruce Seymour, (representing
Fritz Warren, Cloud View Trail) | | Referred to letters form F. Warren
describing Cloud View Trail as a private
driveway |
| 82. | Clark Gerhardt,
Wolfback Ridge Road | 82.1 | Road widening issue |
| | | 82.2 | Lot is not vacant |
| | | 82.3 | Width figures inaccurate |
| | | 82.4 | Suggested widening would impact this
home, increase traffic speeds, create
parking problems, and impact the
ambiance of the area |
| 83. | Chairman Ruby | | GGNRA acquisition stance on Gerhardt
property |
| 84. | Commissioner Krause | | Traffic safety concerns |
| 85. | Commissioner Seashore | | Figure 14 doesn't show extension of
Wolfback Ridge Road through project |
| 86. | Stan Erway, former owner
of Wolfback Ridge water system | 86.1 | Water system background |
| | | 86.2 | EIR authors didn't contact him regarding
water system |
| | | 86.3 | MMWD considerations |
| | | 86.4 | Deaton and Butz access easements |

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| | 86.5 | GGNRA acquisition |
| | 86.6 | Septic systems vs. sewer |
| | 86.7 | Mission blue butterfly |
| | 86.8 | Water system information |
| | 86.9 | Prospects of water cut-off |
| | 86.10 | Water system, fire protection aspects |
| 87. Commissioner Politzer | 87.1 | Gist of oral testimony |
| 88. Chairman Ruby | 88.1 | Gist of written testimony |
| | 88.2 | Public review period ends 10/20/89 |
| | 88.3 | Public hearing closed on EIR; public hearing opened on project |

B. INDEX TO COMMENTS BY TOPIC

Project Description: 68, 69, 76, 77

Land Use and Open Space

- GGNRA acquisition issues: 9.1, 13.2, 13.3, 13.4, 38.4, 39, 41, 42, 50, 64.1, 64.11, 67, 70, 71, 72, 73, 74, 75, 78, 79, 83, 86.5
- Lot not vacant: 4.2, 27.1, 82.2
- GGNRA easements offsite: 62
- Privacy impacts: 37.4
- General impacts on rural character: 47
- Zoning consistency issue: 23, 36, 80.1, 60 (16 units seems incorrect)

Visual Factors

- Visual impacts and vegetative screening: 13.2, 17.2, 26.5, 55, 56, 64.2, 66

(Also, many of the concerns about road widening pertained to its visual implications)

Circulation and Access

- Project access: 40, 85
- Road widening concerns: 1.1, 1.2, 2.1, 3.1, 3.2, 3.3, 3.4, 4.1, 4.3, 5.1, 6.1, 6.2, 7.1, 7.2, 7.3, 7.4, 7.5, 7.7, 10.2, 14.1, 14.2, 21, 24.1, 24.2, 24.3, 27.2, 27.3, 28.1, 28.2, 33.4, 34, 38.3, 58, 64.3 (fire dept), 82.1, 82.3
- 180° turn widening issue: 14.1
- Road assessment district: 30.2
- Access to lot 13 via Cloud View Trail, Wolfback Terrace: 10.3, 14.1, 19, 59, 64.4, 64.12, 81
- Parking recommendations: 64.5, 65
- Peak period traffic numbers: 64.6
- Access to Deaton and Butz properties: 37.3, 37.5, 38.2, 80.2, 86.4
- Emergency access: 37.16
- Traffic safety: 84

Water, Sewage, and Storm Drainage

- Water system concerns: 8.1, 8.2, 8.3, 8.4, 16.1, 17.1, 26.2, 30.1, 31, 32, 38.1, 53, 63, 64.7, 86.1, 86.2, 86.3, 86.8, 86.9, 86.10
- Sewer system concerns: 12, 15.1, 15.2, 15.3, 15.4, 26.1, 29.1, 29.2, 44, 54, 64.8
- Septic vs. sewer: 17.4, 45, 61, 82.4, 86.6
- Storm drainage: 20, 37.18 (also, see Geology and Soils)

Emergency Services

- See comments on road widening, emergency access, and water system adequacy

Noise

- Noise impacts, general: 17.2

Geology and Soils

- Slope stability, esp. above Highway 101: 10.1, 26.3, 37.18, 49, 57
- Earthquake impacts: 37.9

Vegetation and Wildlife

- Mission blue butterfly: 13.1, 22, 26.4, 46, 48, 86.7
- Lack of concern: 37.13
- Endangered species lists, wildlife lists: 37.11
- Biologist's credentials: 37.12
- Adequacy of field surveys: 37.14

Archaeology

- Septic system impacts: 37.15

V. ALTERNATIVES

- Reduced alternative needed: 18.1, 25.43, 64.9, 64.10
- Why an eight-unit alternative: 52

General Comments on EIR Adequacy

- Construction period impacts: 30.3, 37.8
- General mitigations: 38.5
- Unavoidable impacts: 51
- General adequacy: 37.1, 37.2, 37.6, 37.7
- More assessment needed: 37.6
- EIR author qualifications: 37.10

General Comments

- Merits of the project: 21, 23, 35
- Public hearing procedures: 33.1, 33.2, 33.5

III. COMMENTS AND RESPONSES

A. WRITTEN COMMENTS AND RESPONSES

Reproductions of letters and memoranda received during the DEIR public review period are included in the following section. Each letter and memo is immediately followed by the city's response to substantive comments therein on the adequacy of the DEIR. Comments and responses are correlated by code numbers added to the margins of each letter and memo.

MONTGOMERY SECURITIES

RECEIVED JUL 31 1989

600 MONTGOMERY STREET
SAN FRANCISCO, CA 94111
(415) 627-2000

21
1

CLARK L. GERHARDT
Partner

July 28, 1989

Mr. Kenneth Curtis
Planning Director
City of Sausalito
Box 1279
Sausalito, CA 94966

Dear Mr. Curtis:

The draft environmental impact statement for Wolfback Ridge Estates recommends a 7-foot widening of a portion of Wolfback Ridge road prior to the point it enters the proposed new housing development. | 1.1

The area described as needing to be widened cuts through my property and I will resist any efforts to have the road widened.

In addition to its direct adverse impact on my property, a wider road is not warranted for the following reasons: | 1.2

1. The immediate effected residents are on the record against a wider road.
2. Traffic speed will inevitably increase, endangering children and animals.
3. Space for un-needed and un-authorized parking will be created, increasing what is already a nuisance and eliminating the proposed value of the wider road.
4. The rural nature of Wolfback Ridge road will be negatively impacted.
5. The road is privately owned and maintained and should not be subject to an EIR dictum.

In general, Wolfback Ridge Estates will change the character of one of the most unique parts of Marin County. It should be reduced in scope. Such ultimate reduction will proportionally reduce any imagined justification for a wider road.

I reiterate my strong opposition to widening the road and cutting through my property. I will have more specific and detailed comments in the near future. At some point I would like to discuss this with you in person and hopefully I can look to your office to help avoid a situation which will have an adverse esthetic and financial impact on my home. Thank you for your help in this matter.

Yours truly,



Clark L. Gerhardt

1. Clark Gerhardt; July 28, 1989

- 1.1 The net difference in width between what exists and what the DEIR suggested totaled 4 rather than 7 feet. This misunderstanding was due in part to an error in the DEIR. In any event, the mitigation recommendation with respect to this roadway segment have been revised in this Final EIR (see errata page 100, section IV herein). The net difference in width (indicating pavement and shoulders) would be between one and three feet with these Final EIR revisions (see response to Comment 4.1 regarding existing widths). Please see responses to later, more detailed letter #4 from Clark L. Gerhardt.
- 1.2 Please see responses to later, more detailed letter #4.

RECEIVED JUL 31 1989

23

600 MONTGOMERY STREET
SAN FRANCISCO, CA 94111
(415) 627-2000

Z

MONTGOMERY SECURITIES

CLARK L. GERHARDT
Partner

July 28, 1989

Ms. Katherine Arnaudo
Associate Planner
City of Sausalito
Box 1279
Sausalito, CA 94966

Dear Katherine:

Please keep me on the mailing list and informed of the status of Wolfback Ridge Estates. My correct addresses are:

Box 1594
Sausalito, CA 94965
(415) 331-1946

600 Montgomery Street
San Francisco, CA 94111
(415) 627-2552

I have glanced through the draft EIR and was disturbed to see that it suggests widening the road where it runs through my property. I am against this and will send a more thorough letter on this matter soon. Please incorporate my opposition to this project in your record or discussions. Thank you for your help in this matter.

2.1

Yours truly,



Clark L. Gerhardt

2. Clark Gerhardt; July 28, 1989

- 2.1 Comments refer to more thorough letter #4 on the issue of widening Wolfback Ridge Road. See responses to letter #4.

HENSKA INVESTMENT CORP.
1738 UNION STREET, SUITE 204
SAN FRANCISCO, CALIFORNIA 94123
TEL: (415) 771-3192
FAX: (415) 771-2982

25
3
RECEIVED AUG 0 1989

July 28, 1989

Kenneth Curtis
Planning Director
City of Sausalito
Box 1279
Sausalito, CA 94966

Re: Wolfback Estates Draft E.I.R.

Dear Mr. Curtis:

I reside at 5 Cloudview Trail, just east of the intersection of Wolfback Ridge Road and Cloudview Trail in Sausalito. I have read the Draft E.I.R. and would like to make a few comments to you.

Specifically, I am concerned about the suggestion for widening the existing 16 foot roadbed just west of the Wolfback Ridge Road/Cloudview Trail intersection to 18 feet with an additional 5 feet for a shoulder (Draft E.I.R. IV. C. Circulation and Access, Section 3.1a and b, page 100).

I am a real estate developer and an attorney, and I can readily appreciate the negotiations and compromises that typically precede project approvals. But I am also a strong environmentalist with a special feeling for protected areas; I believe that the proposed roadway expansion will be detrimental to the GGNRA and to the people who reside near this unique area for the following reasons:

- . Unauthorized parking near and around the Rodeo Valley Trailhead would increase (this is already a problem).
- . Traffic speed would almost certainly increase. This is significant because of the number of people who walk, ride bicycles, and ride horses on the road.
- . The pleasant, rural nature of the road would be permanently altered.

Finally, I doubt the roadway expansion is really necessary given the size of development that is likely to be approved. Any change contemplated for the roadway should receive the full analysis and review of the people currently living on the hill. I doubt there would be much, if any, support for the idea. However, beyond merely "counting votes" from local residents,

3.1

3.2

3.3

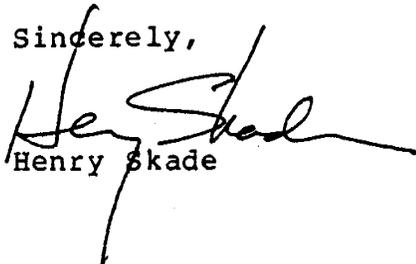
Kenneth Curtis
July 28, 1989
Page Two

your analysis should contemplate the "value" of the GGNRA for all Bay Area residents. Increased traffic flow and congestion, traffic speed, and unauthorized parking will surely diminish the value of the GGNRA experience for all those who use it. I strongly urge you not to widen the road.

3.4

Thank you very much for your consideration.

Sincerely,



Henry Skade

HS:ms

3. Henry Skade; July 28, 1989

- 3.1 Please see Responses to Comments 4.1 and 4.2. The shoulder width recommendation has been reduced in the Final EIR from "5 feet" to "2 to 4 feet" (1-to-2 feet each side; see errata).
- 3.2 Re Rodeo Valley trailhead parking: The project, and the recommended project-related widening of the subject segment of Wolfback Ridge, which is east (beyond) this trailhead location, would not be expected to result in a significant impact on this existing problem. The recommended widening width along the segment south of the 180° curve has been reduced in response to this and similar comments (see page 100 errata in section IV herein). Also, this roadway is private and features a private, unattended gate near the freeway. This existing gate may provide an existing means of reducing this existing problem.

Increased Traffic Speeds: The recommended widening could be expected to result in a slight increase in traffic speeds along this road segment. However, other existing roadway constraints, including the 180° switchback and the roadway gradient, would tend to limit such traffic speed increases to less than significant levels. Speeds along this segment would be expected to increase to levels currently experienced along other existing segments of the route.

Impacts on Rural Nature: Comment acknowledged. Widening of this roadway segment to 18 feet, with an additional 5 feet of clearance between the cut slope and the pavement edge, would significantly detract from the rural character of this roadway segment, with particularly noticeable effects for the one home fronting on this segment (8 Wolfback Ridge Road). In response to this comment, this widening recommendation has been revised in the errata section of this EIR (errata page 100) to include reference to this adverse impact. Also, in this light, the following alternative mitigation approach is also suggested in the revised EIR (errata):

- a. The Wolfback Ridge Road segment through the rock-lined hillside cut just west of the Cloud View Trail intersection should be improved to the satisfaction of the city engineer. Given the significant visual impact implications of a widening at this location, widening must be limited to the minimum necessary for safe vehicular access. The EIR traffic engineer recommends widening of this segment where necessary to provide two eight-foot travel lanes, with one-to two-foot clear shoulders on each side and with the additional stipulation that a long-term maintenance program be established which, to the city's satisfaction, ensures that debris from the rock-lined cut does not reduce these pavement and shoulder widths.

b. The pavement through the 180° curve along Wolfback Ridge Road (16 feet) should be widened to the satisfaction of the city engineer. A minimum width of 18 feet is suggested to achieve this objective.

3.3 The proposed roadway widenings are intended to address existing conditions which would be exacerbated by the project.

3.4 The widening recommendations have been reduced in width, would involve a relatively short (approximately 50 lineal feet) roadway segment, and would thus not be expected to have a significant adverse impact on the quality of the 155,000-acre GGNRA. Furthermore, the pavement width on the front segment of Wolfback Ridge Road immediately west of its private entrance gate (at least 500 lineal feet) is already 18-feet wide.

MONTGOMERY SECURITIES

29
600 MONTGOMERY STREET
SAN FRANCISCO, CA 94111
(415) 627-2000

4

CLARK L. GERHARDT
Partner

August 1, 1989

Mr. Kenneth Curtis
Planning Director
City of Sausalito
Box 1279
Sausalito, CA 94966

Dear Mr. Curtis:

Re: Wolfback Estates - Draft EIR.

Several inaccuracies exist in the draft EIR which specifically and adversely impact my home and the lot it occupies. Specifically:

- 1) Page 11 (1a) - The road width where it borders my property, Erickson's and Telford's is 16-foot (not 14.5-foot as stated in the EIR). I know this because I paid to have the road widened (at my expense) in 1986 when I built my house at 8 Wolfback Ridge. I also angled the road bank at 45° to facilitate visibility at the curve and my driveway. This widening, etc., occurred with the voluntary input and approval of my neighbors and other members of the Wolfback Ridge Association. See the enclosed letter of 3/10/86. Norm Wohlschlaeger agreed, at the time, that the neighbors should decide the road issue among themselves. This is still the preferred approach. A.1
- 2) The map on page 61 shows my lot as being vacant. This is not the case. I have lived at 8 Wolfback Ridge for over 2 1/2 years. Any widening of the road or addition of un-needed parking shoulders will adversely impact my home esthetically and financially. The size and shape of the lot were integral considerations in the design of my house- a house which has been featured prominently in US, Japanese, Italian and German architectural publications. The entire discussion on page 62 b(2) neglects to mention the proposed impact on my home if an additional 7-foot slice is taken off the front of my property. Page 62 b(1) discusses "one vacant parcel of approximately one-half acre in size on the west side of Wolfback Ridge Road..." This parcel clearly has my house on it. Again, no adverse impact is mentioned. A.2

I question the entire premise of the traffic study when, at this point, no one knows how many homes will be allowed and no mention is made of reduced traffic resulting from reduced density. A.3

30
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Mr. Kenneth Curtis
August 1, 1989
Page 2

For you information, I am also enclosing my letter of 12/3/87 which still accurately portrays my views and those of numerous neighbors.

Please reflect my views in the final EIR and if you have any questions call me at (415) 627-2552.

Yours truly,



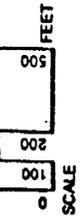
Clark L. Gerhardt

cc: John Wagstaff

enclosure



Figure 14
EXISTING LAND USE



-  VACANT LOTS ON WOLFBACK RIDGE (EXCLUDING PROJECT SITE)
-  PUBLIC OPEN SPACE

This is not vacant. The Gerhardt resident occupies this lot.

This increased residential land use intensity and clearing of vegetation would reduce the value of the area as a visual resource and as wildlife habitat. These impacts are discussed in detail in the Visual and Vegetation and Wildlife sections of this EIR.

b. Project Impacts on the Surrounding Land Uses

(1) Impacts on the Surrounding Land Use Pattern. The proposed development plan would extend the existing low density residential development pattern now found on the northern portions of Wolfback Ridge into the more sparsely developed southern end of the ridge (see Figure 14). The proposed project would be of similar density and design to the existing residential development in the area. The proposed project would also result in the development of the last substantial piece of privately-owned subdividable Wolfback Ridge land adjacent to the GGNRA. One vacant parcel of approximately one-half acre in size would remain on the west side of Wolfback Ridge Road opposite the Cloud View Trail intersection (again, see Figure 14).

*NO
part is
my lot*

(2) Relationship to the Existing Wolfback Ridge Neighborhood. The proposed development would locate two of the proposed lots (lots 1 and 2) adjacent to the existing Johnson residence on the ridge to the north (see Figure 7). Existing topography and vegetation would minimize the privacy and visual intrusion aspects of the project on the Johnson and two neighboring homes. The principal impacts of the development on the Johnson residence and on other existing residences on the ridge would be increased traffic, increased demands on the area's water supply, and for the Deaton and Butz homes, a visual impact on views of the GGNRA from the Wolfback Ridge Road extension (these entry drive views would be partially disrupted by the proposed homes and introduced landscaping on lots 3, 9, 11, and 12).

*What
about
impact
on my
lot!*

(3) Relationship to Highway 101. The proposed project homesites would be separated from Highway 101 by steep east-facing slopes that provide a 350-foot separation in elevation between the highway and the closest homesites. This separation is provided in part by the steep-sloping, grass and brush-covered "common area" along the eastern edge of the project between Cloud View Terrace and Cloud View Trail. Proposed residences on lots 1, 7 and 13 would nevertheless be visible from the 101 corridor and residential neighborhoods below, as described in the Visual Factors chapter of this EIR. In addition, noise intrusion from the freeway could have a negative impact on the quality of the residential environment on these particular lots, and possibly on lots 4 and 5. These impacts are discussed in detail in the Noise section of this EIR.

*Gerhardt
& Wolfback
Ridge Rd.*

(4) Relationship to the GGNRA Lands. As shown on Figure 12 and 13, the proposed project layout would locate residential lots 3, 9, 11, and 12, as well as the three remote septic leach fields S-6, S-8, and S-11, immediately adjacent to existing GGNRA lands. As explained earlier in this section, these lots are located on land designated for fee acquisition

Intersection with Wolfback Terrace. Although these berms were constructed to direct drainage across the road, they also act as "speed bumps."

Drivers were observed traveling at speeds of 20 to 25 mph along Wolfback Ridge Road in the ridgetop area. Higher speeds, primarily for downhill traffic, were observed on segments nearer to the freeway.

All of Wolfback Ridge Road west of the private gate is privately owned. There is no public right-of-way on Wolfback Ridge Road beyond the gate. In general, residents own to the centerline of the road in front of their individual parcels. This is also true for Wolfback Terrace.

(2) Cloud View Trail. Cloud View Trail is a narrow, well-paved, two-lane roadway extending easterly and then southerly from a "T" intersection with Wolfback Ridge Road. Centerline striping and raised buttons are in place along the east-west section of this roadway. Pavement width varies from 16 feet to eight feet, as is shown by Figure 24. Cloud View Trail has a steep downhill gradient proceeding easterly from Wolfback Ridge Road (up to 22 percent grade), leveling out where it curves to the southerly alignment. No shoulder areas are provided along most of this roadway. Trees are located immediately adjacent to the road in many locations.

Due to the widths and centerline striping along both Wolfback Ridge Road and Cloud View Trail, sight distances are generally adequate. Although there are some existing driveways where sight distances are marginal, sight conditions are generally better than along most hillside streets in Sausalito.

Cloud View Trail once formed the westerly boundary of the city limits. The existing paved roadway lies partially within the Highway 101 right-of-way, partially on land owned by the GGNRA and partially within street right-of-way owned by the city (see Figure 3, page 30).

Cloud View Trail was improved by and is currently maintained by Mr. Fritz Warren, owner of the existing home located on Cloud View Trail just below proposed lot 13. Mr. Warren has reported that he believes he has an exclusive right to pedestrian and vehicular access across those portions of Cloud View Trail that traverse lands of the GGNRA (see Figure 3), thus limiting through traffic on Cloud View Trail.

(3) Wolfback Terrace. As shown on Figure 24, Wolfback Terrace is a partially-paved, narrow, single-lane roadway connecting to Wolfback Ridge Road at an unsigned intersection. Wolfback Terrace has a downgrade alignment (west to east) and varies in width from 19 feet near Wolfback Ridge Road to nine feet near the end of the paved surface. There is a sharp 160-degree "hairpin" turn in the road about 100 feet east of Wolfback Ridge Road. The limited space at this curve prevents longer vehicles from

MONTGOMERY SECURITIES

600 MONTGOMERY STREET
SAN FRANCISCO, CA 94111
(415) 627-2000

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CLARK L. GERHARDT
Partner

March 10, 1986

Mr. Peter Applegate
Pacific Union Development Company
3701 Buchanan Street
San Francisco, California 94123

Dear Peter:

Thanks for getting the interested parties together last Saturday morning to help resolve the road issue in a timely manner. I think the solution is a good one and reflects the thoughts of those most immediately affected.

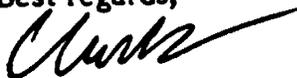
I thought I'd summarize the points as I understand them:

1. I will pave the road to a 16' width across the front of my property.
2. I will place buttons on the road as it rounds the sharp curve near the Rodeo Valley Road to raise people's alertness as they enter the area of homes and driveways. I will coordinate with the WRA as to specific locations.
3. I will put buttons at the entrance of my driveway and along the road edge/driveway in front of Erickson's (I will coordinate specifics with Peter Erickson). I will also mention this to Telford to see if he wants them at the entrance to his driveway.
4. I will angle the bank near my driveway at a 45 degree angle to improve forward visibility of those on the road.
5. Stan Erway will cap or move standpipe (I will coordinate with Peter Erickson and Stan).
6. I will notify you as to when excavation will begin on my property so that we (the WRA) can coordinate the widening of the road at the curve near the Rodeo Valley Road.

If I can remember them all, those homeowners present included you, Fritz Warren, Rod Johnson, Stan Erway, Peter Erickson (also speaking for Don Telford), Bob Thomas and myself.

Fritz and I will speak with Norm Wohlschlaeger to inform him of our understanding. I am looking forward to being a neighbor and a positive force in the neighborhood.

Best regards,



CLG/jas

cc: Peter Erickson
Fritz Warren
Norm Wohlschlaeger

3A
4

December 3, 1987

Sausalito Planning Commission
420 Litho Street
Sausalito, California 94965

RE: CUP Application #803
Lot Split Application #373
Wolfback Ridge

Gentlemen:

As a resident of Wolfback Ridge and a member of the Wolfback Ridge Association I am concerned that the above referenced development might spark an action to widen Wolfback Ridge Road. As you know Wolfback Ridge Road is privately owned and maintained. It, like most streets in Sausalito, is a winding road which hugs the hillside of, in this case, Wolfback Ridge. It requires no more or less care to safely drive than do streets like Spencer or Monte Mar, both of which carry many times more cars and which because of parked cars, are much narrower. The charm of Wolfback Ridge is its rural nature. You get away from the hectic pressures of the urban surroundings as you wind up the hill. The road is an integral part of that environment. It is bounded by the GGNRA and is surrounded by natural vegetation, 75 year old cedar fence posts, and a micro-environment unique to the area. Deer usually linger around the corners.

Most of the residents quietly traverse this road enjoyably and safely on a daily basis. However, as on any Sausalito street, some residents go too fast regardless of the conditions. Others may feel that the curves present an inconvenience or that the roads are too narrow for their friends to park when they have a party. Perhaps some of these people have lived on the Ridge so long that they are bored by its charm. They merely want to get onto the freeway 30 seconds faster.

I strongly object to any move or requirement to widen the road prior to where it crosses the proposed development. To do so would increase, not decrease, the speed a few unthoughtful people drive; to curb or further improve the road would cause potential drainage problems and create a look of a city-street; to widen the shoulders will encourage on-street parking by residents and trespassers alike (in Sausalito vacant ground adjacent to a street is by definition a parking-space).

Regardless of whether the proposed development is approved in its present or reduced form, Wolfback Ridge Road should retain its present physical form and character. I and other residents I have spoken to will oppose efforts to change the character of a road we, in fact, own and maintain.

Yours truly,


Clark L. Gerhardt

4. Clark Gerhardt; August 1, 1989

- 4.1 Comment acknowledged. The subject road segment was remeasured on November 15, 1989 in response to this comment. The eastbound lane width was 9 feet from the centerline stripe to the pavement edge. The westbound lane width was 6.5 feet to the pavement edge. There is no shoulder along the eastbound edge. The shoulder along the westbound edge is approximately 1.5 feet. In this light, the EIR text and graphics have been revised to indicate a roadway width of 15.5 feet rather than 14.5 feet along this segment. Regarding the position of the city engineer, the subject widening mitigations in the DEIR for this segment of Wolfback Ridge Road have been included based on the specific recommendations of the city engineer.
- 4.2 Comment acknowledged. EIR text and graphics pertaining to this parcel have been revised accordingly. In addition, language pertaining to the visual impact implications of the recommended roadway widening have been added to the EIR (see page 100 of the errata). (Page 62 is not the appropriate place for this statement, since the widening is not currently part of the proposed project.) Also, in response to concerns raised about the possibility of increased onstreet parking as a result of the suggested 5-foot shoulder widths, this recommendation has also been revised from "5 feet" to "1-to-2 feet" minimum shoulder widths. As a result, the additional width suggested by the EIR traffic engineer would be approximately one to three feet, subject to approval by the city engineer.
- 4.3 Obviously, a reduced number of homes would reduce the project's traffic impacts. The issue here, however, is that any additional homes on the ridge will contribute to an existing road system inadequacy. The city engineer believes that the recommended improvements are necessary to provide safe vehicular access for existing, as well as any additional, homes on the ridge.

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5

RECEIVED AUG 09 1989

August 2, 1989

Aida Lasheen, M.D.
154 Cloudview Trail
Sausalito, CA 94965

Mr. Kenneth Curtis
Planning Director
City of Sausalito
Box 1279
Sausalito, CA 94966

Dear Mr. Curtis:

I am a property owner on Wolfback Ridge and am concerned by certain aspects of the draft EIR for Wolfback Ridge Estates; specifically, the widening of Wolfback Ridge Road. I frequently walk this road and enjoy its peaceful and winding nature. While some careless drivers do drive too fast, widening the road will only increase this likelihood. Additionally this is a rural road and, like most streets in Sausalito, is charming as it meanders around homes and fences. Let's preserve this character, not promote a wider, faster pace of life in order to facilitate development.

5.1

Sincerely,


Aida Lasheen, M.D.

5. Aida Lasheen; August 2, 1989

5.1 Please see responses to Comments 3.2 and 4.2.

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6

RECEIVED AUG 8 1989

RECEIVED AUG 0 8 1989

August 3, 1989

Dale Bredesen, M.D.
154 Cloudview Trail
Sausalito, CA 94965

Mr. Kenneth Curtis
Planning Director
City of Sausalito
Box 1279
Sausalito, CA 94966

Dear Mr. Curtis:

I've had a chance to review the draft EIR for Wolfback Ridge Estates. One aspect is particularly troubling - the suggested "straightening and widening" of Wolfback ridge Road.

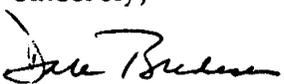
My wife and I frequently walk Wolfback Road and feel that widening it would not be required or appropriate. We appreciate its charm and enjoy the wild flowers and vegetation which grow on its cliffs and edges. The thought of expanded shoulders to me sounds like more room for on street parking - its not needed.

6.1

A bigger issue is one of character - Wolfback Ridge is "rural" and should remain that way. No one needs to be on the freeway 30 seconds faster only to wait at the toll plaza. The road as it exists is safe, wider than most in Sausalito (look at Spencer or Monte Mar) and serves our neighborhood well as it is. Let's keep it that way!

6.2

Sincerely,



Dale Bredesen, M.D.

6. Dale Bredesen; August 3, 1989

- 6.1 Comment regarding onstreet parking implications of such a widening is acknowledged. In response, the EIR recommendation has been revised to reduce the suggested shoulder width to "1-to-2-feet."
- 6.2 Please see responses to Comments 3.2 and 4.2.

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August 10, 1989

Mr. Kenneth Curtis,
Planning Director
City of Sausalito
P.O. Box 1279
Sausalito, CA 94966

Dear Mr. Curtis:

I've been renting a home on Wolfback Ridge Road for three years and intend to buy it. However I also speak for the present owner of the property, Mr. George Berndt. I moved here because of the peaceful and beautiful, rural environment— and with the understanding that this is a private and privately maintained road, not supported by the city and, therefore, not subject to municipal government manipulation. I understand that the draft of an Environmental Impact Statement related to a proposed development of Wolfback Ridge Estates has recommended that portions of our road be widened by seven feet. I thoroughly oppose that idea. Here's why:

7.1

1. The road is an easement through the property of the original residents of Wolfback Ridge who, as a majority, are opposed to widening it.

7.2

2. Parking on our road by trespassers is already a problem. They leave their cars indiscriminately and illegally in any spot available on the existing shoulder of the road— and, I might add, litter our neighborhood with trash. They cause a clear and present fire hazard too. Widening the road will exacerbate these problems by providing more places for them to park. Furthermore, the increase in parked vehicles will nullify any alleged benefits of having a wider road.

7.3

3. Traffic speed will certainly increase. This will endanger the lives of residents and wildlife.

7.4

4. The aesthetically pleasing, rural quality of Wolfback Ridge will be adversely altered forever.

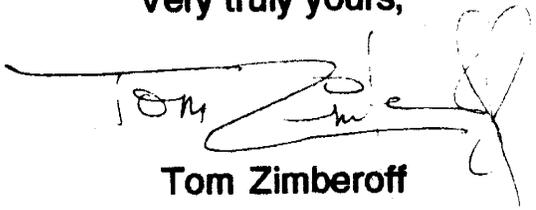
7.5

5. This is a private road. It happens to already provide an adequate easement onto the property of the proposed development. It should not be subject to the laws governing public thoroughfares.

7.6

In summary, Mr. Curtis, It is unconscionable that any one person's financially motivated prerogatives should cause a situation which supercedes those of all the rest of us. Neither, as a private road, should ours be subject to the broader prerogatives of the public at large, as it has no affect upon them. It is outrageous to assume that the character of our environment can be altered because of the whims of a latecomer who wants to make a profit at others' expense. If Mr. Patterson, the developer, wants to live here with us, let him assimilate to the established way of life. You may make my letter a matter of record with regard to the final EIR.

Very truly yours,



Tom Zimberoff

7. Tom Zimberoff; August 10, 1989

- 7.1 The total width increase suggested in the Final EIR is one to three feet (see errata).
- 7.2 Although the roadway is private, the roadway and the project are within the city of Sausalito. Approval of the project is therefore subject to any conditions the city may place on associated subdivision map and conditional use permit approvals. Implementation of any conditions with respect to roadway widening would require negotiations between the applicant, affected landowners, and the city.
- 7.3 The suggested minimum shoulder width has been reduced in the EIR from 5 feet to 1-to-2-feet in response to this comment. Regarding existing unauthorized parking problems, the existing gate at the foot of this private road presents a means of reducing this problem. The gate is currently left open. Please also see response to similar comment 3.2.
- 7.4 See response to Comment 3.2 regarding traffic speeds.
- 7.5 Comment acknowledged. See response to Comment 3.2 (impacts on rural nature).
- 7.6 See response to Comment 7.2

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**MARIN MUNICIPAL
WATER DISTRICT**

220 Nellen Avenue
Corte Madera, CA 94925-1169
415.924.4600
FAX 415.927.4953

August 15, 1989
File 090.3.10

City of Sausalito
P.O. Box 1279
Sausalito, CA 94966

Attention: Ms. Katherine Arnaudo
Associate Planner

Re: Wolfback Estates Draft Environmental Impact Report
Sausalito

Dear Ms. Arnaudo:

We have reviewed the water service discussion on pages 13 through 15 of the Summary of Findings and pages 103 through 115 of the section on water of the Draft EIR for the above referenced project. The information and analysis is essentially correct. The following additional comments should be considered.

8.1

It is this District's contention that prior to our considering serving this project, the mitigation measures outlined in the summary on page 15(g) be accomplished. In addition, we will require at least a 50,000 gallon storage tank to be located so as to provide 40 p.s.i. pressure to the highest structure on Wolfback Ridge. It is our further conclusion that the 50,000 gallon tank be sited to provide a minimum clearance of 10 unobstructive feet around the tank for maintenance and access with an all weather access road to the tank and an area for parking and storage of maintenance materials. Appropriate tank screening and other visual mitigations must also be included in the site plan. The system is to provide a minimum fireflow of 1,000 g.p.m. with a 20 p.s.i. residual for fireflow purposes as required by the Sausalito Fire Department.

8.2

In summary, this District will consider serving the proposed development provided that the whole Wolfback Ridge area be annexed into Marin Municipal Water District and all facilities are upgraded to meet District standards.

8.3

Please note that the District has a restriction on new services until an additional water source can be found. A new supply source is being investigated but will probably not be on line for two to three years if it is found to be feasible and if funding is made available for its development.

8.4

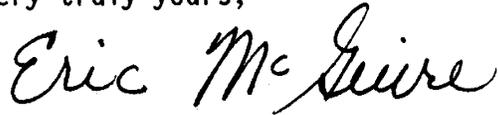
Ms. Katherine Arnaudo, Associate Planner
August 9, 1989
Page 2

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8

Upon successful annexation into this District, and after approval of the tentative map, the project can be placed on a waiting list to receive water.

If you have any questions, please contact me at 924-4600, extension 291.

Very truly yours,



Eric McGuire
Environmental Services Coordinator

EM:ho

8. Eric McGuire; Marin Municipal Water District; August 15, 1989

8.1 Comment noted.

8.2 The EIR impact and mitigation descriptions are consistent with these comments. The 40 p.s.i and 20 p.s.i. "residence" requirements have been added to pages 113 and 114 of the EIR (see errata).

8.3 Comment noted.

8.4 Comment noted. The first full paragraph on DEIR page 106 and the last sentence on DEIR page 115 acknowledge this restriction.



United States Department of the Interior



NATIONAL PARK SERVICE
P.O. BOX 37127
WASHINGTON, D.C. 20013-7127

RECEIVED AUG 28 1989

IN REPLY REFER TO:
L1425(660)

AUG 17 1989

Mr. Kenneth M. Curtis
Director of Planning
City of Sausalito
420 Litho Street, P.O. Box 1279
Sausalito, California 94966

Dear Mr. Curtis:

This is in response to your letter of July 21 requesting information on the National Park Service's intentions with regard to purchase of property owned by Alan Patterson in Golden Gate National Recreation Area.

The National Park Service has been unable to purchase the property due to its lower priority relative to other tracts and to lack of funding. Service representatives in San Francisco have recently discussed with Mr. Patterson the acquisition and development of of his property. Those discussions are to continue with the expectation that the National Park Service will soon advise you in detail of its position.

Responsibility for resolution of the issue rests with Regional Director Stanley T. Albright, to whom you furnished a copy of your letter, and Superintendent Brian O'Neill of Golden Gate National Recreation Area. You should direct any further inquiries to Messrs. Albright and O'Neill.

Sincerely,

James M. Ridenour
Director

cc: Regional Director, Western Region
Superintendent, Golden Gate National Recreation Area
Alan Patterson

9.1

CITY OF SAUSALITO

420 LITHO STREET • P.O. BOX 1279
SAUSALITO • CALIFORNIA 94966

49
9



COPY

July 21, 1989

Mr. James Ridenour, Secretary
National Park Service
U.S. Department of Interior
3104 M.I.B.
18th and "C" Streets, N.W.
Washington, D.C. 20013-7127

Re: NPS Intent regarding acquisition of certain lands adjacent
to the GGNRA, Sausalito

Dear Mr Ridenour:

The City of Sausalito is currently processing an application for development of certain lands, known as Wolfback Ridge, adjacent to the Golden Gate National Recreation Area.

The 1983 GGNRA Land Protection Plan calls for acquisition in fee of one of the four parcels comprising the site of the proposed development. Apparently this 3.3-acre parcel is the last parcel, out of a total of 155,000 acres of Marin County private lands identified for acquisition in the GGNRA Plan, that remains to be purchased. GGNRA has not actively pursued acquisition in recent years, but has advised the City that steps to purchase the property would move forward with a "confirmed threat of imminent development".

The purpose of this letter is to inform your agency, at the request of Mr. Allen Patterson, the property owner, that the City will commence public hearings on the development applications within the next six to eight weeks. These applications propose a development project that is consistent with City plans and regulations. A draft Environmental Impact Report has been completed and is currently being reviewed.

It would be helpful, for both the City of Sausalito and Mr. Patterson, if your agency could clarify its intent with regard to purchase of the subject property by the September 27th date of the public hearing to consider approval of the proposed development project.

I would like to request your referral of the matter to the appropriate personnel so as to allow a timely resolution of the question. Your assistance in regard to this matter is appreciated.

Very truly yours,

Kenneth M. Curtis
Director of Planning

cc: Stanley T. Albright
Allen Patterson

9. James Ridemour; National Park Service; August 17, 1989

Comment noted. The DEIR language with respect to prospects for GGNRA acquisition of all or portions of the project property has been revised in response to a subsequent November 2, 1989 letter from the GGNRA General Superintendent stating that the GGNRA is now proposing to redesignate the parcel as number 2 on the region's property acquisition priority list. Please see errata herein (section IV) for DEIR page 56.

Memorandum

51
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To : Loreen McMahon
State Clearinghouse
1400 Tenth St., Rm 121
Sacramento, CA 95814

Date : August 24, 1989

File No.: MRN-101-PM-1.68
SCH# 890321111
MRN101106

RECEIVED
AUG 28 1989
STATE
CLEARINGHOUSE

From : DEPARTMENT OF TRANSPORTATION - 4

Subject : DRAFT ENVIRONMENTAL IMPACT REPORT - WOLFBACK RIDGE (13 SINGLE FAMILY RESIDENCES 7.8 ACRES)

The California Department of Transportation (Caltrans) has reviewed the Draft Environmental Impact Report (DEIR) on the Wolfback Estates Project and have the following comments:

The proposed project is located above State Highway 101 at the top of a steep ridge. Caltrans is opposed to this project as proposed.

1. The Wolfback Estates project design proposes the construction of 13 new single-family homes with sewage disposal via septic tanks and leach fields. At least four, and possibly five of the proposed leach fields, will contribute a steady source of increased soil moisture to the slopes directly above Highway 101. We are very concerned about the creation of sources of steady, long-term fluid infiltration, above the highway, in terrain which has a demonstrated potential for generating destructive debris flows.

In January, 1982, a massive debris flow originated on this steep ridge, just below Wolfback Ridge Road, swept downslope carrying large quantities of soil, rock, trees and entrained water. The flow spilled out on to Highway 101, closing all southbound lanes and engulfed two vehicles. It was extremely fortunate that no one was seriously injured or killed. The median barrier prevented the flow from crossing the median and closing the northbound lanes. The flow followed a sustained period of low to moderate intensity rainfall which saturated the slopes above the highway and raised groundwater levels. The debris flow occurred in a swale (or hollow) filled colluvial soils (loose deposit of soil and rock debris).

Debris flows originate in thick colluvial deposits which accumulate in bedrock hollows or swales in steep terrain. When these colluvial deposits become saturated, they can fail suddenly and move swiftly and destructively downslope.

10.1

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10

MRN101106
Page Two
August 24, 1989

The subject Draft EIR describes thick colluvial deposits on the Bay side of the proposed development (above Hwy. 101), but fails to discuss possible project impacts as related to debris flows. The 1982 slope failure is mentioned in the Draft EIR, but the potential for a recurrence is not discussed. The project location "at the top of the ridge....is not considered to be similarly vulnerable..." (pg. 146). We concur that the proposed development is not, itself, vulnerable to debris flows; however, the potential for the proposed leach fields contributing to future slope instability downslope from the project must be evaluated. Several topographic swales tributary to the State Highway are visible in the slopes below the proposed leach fields. The proposed leach fields will increase the risk of debris flow occurrence in these slopes. No mention of possible project impacts to the State Highway was found in the Draft EIR.

10.1
(cont.)

2. The proposed project requires widening of Wolfback Ridge Road and the possible extension of Wolfback Terrace. As stated in the Draft EIR, stability of the cuts and fills along Wolfback Ridge Road is already questionable (pg. 147). There is no discussion of the additional pavement and roof areas resulting in increased, concentrated runoff into sensitive swale areas, also increasing the risk of debris flows. No mitigation measures are proposed for either the unstable embankments and cuts along Wolfback Ridge Road or the downslope terrain. We are not satisfied by the statement that "Site-specific geotechnical investigations routinely required by the City prior to Final Map and Building Permit approval for each homesite should identify the specific roadway design and foundation design specifications necessary to ensure against ground failure (landslide and/or erosion) and related impacts" (pg. 149).

10.2

We have grave reservations about the proposed development and its adverse impacts on slope stability above the State Highway. Existing development undoubtedly contributed to the excessive soil moisture during the 1982 storm. If a debris flow occurred during the peak commute, many lives would be endangered. An adequate discussion of the problem, and reasonable mitigation measures, are not presented in the Draft EIR. If approved, the development should be served by storm drains, controlled roof drainage and sanitary sewers.

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MRN101106
Page Three
August 24, 1989

The proposed alternative access mentioned (p. 100) discusses site access by Cloud View Trail Via a negotiated agreement with Golden Gate National Recreation Area, Caltrans and Mr. Fitz Warren. This access to the State right-of-way will require a Caltrans encroachment permit. The encroachment permit application, environmental documentation, and five sets of plans should be addressed to:

Permit Engineer
P.O. Box 7310
San Francisco, CA 94120
(415) 557-1984

10.3

Prior to further action or approval we require review of detailed site plans, site-specific geotechnical investigations and detailed plans for the proposed road improvements to the site. We appreciate the opportunity to work with you on this project. We look forward to continued correspondence on its progress and to reviewing these changes prior to approval of the FEIR. We expect to receive a copy from the State Clearinghouse; however, to expedite the review process, you may send two advance copies to the undersigned contact person for this agency at the following address:

Gary F. Adams
District CEQA Coordinator
Caltrans District 4
P.O. Box 7310
San Francisco, CA 94120

Should you have any questions regarding these comments, please contact Charles Crowder of my staff at (415) 557-4050.



GARY F. ADAMS
District CEQA Coordinator

cc: Loreen McMahon, State Clearinghouse
Susan Pultz, MTC
Sally Germain, ABAG

10. Gary Adams; Caltrans District 4; August 24, 1989

10.1 DEIR on page 122 emphasizes the need for careful routine evaluation of the bayside slopes of the site before they can be judged suitable as potential drainfield locations. In response to this comment, sections IV.D.2, IV.D.3, and IV.G.2, and IV.G.3 have been revised to expand upon the potential for project drainage field and storm drainage system impacts on slope stability above Highway 101, and to recommend incorporation of storm drainage features, possible connection of the project to the city's municipal sewer system (to eliminate the need for drainage fields), and other engineering provisions to the satisfaction of the city engineer and Caltrans, to ensure against project-related slope stability impacts on Highway 101.

10.2 The comment that "there is no discussion of the additional pavement and roof areas resulting in increased concentrated runoff" is incorrect. There is a discussion of these specific project storm drainage impacts and associated mitigations in section IV.G.3 of the DEIR. The comments are nevertheless compelling and in response, section IV.G.3 has been revised to include additional discussion of project storm drainage implications for slope stability above Highway 101, and associated mitigation needs. Please see associated errata in section IV herein.

10.3 The language here has been revised in the final EIR errata to include specific reference to the required Caltrans encroachment permit. (See associated errata to page 100 in section IV herein.)

OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET
SACRAMENTO, CA 95814

RECEIVED AUG 29 1989

August 28, 1989

Ms. Katherine Arnaudo
City of Sausalito Planning
P.O. Box 1279
Sausalito, CA 94966Subject: Wolfback Ridge Subdivision and Conditional Use Permit
SCH# 89032111

Dear: Ms. Arnaudo:

The State Clearinghouse has submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is now closed and the comments from the responding agency(ies) is(are) enclosed. On the enclosed Notice of Completion form you will note that the Clearinghouse has checked the agencies that have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the comment package is not in order, please notify the State Clearinghouse immediately. Remember to refer to the project's eight-digit State Clearinghouse number so that we may respond promptly.

Please note that Section 21104 of the California Public Resources Code requires that:

"a responsible agency or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency."

Commenting agencies are also required by this section to support their comments with specific documentation.

These comments are forwarded for your use in preparing your final EIR. Should you need more information or clarification, we recommend that you contact the commenting agency(ies).

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact Loreen McMahon or Marilyn Nishikawa at 916/445-0613 if you have any questions regarding the environmental review process.

Sincerely,

A handwritten signature in black ink, appearing to read "David C. Nunenkamp".

David C. Nunenkamp
Chief
Office of Permit Assistance

Enclosures

cc: Resources Agency

60
 11

1. Project Title: WOLFBACK RIDGE SUBDIVISION #373 Conditional Use Permit
 2. Lead Agency: City of Sausalito Planning 3. Contact Person: Katherine Arnaudo
 4. Street Address: P.O. Box 1279 5. City: Sausalito
 6. County: Marin 7. Zip: 94966 8. Phone: 415-332-3782
 9. City/Community: Sausalito

10. Assessor's Parcel No. _____ 11. Section _____ 12. Top _____ Range _____
 13. Cross Streets: _____ 14. For Rural, Nearest Community: _____

15. Water Rights: a. State 1,101 b. Air-ports _____ c. Rail-ways _____ d. Inter-ways S.F. Bay

7. GENERAL PLAN
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|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 01. <u>GP</u> | 02. <u>GC</u> | 03. <u>GC</u> | 04. <u>GC</u> | 05. <u>GC</u> | 06. <u>GC</u> | 07. <u>GC</u> | 08. <u>GC</u> | 09. <u>GC</u> | 10. <u>GC</u> | 11. <u>GC</u> | 12. <u>GC</u> | 13. <u>GC</u> | 14. <u>GC</u> | 15. <u>GC</u> | 16. <u>GC</u> | 17. <u>GC</u> | 18. <u>GC</u> | 19. <u>GC</u> | 20. <u>GC</u> |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
8. LAND ACTION TYPE
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|--------------------------------|------------------------|-----------------------------------|------------------------|----------------------|--------------------------|---------------------------|--------------------------|------------------|--|-----------------------|-----------------------------|--------------------------------|-------------------------|
| 01. <u>General Plan Update</u> | 02. <u>New Element</u> | 03. <u>General Plan Amendment</u> | 04. <u>Master Plan</u> | 05. <u>Amendment</u> | 06. <u>Specific Plan</u> | 07. <u>Community Plan</u> | 08. <u>Redevelopment</u> | 09. <u>Other</u> | 10. <u>Land Revision (Amendment, Special Use, Short Exp. etc.)</u> | 11. <u>Use Permit</u> | 12. <u>State Right Plan</u> | 13. <u>Change of Ownership</u> | 14. <u>Other P.U.D.</u> |
|--------------------------------|------------------------|-----------------------------------|------------------------|----------------------|--------------------------|---------------------------|--------------------------|------------------|--|-----------------------|-----------------------------|--------------------------------|-------------------------|
9. DEVELOPMENT TYPE
- | | | | | | | | | | | |
|---|--|---|--|--|---------------------------------------|----------------------------------|------------------------------------|--|------------------------------|-------------------------|
| 01. <u>Residential: Units</u> _____ Acres | 02. <u>Office: Sq. Ft.</u> _____ Acres | 03. <u>Shopping/Commercial: Sq. Ft.</u> _____ Acres | 04. <u>Industrial: Sq. Ft.</u> _____ Acres | 05. <u>Water Facilities: MGD</u> _____ | 06. <u>Transportation: Type</u> _____ | 07. <u>Mining: Mineral</u> _____ | 08. <u>Power: Type</u> _____ Watts | 09. <u>Waste Treatment: Type</u> _____ | 10. <u>CCB Related</u> _____ | 11. <u>Other:</u> _____ |
|---|--|---|--|--|---------------------------------------|----------------------------------|------------------------------------|--|------------------------------|-------------------------|

11. ENVIRONMENTAL IMPACTS
- | | | | | | | | | | | | | | | |
|-------------------------|-------------------------|--------------------------|---------------------------|--------------------------|-------------------------|---------------------------|-----------------------------|-----------------------|---------------------|-----------------------|---------------------------|-----------------------|---------------------------|-----------------------|
| 12. <u>Soil Erosion</u> | 13. <u>Soil Quality</u> | 14. <u>Soil Quantity</u> | 15. <u>Soil Stability</u> | 16. <u>Soil Salinity</u> | 17. <u>Soil Sealing</u> | 18. <u>Soil Structure</u> | 19. <u>Soil Temperature</u> | 20. <u>Soil Water</u> | 21. <u>Soil Air</u> | 22. <u>Soil Noise</u> | 23. <u>Soil Vibration</u> | 24. <u>Soil Odors</u> | 25. <u>Soil Radiation</u> | 26. <u>Soil Other</u> |
|-------------------------|-------------------------|--------------------------|---------------------------|--------------------------|-------------------------|---------------------------|-----------------------------|-----------------------|---------------------|-----------------------|---------------------------|-----------------------|---------------------------|-----------------------|

16. CONCLUSION
 The proposed subdivision would allow for construction of additional housing in Sausalito. This development would be consistent with the General Plan goal of providing a variety of different housing opportunities for the residents and prospective residents.

STATE REVENUE AND TAXATION
 DEPT REV TO AGENCY
 AGENCY REV TO SCH
 SCH COMPLIANCE
 PLEASE RETURN RC WITH ALL COMMENTS
 Resource
 AQMD/APCDs: 2 (File Date: 1/15)

- | | | | |
|------------------------|------------------------|------------------------|------------------------|
| W/C | W/C | W/C | W/C |
| • Resources | • Resources | • Resources | • Resources |
| • Conservation | • Conservation | • Conservation | • Conservation |
| • Fish & Game |
| • BCCD | • BCCD | • BCCD | • BCCD |
| • State Lands | • State Lands | • State Lands | • State Lands |
| • ARB | • ARB | • ARB | • ARB |
| Ca St Water Res Cnt Bd |
| • Wtr Qial (4TH) |

11. David Nunenkamp; OPR; August 28, 1989

Transmittal letter. No response necessary. Transmitted letters from various state agencies (Caltrans, etc.) are responded to individually in this Final EIR attachment.

MONTGOMERY SECURITIES

48
12
600 MONTGOMERY STREET
SAN FRANCISCO, CA 94111
(415) 627-2000

CLARK L. GERHARDT
Partner

September 6, 1989

RECEIVED SEP 07 1989

Mr. Kenneth Curtis
Planning Director
City of Sausalito
Box 1279
Sausalito, CA 94966

Dear Mr. Curtis:

I have read the draft environmental impact statement regarding Wolfback Ridge Estates. Earlier letters highlighted my strong opposition to any widening of Wolfback Ridge Road and its adverse impact on my home and our neighborhood ambiance.

The purpose of this letter is to voice my opposition to any thought of a sewer system which would require existing residents of Wolfback Ridge to hook-up. The reasons are:

1. Properly designed septic systems will do the job with less overall environmental impact. Why dump more junk into the ocean when nature can adequately recycle itself onsite?
2. Existing residents should not be forced to cough up fees to hook-up to a system in order to decrease the overall cost to a developer and make his project more economically sound.
3. I spent \$15,000 for a state-of-the-art septic system for my home in 1987. I am opposed to being required to hook-up to a Ridge-wide system when my system will work perfectly well for the foreseeable future.
4. Reduced density is the answer- limiting the scope of the proposed development will reduce the rationale for a sewer alternative.
5. The Ridge landscape would be torn up dramatically for months while a proposed sewer system is installed - and take years to repair itself environmentally.

Over two dozen households have existed on Wolfback Ridge, some for as long as 35 years, using septic systems. They obviously do the job. A development like Wolfback Ridge Estates which mandates an expensive sewer system is a step backward. We should be searching for more environmentally sound ways of dealing with people's impact.

Yours truly,



Clark L. Gerhardt

12. Clark Gerhardt; September 6, 1989

Connection of project homes to the existing municipal sewer system is suggested in the EIR to mitigate drainage field-related impacts on the stability of bayside slopes above Highway 101, as well as in response to the concerns of the county Health Department. Alternatively, the EIR in response to this and similar comments, suggests that an onsite (septic) sewage disposal system would be preferable on other environmental grounds, provided that the system could be designed to the satisfaction of Caltrans, the city engineer, and the county Health Department. (See errata page 126 in section IV herein.) Regarding the performance and impacts of existing Wolfback Ridge septic systems over the past years, please see the bottom paragraph on page 2 of the August 24, 1989 Caltrans letter (letter #10, comment 10.2).



United States Department of the Interior

NATIONAL PARK SERVICE

GOLDEN GATE NATIONAL RECREATION AREA
FORT MASON, SAN FRANCISCO, CALIFORNIA 94123

60
13

IN REPLY REFER TO:

L76 (WR-GOGA)

SEP 12 1989

RECEIVED SEP 18 1989

Katherine Arnaudo
Assistant Planner
City of Sausalito
429 Litho Street
Sausalito, California 94966

Dear Ms. Arnaudo:

Our staff has reviewed the Draft EIR for the Proposed Wolfback Estates Project. We have several important concerns.

The EIR states on pages 154-156 that natural habitats on the site are not biologically significant, no sensitive species are known to occur on the project site, and there would be minimal adverse impacts to wildlife due to the proposed project.

Based on a recent survey of the site by park staff, there are approximately 1,000 plants of Lupinus albifrons, the larval host plant for the federally listed endangered mission blue butterfly (Plebejus icariodes missionensis). Occurrence of these plants indicates a very high probability that the mission blue exists on this site, since there are confirmed populations on nearby sites within the GGNRA. Two important nectar plants for this species also occur on the site, Heterotheca bolanderi and Eriogonum latifolium. These three species occur in areas shown on Figure 27 as Rocky Annual Grassland, primarily within sites 9, 11 and 12. Consultation with the U.S. Fish and Wildlife Service should be initiated by Sausalito to determine requirements for protection of the mission blue butterfly on this site.

13.1

The visual impact of the proposed development is also a great concern to us. The impact is appropriately described in the EIR as a significant, long-term adverse impact. The suggested use of vegetative screening as a mitigation could conflict with the desire of the building occupants to preserve their views. We have experienced many requests from property owners adjacent to park lands to remove, thin and top trees which have grown to block views. We agree with the EIR conclusion that this practice reduces or eliminates the screening effectiveness of vegetation.

13.2

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Furthermore, because the natural vegetation of this area of the park is primarily open coastal scrub and grassland, we would consider the screen plantings themselves to be visual intrusions.

13.2

In conclusion, development of the portions of the site within GGNRA boundaries will have a significant adverse impact on the park values of the site, on views from Rodeo Valley, and on the perception of the remote, undeveloped character of the Marin Headlands. This land was included in the GGNRA boundary in order to protect the viewshed and provide a visual buffer from development. It appears certain that the proposed development on lots 9, 11 and 12 will adversely affect a federally listed endangered species. In the event that the Sausalito Planning Commission approves the proposed development, we would elevate the property's priority for acquisition and take immediate steps to secure emergency funding for its purchase.

13.3

13.4

Sincerely,



Brian O'Neill
General Superintendent

13. Brian O'Neil; National Park Service; September 12, 1989

13.1 Comment acknowledged. Based on this comment, the EIR biologist has conducted additional field surveys alone and with a National Park Service botanist (Paul Reeberg). The results of these surveys (minor populations of preferred host plants for the Mission blue butterfly were observed) are mapped and described, and related project impacts and mitigation needs are identified, in the Vegetation and Wildlife errata included in this Final EIR (section IV, pages 151 through 157). The impact and mitigation (protection) revisions were prepared by the EIR biologist based on consultation with the National Park Service (Reeberg), the Sacramento Field Office of the U.S. Fish and Wildlife Service (Chris Negano, entomologist, Endangered Species Office), and the consulting entomologist who has completed a recent Mission blue butterfly survey of the area for the National Park Service (Bob Langston, entomologist, Thomas Reed Associates.) One of the identified mitigation alternatives recommends avoidance of any development on project lots 3, S-4, 9, 11, and 12, and suggests that implementation of this protection measure could be effectively achieved through GGNRA acquisition of that portion of the project site which lies west of the Wolfback Ridge Road extension.

13.3 The EIR discussion of project visual implications for the GGNRA lands to the west is consistent with this comment. See the response to Comment 13.1 above regarding the blue butterfly. The EIR errata herein includes a description of the current status of the project property (as of November 2, 1989) with respect to GGNRA acquisition (see errata page 56).

13.4 See response to comment 13.1.

JAY STRICKLER
3 Wolfback Terrace

RECEIVED OCT 6 6 1989 ⁶⁵

SAUSALITO, CA 94965

14

September 13, 1989

MEMO TO: PLANNING COMMISSION
City of Sausalito

Att: Katherine Arnaudo
Assistant Planner

Re: Draft E.I.R. for

Lot Split Application #373
Wolfback Ridge Estates

The report speaks to the (1) need to widen the tight switch-back on Wolfback Terrace Road to accommodate development of lot # 13 and (2) the general need to widen all road for the proposed development.

My comments:

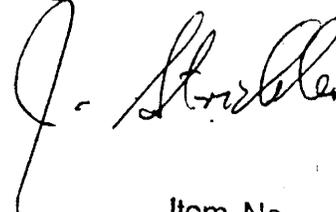
(1) In view of the terrain, the widening of the 180⁰ turn is not practical. Even if done at the tight radius stated, it would not accommodate fire trucks or other large vehicles. As of now, most vehicles use my adjacent parking deck to maneuver the turns. | 14.1

It also appears foolish that Terrace Road should be extended about 1/4 mile to accommodate one residence, when there now are two existing roads that do go close to proposed lot.

(2) We now have narrow roads throughout Wolfback Ridge and it works well for the existing density. It also provides a country like atmosphere to the ridge. | 14.2

This proposed development makes Ridge Road into a much higher use thoroughfare. Such a major increase would change the character of the entire neighborhood. I am opposed to this large a developemnt.

Jay Strickler



Item No. 1 Page 95

14. Jay Strickler; September 13, 1989

14.1 Comment acknowledged. The project applicant is now giving closer consideration to use of one of these two existing unpaved roads. The EIR has been revised in response to this comment to place more emphasis on the alternative roadway approach (see errata to section IV.C.3.c.). Please also see response to Comment ____.

14.2 Please see response to similar comment 3.2 and 4.2.

COUNTY OF MARIN
DEPARTMENT OF HEALTH AND HUMAN SERVICES

65
15

September 13, 1989

RECEIVED SEP 18 1989

Environmental Health Services
Civic Center, Room 283
San Rafael, CA 94903
(415) 499-6907

Katherine Arnaudo, Associate Planner
City of Sausalito
420 Litho Street
P.O. Box 1279
Sausalito, CA 94966

RE: WOLFBACK RIDGE ESTATES DRAFT EIR

Dear Ms. Arnaudo:

Pursuant to your request for comments on this project I offer the following as it relates to individual sewage disposal systems. The code I make reference to is the Marin County Regulations for Design, Construction, and Repair of Individual Sewage Disposal Systems, pursuant to Marin County Code Chapter 18.06.

The Oceanside Area. This area comprises proposed leachfields for lots 3,4,6,8,9,11,12.

Of primary concern to this office for the use of septic systems in this area is that of the rapid percolation rates. Nine of the twelve percolation tests conducted had rates faster than the maximum of 1 minute per inch. The code does not provide for exceptions to this section when new lots are created. Section 305 requires each lot to be capable of supporting a septic system without need of a variance. With the exception of lot 12, each of the lots in the Oceanside area needs waivers to Section 603-B. No information has been submitted to support a variance of this magnitude.

15.1

Since no information has been submitted for lot 12, I am unable to comment on its ability to support a septic system.

The Ridgetop Area. This area comprises proposed leachfields for lots 1,2,5,7,10.

The Draft EIR states that "the County Health Department regulations provide for alternative designs where site constraints may prevent standard drainfield designs." This statement requires further clarification.

15.2

Alternative systems are only permitted for use on parcels created prior to the adoption of the current regulations which was on August 14, 1984. Under no circumstances shall alternative systems be used to justify the creation of new parcels. Due to the coarse soil encountered in this area, primarily fractured and partially weathered chert and shale, fill systems are proposed.

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Katherine Arnaudo
September 13, 1989
Page 2

Section 604-3 defines this type of system to be alternative in nature. Fill systems are therefore not permitted in order to justify the creation of new parcels in the Ridgetop area.

15.2
(con)

As with the lots within the Oceanside area, each lot in the Ridgetop area must be capable of supporting a septic system without the need of a variance. Section 904 specifies that waivers shall not be construed to allow the creation of new substandard or nonconforming lots.

The Bayside Area. This area comprises the proposed septic system for lot 13 only.

According to the Questa engineering report, only 2 percolation tests were conducted in the actual soil for this lot, B S-7 and B S-8. Of these only one percolation test had satisfactory results. The other test exceeded the 1 minute per inch maximum. Since three successful percolation tests are required, I am unable to determine the capability of this lot to support a septic system. At least two more successful percolation tests are required in order to make this determination.

15.3

Conclusion:

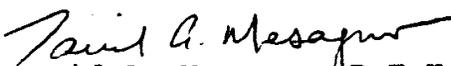
Due to the rapid percolation rates and the presence of fractured and partially weathered chert and shale the use of septic systems for the Wolfback Estates proposal is not feasible without the approval of significant variances.

15.4

For this reason this division does not recommend the use of septic systems for this proposal.

If you have any questions or require additional information, please do not hesitate to contact me.

Very truly yours,


David A. Mesagno, R.E.H.S.
Senior Sanitarian

DAM:cs

cc: Leslie Ferguson, RWQCB

15. David Mesagno; County of Marin Department of Health and Human Services;
September 13, 1989

15.1 Comments are consistent with the discussion on page 112 of the DEIR regarding the need for a variance. Please see letter #29 regarding information submitted by the applicant's engineer.

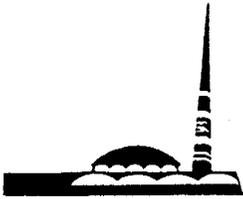
15.2 These further clarifications have been incorporated into the Final EIR text (see errata pages 116 - 127).

15.3 These division responses have been incorporated into the text of the Final EIR (see errata pages 116 - 127).

15.4 The mitigation discussion for sewer service has been revised in the Final EIR to reflect this comment (see errata pages 126 and 127 herein).

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COUNTY OF MARIN
DEPARTMENT OF HEALTH AND HUMAN SERVICES

Environmental Health Services
Civic Center, Room 283
San Rafael, CA 94903
(415) 499-6907

September 14, 1989

Katherine Arnaudo, Assoc. Planner
City of Sausalito
P.O. Box 1279
Sausalito, CA 94966

RECEIVED SEP 15 1989

RE: Wolfback Estates

Dear Ms. Arnaudo:

The matter of extending water service to twelve additional connections from the Wolfback Ridge Water Company has been discussed in detail with Mr. Bill Young of the Marin Municipal Water District.

As you know, water is purchased by the Wolfback Ridge Water Company from M.M.W.D. Mr. Young has stated that M.M.W.D. may not provide additional water for these additional connections and has asked the County Building Inspection to withhold issuing building permits for new structures to be served by the Wolfback Ridge Water Company. I believe the same request has been made to the City of Sausalito Building Inspector.

The matter of additional water should be resolved before any approvals are made in regards to this project.

If there are any questions, please call this office.

Very truly yours,

Arthur M. Marthinsen, R.E.H.S.
Supervising Sanitarian

AMM/11

16.1

16. Arthur Marthinsen; County of Marin Department of Health and Human Services; September 14, 1989

16.1 The DEIR discussion of water service is consistent with the comments in this letter.

RECEIVED OCT 0 5 1989
17

WOLFBACK RIDGE ASSOCIATION
156 Cloudview Trail
Sausalito CA 94965

Sausalito Planning Commission
P.O. Box 1279
Sausalito CA 94966

14 Sep. 1989
CUP Application 803
Lot Split " 373

Dear Chairman & Members:

Having reviewed the draft EIR with its various alternatives on degree of development we have some serious concerns, primarily water, roads and sewage, and their effect on our present way of life.. All would of course vary with the number of units approved.

1) The water system should be improved not only from the tanks to the project, which seems to be agreed, but from the MMWD tank to the hilltop tanks. A larger pipe size, proper routing in an easement, and immediate standby pumping capacity are all needed.

The tank lot size, need for and availability of specific tank sizes and the conflict with MMWD tank standards are not easily resolved. The larger size would interfere with two neighbors' access, probably require condemning some property, and would be a visual monstrosity for all who use the road. The only alternative location, on GGNRA land somewhere on Beacon Hill, would be an even worse choice. There is also no reason for GGNRA to even consider allowing such use.

17.1

We have a water committee that will be making more specific suggestions, from our point of view, when the probable size of the development is better known.

2) There is a visual and noise impact on all residences fronting on Wolfback Ridge Road directly proportional to the

17.2

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17.2
(cont.)

number of units built, and to all residents of the Ridge as to traffic density. Higher numbers will lead to pressure to "improve" and alter the roads.

The Wolfback Terrace approach to the eastern lot is certainly not a practical one, nor that from the Cloudview Trail extension. The concept of connecting Wolfback Ridge Road with Cloudview Trail to form a loop would meet with many objections. Fritz's residence would certainly be negatively impacted, and a new easement agreement would have to be developed with the NPS. Everyone that we have talked with also likes the relative security and reduced traffic of a dead end road system.

17.3

3) Sewers vs. septic tanks. The residents are currently well served by individual septic systems, and there would be no incentive to join the developer if he were required to install a sewer system. If we assume the NPS purchases the parcels within the GGNRA boundaries the smaller number of potential new units would make the sewer an even less cost effective alternative.

There is also a point to be made for water conservation with septic systems. Water is returned directly to the soil, rather than dumping it into an expensive collection system, further burdening the sewer plant, ultimately dumping it into the bay and then using additional potable water in our yards and gardens.

17.4

These comments are the result of many discussions and small meetings among the officers and other interested parties, and represent a common viewpoint. We have not polled all of the neighbors nor can we make more specific comments for the group until we have better knowledge of the probable size of the development.

We are all concerned with the special character of the Ridge, and while acknowledging the right to build on at least part of the site we do not want to lose this character.

Sincerely,

WOLFBACK RIDGE ASSN.



Peter Erickson

President

17. Peter Erickson; Wolfback Ridge Association; September 14, 1989

17.1 The DEIR recommends an upgrade of the entire Wolfback Ridge water system and annexation of the system to the MMWD. Upgrade particulars and associated cost implications are adequately described in the DEIR, and are generally consistent with this comment.

17.2 These comments regarding the desirability of various access alternatives should be considered by city decision-makers in their deliberations and actions on the project. The comments do not pertain to the adequacy of the DEIR.

17.3 Comments noted. The statement on page 127 that the connection to the city system is "the preferred approach in environmental terms" has been removed from the Final EIR in response to this comment.

LYNN AUGSTEIN
Wolfback Terrace

SAUSALITO, CA 94965

September 15, 1989

Re: Environmental Impact Report
Wolfback Ridge Estates

COMMENTS to

PLANNING COMMISSION
City of Sausalito

About the water system, sewer system and general development
of Wolfback Ridge

There should be more study for alternative reduced development.

The proposed 120 residences obviously requires many changes
for the high density. It requires lots of additional construction
for bigger water systems, more sewer systems, bigger and more
roads, and a much unwanted changed neighborhood.

Surely, the developer can make good use of his land, and at the
same time avoid a lot of this cost and stress to the entire
neighborhood by proposing fewer new houses.

The study should look more carefully at several such
alternatives, rather than the increased alternatives that
are discussed.

Lynn Augstein
Lynn Augstein

3 Wolfback Terrace

18. Lynn Angstein; September 15, 1989

The EIR alternatives section examines the impact implications of a "no-project" and a "reduced density 8-unit development" concept. Obviously, further reductions in the number of units would result in corresponding reductions in project visual, traffic, water, sewer, storm drainage, noise, and geotechnical impacts. However, the EIR indicates that the 8-unit development concept with all units located on the east side of Wolfback Ridge Road, and the west side transferred to the GGNRA, could reduce project environmental impacts to insignificant levels, provided that an approach to water service and sewage disposal can be developed in consultation with the MMWD and County Health Department. Section 21085 of the California Environmental Quality Act guidelines for EIRs discourages simply reducing the number of housing units when there may be other feasible specific measures which would provide comparable mitigation for a identified significant environmental effect.

Sausalito Planning Commission
 City of Sausalito
 420 Litho St. Box 127
 Sausalito, Ca. 94966-0127

Suva, Fiji 17 Sept. '89

77
 19

Dear Chairman Ruby,

SUBJECT: WOLFBACK RIDGE Estates Draft EIR-Vehicular Access
 Pg. 94,(2) Cloud View Trail

The third paragraph commencing, "Cloud View Trail once formed..." needs clarification. I recommend the following:

That portion of Cloud View Trail E and S of the "Beacon Hill" MMWD water tank once formed the westerly boundary of the City Limits. The paved roadway departs SE from the City right of way at the SW corner of 301 Cloud View Trail and becomes a private, driveway access to 509 Cloud View Trail, on land owned by the GGNRA, with an exclusive access easement agreement between the GGNRA, Mr. Warren and his assigns.

Figure 3 Page 30 and Figure 24 Page 93 accurately depicts the city right of way but does not illustrate the paved portion which is to the East of the right of way. The paved portion departs at the "u" in Cloud and rejoins the right of way at the "l" in "US 101" on Fig 3.

The cover of the Draft EIR accurately displays the private driveway access to 509 but is incorrectly labeled Cloud View Trail. The subject development fronts on Cloud View Trail and therefore CVT should be shown adjacent to the eastern property line and 25' to the east or less, where as the developed roadway is 50' or more to the east.

If you concur with me that there isn't access over Cloud View Trail then please remove "Cloud View Trail" from Pg. 91 C.,1 a... "Direct access to the project site is provided by Wolfback Ridge Road, Cloud View Trail and Wolfback Terrace" in the third sentence.

Sincerely,



F. Warren
 BOX 953
 Sausalito, Ca. 94966

F.W. WARREN • BOX 953 • SAUSALITO • CA 94965 • 415-332-9569

19. F. Warren; September 17, 1989

Pages 91 and 94 of the EIR have been revised in response to this letter. Please see associated errata herein (section IV).

79
20

Sausalito Planning Commission
City of Sausalito
420 Lith St. Box 127
Sausalito, Ca. 94966-0127

Suva, Fiji 17 Sept. '89

Dear Chairman Ruby,

SUBJECT: WOLFBACK RIDGE ESTATES Draft EIR-Drainage

The existing road system has very little pavement and therefore the road surface absorbs a significant portion of the falling moisture. The existing system has been satisfactory except in severe storms.

The excessive 16' pavement requirement will more than triple the current rain collecting area. There will be a need to prepare for excessive water as the sheet drain system will not be adequate in all locations during heavy storm conditions. The following two items should be addressed:

Pg. 19 C.5 The current paragraph (June 5, '89) should be altered to read:

Roof leaders from the proposed homes should be placed so that storm water is distributed to a leaching field and NOT channelized into erosion-inducing concentrations near the structures or on the surface road systems.

Pg. 129 b(1) Expand end paragraph after in "and onto lot 9". Water currently collects above prospective lot 11 at the Butz driveway. This water must be directed toward the west and not allowed to flow south down the existing road and then East toward the E side of the ridge and the US 101 tunnel. Run off generated on the west slope should be kept on the west and directed to the larger western drainage basin.

Sincerely,



F. Warren
BOX 953
Sausalito, Ca. 94966

F.W. WARREN • BOX 953 • SAUSALITO • CA 94965 • 415-332-9569

20. F. Warren; September 17, 1989

- 20.1 Pages 19 and 129 of the EIR have been revised in response to this letter.
Please see associated errata herein (section IV).

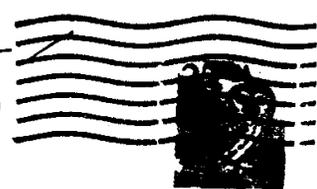
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To whom it may concern -
 As long time residents of
 Kauai - and having lived
 at 152 Cloudview Trail - atop
 Wapasa Ridge - for the past few
 years - we would like to voice
 our immense concern at plans
 for development of the ridge. We
 are primarily concerned about the
 housing project proposed for
 Wapasa ridge - along with a
 widening of the road to accommo-
 date the increased traffic. We
 are very much against any proposed
 development - and would like to
 put our vote in at this time.

Sincerely -

Stephen Graser & Olivia Allen

152 Cloudview
Kauai



RECEIVED SEP 19 1989

Catherine Arquds
 City of Kauai
 Planning Commission
 420 LITHO
 Kauai CA. 94965

21. Stephen Graber and Olivia Allen; September 17, 1989

- 21.1 The comment pertains to the merits of the project and to the DEIR proposed road widening. Regarding the latter, please see responses to Comments 3.2, 3.4, 7.3, and 27.2.



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Field Office
2800 Cottage Way, Room E-1823
Sacramento, California 95825-1846

RECEIVED SEP 21 1989

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In Reply Refer To:

1-1-89-TA-1024

September 18, 1989

Ms. Katherine Arnaudo
Assistant Planner
Planning Department
City of Sausalito
420 Litho Street
Sausalito, California 94966

Dear Ms. Arnaudo:

This responds to the "Draft Environmental Impact Report for the proposed Wolfback Estates tentative map and planned unit development; Sausalito, California" (DEIR). The U.S. Fish and Wildlife Service (Service) is especially concerned about the effect of this project on the endangered mission blue butterfly (Icaricia icariodes missionensis).

The DEIR does not mention the status of the federally endangered mission blue butterfly at the site. This animal is known from northern San Mateo, San Francisco and southern Marin Counties. The caterpillars of this butterfly feed on Lupinus albifrons, L. formosus, and L. variicolor. The DEIR reports the occurrence of L. albifrons on the project site.

Section 9 of the Endangered Species Act of 1973, as amended (Act), prohibits the "take" of a federally listed endangered species by any person. As defined in the Act, take means ". . .to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct." "Harm" is further defined as an act that actually kills or injures an endangered species. Such an act may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or shelter (50 CFR § 17.3). The term person is defined to mean "an individual, corporation, partnership, trust, association, or any other private entity; or any officer, employee, agent, department, or instrumentality of the Federal Government, of any State, municipality, or political subdivision of a State, or of any foreign government; any State, municipality, or political subdivision of a State, or any entity subject to the jurisdiction of the United States." Section 10 of the Act prohibits the "incidental take" (defined as taking that is incidental to, but not the primary purpose of, an otherwise lawful activity) of a listed species without a permit.

Because the federally listed endangered mission blue butterfly may occur in the project area, the Service recommends that surveys for this species and its host plants be conducted by a qualified entomologist. The results of these surveys should be published in the environmental impact report.

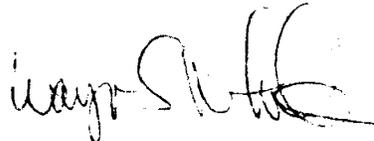
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Should these surveys determine that the federally listed endangered mission blue butterfly occurs on the project site and is likely to be adversely affected by the proposed project, the Service recommends that the project proponent, in consultation with this office, the California Department of Fish and Game, and other appropriate agencies develop a plan that mitigates for the project's unavoidable direct and indirect impacts to the listed species and compensates for project-related loss of habitat. The mitigation plan also should be included in the environmental impact report.

If a Federal agency is involved with the permitting, funding, or carrying out of this project, then initiation of formal consultation between that agency and this office pursuant to Section 7 of the Act would be required. Such consultation would result in a biological opinion rendered by the Service that addresses anticipated effects of the project to listed and proposed species and could authorize a limited level of incidental take. If a Federal agency is not involved with the project, and federally listed species may be taken as part of the project, then an "incidental take" permit pursuant to Section 10(a) of the Act should be obtained. The issuance of a Section 10(a) permit by the Service is contingent upon development by the applicant of a satisfactory conservation plan for the listed species that would be affected by the subject project or action.

If you have questions or require further information, please call Chris Nagano, the entomologist on my staff, at (916) 978-4866. Thank you for your concern for endangered species.

Sincerely,



Wayne S. White
Field Supervisor

cc:

FWE-ES Attn: Ralph Swanson

Dr. Larry Eng, Department of Fish and Game, 1416 Ninth Street, Sacramento, California 95814

Ms. Susan Cochran, Department of Fish and Game, 1416 Ninth Street, Sacramento, California 95814

Ms. Dee Warenycia, Natural Diversity Data Base, Department of Fish and Game, 1416 Ninth Street, Sacramento, California 95814

Mr. Brian Hunter, Regional Director, Department of Fish and Game, P.O.Box 47, Yountville, California 94591

Mr. Brian O'Neill, Golden Gate National Recreation Area, Fort Mason, Building 201, San Francisco, California 94123

Resource Management Division, Golden Gate National Recreation Area, Fort Mason, Building 201, San Francisco, California 94123

22. Wayne White; U.S. Fish and Wildlife Service; September 18, 1989

- 22.1 Comment acknowledged. Please see response to similar comment 13.1. The Vegetation and Wildlife section of the EIR has been revised (see section IV herein, errata pages 151 through 157) to include project impacts on the federally endangered Mission blue butterfly, based on additional field surveys by the EIR biologist alone and with the National Park Service (Reeberg), the U.S. Fish and Wildlife Service (Chris Negano, entomologist, Endangered Species Office, Sacramento Field Office), and the consulting entomologist who recently completed a Mission blue butterfly field survey in the area for the National Park Service (Bob Langston, entomologist, Thomas Reed Associates.) Information from this USFWS letter has also been incorporated in the Vegetation and Wildlife errata.

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RECEIVED OCT 10 1989
23

1 Rose Bowl Drive
Wolfback Ridge
Sausalito, CA 94965

October 2, 1989

Mr. Kenneth M. Curtis
Planning Director
City of Sausalito
420 Litho Street, P.O. Box 1279
Sausalito, CA 94966

Dear Mr. Curtis:

Thank you for the Notice of Public Hearing pertaining to the proposed Wolfback Estates project.

My concerns about the proposed project stem from the fact that the lands it contemplates for development border on my wife's and my property on three sides - north, east and west. We have lived on Wolfback Ridge for twenty-four years. Our house is the southernmost on the Ridge, and we also own the large, undeveloped lot immediately adjacent and to the south of the lot on which our house is located.

We have no problem with the development of building lots that qualify under Sausalito's existing R-1-20 zoning laws for the area. What we strongly object to is the requested exceptions to the minimum requirement of 20,000 sq. ft. per residential lot. We also object to the project's requested exceptions to current zoning requirements pertaining to size of lot road frontage, distance of structures from roads, and roadway width.

We submit that granting the requested exceptions to the existing zoning laws - particularly the 20,000 sq. ft. residential lot minimum - would do serious and irreparable damage to the character of the area. By permitting construction of up to 13 additional homes, (an approximately 40% increase over the number of homes now located on the entire area of the Ridge), it would change the southern end of the Ridge from a sparsely-settled extension of the open space of the adjacent GGNRA into a high-density residential concentration, with a correspondingly sharp increase in vehicular traffic. We believe that this negative impact on the area would in no way be mitigated by the proffered 76,552 sq. ft. of common open space. Open space on Wolfback Ridge is not the problem. The danger is over-building and excessive road traffic.

Were an individual lot owner on the Ridge requesting a modest exception or two to existing zoning laws - perhaps to build on a slightly under-sized lot -

LATE MAIL - Item 1
PC Mtg 10-11-89

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Mr. Kenneth M. Curtis
October 2, 1989
Page Two

we would have no objections. But that is not the case with the proposed Wolfback Estates project, which is a strictly commercial, large-scale venture.

As we see it, the two sets of considerations which the Planning Commission must weigh are therefore these. On one side, the desire of the long-time residents of Wolfback Ridge that existing zoning laws be adhered to so that the character of the area can be preserved; on the other, the request for major exceptions to those zoning laws by a group of mostly outside investors who wish to maximize the return on their investment.

We hope very much that you and the members of the Planning Commission will agree with us that the interests of the long-time residents of Wolfback Ridge should prevail. After all, all we ask is that the R-1-20 zoning requirements which have served us well for so many years be upheld.

Thank you for your consideration.

Sincerely,



Otto Butz

Item 1
PC 10-11-89

23. Otto Butz; October 2, 1989

- 23.1 The comments address the merits of the project and do not pertain to the adequacy of the DEIR.

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24
RECEIVED OCT 6 1989

Erickson
5 Wolfback Ridge Road
Sausalito 94965

4 Oct 1989

re: WOLFBACK ESTATES
Draft EIR

Planning Commission
City of Sausalito
420 Litho
POB 1279
Sausalito CA 94966

Dear Commissioners:

I have lived at #5 Wolfback Ridge Road for more than 30 years, and am very concerned about any widening of the road adjacent to my property as proposed in the draft EIR. Recommendations are noted under (2) Mitigations, a and b on pps. 12 and 13.

1) A factor that has been overlooked, or more accurately could not have been observed by the planners, is the use of the road shoulders for unauthorized parking by trespassing vehicles. By purposely reducing usable shoulder space such parking has been virtually eliminated. In the past, cars parked on the outside shoulder of the 180° curve actually intruded into the paved roadway, as well as being a visual distraction. The five foot shoulder suggested would again encourage such parking.

24.1

2) The narrow section of the road helps to slow traffic, while still allowing two vehicles to pass. Even two pickups or vans. A wider road through the cut would cause higher speeds and make it more difficult for cars at #5, 7, 8 and 9 to safely enter and leave their garages.

24.2

Even at this point our road has more available driving width than parts of Filbert and Curry towards the Glen, where legal parking restricts the ability to pass. Those streets also serve more homes and carry more through traffic than does ours, which serves only residents.

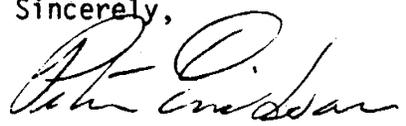
3) Aesthetics. The real reason most of us live on the Ridge. The cut has a somewhat softened and natural look now, but it has taken more than twenty five years to achieve this. The cut was lightly dressed out and the top rounded off when this was still a dirt road in the early sixties. Widening the road through the cut would greatly increase the height of the bank, as well as leaving a raw cut with a crumbling wall for many years to come.

24.3

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To summarize, the Ridge residents have traditionally had a somewhat different value system than that of many communities. Since the original growth spurt in the late forties residents have gladly put up with steep, narrow roads, a marginal water system, private septic systems, power outages, freeway noise and extreme weather, all in return for the freedom to enjoy a wildly beautiful natural area. I hate to lose the feeling or spirit of the Ridge in exchange for standardized handbook "benefits" more appropriate to a Modesto or Petaluma. The joy of the place is in country living close to a metropolitan center.

Sincerely,



Peter Erickson

24. Peter Erickson; October 4, 1989

- 24.1 Comment acknowledged. The DEIR recommendations have been revised in response to this and similar comments. Please see response to Comments 3.2, 4.2, and 6.1.
- 24.2 Regarding traffic speed impacts, please see response to comment 3.2. Also, the recommended widening language has been revised in response to this and similar comments to reduce the recommended widening width and to provide for more city discretion with respect to this issue. Please also see responses to comments 1.1, 3.1, 3.2, and 3.4, 4.1, and 27.2.
- 24.3 Comment acknowledged. Please see response to similar comment 3.2 and related DEIR errata herein which address these visual impact concerns.

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Erickson
5 Wolfback Ridge Road
Sausalito 94965

5 Oct 1989

re: WOLFBACK ESTATES
Draft EIR

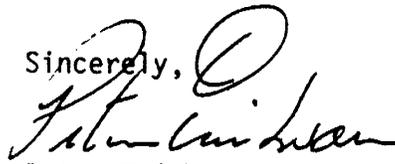
Planning Commission
City of Sausalito
420 Litho St
POB 1279
Sausalito CA 94966

Dear Commissioners:

The lowest density assumption addressed in the EIR appears to be Alternative C, "reduced density 8-unit development concept. This is based on transferring the area West of Wolfback Ridge Road to the GGNRA.

Why is there not another alternative illustrated based on acquisition by the NPS of the ^{entire} 3.2 acre area within the GGNRA boundary? This is mentioned on page 8 of the summary. With Wolfback Ridge Road left as an easement to both existing homes and those within the proposed project this would still allow, in their words, between 5 and 9 units. Visual impact to the West would certainly be reduced.

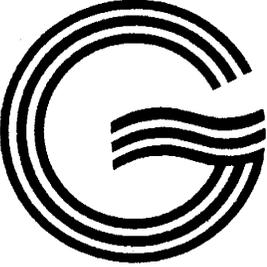
Sincerely,


Peter Erickson

25. Peter Erickson; October 5, 1989

- 25.1 In response to this and similar comments (see comments 18.1, 43, 64.9, 64.10), an additional 4- to 6-unit alternative is described in the Final EIR errata section herein (section IV, on pages 161 - 175).

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26
RECEIVED OCT 06 1989

PEOPLE FOR A  OLDEN GATE NATIONAL RECREATION AREA

3627 Clement Street • San Francisco, Calif. 94121 • (415) 752-2777

OFFICERS AND
STEERING COMMITTEE

Edgar Wayburn, M.D.
Chairman

Amy Meyer
Co-Chairman

Greg Archbald
Secretary

Kikue Kiyasu
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Henry Hillman
Maurice Holloway
John Hooper
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Judith Kunofsky
Mia Monroe
James Ream
Lennie Roberts
Toby Rosenblatt
Michael Rothenberg
Donald Rubenstein
Barbara Salzman
Marlene Sarnat
George A. Sears
Susan Smith
Robin Sweeny
Laurie Wayburn
Robert C. Young

October 6, 1989

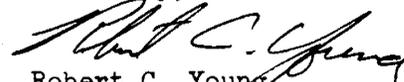
Sausalito Planning Commission
429 Litho Street
Sausalito, CA 94965

Dear Commissioners:

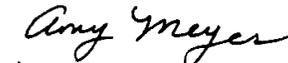
People For a Golden Gate National Recreation Area (PFGGNRA) is an association of conservation- and civic-minded groups and individuals who worked for the establishment of a National Recreation Area on the headlands of the Golden Gate. We have participated in the legislative, acquisition, planning, protection and development processes concerning these parklands since 1971.

PFGGNRA thanks you for the opportunity to comment upon the Draft Environmental Impact Report (DEIR) for the proposed Wolfback Ridge Estates. Our comments on the adequacy of the DEIR follow.

Sincerely,


Robert C. Young
Member, Steering Committee


J. Peter Erickson
Member, Steering Committee


Amy Meyer
Co-Chairman

LATE MAIL ITEM / PC MTNG 10-11-89

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Our primary interest is in those lands (3.48 acres) previously included by Congress in the Golden Gate National Recreation Area (GGNRA). The inclusion of these lands within the park has been a matter of public record for a number of years however the developers have planned for substantial building on this portion of their 7.84 acre site. Any plan for use should take into account the substantial public investment in the Marin Headlands portion of the GGNRA. This area is one of the most used parts of this most visited of national parks (Twenty-six million visitors in 1988)

There are five site specific items of particular concern to us. They are

26.1

Sewage: We consider the DEIR inadequate in this area because the developer has proposed an inadequate sewage disposal system. The septic system proposed by Questa Engineering does not conform to Marin County Health Department standards due to the high percolation rate of the soil (see page 117 DEIR). Furthermore the DEIR states that twelve of the thirteen proposed leach fields would require variances to construct. The various problems that are noted include: oversaturation and destabilization of hillside lands, hindered or difficult maintenance of the fields, overcompaction of leach field soils under driveways, and possible downslope soil creep or landslides that would affect the leach fields to mention a few. The DEIR however, does not discuss the advisability of hand digging leachfields through areas supporting stands of eucalyptus; a tree with highly invasive roots and a shallow root system which is very susceptible to blow-over in strong winds (which frequent this area). Furthermore the DEIR does not mention the obvious, that the proposed development is using publicly owned down-slope lands to accept effluent that the leach fields will be unable to satisfactorily treat. These parklands were purchased for public use and enjoyment. They were not acquired to allow for borrowing to solve adjacent developers problems. If these lands were privately held, this proposal would not be mentioned.

26.2

Water: To supply adequate water for this development the DEIR proposes that a 50,000 gallon water tank be constructed on GGNRA lands. We oppose this for the same reasons as those stated above. The park and the limitations the park exerts on adjacent development existed long before this project was proposed. National Park lands are not acquired to benefit adjacent private development.

26.3

Site Grading/Clearing: Substantial destruction of vegetation and disruption of soil during road construction/upgrading and during site preparation would occur. The elimination of vegetation and grading will lead to soil erosion and deposition on downslope lands. The DEIR again assumes that parkland, being publicly owned, affords an acceptable location for erosion channels and a dumping ground for soil. We do not.

26.4

Endangered Species: A letter received by the City of Sausalito on

LATE MAIL
PC NTNS 10-11-89

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September 12th from the General Superintendent of the Golden Gate National Recreation Area, Brian O'Neill, stated that, the federally listed endangered Mission Blue butterfly may exist on certain areas of the site proposed for development. Verification is therefore required, and if proven DEIR vegetation mitigation strategies for the entire site will have to be re-thought so as not to threaten host plants required by the Mission Blue butterfly.

26.5

Visual Impact: A few structures (all but one predating the park) exist in this area and are partially visible from within the BGNRA. These are at the easternmost end of the Rodeo Valley and have a minimal effect upon park visitors. The houses proposed would be closer to trails and primary use areas of West Fort Baker, Fort Baker, Fort Cronkhite and the principal park access roads. Screening of these structures are not adequately covered in the DEIR. It should be especially noted that strong winds and poor soils will keep vegetation much below normally expected heights and densities. In addition, mitigation proposals to curtail the desire of future homeowners to keep open or expand their views, sometimes by removing trees on public lands, are inadequate. As recently illustrated in San Francisco when an adjacent home owner illegally cut trees within the Presidio (in the BGNRA) to create a unobstructed scenic view slot. Finally, as mentioned under Endangered Species (above), screening proposals may be inappropriate and therefore impossible if the endangered Mission Blue butterfly is found on the site.

26.6

We again thank you for this opportunity to comment upon the Wolfback Ridge Estates Draft Environment Impact Report.

LATE MAIL
RC MTNS 10-11-89

26. Robert Young, Peter Erickson, and Amy Meyer; People for a Golden Gate National Recreation Area; October 6, 1989

- 26.1 The EIR has been prepared by the city's consultant, independently. The EIR was not prepared by or for the developer. The EIR adequately describes the potential inadequacies of the septic system proposed by the developer. Because the developer's proposals may be inadequate does not make the EIR inadequate.

Regarding potential septic system leach field impacts on areas supporting eucalyptus, this concern is addressed on DEIR pages 119 (impacts) and 126 (mitigations). In response to this comment, these two sections have been revised in the Final EIR errata section herein to specifically cite over-irrigation as a potential impact warranting elimination of, or appropriate precautions in the engineering design of, the proposed drainage field on lots 3, S-4, S-6, S-8, S-11, and S-9 (see errata pages 19 and 126).

- 26.2 The association's opposition to an offsite water tank on GGNRA lands is noted. Location of a water tank on GGNRA land would, of course, be subject to USNPS approval. Presumably, compatibility with GGNRA objectives would be a principal GGNRA consideration in reviewing such a proposal.
- 26.3 The DEIR adequately and specifically addresses the potential grading and erosion impacts and concerns alluded to in the comment (see DEIR pages 147 and 148). Related mitigations are recommended on DEIR page 149. The statement that "the DEIR again assumes that parkland, being publicly owned, affords an acceptable location for erosion channels and a dumping ground for soil" is inaccurate and misleading. The EIR includes no such statements or suggestions.
- 26.4 In response to the GGNRA comments, additional field investigation has been undertaken by the EIR biologist with a National Park Service entomologist to ascertain the extent of project implications for the Mission blue butterfly habitat. Based on that field survey, and on consultation with the U.S. Fish and Wildlife Service, appropriate revisions have been made to the Vegetation and Wildlife sections of the EIR. These revisions are included in the Final EIR errata (in section IV herein) under Vegetation and Wildlife (pages 151 - 157).
- 26.5 The visual impacts of the project on GGNRA vantage points, including Rodeo Valley, Fort Barry, and Fort Baker, and in particular, mitigation needs related to these visual impacts are thoroughly and adequately addressed in the DEIR (please see Figure 16, Figure 17--photo C was taken near Fort Barry, Figure 21, and associated setting, impacts, and mitigation discussions on DEIR pages 67, 70, 71, 72, 74, and 75, 78, 84, 85, 86, 87, 88, and 89). Prospects for effective screening of the critical lots (lots 3, 9, 11, and 12) and related mitigation effectiveness are also adequately addressed (please see DEIR pages 75, 78, 85, and 88). The DEIR specifically cites the need

to emphasize use of "native, drought-tolerant, wind-resistant species," and includes specific examples of species which would meet this criteria. Finally, the DEIR includes a thorough and adequate discussion of the potential impacts of tree trimming and related mitigation needs (esp. see DEIR pages 88 and 89).

- 26.6 Please see responses to comment 13.1 regarding revisions incorporated in the Final EIR errata (section IV, herein) to address project impacts on the Mission blue butterfly and warranted mitigation measures.

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101
27

October 9, 1989

156 Cloudview Trail
Sausalito, CA 94965

Sausalito Planning Commission
Sausalito City Hall
Litho Street
Sausalito, CA 94965

Dear Sirs:

Thank you for allowing Peter Erickson, President of the Wolfback Ridge Association, the opportunity to offer into oral testimony a copy of these remarks, which have been mailed to you. While I returned home from a European vacation early to be able to appear in person at the originally scheduled meeting, the postponement to this evening finds me away on business.

I have been a Sausalito resident for over fourteen years, the last twelve of these on the Ridge. For the past three years I have served as the Secretary-Treasurer of the Wolfback Ridge Association, a California non-profit corporation comprised of the home- and land-owners on the Ridge. As with the other Officers, my service is voluntary, non-compensated, and at the pleasure of the Membership at large.

As others have said, the vast majority of Ridge dwellers endure relative deficiencies in their roads, sewer system, water and power service in willing trade-off for the enjoyment of the incredible natural beauty and unspoiled nature of the land and vistas, and for the pleasure of association with like-minded individuals who live here.

The CUP application and proposed development would not be in accordance with existing zoning. It would increase density and traffic, mar vistas and spoil land. It would further threaten an already endangered species here, as identified by the GGNRA. It would further stress an already strained water supply system, or force residents to accept huge new water storage tanks in unsightly and quite visible locations.

As has been pointed out to you, the draft EIR is deficient in several areas, not the least of which is its failure to recognize an existing dwelling in an area of proposed road expansion. The vast majority of Ridge residents, who themselves pay for the upkeep of the road, are opposed to any road widening. The owner of the property in question is, of course, not in favor of having his already small parcel further encroached upon.

27.1

27.2

Finally, it has seemed to me, as Secretary-Treasurer of the Wolfback Ridge Association, that the applicants have not recognized the governance of the Association of homeowners, the Wolfback Ridge

27.3

Association, with respect to the payment of their portion of the yearly assessment of maintenance fees due for the property they own. Their account is in arrears.

In sum those of us who have lived here for some time and who have endured minor deficiencies in civic services to enjoy the unique natural beauty of the Ridge, and to preserve this fragile environment for the future, find ourselves faced with, and opposed to a development which, in addition to contravening current zoning law, will inevitably harm, now and for the future, the natural and human environment.

Thank you for your consideration.

Sincerely,

Jay Saccone
Jay Saccone

JS:j
WRE1

27. Jay Saccone; Wolfback Ridge Association; October 9, 1989

- 27.1 Comment acknowledged. Appropriate corrections have been incorporated in Final EIR errata (section IV, herein). Please see response to similar comment 4.2.
- 27.2 Comment acknowledged. Roadway widening recommendations have been revised in Final EIR errata (see section IV, herein). Please also see responses to similar comment 3.2, 3.4 and 7.3.
- 27.3 Comment does not pertain to DEIR adequacy.

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Oct. 10, 1989 105

28

RECEIVED OCT 11 1989

Kenneth Curtis
Director of Planning
City of Sausalito

Re: Draft Environmental Impact Report
on Proposed Wolfback Estates Project

We own lots 64-274-02 and 03 with approximately 350 feet of frontage on Wolfback Ridge Road running from about 150 feet SE of Cloud View Trail to about 200 feet NW of that intersection.

We are concerned about the recommendation (C. Circulation + Access: Mitigations (a) to widen the road through the rock-lined cut to 16 feet with an additional 5 feet of clearance between the pavement and the cut. Residents are now aware of the sharp, narrow turn and drive accordingly. Widening the road would encourage both speeding and an increase in the number of trespassers who use the road and park on our unbuilt lot to reach the bicycle trails in the GGNRA. We were on the ridge last Sunday and witnessed

1-82

7-82

LATE MAIL: Item 1
PC NTNS 10-11-89

a $\frac{3}{4}$ ton truck towing a trailer and boat meeting a car on that curve with no apparent difficulty in passing. An increase in speed on that stretch of the road would make it almost impossible for our neighbors across the street and just above us to leave their driveways safely.

Frances M. Perkins

Herbert A. Perkins, M.D.

287

28. Frances and Herbert Perkins; October 10, 1989

28.1 Comment acknowledged. Please see responses to similar comments 3.2, 3.4, 7.3, and 27.2.

28.2 Comment acknowledged. Please see response to Comment 28.1 above.

RECEIVED OCT 10 1989

100
29

Questa Engineering Corporation
CIVIL AND ENVIRONMENTAL ENGINEERS

October 10, 1989

Katherine Arnaudo, Associate Planner
Planning Department
City of Sausalito
420 Litho Street
P.O. Box 1279
Sausalito, CA 94966

Subject: Wolfback Ridge Estates Draft EIR

Dear Ms. Arnaudo:

This letter is in response to comments made in the letter of September 13, 1989, from Mr. David Mesagno of Marin County Environmental Health Services, regarding his review of individual sewage disposal capabilities for the subject project. Our firm, Questa Engineering, performed the field testing and prepared the preliminary feasibility study to which Mr. Mesagno's comments are addressed. A copy of Mr. Mesagno's letter was provided to us by the project applicant, Mr. Alan Patterson, who asked that we prepare an immediate response within the comment period for the Draft EIR.

In his letter, Mr. Mesagno properly cites the relevant sections of Marin County regulations for individual sewage disposal systems; and he also correctly references the field test results for the different areas of the site. However, two significant items are overlooked in his review letter; and these should be acknowledged in the Draft EIR.

1. Mr. Mesagno states that "...no information has been submitted..." to justify the variance needed in the Oceanside Area with regard to the rapid percolation rates. This is incorrect. Our report clearly addresses the issue of fast percolation, presents supporting soil texture data, and recommends appropriate trench design modifications to compensate for the fast rates. The only thing lacking is that we did not present the technical arguments in the form of a variance application. 29.1
2. Mr. Mesagno notes in his review letter that variances to septic system regulations can not presently be considered for creation of new parcels in Marin County. This is true; however, an equally significant point that should be made is that the County staff has been directed to explore the possibilities of modifying this code requirement. The first variance likely to receive consideration regards the use of mound systems; and this would most likely be followed by consideration of pressure-dosed sand trenches which is the second most common alternative system in use. This latter system is the design recommended for most of the Wolfback Ridge Estates project; and we believe it is appropriate to acknowledge the very real possibility that this type of system will be given consideration under Marin County Code in the near future as a viable alternative for projects such as Wolfback Ridge Estates. The project site MEETS the minimum criteria for these types of systems which were informally agreed to in a meeting of Marin County engineers and Health Department staff held earlier this year. Mr. Mesagno chaired this meeting. 29.2

(415) 236-6114 • (FAX) 236-2423

P.O. BOX 356 • 1220 BRICKYARD COVE ROAD • POINT RICHMOND, CA 94807

1075 MAIL - Item 1

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Page Two
Ms. Arnaudo
October 10, 1989

Thank you for considering these comments in the review of this project.

Sincerely,

Norman N. Hantzsch, P.E.
Managing Engineer

xc: Alan Patterson

RCE 24750

29. Norman Hantzsche; Questa Engineering Corporation (for the project applicant); October 10, 1989

- 29.1 This comment represents the applicant's response to Comment 15.1 by the county Health Department, and has been considered by the EIR authors in making related clarifications to the Final EIR discussion of project sewer impacts. Please see errata section IV, pages 117 and 120, and responses to comment 15.1 herein.
- 29.2 This comment represents the applicant's response to Comment 15.4 by the county Health Department, and has been considered by the EIR authors in making related clarifications to the Final EIR discussion of project sewer impacts in section IV herein (the Final EIR errata).

RECEIVED OCT 30 1989

LAW OFFICES OF
ESTA S. SWIG
451 JACKSON STREET
SAN FRANCISCO, CALIFORNIA 94111
(415) 421-9292

October 10, 1989

Mr. Kenneth Curtis
Planning Director
City of Sausalito
420 Litho Street
Sausalito, Ca. 94960

Re: EIR Report - Wolfback Ridge Estates
Planned Development by Alan Patterson and Carolyn Wean

Dear Mr. Curtis:

We are property owners at 19 Wolfback Ridge, Sausalito, California. A copy of the EIR report was made available to us and we have a few concerns. They are as follows:

1. The water pressure up on our Ridge has never been great and we have no objection to becoming part of the Marin Municipal Water District. I understand there will be an Assessment District created to enable this to occur. In conjunction with this, is it possible to include road assessment as well.

30.1

The road access to Wolfback Ridge is limited to only one way in and one way out. Since the property owners own the road, we have been responsible for the maintenance and repair. This has been done on a voluntary basis in conjunction with our Wolfback Ridge Association. However, we did have problems collecting from certain property owners. One owner felt that since she did not drive, but only took taxis, that she shouldn't have to pay for road repair. We assessed lots with houses one price and lots alone a lesser amount. Those that were involved with this project (we repaved the road from the gate on up to the divide between Wolfback Ridge and Cloudview Trail) never want to be in this situation again.

30.2

With thirteen new houses up there we are talking about serious increase in road use. It would benefit the entire ridge if we could include a Road Assessment District in conjunction with the Marin Municipal Water District Assessment. Is this feasible?

2. Further, with regard to the time in which the construction would be done, I would want to make sure that the trucks are not

30.3

AP # 64-275-02

LATE MAIL - Item 1

DC MAIL 10-11-89

112
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LAW OFFICES OF
ESTA S. SWIG

October 10, 1989
Page 2

going to be working on the weekends and that the times during the week are reasonable, for example 8:00 a.m. to 5:00 p.m..

I would like to include in the plans that because heavy construction crews and material and trucks will be coming up that road, that the Patterson-Wean owners make a provision in the project plans for road repair after the project is completed. I am sure there will be damage to the road, ie. potholes, road reflector damage, road fencing damage, etc..

30.3
(cont.)

Thank you in advance for taking the time to read my concerns.

Very truly yours,



Esta S. Swig

30. Esta Swig; October 10, 1989

- 30.1 Comment noted (does not pertain to DEIR adequacy).
- 30.2 Under California law, a road assessment district could be established, if property owners representing over 60 percent of the land area within the proposed district boundary (Wolfback Ridge) would petition the city for district formation and could approve the property tax surcharge necessary to pay back related construction bonds.
- 30.3 On page 141 of the DEIR, mitigation b(1), a similar recommendation has been made.

115
31

RECEIVED OCT 17 1989

For: Sausalito Planning Commission
re: Wolfback Estates EIR
date: 11 Oct 1989

Draft EIR, page 108, Water

The report mentions 32 homes served by the (Erway) or Wolfback Ridge Water System. I believe this figure should be 26 or 27, based on subtracting those in MMWD direct service from the total homes on the hill.

An additional twelve connection is then a 44% increase rather than 38%.

I believe the following are those served directly by MMWD.

Dea	202	Cloudview
Glass	2	Wolfback
Gray	201	Cloudview
Jacobs	109	Cloudview
Naranche	301	"
O'Connell	165	"
Schaller	1	"
Warren	509	"

This list could be checked against either MMWD's billing or the Wolfback Ridge Water System's.

Peter Erickson


5 Wolfback Ridge Rd.
Sausalito

31. Peter Erickson; October 11, 1989

After reevaluation, the EIR authors believe that the total of 32 homes currently served by the Wolfback Ridge water system to be approximately correct. Please also see Comment 38.1 by the applicant's planning consultant.

117
32
RECEIVED OCT 17 1989

Sausalito Planning Commission
P.O. Box 1279
Sausalito CA 94966

14 Oct. 1989

Re: Draft FIR, pps. 1C6, 7, 8 Water

further to my letter dtd. 11 October

After hearing the discussion at the Planning Commission meeting of 11 October, and later reviewing the FIR I am surprised at the number of assumptions and unknowns included in the report regarding the current water system.

I do not know what standards of evidence or investigation are required in this document, but many of the "unknown"s and "probably"s could be resolved by discussion with the present and past owners of the system, Stan Frway and Alan Fatterson, both of whom reside in the county and were present at the meeting.

All questions seem to have been asked of the MMWD staff and the Sausalito Fire Department. Why?

Sincerely,

Peter Erickson



5 Wolfback Ridge Road
Sausalito

118
32

October 9, 1989

156 Cloudview Trail
Sausalito, CA 94965

Sausalito Planning Commission
Sausalito City Hall
Litho Street
Sausalito, CA 94965

*not appropriate at
meeting of 11 Oct.
re Adequacy of DEIR.
I left @ 10:30, mistakenly
anticipating no time
for public response.*

Dear Sirs:

Thank you for allowing Peter Erickson, President of the Wolfback Ridge Association, the opportunity to offer into oral testimony a copy of these remarks, which have been mailed to you. While I returned home from a European vacation early to be able to appear in person at the originally scheduled meeting, the postponement to this evening finds me away on business.

I have been a Sausalito resident for over fourteen years, the last twelve of these on the Ridge. For the past three years I have served as the Secretary-Treasurer of the Wolfback Ridge Association, a California non-profit corporation comprised of the home- and land-owners on the Ridge. As with the other Officers, my service is voluntary, non-compensated, and at the pleasure of the Membership at large.

As others have said, the vast majority of Ridge dwellers endure relative deficiencies in their roads, sewer system, water and power service in willing trade-off for the enjoyment of the incredible natural beauty and unspoiled nature of the land and vistas, and for the pleasure of association with like-minded individuals who live here.

The CUP application and proposed development would not be in accordance with existing zoning. It would increase density and traffic, mar vistas and spoil land. It would further threaten an already endangered species here, as identified by the GGNRA. It would further stress an already strained water supply system, or force residents to accept huge new water storage tanks in unsightly and quite visible locations.

As has been pointed out to you, the draft EIR is deficient in several areas, not the least of which is its failure to recognize an existing dwelling in an area of proposed road expansion. The vast majority of Ridge residents, who themselves pay for the upkeep of the road, are opposed to any road widening. The owner of the property in question is, of course, not in favor of having his already small parcel further encroached upon.

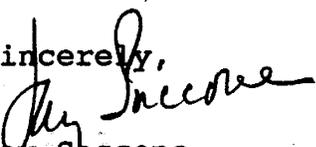
Finally, it has seemed to me, as Secretary-Treasurer of the Wolfback Ridge Association, that the applicants have not recognized the governance of the Association of homeowners, the Wolfback Ridge

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Association, with respect to the payment of their portion of the yearly assessment of maintenance fees due for the property they own. Their account is in arrears.

In sum those of us who have lived here for some time and who have endured minor deficiencies in civic services to enjoy the unique natural beauty of the Ridge, and to preserve this fragile environment for the future, find ourselves faced with, and opposed to a development which, in addition to contravening current zoning law, will inevitably harm, now and for the future, the natural and human environment.

Thank you for your consideration.

Sincerely,

Jay Saccone

JS:j
WRE1

32. Peter Erickson; October 14, 1989

Officially documented information on the layout, condition and status of the private Wolfback Ridge water system was limited. The DEIR on page 103 through 110 includes a reasonably complete, accurate, and adequate description of the existing water system and an adequate identification of project impacts and related mitigation needs. As an official, public disclosure document, the EIR avoids use of heresay evidence. California Environmental Quality Act (CEQA) guidelines stipulate that an EIR is not meant to be a technical document. Rather, it is intended to inform city decision-makers, other responsible agencies, and the general public regarding those environmental impacts associated with the proposed project which are expected to be significant, and describing mitigation measures which could minimize or eliminate significant adverse impacts.

RECEIVED NOV 14 1989

121

MONTGOMERY
SECURITIES

600 MONTGOMERY STREET
SAN FRANCISCO, CA 94111
(415) 627-2000

33

CLARK L. GERHARDT
Partner

October 16, 1989

Mr. Chuck Ruby
Chairman
Sausalito Planning & Zoning Commission
Box 1279
Sausalito, CA 94966

Dear Mr. Ruby:

Several thoughts on last week's Planning and Zoning meeting, re Wolfback Estates:

1. Can these meetings be run in such a way as to permit public input earlier on the agenda? Public input on the draft EIR did not occur until almost 11 p.m. and on the merits of the project until after midnight. While this may satisfy the public meeting requirement, it hardly encourages public participation. The length of the meeting wore out at least six of my neighbors who left at about 10:30 p.m.
2. I understand that the meeting has been continued to November 15 but that no public notice will be sent out. Again, the law may be served, but not the interests of the community. I urge you to direct that another notice be sent to the interested parties.
3. Several very interested groups were not represented - Caltrans, GGNRA, County Health Department, etc. Perhaps your office could be proactive in encouraging them to have a spokesperson in attendance at the next meeting. Presumably these individuals could expertly address some of the issues which caused a lot of speculative discussion at the last meeting. This would help you advance the agenda in an efficient way.
4. Its clear from the feedback you have already received that the residents of Wolfback Ridge are against widening the road prior to where it becomes Wolfback Estates. This is one of the few roads in Sausalito where on-the-street parking is not allowed. Thus, traffic can flow uninterrupted in both directions at all times. Further, only limited shoulders exist - reducing unauthorized parking by trespassers on our private road. Numerous, more heavily traveled streets exist in Sausalito which have significantly less room for safe maneuvering than Wolfback Ridge Road, e.g., Monte Mar/Curry, Curry/Filbert, Cazneau/Filbert, Filbert/Napa, Spencer/Miller, San Carlos/Santa Rosa, etc. All are very heavily traveled, preferred access routes from the freeway to Bridgeway. On-the-street parking reduces most of these to a one lane street essentially all day. I encounter a potential head-on collision virtually every time I use Spencer or Monte Mar. This never happens on our well maintained, less-traveled private road.

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33.4

- 2 -

The residents of Wolfback Ridge endure certain inconveniences for the sale of living in a "rural," highly esthetic environment. We uniformly resent any change whereby someone profits at the expense of the current homeowner's quality of life or property rights.

I look forward to seeing you on November 15.

Yours truly,



Clark L. Gerhardt

- cc: Other P&Z Commissioners
- Ken Curtis - Planning Department
- Katherine Aunaudo - Planning Department

33. Clark Gerhardt; October 16, 1989

33.1 Comment does not pertain to DEIR adequacy.

33.2 Comment does not pertain to DEIR adequacy.

33.3 The interest groups cited in the comment have submitted written responses during the public review period. These written responses have been fully considered in preparing the Final EIR. Equal consideration has been given to all written responses and oral testimony received on the DEIR during the public review period.

33.4 Comment acknowledged. Please see responses herein to similar comments 3.2, 3.4, 7.3, and 27.2.

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125
RECEIVED OCT 18 1989

34

Sausalito Planning Commission
City Hall
Sausalito, Ca. 94965

10/17/89

Subject: Patterson/Wean Proposed Subdivision
Wolfback Ridge Road

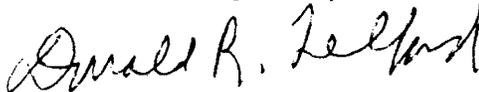
Ladies and Gentlemen:

I live at 7 Wolfback Ridge Road (WRR) which is at the point where the Draft FIR recommends WRR be widened.

I do not recommend that the road be widened. However, I do recommend that the full road be usable at all times. At present, small rocks constantly fall onto the road from the almost vertical rock bank bordering the road. This makes about 2 feet of the road unusable unless you drive over the rocks.

I believe a berm should be installed on the edge of the road and the angle of the bank changed along this part of WRR so no rocks will fall on the road. This would also help uphill traffic see my car sooner when I back out of my driveway. I have had a few close calls.

Very truly yours,



Donald R. Telford
7 Wolfback Ridge Road
Sausalito, Ca. 94965

34. Donald Telford; October 17, 1989

- 34.1 Comment acknowledged. Final EIR road widening recommendations have been revised in response to these and similar comments (see responses to comments 3.2, 3.4, 7.3, and 27.2). The mitigation discussion on page 100 of the Final EIR errata (section IV, herein) includes a stipulation regarding the need for ongoing maintenance here (routine cleaning of cut slope debris).

127
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RECEIVED OCT 17 1989

DAVID M. STOCKFORD, M.D.
2401 Jackson Street, Suite 1
San Francisco, California 94115
415-563-3602

October 19, 1989

Sausalito Planning Commission
POB 1279
Sausalito, Ca.

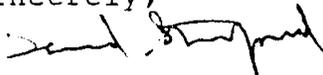
Dear Commissioners:

I am a 22 year-long resident of Wolfback Ridge, first as a renter, then owner of a home I built at 25 Ridge Road. I am writing to express my strong opposition to the Wolfback Estates project before you now.

Does this commission want to be the one that destroys one of the last remnants of an older Sausalito, one of single homes built individually, not as commercial ventures that forever alter a character and style of the ridgeline above the town? This clearly is a money-making project that violates zoning regulations as well as the hill it proposes to occupy. No one could object to the project owners wishing to build a home for themselves but they clearly are wanting to cash in on a precious site that they knew would be controversial and obviously expect you to rubberstamp at least half of their proposal. That will still make a bundle of profit for them, and will mar a beautiful hillside forever.

The issues of septic systems which are working fine, water system annexation and others have been addressed. I would raise no objection if these homes were for the alleviation of some critical housing shortage. But they are not as well all know well. It is an exploitive and destructive use of land all of us in Sausalito have loved over the years. Please vote against this project.

Sincerely,



David Stockford
25 Ridge Road
Sausalito, Ca.

35. David Stockford; October 19, 1989

- 35.1 Comments pertain to commentor's opposition to the project rather than to the adequacy of the DEIR.

129
36

RECEIVED OCT 20 1989

Idalou Glass

2 Wolfpack Ridge Road

Sausalito, California 94965

415-332-2210

Oct 20th

City of Sausalito
Re: "Wolfpack
States"

to the City of Sausalito

I was unable to attend
the Planning Commission meeting
held on October 19th in San
Francisco.

My friend [unclear] that
[unclear] [unclear]
[unclear] to
[unclear] in
[unclear] going
[unclear] they-
[unclear] homes
[unclear] were

Idalou Glass
(President)

36. Idalou Glass; October 20, 1989

36.1 Comment noted. Comments do not pertain to the adequacy of the DEIR.

131

RECEIVED OCT 20 1989

37

John G. Deaton
One Canto Gal
Sausalito, CA 94965

(415) 332-1214

October 20, 1989

By Hand Delivery
and Certified Mail

Sausalito Planning Commission
City of Sausalito
420 Litho Street
Box 127
Sausalito, CA. 94966-0127

Re: Environmental Impact Report for the
Wolfback Ridge Subdivision/P.U.D.

Lot Split Application #373

NOTICE OF POTENTIAL INVASION OF PRIVACY AND
RIGHT OF LIFE, LIBERTY AND PURSUIT OF HAPPINESS
REQUEST FOR DENIAL OF THE DRAFT EIR ABOVE REFERENCED

Dear Chairman Ruby and all Planning Commission Members:

Thank you for your attention to my concerns by your review of this correspondence and consideration of its content. And, also and in taking the time to understand that my idea of an environmental impact report should be inclusive.

I think it appropriate that I address my concerns and present objections to the proposed EIR at this early time. The matters which I will bring to your attention in this correspondence are the same as your concerns, and my neighbors concerns. That is, if a development is to be considered for Wolfback Ridge all environmental, safety and personal concerns be addressed and studied carefully. And, importantly, where there is reasonable doubt, to deny the EIR and ask for further review.

37.1

History:

I have been a resident of Wolfback Ridge since the 1975. I am experienced in construction; therefore understand the direct impact that it will have on my property and the hillside in general. Development of the Ridge at the sites proposed could cause excessive damage to the existing roads, hillside vegetation and wildlife.

37.2

DEATON LETTER Re: Wolfback Ridge EIR
Lot Split Application #373
October 20, 1989
Page 2

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31

NOTICE:

Respectfully I ask for your attention to the Proposal for Services that Wagstaff and Associates on March 14, 1989 tendered to the City of Sausalito and reference Page 2, Paragraph 2,4,6, and 13 of said Proposal for Services which indicates the identification of a subdivision scheme, hillside development regulations, common access adequacies, leach fields, and the like, alternative subdivisions.

In all of the EIR alternatives a site for the building of a home has been accepted on a proposed lot located directly above my property and the Butz's property (a copy of the Illustrative Site Alternative Plans are attached highlighted in orange.) As you can see it sits on top and would look over the homes of DEATON and BUTZ (highlighted in yellow). My egress and ingress will be controlled by the owner of this property.

31.3

Right of Privacy:

PLEASE TAKE NOTICE, that if the building site in question is approved by the Planning Commission, on the proposed lot above the DEATON/BUTZ homes I will be denied my right of privacy.

31.4

Life, Liberty and Pursuit of Happiness:

PLEASE TAKE NOTICE, control of my own safety, my mobility and the ability to sell my property will be endangered by the control of the egress and ingress by that future property owner.

31.5

Request for the Denial of the draft EIR and Lot Split #373:

I request that further review by the authors of the EIR be requested with regard to their findings.

31.6

In Support of Request for Denial of EIR

The acceptance or certification of an EIR can be libelous.

31.7

Security and Safety of the Hill. How can we be assured that the earthmovers penetrating our hillsides will not cause irritating and possibility harmful dust. And, work crews in the process of building sewers, underground utilities, grading lots and the like will not infringe on our privacy. Will the resident be safe in driving up to and from the ridge without running into crew trucks? Can we depend on flagmen being there? Will the present road withstand construction equipment? What would happen in the event of an earthquake? The hill is served by only one passable, arrow road, attached to a two lane overpass spanning the 101 Fwy.

31.8

31.

DEATON LETTER Re: Wolfback Ridge EIR
Lot Split Application #373
October 20, 1989
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In reviewing the Proposal for Services to the City of Sausalito dated March 14 I refer you to Section IV, Relative Work Experience, of Wagstaff and Associates. In my review of the projects used as examples my findings are that they have a very successful history in **vacant land development projects**. This is not the case at the proposed site. The egress and ingress to this site is over older and narrower roads (this information according to Mr. Warren's letter dated September 17, 1989 needs to be reevaluated - see letter from F. Warren dated September 17, 1989). Vacant land development, I would think would be a much **different in concept than site development on a ridge top**.

37.10

Vegetation and Wildlife:

The tables for the partial plant species list and primary sensitive plant Species of Southern Marin is available for our review. **There is no endangered species list made available.**

37.11

There are no lists regarding the Wildlife.

I request that these lists be made a part of the complete EIR.

In reviewing the credentials for the Charles A. Patterson it appears his expertise is in range land and appropriately so with the project examples given by Wagstaff and Associates.

37.12

The EIR Proposal for Services at Page 2. P.11 "Evaluates potential project impacts...possible disturbance of rare and endangered species" The EIR suggests that impact could be made". Is Mr. Patterson qualified to make these judgments.

The EIR tends to lean toward lack of concern that the "project" will cause any notable harm to the site area's wildlife and vegetation. In its summary of the degree of site disturbance it refers to, at Page 154.d, "...this area is relatively small, surrounded by homes and roads moderately disturbed and does not constitute a highly significant habitat resource." I do not believe there has been any new buildings since 1964 on the proposed site area and the proposed site is not "surrounded" by homes - only the road leading to the property is populated.

37.13

NOTICE:

These **inconsistent statements** examples **varying** from on site to off site compels me to request that extensive review of the EIR, IV.H. How many hours were spent on this endeavor? Was the property completely observed? Or, are there varying degrees of EIR reporting responsibilities available here? It appears from the text that the entire site may have been entirely walked, but

37.14

DEATON LETTER Re: Wolfback Ridge EIR
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it certainly appears that the entire "ridge" was not. It is my opinion in order to give a complete recommendation to the City of the site that the entire ridge must be taken into consideration.

37.1

Population, Sewage and Storm Drainage:

This has been addressed by other Ridge owners and I concur.

The impacts of building and the installation of septic systems could disrupt or destroy currently unidentified archaeological sites. I refer you to Page 159 - 2. Impacts.

37.1

Population - information is closely guarded in the EIR... population referencing the increase in the water district usage to 44% from 38% as projected (Erickson letter dated October 11, 1989) these figures are important - they represent the home usage - each home however, could have 1 to 6 persons in that home, a possibly 2 to 5 cars - at 20 sites that is an additional 100 automobiles at the lower 8 sites that is still a possible 40 cars. How will we in the event of an emergency get off this hill. There is after all - only one passable road, shared by the radio stations.

37.10

Sewage - while the report is complete on the surface I have not been able to determine what possible impacts the toxins will have in the leach field to the natural water table - we use solvents we don't even know about on a daily basis. Unless I have missed it there is no recommendation on this subject.

37.1

Drainage - Refer to **Department of Transportation** letter dated July 26, 1982 and letter dated September 17, 1989 from F. Warren.

Brown and Caldwell, Engineers have great experience in civil and environmental engineering. What do they know about toxins? Or, for that matter about leach fields?

NOTICE:

I request the EIR provide further information on the possibility of toxins from the household cleaners going into the water table.

Thank you once again for your time and considerations to this matter important to all of us.

Sincerely,



DEPARTMENT OF TRANSPORTATION

P. O. BOX 3366, RINCON ANNEX
SAN FRANCISCO 94119
(415) 557-1840RECEIVED
JUL 27 1982

CITY OF SAUSALITO

Mr. Thomas J. Andrusky
City Manager
City of Sausalito
P. O. Box 127
Sausalito, California 94966

Dear Mr. Andrusky:

At several City Council meetings we discussed the January 1982 earth flow type slide which occurred on the west side of the Waldo Grade and the slipout that occurred on the east side of the Waldo Grade. Many times questions were raised by concerned members of the community as to whether the slide and the slipout were related.

The following brief resume of the history and geology of the area may help to put the situation into proper perspective.

The Waldo Grade (Route 1) was constructed in 1937, and in 1955 it was widened to its present configuration. Forty-five years elapsed without any major slides or slipouts.

The steep terrain west of Route 101 rises to an elevation of about 975 feet. Wolfback Ridge Road, located near the top of the ridge, is about 650 feet west of the freeway. Like much of Marin County, Wolfback Ridge is underlain by bedrock of the Franciscan formation. In this area these rocks consist of hard and closely fractured cherts, pillow basalts, sandstone and shales, often severely weathered and locally sheared. The steep rocky slopes are usually mantled with thin erodible soil deposits while the deeper gulches have thicker deposits. Open joints and fractures in the rock may have continuity and provide an avenue for the down-slope passage of subsurface water, even beneath such features as the highway embankments.

From the time the Waldo Grade was constructed in 1937 until the early 1950s, surface runoff from the area west of the highway at this location flowed from the ridge line down the heavily vegetated slope by both sheet and concentrated flow and into the freeway gutter at the toe of the slope.

7-27-82

Mr. Thomas J. Andrusky
Page Two
July 26, 1982

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Since the mid 1950s, several streets and numerous homes have been constructed along this steep slope west of the Waldo Grade. This development has resulted in an increasing percentage of the runoff which once sheet flowed towards the highway now being intercepted by the streets, driveways and roofs, and concentrated at various points before being discharged down the slope. It is our understanding that, although the area was recently incorporated by the City of Sausalito, the streets in the area are still privately-owned. Another impact of development is that the homes constructed on this steep rocky slope are not connected to a sewer system and have septic tanks with leach fields. Each leach field can contribute 400-600 gallons of effluent each day. This effluent permanently increases the moisture content of the thin soil mantle and tends to lower the local stability of the soils on steep slopes.

The slide material that closed the southbound lanes came primarily from the slope located between Route 101 and Cloud View Trail.

Before the slide occurred, runoff and water diverted from the adjoining canyon to the west drained along the street and was concentrated in a small metal culvert that discharged onto the slope on the north side of the house at No. 3 Wolfback Terrace. This runoff triggered a sudden earth flow type slide which moved down and across Cloud View Trail. Shortly after the slide occurred, someone extended the culvert apparently to keep additional water from flowing onto the slide area. The discharge point was moved northerly about 40 feet to an adjacent swale. Three asphalt berms were also placed across Wolfback Ridge Road to reduce the diversion of runoff water from the other side of the ridge.

Many of the trees on GGNRA property above the freeway had been cut down and left on the slope. We understand that they had been cut by the property owners to improve their view. As a result, the slope no longer had the protective cover, which in past years had been provided by the tree canopy. It is likely that the soils on this slope were saturated and had approached a state of instability when the slide occurred.

As the flow slide moved rapidly downslope and across Cloud View Trail, it gathered momentum and mass. The slide picked up downed trees and slash, toppled standing trees and scoured the ravine down to bedrock. The fluid slide mass spread across the northbound and southbound freeway lanes, engulfing two vehicles in the process. The slide occurred at approximately 6:30 p.m. on Monday, January 4 after the peak hour traffic, and the freeway was closed. It engulfed two vehicles; but, as far as we know, no one was injured. Had the slide occurred during peak traffic flow, it could have been more serious.

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Had the freeway not blocked this debris slide, the earth flow, slashings and logs would most likely have proceeded across the area now occupied by the freeway and probably would have scoured the area west of Sausalito Boulevard and followed the natural drainageway leading across Sausalito Boulevard and down Hurricane Gulch.

Since the construction of the Waldo Grade in 1937, this area has experienced many severe storms and minor slides, but no slide approaching this magnitude has ever occurred. The January 1982 storm was unprecedented, and there is no question that it triggered the slide. Nevertheless, this major slide may not have occurred were it not for the many man-made changes; such as altering the topography and drainage patterns, diverting and concentrating runoff, cutting down the protective tree canopy, and constructing septic tanks and leach fields.

This unprecedented storm also caused a major slipout of the freeway embankment above Sausalito Boulevard at approximately 10 p.m. on Tuesday, January 5. The material from the slipout flowed across Sausalito Boulevard and down Hurricane Gulch. This sudden slipout involved the lower portion of the freeway embankment.

The freeway embankment above the slipout was not distressed. Some minor cracking was observed in the freeway pavement; but, from the appearance of the cracks, it was our conclusion that the majority of the cracks existed prior to the slipout. Nevertheless, to ensure against any unforeseen condition, thirty-nine (39) cast-in-place steel and concrete piles were installed along the edge of the freeway pavement to reinforce the embankment. The 24" diameter piles were placed on 6' centers and were drilled to a minimum of 10' into bedrock. These piles, varying in length from 48' to 77', are tied back to shorter piles that were installed in the freeway median. In addition, four (4) horizontal drains, varying from 250' to 500' in length, were drilled through the freeway embankment from the cul-de-sac on Prospect Avenue north of the slipout.

The northbound freeway lanes were opened to traffic at 1:30 p.m. on Sunday, January 17. Monitoring devices consisting of slope indicators, survey targets and a survey line were installed above the slipout and have been monitored continuously. No movement has been recorded.

At this time, we have no evidence that the debris slide which closed the freeway and the slipout below the freeway are related.

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Mr. Thomas J. Andrusky
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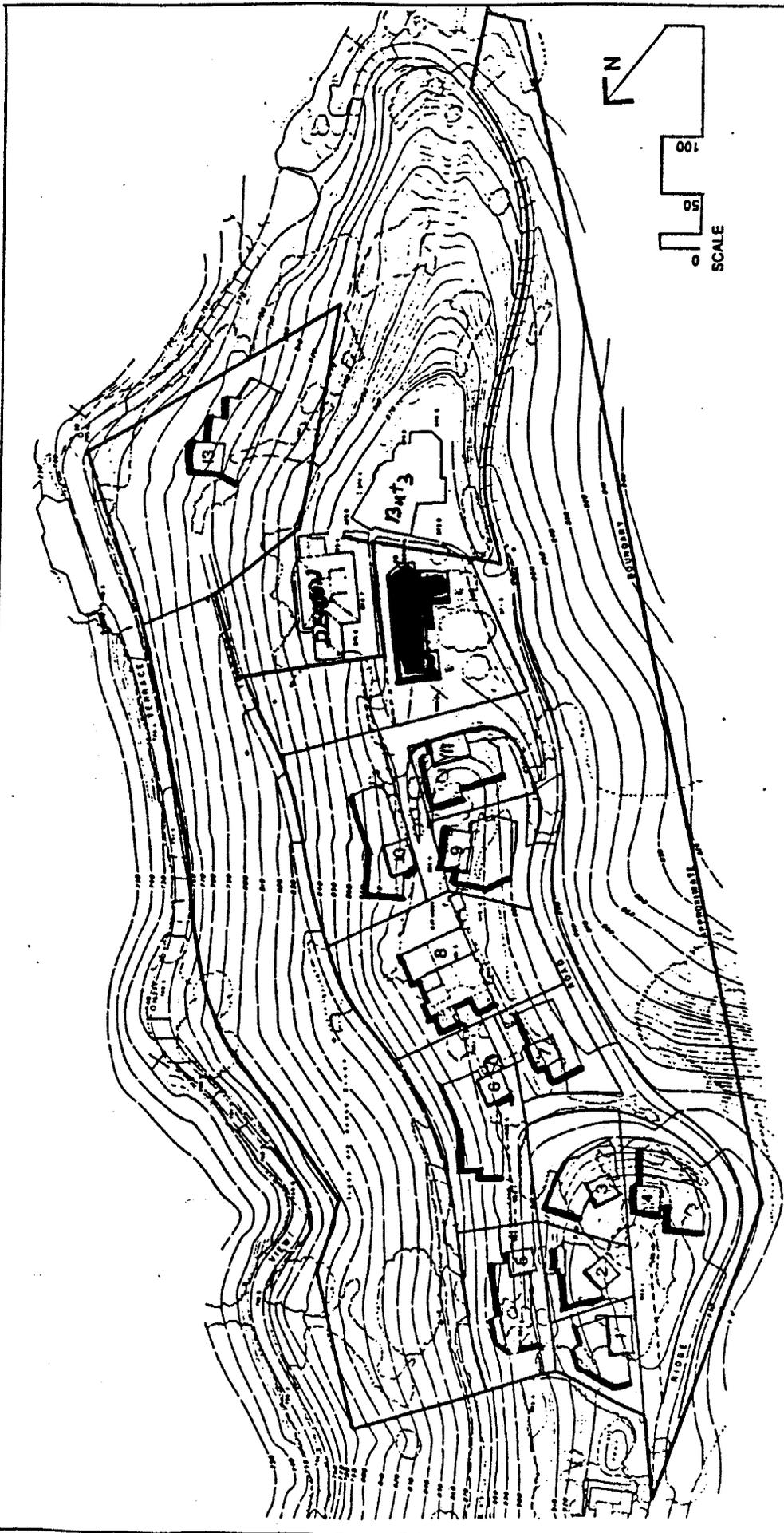
The slide west of the freeway occurred where development had changed the natural conditions. Most of the development took place before the area was incorporated by the City of Sausalito, but additional development is under way at the present time. In view of what has happened, it is possible that residential development may be having a long-term detrimental effect on the overall stability of the natural slopes above the freeway. Therefore, we believe that the City of Sausalito should consider initiating a geotechnical study to determine whether the changes that have already been made and are now under way are adversely affecting the stability of the slopes and, if so, what steps should be taken to reverse this trend and preserve the stability of the area.

As part of our continuous surveillance, we will shortly install two additional slope indicators and water level monitoring devices in the existing Spring Street and Lincoln Avenue freeway embankments. Three combination slope indicators and monitoring wells plus seven horizontal drains, ranging from 200' to 300' in length, will be installed in the slipout area above Sausalito Boulevard as part of the reconstruction contract. We will monitor these facilities regularly and, if you so desire, will furnish you with this information as it becomes available.

Be assured we share your concerns for the safety of the people living in the area as well as the safety of the freeway users, and will be pleased to cooperate with you in every way we can.

Sincerely yours,


BURCH C. BACHTOLD
Deputy District Director

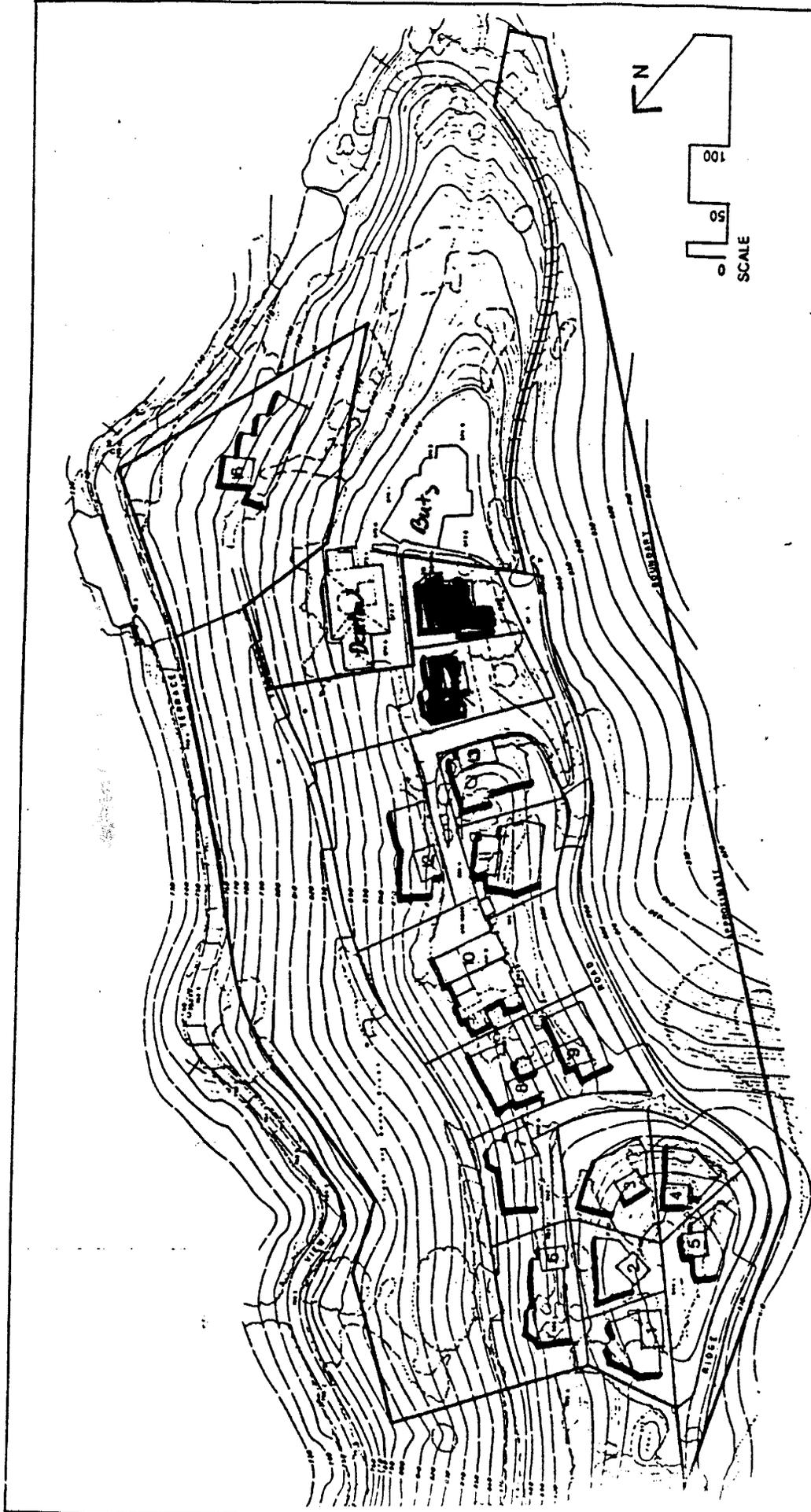


13-UNIT CLUSTER P.U.D., ASSUMING ONSITE SEWAGE DISPOSAL (SEPTIC) AND TRANSFER OF AREA EAST OF WOLFBACK RIDGE RD. TO GGNRA AS PERMANENT OPEN SPACE

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Figure 28

**ALTERNATIVE B:
MITIGATED 13-UNIT DEVELOPMENT CONCEPT**



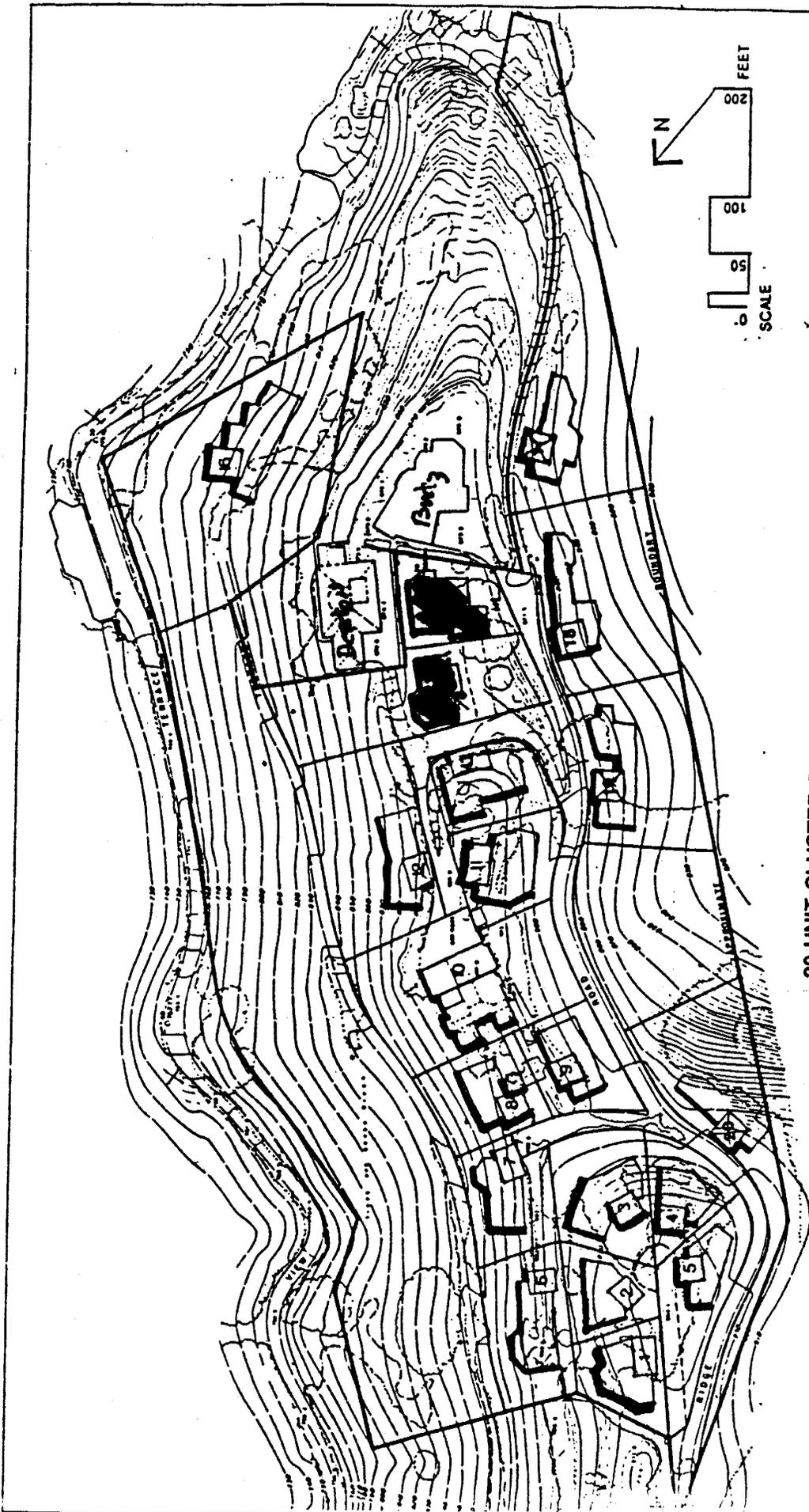
16-UNIT CLUSTER P.U.D., (THE MAXIMUM DENSITY ALLOWED UNDER CURRENT CITY GENERAL PLAN AND ZONING PROVISIONS FOR THE SITE), ASSUMING MUNICIPAL SEWER SERVICE AND TRANSFER OF AREAS EAST OF WOLFBACK RIDGE RD. TO GGNRA AS PERMANENT OPEN SPACE

37

Figure 30

ALTERNATIVE D? INCREASED DENSITY 16 UNIT DEVELOPMENT CONCEPT (MAX. CURRENTLY ALLOWABLE)

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20-UNIT CLUSTER P.U.D., ASSUMING MUNICIPAL SEWER SERVICE. (SAME LAYOUT AS ALTERNATIVE D, BUT WITH DEVELOPMENT OF AREAS EAST OF WOLFBACK RIDGE RD., RATHER THAN TRANSFER TO GGNRA. THIS SCHEME WOULD REQUIRE A GENERAL PLAN AMENDMENT AND REZONING).

37

Figure 31
ALTERNATIVE E) INCREASED DENSITY 20-UNIT DEVELOPMENT CONCEPT

37. John Deaton; October 20, 1989

37.1 The DEIR represents an extensive, reasonably thorough, and adequate analysis of project environmental consequences and associated mitigation needs, prepared by a competent and highly experienced team of consulting urban planners, traffic engineers, biologists, and civil engineers. The report places emphasis on identifying significant impact potentials, and has been organized and written to adequately and concisely inform busy decision-makers and the community at large about the consequences of project approval, warranted mitigations, and alternatives to the proposed action. Preparation of additional, more detailed information on the various impact categories addressed in the DEIR would produce an excessively long and unmanageable EIR, and could hinder rather than aid informed city decision-makers. (See CEQA Guidelines Section 15141 with respect to EIR length).

In the judgment of the city, this Final EIR, including its extensive response to comments and associated revisions to the DEIR, is in full compliance with CEQA statutes and guidelines, and with city environmental documentation requirements, and is certifiable in its present form.

37.2 The DEIR in combination with the Final EIR revisions incorporated herein (see errata section IV) includes an adequate description of project impacts and related mitigation needs with respect to existing roads, hillside vegetation, and wildlife.

37.3 Access to the commentor's property is legally assured by easement restrictions established in the officially recorded title to the applicant's and the commentor's property. The project would not affect these recorded easement restrictions.

37.4 Project impacts on the privacy of the Deaton residence are specifically addressed on DEIR page 62. The EIR concludes that the difference in pad elevations between project lot 10 and the Deaton residence would minimize the degree of intrusion (the home on lot 10 would be 13.8 feet higher, and would look over the roof of the adjacent Deaton residence).

37.5 See response to Comment 37.3.

37.6 See response to Comment 37.1.

37.7 The EIR is in no way defamatory. Please see response to Comment 37.1.

37.8 Construction period traffic (including safety) impacts are adequately

addressed on pages 89, 90, and 91 of the DEIR. Construction period noise impacts are addressed on pages 139, 140, and 141 of the DEIR. Construction period erosion impact mitigation needs are adequately addressed on page 149 of the DEIR. Construction period dust would represent an unavoidable project construction impact. Dust impacts could be reduced however, by building and/or grading permit stipulations calling for periodic sprinkling of all exposed portions of the construction site (water sprinkling twice daily can reduce dust emissions by roughly 50 percent).

- 37.9 Seismicity and earthquake impacts are adequately described on DEIR pages 145, 148 and 149. The Wolfback Ridge cul-de-sac access road is subject to damage and disruption during a severe earthquake in the region, as are numerous similar hillside cul-de-sac access road system throughout the region. The project would increase the number of units on the ridge subject to such an impact by 11 units, i.e., approximately 34 percent (the road system currently serves 32 homes).
- 37.10 The EIR authors have had extensive experience in environmental impact documentation for hillside residential projects in "infill" situations. Please see response to Comment 37.1.
- 37.11 A vegetative species list is typically included in such assessments as a determinant of wildlife habitat values. Project impacts on endangered wildlife species are adequately addressed in the DEIR. The various wildlife species likely to be affected by the project are adequately identified on pages 154 and 155 of the DEIR, and by associated revisions to those pages in the Final EIR errata (section IV herein) made in response to Comments 13.1 and 22.
- 37.12 The EIR biologist has had extensive experience in assessing the environmental impacts of residential developments throughout northern California.
- 37.13 The EIR, including the revisions incorporated in the Final EIR errata herein (section IV), includes a thorough and adequate assessment of project vegetation and wildlife impacts prepared by an experienced consulting biologist based in part on consultation with the state Department of Fish and Game and the U.S. Fish and Wildlife Services (USFWS).
- 37.14 The comment is incorrect. A thorough field survey was completed by the EIR biologist in preparing the DEIR, and a supplemental field survey was completed by the EIR biologist with a USFWS entomologist to complete related Final EIR revisions.

- 37.15 The description of archaeological impacts in the Draft EIR included reference to "the installation of septic tank systems" on page 159.
- 37.16 Project emergency access implications are adequately addressed in the DEIR, based in part on consultation with the Sausalito Police and Fire Departments. Also, please see response to Comment 37.9.
- 37.17 The impacts of toxins are inherently accounted for in the county Health Department drainage field design criteria.
- 37.18 Please see response herein to comments 10.1, 10.2, 10.3, and 20.

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FOLEY & ASSOCIATES PLANNING & ENVIRONMENTAL CONSULTANTS

November 13, 1989

Ken Curtis
Sausalito Planning Director
P.O. Box 1279
Sausalito, CA 94966

Subject: Wolfback Estates

Dear Ken:

The purposes of this letter are to correct several errors in letters regarding the Draft EIR and to clarify the position of the applicants, Alan Patterson and Carolyn Wean, concerning Mitigation Measures recommended in the Draft EIR.

Peter Erickson's October 11, 1989 letter regarding the water customers is incorrect. The private water system, Wolfback Ridge Water Company Inc., serves more than 30 units, not 25 or 26. 38.1

John Deaton is incorrect in his October 20 letter where he says that his access easement would be jeopardized by the project. He has a recorded easement for a vehicular right-of-way. 38.2

The article in the October 17, 1989 Marin Scope quoted me as stating that the applicants are "more than willing to pay for a water system" and that the project sponsors "would put in septic tanks for the development rather than a sewer system". I actually said that the applicants are willing to upgrade the water system (as recommended) and connect to the sewer system (as recommended) if the Draft EIR Alternative with 16 units is slightly revised and adopted.

According to the letters you have received, the recommendation to widen Wolfback Ridge Road is opposed by Peter Erickson, Steven Graber, Fritz Warren, Clark Gerhardt, Don Telford, Dale Bredesen, Aida Lasheen, Tom Zimberoff, George Berndt, and Henry Skade. The applicants are still willing to widen the road, but these opponents have some excellent arguments against it. 38.3

Alan Patterson and Carolyn Wean are willing and very interested in selling the west slope of their property, below Wolfback Ridge Road, for an expansion of the Golden Gate National Recreation Area. 38.4

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Ken Curtis
Wolfback Estates
11/13/89

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All of the Mitigation Measures recommended in the Draft EIR are acceptable to the applicants if the Draft EIR Alternative with 16 units is slightly revised and adopted. Without adequate density, connection to the sewer system is obviously uneconomic for Wolfback Estates.

38.5

Sincerely,

M. Foley

MICHAEL FOLEY
Foley & Associates

cc: John Wagstaff

38. Michael Foley; Foley & Associates (for the project applicant); November 13, 1989

- 38.1 Comment consistent with DEIR findings.
- 38.2 See response to Comment 37.3.
- 38.3 See response to Comments 3.2, 3.4, 7.3, and 27.2.
- 38.4 Comment noted.

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LAW OFFICES OF
Buchalter, Nemer, Fields & Younger

(A PROFESSIONAL CORPORATION)

SEVENTH FLOOR
50 WEST SAN FERNANDO STREET
SAN JOSE, CALIFORNIA 95113-2413
TELEPHONE (408) 298-0950

FAX
(408) 298-7683
CABLE ADDRESS BUCHNEM.SJ

OUR FILE NUMBER

JERRY NEMER (1912-1980)
EVELLE J. YOUNGER (1918-1989)

LOS ANGELES • SAN FRANCISCO
CENTURY CITY • NEWPORT BEACH

November 14, 1989

VIA FACSIMILE AND FEDERAL EXPRESS

Chairman and Members of the
Planning Commission of
The City of Sausalito
420 Litho Street
Sausalito, CA 94966

Re: Your File No. UP #803/SD #373
Wolfback Ridge

Dear Commissioners:

This firm has been retained by Mr. Alan Patterson to advise him in connection with the above referenced applications for approval of a thirteen (13) unit detached single family residential Planned Unit Development (the "Project") to be constructed on property (the "Property") owned by Mr. Patterson and Ms. Carolyn Wean.

Mr. Patterson and Ms. Wean are extremely concerned with the inordinate length of time involved in the City of Sausalito's review of the Project, which commenced formally on November 11, 1987.

Mr. Patterson and Ms. Wean are particularly concerned with the Planning Commission's stated desire to take into account in its decision making process the desires or intentions of the Golden Gate National Recreation Area ("GGNRA") with respect to possible acquisition of a portion of the Property. By failing to approve the Project, based on the City's speculation as to what the GGNRA may or may not do with respect to the Project, the City is acting unfairly with Mr. Patterson and is causing him and Ms. Wean substantial financial loss.

The Golden Gate National Recreation Area, as an agency of the federal government is certainly capable of protecting and promoting its own interests and has the power to purchase land and to undertake an eminent domain proceeding if it wishes to acquire

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LAW OFFICES OF

Buchalter, Nemer, Fields & Younger
(A PROFESSIONAL CORPORATION)

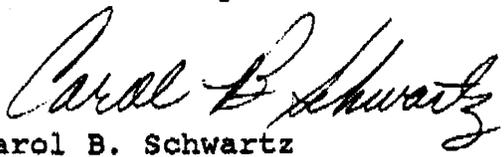
November 14, 1989
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a portion of the Property. It is not within the power of the City of Sausalito to legislate or adjudicate with respect to the activities of the GGNRA, nor should the City delay the approval process because the GGNRA has not taken any affirmative action with respect to its interests, if any, in the Property.

Any delay by the City of Sausalito in considering the Project because of the City's unfulfilled "wish" that it knew with certainty how GGNRA will decide to proceed violates the following rule: "The general rule is that a public agency should not engage in inequitable zoning practices as a prelude to public acquisition or to evade condemnation proceedings." (Mira Development Corp. v. San Diego (1988) 205 Cal.App.3d 1201, 1219, 252 Cal.Rptr. 825, 836. See also HFH, LTD. v. Superior Court (1975) 15 Cal.3d 508, 516-517, fn.14; 125 Cal. Rptr. 365.) In addition further delay will place the City in further violation of the time limitations imposed by the Permit Streamlining Act and the broad general principle that governing bodies must not act--or fail to act--in a manner which is arbitrary or capricious.

Yours Very Truly,

BUCHALTER, NEMER, FIELDS & YOUNGER
A Professional Corporation

By: 
Carol B. Schwartz

cc: Mr. Alan Patterson
Ms. Katherine Arnaudo
William D. Sauers, Esq.
Stephen H. Pettigrew, Esq.

39. Carol Schwartz; Buchalter, Nemer, Fields & Younger (for the project applicant); November 14, 1989

39.1 Comments noted. (Comments do not pertain to the adequacy of the DEIR.)

B. PUBLIC HEARING COMMENTS AND RESPONSES

Note: A public hearing on the adequacy of the Wolfback Ridge Draft EIR was conducted at the October 11, 1989 regular meeting of the Sausalito Planning Commission. The minutes of that meeting follow, with reference numbers added to the right-hand margin next to those comments from the Commission and the public pertaining to the content of the DEIR. The minutes are followed by a set of written responses to all numbered comments (pages 178 through 183).

UNAPPROVED

15A

MINUTES

Regular Meeting

SAUSALITO PLANNING COMMISSION

OCTOBER 11, 1989

CALL TO ORDER

Chairman Ruby called to order the October 11, 1989 Regular Meeting of the Sausalito Planning Commission in the Council Chambers at 420 Litho Street. The time was 7:04 p.m.

ROLL CALL

PRESENT: Commissioners: Dorsey, Krause, Politzer, Seashore, Chairman Ruby

ABSENT: Commissioners: None

AGENDA REVIEW AND APPROVAL

Chairman Ruby announced that there was late mail, relating to the only item on the agenda, from the following: Frances and Herbert Perkins, People for a Golden Gate National Recreation Area, Otto Butz, Questa Engineering Corporation and Esta Swig.

MINUTES

The Chairman was assured by the Recording Secretary that the September 13, 1989 Minutes did include his added comments that had been excluded because of a missing tape.

The Minutes of September 27, 1989 were approved as amended.

ANNOUNCEMENTS

Mr. Ken Curtis, Planning Director, gave the following announcements with regard to the meeting of the Design Review Board on October 5, 1989: 123 Woodward, a new single-family residence, was continued in order to receive additional information. There was a concern that the drawings did not adequately depict the relationship of the proposed residence to the houses on adjoining parcels.

With regard to the City Council's meeting of October 3, 1989, the Planning Director gave the following report: There was approval of an increase in various planning fees. These are over and above the increases that were approved in July. The increases primarily apply to applications for subdivision, including condominium subdivision, and to DRB applications. The increases are intended to bring fees more in line with those charged by other jurisdictions in Marin and recover a higher percentage of the actual cost of processing applications.

The Council also approved a requested encroachment on Edwards Avenue that had been recommended for approval by the Planning Commission at an earlier meeting. This was for 24 Edwards, which had originally requested a variance as well because the proposed

deck structure would be partially located within the required sideyard setback. The had Commission denied the application for the variance but had recommended approval of the encroachment permit, with the relocation of the parking deck entirely within the private property, but not on the required sideyard.

A major item discussed at the Council was a report the Planning Director prepared on the relationship between the DRB and the Historic Landmarks Board. There are perceived to be problems with the overlap of these two Boards, as applicants must obtain separate approval from both boards for identical issues. There have been times when applicants have received approval from one board but failed to do so with the other, and one board has had to modify its decisions. The Council tended toward the view that the Historic Landmarks Board should have sole jurisdiction within the historic district. The Council did not reach a final decision and asked for a Staff Report that would further elucidate the nature of the consequences of this alternative, and thus continued the matter.

Another matter of discussions was one that was considered by the Planning Commission at an earlier date, an appeal by Dr. Edward Fotsch, an administrative determination regarding what features, if any, may be constructed in the required sideyard open space. The present interpretation of the Code is that only those features that are specifically listed in the Code as exceptions to the sideyard open space requirements may be permitted. Past practice has been to allow other construction of other features. The City Attorney had opined, however, that when the Code is clear the prevailing practice must yield to the clear language of the Code. Therefore, the appeal was denied. Council has indicated that it wishes to allow certain exceptions for certain constructed features that do not have height above grade: driveways, walkways, and decks. These will be permitted in the future. Council has referred back to the Commission for its discussion as to whether certain other features should be permitted by Code amendment, which would also include retaining walls. Staff will be preparing a report on this whole issue.

Chairman Ruby asked that when preparing the report on the sideyard constructions Staff keeps in mind the difference between flat lots and lots with substantial slope.

Chairman Ruby gave a report on the General Plan update activities: The Steering Committee is beginning to come to grips with the issue of affordable housing. Affordable housing is a term that is used in several ways. The state requires that communities have an acceptable housing element in its general plan. Currently Sausalito does not have an acceptable housing element in its general plan. The goals for affordable houses are apparently set by ABAG, which sets Sausalito's shares of required Bay Area housing needs for the next six years. ABAG requires Sausalito to have 294 units, including 56 for very low income, 41 for low income households, 59 for moderate incomes and 138 for above moderate income. In this legal context affordable housing generally means subsidized housing. In order to complete the goals Committee is going to need more data such as: Income data for the City, a housing survey of stock and second units. Sausalito is the only City in Marin that does not have a second-unit law.

Commissioner Seashore asked what the term "second unit" meant, and Chairman Ruby stated that there are legal second units, legal non-conforming units and illegal units.

Chairman Ruby continued with his report by saying that apparently affordable housing also means relatively inexpensive housing to allow a full spectrum of historically diverse people to live in Sausalito. In any event suggestions for lower-cost units were: Using City land for subsidization, using street ends such as the end of Locust, getting second units into the system officially, subsidizing multi-family residences in the R-2 and R-3 District,

taxing internal transactions in the City to raise funds for acquisition of land, and space for live/work and marine units.

Chairman Ruby advised that in 1980 Sausalito had 7338 people. By 1989 there were 7584, an increase of only 246 people in nine years. The number of units, however, increased by 261, which is a reflection of the fact that the number of people per unit is going down. The ABAG projection for the 1995 population is only 7700 people.

Chairman Ruby reported that there was an attempt to determine the amount of contribution to the City budget that comes from the business community and the tourist community. The best estimate is that 55% of the City's budget comes from the business community, and approximately 38% of that is attributed specifically to tourism, which is a sizable amount of money, about \$2.6 million, \$565 per household, including parking meters.

Chairman Ruby stated that there is a new seismic map for the City.

The Planning Director brought up the matter of an interim ordinance during the time that the General Plan is being prepared, which was in the context of considering discretionary reviews over additions to single-family residences. The concern has arisen that very small houses are being purchased and virtually demolished, but with a small amount being saved. Then, larger houses are being constructed in their place without discretionary review, which might be required for a new single-family residence. He used the example of the old Catholic Church being used as a single-family residence. This issue will be discussed by the Steering Committee at its next meeting.

In response to Commissioner Seashore, Mr. Curtis stated that the above numbers for Sausalito did include Marin City. Mr. Curtis added that there are two projects alone that are proposed in Marin City that would satisfy almost half the required number of affordable units. He added that Sausalito's required amount is subject to policy discretion by the City of Sausalito. The Council reserved the right to delegate the future housing need between the unincorporated area of the City in a matter that was consistent with Sausalito policy. He noted that houseboats are not distinguished from conventional types of housing units.

The Chairman recommended that if there were further questions that interested parties could attend the Thursday afternoon meeting with the Steering Committee from 1-5:00 p.m., and question the consultants, who could better interpret procedures.

PUBLIC HEARING ITEMS

- UP 803/LS 373
- CONDITIONAL USE PERMIT
- SUBDIVISION APPLICATION
- DRAFT EIR
- CALTHORPE/PAT & WEAN

Proposal to create parcels to accommodate a 13-unit single-family detached residential Planned Unit Development for a 7.84-acre property located west of Highway 101 and adjacent to the Golden Gate National Recreation Area, between Wolfback Ridge Road, Wolfback Terrace and Cloud View Trail. The applications have been filed under the provisions of Municipal Code Title 10 (Zoning) Section 10.111 and Title 9 (Subdivisions). The property is zoned R-1-20 and is currently occupied by a duplex residence proposed to be converted to a single-family

residence. No other construction is proposed in connection with this project.

The applicant has requested three exceptions to the general requirements of the Subdivision Ordinance.

Mrs. Katherine Arnaudo, Associate Planner, gave the following Staff Report: The CUP has been submitted for a Planned Unit Development (PUD) that would, if approved, allow the creation of residential building sites that contain less than the 20,000 sq. ft. minimum that is otherwise required within this area. The purpose of this design would be to cluster eight of the 13 proposed sites from the relatively flat portion of Wolfback Ridge, which has already been terraced in some areas, and have fewer lots on the increasingly steep slopes on both the east and west ridge.

Mrs. Arnaudo advised that a PUD CUP is subject to independent review and approval, first by the Planning Commission and then by the City Council. In order to approve such a proposal the City decision makers would have to conclude that this particular concept is consistent with the statement of purpose, both for the R-1 Zone and for a PUD and also be in conformance with the various objectives and findings for approval of conditional use permits in the City.

Mrs. Arnaudo further reported that a Tentative Map has been filed to create the thirteen parcels for this project. Eight parcels would be on top of the ridge, four would be on the ocean-side slopes and one lot would be created behind the Warren residence on the bayward slope of the ridge. In addition to these thirteen lots four additional special purpose parcels will be created to accommodate septic sewage drainage fields for four of the proposed residences. These drainage field lots would be physically separated from the parcels upon which the residences would be located. Another large parcel would be located to serve as open space area, almost two acres on the Bayward side overhanging the frontage of Highway 101.

Mrs. Arnaudo announced that along with the subdivision application the applicants have petitioned for three exceptions to the standard requirements of the Sausalito Subdivision Ordinance #430. Applicants request exception from the requirements that each new lot have at least a 30' frontage on a public street; that the subdivision be served by streets with slopes that do not exceed 15% and, lastly, that the subdivision be served by streets that are paved to a least width of 22'.

Mrs. Arnaudo reported that the merits of these proposals will be analyzed at a future date in a subsequent Staff Report. The first order of business was to consider the Draft EIR that has been prepared by Wagstaff and Associates, pursuant to the decision in December, 1987 made by the Planning Commission that such a document is necessary in order to satisfy the requirements of the California Environmental Quality Act.

Mrs. Arnaudo stated that the Commission had already received 26 pieces of written comments that are essentially focused on the content and adequacies of the Draft EIR. Staff proposed that at this meeting the public hearing be opened on the EIR and emphasize to members of the audience that the testimony to be sought at this time be in respect to this Draft EIR. Both the state guidelines and the local ordinance urge that there be concurrent hearings, on the EIR and the merits of the proposal. That, notwithstanding, it is necessary to separate these matters in order that an environmental consultant will be able to comment in a focused manner on matters of environmental impact. Issues that are related solely to the merits of the proposal will be referred to a subsequent meeting.

Mrs. Arnaudo stated that the 26 documents received by the Commissioners have been submitted by federal, local and state agencies and utilities, by organizations such as the Wolfback Ridge Homeowner's Association and the organization known as People For a Golden Gate National Recreation Area and by a good number of the residents on Wolfback Ridge. The EIR has been circulated in a manner consistent with statutory requirements to state agencies and widely distributed to residents of Wolfback Ridge and other interested parties.

Mrs. Arnaudo reported that at the beginning of the Draft EIR the environmental analysis has been focused on the nine major areas identified by the City in December, 1987 as involved in this project. Potential environmental impacts were identified in the following areas: Land use and open space, visual factors, circulation and access, water, sewage disposal and storm drainage, emergency services, noise, geology and soils, vegetation and wildlife and archaeology.

Mrs. Arnaudo advised that as the Planning Commission takes public testimony at this meeting that it determine to extend the period for submittal of written comments beyond this meeting to October 20, 1989. This will enable the maximum opportunity for the public to contribute to the EIR. The EIR consultants could then prepare responses to all oral and written comments for inclusion in the agenda packet for the November 15 meeting.

Mrs. Arnaudo outlined the suggested procedural order for the Commission to take at this meeting. Staff anticipated that at the second meeting the Planning Commission may resume and possibly conclude the taking of oral testimony on the merits of the project. If there is by then a consensus that the DEIR, as amended, will satisfy the requirements of CEQA, discussion may proceed on impacts, mitigations and alternatives.

Chairman Ruby asked if there was anyone in the audience from a public agency. There was one person from the Marin Municipal Water District.

Commissioner Seashore asked who in the City has had access to the DEIR document. Mrs. Arnaudo said that the Wolfback Homeowner's Association and over a dozen other local residents had been in touch with Staff. She added that homeowners were coming into the Planning Department as late as this afternoon at 4:00 p.m. She added that Staff has been very vigorously distributing copies of the DEIR to members of the general public.

Commissioner Politzer asked if when there is a final EIR does the Staff make an independent study to determine that all questions have been responded to satisfactorily. Mr. Ken Curtis, Planning Director, stated that in this particular case the contractual services include the preparation of an administrative review map, which will be incorporated into the public hearing draft.

Mr. John Wagstaff, the environmental consultant whose office prepared the DEIR, gave the following presentation on the DEIR: He distributed to the Commissioners a packet of five exhibits, which are excerpts from the EIR, to be of assistance in his report. Three subcontractors assisted in the preparation of the EIR: A traffic engineer, a civil engineer and a biologist. The EIR addresses some nine topics, including compatibility of the project with existing residential areas on Wolfback Ridge and with the adjacent GGNRA.

A second area of the EIR's concern is with respect to the project's visual impacts on the character of the ridge, in particular with regard to views of the ridge from Sausalito, as well as views of the ridge from GGNRA and the bridge. A third concern was with respect to traffic and parking. A fourth concern

was with infrastructure, specifically with the storm drainage, water service and sewage. The project's vegetation and wildlife was also a focus, particularly with the trees on the ridge. The EIR also describes the fire protection aspects of the project and the project's relationship to highway noise, grading and ground stability implications, as well as its archaeological implications.

The report also includes an evaluation of alternatives which begin with no project through an 8-unit scheme, a modified 13-unit scheme and a 16-unit scheme, which represents the maximum development potential of the property under the current General Plan.

Mr. Wagstaff brought up the key issues in the EIR as follows: One of the principal issues that the report addresses is the question of the project's relationship to GGNRA policies, specifically to the GGNRA's protection objectives. The 1983 GGNRA land protection plan recommended that a portion of the property shown on Figure 13 in the EIR, some 3.3 acres, is identified by GGNRA for federal fee acquisition as part of its overall acquisition program for 155,000 acres of land needed for visual resource protection purposes. The 3.3 acres on this project are the last remaining parcels left to be acquired. This acreage includes portions of some ten of the thirteen project lots, including four of the lots on the ocean side and six along the ridge. It also includes the extension of Wolfback Ridge Road, which serves the existing homes at the south end of the ridge.

The EIR proposes two choices as a possible means of reconciling the development objectives of the applicant with the protection objectives of the GGNRA. One is to accommodate the fee simple acquisition of the ocean side parcels with the provision of retaining Wolfback Ridge access to the existing units on the ridge, and to any future units that are allowed on the ridge outside of this area. This choice would require a reduction in the number of project units to between five and nine.

Another alternative is to dedicate a conservation easement to the GGNRA for that portion of the property which is on the ocean side of Wolfback Ridge Road and perhaps additional dedication of some of the west-facing yards on the east side of the road. This choice would also require a substantial modification of the project design and consultants estimate that it would allow a combination of between nine and thirteen units on the lands east of the road.

With regard to visual concerns, Figure 18, Mr. Wagstaff stated that the EIR points out that five lots would have a significant visual impact. On the ocean side this would include lots 9, 11 and 12. They would be highly exposed to GGNRA vantage points. Ocean side lot 3 contains some existing vegetation but none that would adequately screen it from vantage points of GGNRA. On the Bay side of the project lot 13, at the end of Wolfback Terrace, a portion of that structure would be highly exposed to views from Sausalito. The applicants' landscape plan proposes the introduction of a screen of trees for lots 9, 11 and 12. The EIR determines that this screen would take at least five years to mature and in the interim the units would be exposed. There is a concern that new homeowners would remove or thin out existing vegetation to enhance their views.

In terms of mitigation measures, with respect to the long term adverse impacts of lots 3 and 13 on GGNRA and Sausalito viewpoints, these could be effectively mitigated by vegetative screening. The long-term impacts of lots 9, 11 and 12 could be mitigated only through eliminating the lots or relocating them to some other part of the site. In addition to these two basic mitigations the EIR also recommends a list of design controls and design criteria for incorporation into the CCNRs of the PUD that

would control architecture, grading, vegetation, etc. to minimize the visual impacts of the project.

With respect to traffic, transportation and parking impacts, Mr. Wagstaff stated that the EIR, Figure 24, indicates that the existing Wolfback Ridge Road segment immediately below Cloud View Trail, needs widening. It was understood that there is a lot of concern over this particular finding in the EIR. Recommended mitigations will be one of the principal tasks of the Commission to reconcile with the advice of the traffic engineer consultant and the concerns of the community in changing the character of this area. The enginer recommended that the roadway segment be widened to 16'. He estimates that currently it is about 14 1/2' wide. The traffic engineer also recommends that further down the road, through the turn, that the road be widened to 18'. It is currently 16'. In addition to these principal traffic impact mitigations, the traffic engineer also suggests that on Wolfback Terrace, which is proposed to access unit 13 and where Wolfback Terrace takes a sharp bend, that certain minimum road radii be established. If this cannot be achieved there are some alternative access routes to lot 13 suggested.

With regard to water, sewage and storm drainage, Mr. Wagstaff pointed out that there are some 32 of the 37 existing homes on the ridge which are served by the Wolfback Ridge water system, a private water system. This system is owned by the applicant. According to City officials water pressure levels on various portions of this system do not meet minimum standards for domestic fire protection purposes. In addition it was indicated that the existing system's water storage tanks do not meet minimum standards for sustained fire flow. The system receives its water from the Marin Municipal Water District, and because 32 of the homes that are served by the system are not within the boundaries of the District, under state law the District can provide water only on a limited, interruptable surplus supply basis. In such light the District has stated a desire to end this situation and annex the Wolfback Ridge area to the District. The implications of this would be that to achieve annexation the water system would have to be improved to meet the minimum design standards. The EIR describes the improvements that would be necessary and the general cost implications.

Mr. Wagstaff advised that the applicants propose upgrading only the project component of the water system, which includes a proposal to add a 10,000 gallon water tank, and to install some new mains to serve these units. This approach would require District approval because it would require additional water supply from the District for the potential twelve additional units. Given these water supply inadequacies, the EIR includes an evaluation of two possible alternatives. One is to renovate the entire system to provide adequate fire flow but retain private status and not annex to the District. The second alternative would be to renovate the entire water system and annex the existing residents that are using the private system and the additional residents to the District. The EIR includes a cost comparison between these two choices, and the conclusion is that although the first alternative would improve the existing situation, nevertheless, the water supply would remain unreliable and some of the fire flow standard concerns would remain. The EIR recommends initiation proceedings for granting annexation to the District.

With respect to sewage, Mr. Wagstaff stated that the existing Sausalito system does not extend across the freeway to serve the area. The applicants propose use of septic tanks and drainfill systems similar to what now exists on the ridge. The system will require variances from the County Health Department to accommodate a drainage field design. The other option for the site is to put in sewers, and the EIR includes a cost comparison of the two approaches. With regard to mitigations the EIR recommends a

number of measures if the septic tank method is to be approved to insure its long-term, maintenance-free operation.

With respect to storm drainage, Mr. Wagstaff reported that there are no significant problems. The EIR recommends routine measures to be taken, but there are no extraordinary storm drainage problems identified.

With respect to fire protection, the primary concern is with respect to the water pressure deficiencies. The EIR suggests that an additional water tank would serve to improve this situation for the project and the additional units, but as a mitigation measure certain additional improvements are suggested to require the minimum fire flow requirements.

With respect to noise the EIR points out that four units on the freeway side would be exposed to levels that exceed the City's standards for a single-family development. The EIR proposes certain measures with respect to architectural design and noise insulation to mitigate this impact.

Mr. Wagstaff stated that there were no significant geotechnical restraints indicated in the EIR that represent extraordinary engineering problems. Further, given the sites limited vegetation and wildlife, there are no significant biological impacts that have been identified. The EIR does recommend a tree removal plan to be prepared prior to approval of the final map and be subject to approval by the Planning Department. The EIR also describes a number of measures to protect the open space areas of the site and to achieve certain biological goals.

Finally, with respect to the various alternatives that are proposed, Mr. Wagstaff pointed out that Figure 28 shows the first alternative, alternative B, the 13-unit cluster PUD, which would avoid development on the ocean side of the road. The advantages of this plan would be to protect the most vulnerable GGNRA's views and the disadvantages would be internal, in that the project itself would not have as many view opportunities.

The second alternative, alternative C, Figure 29, is an 8-unit scheme, which simply involves elimination of the units on the ocean side below the road, and unit 13, on the Sausalito side, which is most vulvernable to visual impacts from Sausalito.

Figure 30, alternative D, shows the 16-unit cluster PUD, which represents maximum build-out under the current General Plan. This plan also clusters units on the east side of the road to avoid visual impacts on GGNRA.

Mr. Wagstaff concluded his overview on the Draft EIR by saying that he would take the 21 letters and comments from the public and the Commission and prepare written responses to all of the substantive input received, making changes in the Draft to accommodate these comments.

In response to a question of Commissioner Seashore, Mr. Wagstaff stated that Wolfback Ridge Road would be extended to serve all of the ridge top units, twelve of the thirteen units. Wolfback Terrace would serve the thirteenth unit by extension.

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Commissioner Krause questioned Figure 13 and the federal acquisition line. Mr. Wagstaff responded by saying that the property is made up of four parcels and this figure shows 3.3 acres in the GGNRA land protection plan.

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Commissioner Krause asked about the letter from the Department of the Interior of 1987, which refers to 3.4 acres. Mr. Wagstaff advised that this letter was incorrect and that the assessor's number is 3.31 acres. He added that this acreage is currently not within GGNRA boundaries. He noted that he had received a letter

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from GGNRA, which may resolve discrepancies. Mrs. Arnaudo also noted that the 21 documents mentioned above are Appendix A in the Draft.

Commissioner Krause stated that it seemed to him that the way the numbers worked out that there could be another scheme of four or five units, not eight. He wondered if an alternative such as this was considered. Mr. Wagstaff said it was not in those terms. It was his understanding under R-1 the PUD, using the 20,000 sq. ft. lot size, that eight units may be achievable. The Commissioner wondered if there should not be some consideration for steepness of the site and therefore the minimum lots may not be desirable; perhaps there was another alternative with a more generous lot size. Mr. Wagstaff said that if the Commission directed him to do so, he could evaluate this question and give an analyzed response. He added that there is a large open space area on the Bay side of the freeway which may be the open space component. The Commissioner commented that the reason he asked these questions was because of thoughts he had after reading page 175 of the Draft where there are alternative conclusions considered. He mentioned the point of view that the highest environmental ranking is the no-project alternative. Mr. Wagstaff advised that this alternative was included to meet the letter of the law, which requires identification of environmentally superior alternatives. He added that there are a number of overriding considerations that may shift the hierarchy of alternatives, but the the no-project or something less than eight units would be environmentally superior.

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Commissioner Krause brought up the issue of standards relative to both water and sewer. He could not understand how it would be desirable for the community to accept a variance to a sewage requirement when concern for pollution and the environment seems to be indicating otherwise. He thought this required a lot more explanation before he would be able to consider that it should be a part of a project of this sort. He thought it was the Commission's responsibility to try to make increases in environmental controls with respect to waste.

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Commissioner Seashore added that the report states that the sewer system was environmentally better than a septic tank system, and he also did not understand this. Mr. Wagstaff advised that the EIR identifies certain possible environmental risks associated with septic tanks and drainage fields.

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In response to Commissioner Krause's concerns, Mr. Wagstaff thought it would be of great benefit if the Commission could encourage the County Health Department to testify or supply a written response to their concerns with respect to why a variance is required and what the environmental limitations are. He believed they had received a response from the Health Department to the EIR and perhaps that letter will supply the needed information. Chairman Ruby said that that letter taken at face value would seem to say that leach fields on the west side of the ridge are not available. He added that they will need more discussion on this point.

Mr. Wagstaff explained Figure 13, with regard to the site portions. He defined "fee simple" as the acquisition of all property, not the real estate. "Less than fee" is the application of some aspect of use of the property, such as development rights, easement for access, air rights or conservation rights. In this instance the title of the property would remain with the landowner but modified with provisions with respect to how it is used.

With regard to Figure 13, Mr. Wagstaff advised that the land for federal acquisition would be fee simple. He added that when GGNRA prepared its plan for land acquisition of the 155,000 acres it looked at this subject property and the existing parcelization and it appeared that it included the area of concern, the western edge. So that parcel was included in the acquisition list. The

EIR suggested that perhaps with a more detailed analysis of this parcel the GGNRA objectives could be met without it having to acquire the whole thing.

Commissioner Politzer mentioned two letters included in the Commissioners' packets from the Department of Interior, dated in 1989, from Mr. Brian O'Neill, both calling attention to the fact that the EIR did not mention that there are some plants on the site that are habitats for a rare species of butterfly, the Mission Blue. Mr. Wagstaff advised that the biology consultant looked at the site and believes that there is some confusion in this area. This particular site has only about 40 of these plants, not 1000. This will be clarified in the final EIR and can be mitigated by protecting the plants or moving them. They are a hardy plant.

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Commissioner Politzer referred back to Mr. O'Neill's letter which mentions the remote undeveloped character of the ridge. The Commissioner wondered if there was some way to evaluate the effect of this project on the perception of this character in the final EIR. Mr. Wagstaff stated that he believed the EIR already did that. He added that this was the thrust of their analysis.

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Commissioner Dorsey asked if the Mission Blue butterfly was the same species that stopped the development on San Bruno Hill. Mr. Wagstaff thought it had been a different species, but in any event it is not unusual for an issue such as this to come up in the environmental process. He felt that his charge was to have the biologist meet with the author of the above letter on site and clarify the situation and include it in the final EIR.

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Commissioner Dorsey referred to a letter from CalTrans with regard to the threat to 101 by the drainage system. There was concern that similar circumstances could occur that took place in the storm of 1982. Mr. Wagstaff stated that these concerns are mentioned as general concerns with slope stability, and this is not only a concern of CalTrans'. He added that the civil engineer was involved in looking at the slope stability for the project, particularly as it is affected by drainage. He believed that sceptic tank effluent would primarily affect the western side of the site. He added that this would be clarified in the final EIR in response to the CalTrans letter.

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Chairman Ruby asked why the EIR had to deal with other mitigations if the GGNRA was going to acquire a portion of this area. Mr. Wagstaff stated that under state law the EIR is required to address the concerns of the lead agency as well as all responsible and interested agencies. Given all of these provisions he assured the Commission that in court GGNRA would fall under at least one of these categories, if not all three. For that reason GGNRA was included in the EIR. However, the EIR is not in any way connected with the design of the project. The Chairman thought that this still made it very difficult because the project would change dramatically if the GGNRA acquires a portion of it.

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The Chairman asked Mr. Wagstaff to highlight any problems with the project that could not be mitigated in his view. Mr. Wagstaff stated that there were mitigation measures that could be reduced but not entirely mitigated. He did believe that the visual impacts require some very important treatments to ensure that they do not affect the character of the GGNRA area and Sausalito. Mitigation here is feasible. The Chairman asked that if areas of concern do arise and cannot be mitigated that they be mentioned in the final EIR.

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The Chairman asked what led Mr. Wagstaff to look at the eight-unit alternative. Mr. Wagstaff stated that this alternative eliminated the buildings that most visually impact the surrounding area. He added that there were five distinctive lots that created an environmental impact, which left eight units.

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On page 33 of the Staff Report, Chairman Ruby pointed out that there was a letter from MMWD which stated that the matter of additional water should be resolved before any approval could be made in regard to this project. On page 209 there was another letter which says that upon success of annexation and after approval of the Tentative Map this project would be placed on a waiting list to receive water. These letters struck the Chairman as rather formidable kinds of things to deal with. Mr. Wagstaff stated that these letters do raise questions in terms of feasibility that go beyond the scope of the EIR. He stated that the discussion in the EIR, with respect to the District's concerns, are based upon close cooperation with the District. As far as the implications of these letters and what would be required to implement District interests for a thirteen-unit project, whether thirteen units can support the cost of meeting these requirements is a major question. He did not think the District's concerns were with the number of units, however, but rather with the question of reliability of supply.

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With respect to the Department of Health and Human Services regarding water quality and problems with the leach fields on the west side of the road, the Chairman stated that if variances will not be granted it seemed that some sort of resolution could be needed.

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The Chairman stated that there was a lot of discussion of mitigation of visual impacts by trees. He said that trees are not forever, and the assumption is that they will not be cut, knocked over or diseased. He thought that a mitigation such as this would have to be covered by some very strict ordinance. Mr. Wagstaff advised that the City of Sausalito has a very stringent tree preservation mechanism in place. The Chairman pointed out that there had been an enormous amount of tree cutting up on the ridge. Mr. Wagstaff advised that there are review procedures that involve not just trees, but branches of certain sizes, which are outlined in the Draft. The Chairman was concerned that if trees blocked views they would be cut down, and he did not believe this issue was covered enough in the EIR, although he did not know how to do so.

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Commissioner Krause added that there are eucalyptus logs lying along side the road on the ridge, so someone is up there cutting now. He wanted the EIR to address the primary screening of a structure, which begins with the architecture, not the trees.

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The Chairman mentioned that the letter from CalTrans that Commissioner Dorsey had referred to was on page 203 of the packet. He did not think CalTrans was concerned with leach fields, but rather storms such as the one in 1982. The Chairman thought that this issue needed to be addressed in the final EIR.

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With regard to Wolfback Terrace Road the Chairman made the observation that it was on a very steep hill. In the report one place refers to it as being necessary to be 10' wide and in another 12'. He wanted this clarified in the final EIR. He mentioned the "Lincoln Town Car" example, which is 6 1/2' wide. Wolfback Terrace would not allow two of these cars to pass. He stated, however, that if the road is widened the hillside will be scarred. He noted that one of the most objectionable views today from Sausalito is Cloud View Trail, which cuts a very unattractive scar across that hillside. Mr. Wagstaff believed that there was reference in the EIR to the visual effect of the widening of this road, consistent with what the Chairman stated. He added that he believed that the area that is recommended for modification was screened from views. The Chairman was referring to the extension to lot 13. He hoped this would be clarified in the final EIR.

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Chairman Ruby questioned the sixteen-unit maximum that could be applied under the Zoning Code. He thought this was incorrect.

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There are 7 1/2 acres on this lot and the Code says that for a PUD you have to subtract the pavements. It was not clear whether these pavements included roads or the size of the various driveways. He added that even if you take the maximum density allowed of 20,000 sq. ft., that would be fourteen units. Mr. Wagstaff responded to the Chairman by saying that they had gone through this very carefully with City Staff, but that he would re-evaluate the numbers.

The Chairman also questioned the leach fields and the strong argument from various sources, including CalTrans, about the sceptic approach. This led him to the sewer system alternative, but on page 17 of the EIR it says that extension of a municipal sewer system may merit detailed investigation beyond the scope of this EIR. Mr. Wagstaff thought that this was a question for Staff to answer. In his experience there are a number of subsequent development reviews to go through for many of these issues, particularly with respect to the final map. If the project gets to the point where the applicant begins to spend money on engineering fees, required to make that kind of detailed analysis, reviews are done routinely subsequent to the EIR. The Chairman commented that if it turns out that in the final study the leach field alternative is fading they may want to go back and give more attention to that alternative.

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With regard to fire protection and the need for water improvement, Mr. Wagstaff responded to the Chairman by saying that the EIR does describe what would be required to achieve adequate tank size.

The Chairman stated that it was too bad that the GGNRA question was not resolved so that the Commission could focus in on the actual land that was he project.

Commissioner Seashore advised that there had been a major change in Sausalito's tree ordinance policy. He added that, with regard to Figure 13, it shows the Fritz Warren property as just below lot 13, which is due to be acquired for less then fee. He wondered about the rights on this parcel. Mr. Wagstaff said that his understanding from the information they had received from GGNRA is that this transaction has already taken place and that there is currently some type of conservation easement on this property that accommodates the use that is there now. He added that there is probably some provision to protect the GGNRA use of the house itself. He added that he would verify this.

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Commissioner Politzer brought up the fact that GGNRA is not the only consideration here. There are also the residents of Sausalito who like to drive up to this area to enjoy the character of the ridge.

A representative of the Marin Municipal Water District reiterated what was said in the letter from the District about the project. He did not know how long it would take to join the District if someone put in an application today. He advised that they had a waiting list for 58 acre feet. He said there are about three services per acre feet. At this time there is no water available for the subject project. He added that the District was looking for a new water supply. There will be a public workshop on the District master plan on November 28, 1989. This will probably involve a public bond issue.

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Commissioner Seashore asked about a statement in the EIR which implies that there might be a new water supply that would make available some supply of reclaimed water. He wondered if this new supply would help satisfy some of the waiting list. The representative stated that the Board of Directors is looking at this right now. He added that the District will be evaluating the process for a couple of months to see that state standards are met. The big question for the Board is based on the water supply

master plan; is there enough water now to meet future needs with the reclaimed water?

Commissioner Politzer mentioned the letter from Arthur Marthinsen of the County of Marin Department of Health and Human Services, dated September 14, 1989. This letter states that the matter of additional water should be resolved before any approvals are made in regard to this project. The MMWD representative stated that there are several issues involved here with the project. Basically, MMWD is speaking with the owner of the Wolfback Ridge Water Company. MMWD did recommend that the system be upgraded and then annexed to the District. He said it is the owner's risk as to what he wants to do.

Commissioner Politzer asked if anyone at the MMWD had read the EIR, and the representative stated that several of them had. He added that the District felt fairly comfortable with the EIR. He did note that they were not sure at this point whether the upgrading recommended in the EIR was adequate. This would have to be checked before annexing.

In response to Commissioner Seashore, the MMWD representative stated that the District had recommended that one tank be provided for the entire service area. He believed that the elevations of the existing tanks were not adequate so it was recommended that another site be located. The existing tanks could be enlarged.

Mr. Alan Patterson, the applicant, introduced his attorney, Mr. Bill Sauers, Mr. Peter Calthorpe, project designer and Mr. Mike Foley, a planning consultant for the project.

Mr. Mike Foley, planning consultant from Corte Madera, spoke of his many years of experience with environmental reports. He was currently preparing an EIR for the City of Sonoma and the City of Mill Valley. He was retained by the applicants to review the EIR and address their concerns on that report. He complimented the job done by Mr. John Wagstaff. He noted that there were a number of mitigation measures in the report that will be integrated into the design of the project. Applicants agreed with a high percentage of the comments and recommendations in the EIR, which is a fairly unusual statement for the applicant to make on a report such as this. Mr. Foley stated that he wanted to draw particular attention in the EIR to two areas of Mr. Wagstaff's expertise. These are the standards included in the report on pages 86 and 87. This is an example of the type of guidelines that applicants will find very helpful.

Mr. Foley went on to make the following presentation: With regard to chapter four in the EIR, the land use and open space section, there is a letter from the general superintendent of the GGNRA which states that the GGNRA will take steps to acquire the property as soon as possible. It is the desire of the applicants to sell property to the GGNRA. This is the method of mitigating the impacts that were identified by Mr. Wagstaff for the lots on the west slope. Sale to GGNRA is not opposed by the applicant, but even wholeheartedly endorsed. The "Catch 22" here is that GGNRA will not buy the property or negotiate for its purchase until the project is approved. The other issue, with regard to land use and open space, is that applicants agree with Staff that the maximum density permitted on this property is sixteen units.

64.

With regard to the visual impacts, Mr. Foley advised that applicants feel it is possible for them to work out the recommendations in the EIR so that the trees are properly located and can be windowed to provide screening and also adequate views from the ridge. There was a slight disagreement with Mr. Wagstaff in that applicants feel that all thirteen houses could be screened by vegetation rather than just the ten houses referred to.

64.2

With regard to circulation and access, Mr. Foley stated that one of the mitigation measures mentioned in the report is road widening for Wolfback Ridge Road and for the Terrace. There were many letters written to the City opposing this road widening. Applicants agree that the widening is not necessary and would cause great environmental impacts. The problem with the widening is that scars are created in the cut and the fill, removing a lot of existing trees, creating erosion and drainage problems that do not currently exist, and all for one or two feet of widening. The other thing with respect to road widening, page 133 of the EIR, is that the Fire Department advises that road widening is not necessary. If the Fire Department does not need the road widening and the residents do not need the road widened then why widen it and cause a lot of additional environmental impacts. Applicants are willing to widen the road but think to do so would be a mistake.

64.3

With respect to the access to lot 13, applicants are investigating the possibility of having access by a further extension of Wolfback Ridge Road. There is an existing dirt road that goes around to lot 13, but its exact status is unclear. If extension is possible Fritz Warren's access will not be needed. This alternative has not been investigated as applicants would prefer not to widen this road.

64.4

Another issue in circulation and access has to do with parking. There is a suggestion in the EIR that there be five parking spaces per lot. Mr. Foley thought this was an extraordinary suggestion for a city such as Sausalito.

64.5

Mr. Foley mentioned that in the traffic section it refers to the thirty-seven existing units on the ridge, which create twenty-three peak-hour trips, and yet the traffic engineer suggests that there will be fourteen peak-hour trips created by twelve new units. He did not think these numbers computed and wished the engineer to explain why the twelve units create fourteen peak-hour trips while thirty-seven units created only twenty-three trips. This makes the traffic projections almost double what exists per unit presently.

64.6

Mr. Foley stated that applicants agree with the consultant's conclusion that the mitigation measures can adequately be handled with respect to storm drainage, noise, archaeology, geology and emergency services. These are areas that have less significance in the EIR than circulation and access and also the two big issues, water and sewage.

Mr. Foley addressed the water issue. All the people who now live on the ridge currently have a water situation that could be improved. If the water supply and water distribution are improved to the standards that MMWD has recommended all of the people on Wolfback Ridge would benefit from that. The applicants are receptive to the idea of making improvements recommended in the EIR and are supportive of the idea of MMWD that the whole system be annexed to MMWD. The amount of money that would be required to make these improvements, mentioned in the EIR, is substantial, but so is the benefit.

64.7

The last issue Mr. Foley addressed is sewage, which is the most difficult. In the report the County Health Department states very specifically that there is no evidence that there has ever been any problem with any septic tank system on Wolfback Ridge. One of the distinctions between the water and the sewage is that while everyone would benefit from upgrading the water situation, there is no incentive at all for any existing property owner to hook up to the sanitary sewer system in Sausalito. They have no problem with their existing system, some just recently paid a lot of money for these systems.

64.8

Mr. Foley stated that the sewage system discussed in the EIR providing an entirely new system is very expensive. The engineer's estimate in the report is \$368,000 to \$502,000. This calculates out to be \$31,000 to \$41,000 per lot. This is a lot of money for a system that would be used by this project and be of no interest to existing residents. The expense of this improvement is so significant that it affects applicant's ability to deal with and accept.

Mr. Foley stated that there are a number of alternatives referred to in the EIR. Two of them are off-site areas that applicants consider irrelevant since they are extremely different than the project site under discussion. With regard to alternatives for this particular project, the no-project alternative listed as being of the least environmental impact, applicants think that the high rating is over-rated. The reason is that no project does nothing for the water system, it does nothing for the road system, nothing to change the status quo except that it postpones the development to some later time. It does nothing to improve the situation for the people who live up there now. 6A.9

With regard to the reduced density development concept, Mr. Foley stated that it is possible that GGNRA will buy enough of this property that eight units are all that is built. It is unfortunate that applicants are in the "Catch 22" situation and do not know how much of the property GGNRA will buy. Applicants are confident that it will buy some of it and support the recommendation in the report that it buy up to Wolfback Ridge Road, the west slope visible from GGNRA. It is significantly less necessary that it buy the area that Commissioner Politzer was referring to on the top of Wolfback Ridge. Since that is not visible from GGNRA it is unlikely it will be interested.

Mr. Foley stated that the mitigated thirteen-unit concept is another alternative. The problem with this alternative, as described in the EIR, is that it includes the very expensive sewer connection to the Sausalito system. The other problem is that it requires tree removal and additional grading which provide additional environmental impacts such as visibility and erosion.

The next alternative, the increased density concept, is one that provides for development of sixteen housing units, the number permitted by the Zoning Ordinance and General Plan. This alternative is the applicants' choice, as it is the number of units necessary to pay for all of the mitigation measures. It would be necessary to modify this alternative to keep four lots on the west side in order to sell them to GGNRA. With this alternative all of the mitigation measures would be acceptable to the applicant, and there are many at extreme expense, but with the number of units allowed by the City it would be possible to pay for these mitigations, including the sewer connection and the upgrading of the water system. 6A.10

In response to Commissioner Seashore, Mr. Foley explained that the applicants and their attorney have met with GGNRA and have attempted to discuss the purchase of the property. GGNRA stated that it was not yet convinced that there was any reason that the area was a threat. The Commissioner wondered what was meant by "threat". The impression Mr. Foley had from the attorney was that GGNRA wants an action by the City that a project is going to be improved, which might be a preliminary action. Just a letter from the Planning Director would not be enough. GGNRA was supposed to send a representative to this meeting but at the last moment called to say he would not be able to make it. 6A.11

Commissioner Seashore brought up the access to lot 13, which he thought was going to be accessed by the extension of Wolfback Terrace, not Cloud View Trail. Mr. Foley stated that there is a reference to the fact that the access would be along the existing road, which currently serves Fritz Warren's house. Applicants 6A.12

would prefer that he have the only access to that road. Mr. Foley advised that the research that is necessary on this matter has not been done. He noted that he had researched this road about six years ago and there is uncertainty as to whether it is an exclusive easement only for the Warren property or whether GGNRA has some use for it, or whether it is a City street. It could be that applicants may want to retain the right the use of the Warren road for emergency fire access, providing a secondary access.

Commissioner Seashore commented that the five parking spaces per unit may not be as outrageous as Mr. Foley stated. Mr. Foley responded that there was no doubt that it is a desirable concept, but also a unique one. He added that they want to eliminate, as much as possible, adding more pavement. Chairman Ruby commented that recently the Commission requested and got four parking spaces per unit with a possibility of on-street parking.

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In response to a question on the design of the project by Commissioner Politzer, Mr. Peter Calthorpe, project designer, stated that the flat-top sites are very heavily screened by existing vegetation which would be on GGNRA's property, once acquisition was made, and therefore be guaranteed. The site out on the point, with architectural controls on height of the building and controls for the preservation of the major tree elements, would also be fully screened from the GGNRA.

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Commissioner Politzer was concerned that they would be approving the project with the hope that the GGNRA would acquire the property. He wanted some guarantees. He thought that once this project was approved the values of the land become much higher. Mr. Foley suggested that perhaps a preliminary approval that is not a final subdivision map might be enough to convince the GGNRA to purchase the property but not be any guarantee to the applicant that he has a specific project. This would indicate that Sausalito is serious about putting houses on the ridge.

67

Commissioner Krause was also concerned that they were looking at a Draft EIR for a thirteen-unit project and Mr. Foley was telling them that this would not be so if GGNRA buys the suggested property. He asked how many units the EIR, in reality, pertained to. Mr. Foley stated that the application is for thirteen units but he could not say how much property GGNRA will ultimately buy. He added that the EIR does focus on the thirteen-unit project.

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The Chairman suggested that they go on. He said that Mr. Wagstaff had mentioned in the report that there could be a no-project alternative. He wondered if this could be for thirteen units or could it be for any project. Mr. Foley advised that the no-project alternative is required by state law, it means no project of any size. It is the existing situation. The Chairman said that they all agreed that the logic was that they were dealing with a "strawman". Commissioner Krause did not see this as his job as commissioner to deal with "strawmen".

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Mr. Peter Calthorpe stated that with regard to the GGNRA taking the property, it has said very clearly that it will, no maybes, as soon as possible or as soon as the City rules on it. This agreement is in a letter from GGNRA in Appendix B, the DEIR, dated December 15 from Brian O'Neill. Mr. Calthorpe did not feel that the Commission was being asked to gamble on this matter. In relationship to the EIR and the visual mitigations, identified on page ten, they do not include the primary visual mitigation. The primary mitigation is not elimination or relocation of buildings, it is the purchase of buildings by the GGNRA. He stated that the Commissioners can consider the thirteen-lot proposal before them as they do all proposals before them, consider a very long list of mitigations that will alter the configuration of the ultimately approved plan. In this case applicants wanted the purchase of the lots by GGNRA to be considered the primary mitigation. Considered

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in this format it can be treated just as any of the other mitigations that will inevitably transform this project.

Chairman Ruby asked for clarification as to which property GGNRA would buy, referred to in the letter. Mr. Calthorpe stated that this is not certain but should be considered an important mitigation. 71

Mr. Patterson stated that the GGNRA representative, Mr. O'Neill, had advised him that he was not able to come to this meeting. The representative did call Mr. Curtis. Mr. Curtis stated that Mr. O'Neill called him at 5:15 p.m. on this date and indicated that he was going to be requesting that the acquisition be elevated in priority to number two, following another acquisition. He also indicated that this was to be a subject of general correspondence within the GGNRA, and he would forward a copy of this letter to the Commission. The elevation of this acquisition was based in part on certain other acquisitions being secured by emergency funds, which removed them from competition. 72

Chairman Ruby asked if it would be appropriate in an approval process to say that if any of the property was sold that the project would have to come up for reapproval. Mr. Curtis answered that the intent of subdivisions is to create separate legal parcels of record which can be sold or conveyed independently. 73

Commissioner Krause wondered if they could ask the City Attorney that if somehow the project were to be approved, would that initiate some sort of a vested property right and added value to the property, which would somehow cut off the GGNRA from buying the acreage on the west side. Mr. Curtis cautioned the Commission that these kinds of factors are not proper to consider within the context of a subdivision. He said that they could inquire of the City Attorney information in this regard. 74

Commissioner Politzer stated that he did not think it proper for them to be discussing financial hardship or gain to the owner, but he did think it would be proper to inquire about vested rights. Mr. Curtis advised that they were being asked to approve a subdivision which, if approved, creates legal, separate lots of record which could be conveyed separately. In this case it is an application for thirteen lots in a subdivision, each of which is a residential building site. He added that GGNRA can purchase, just as any other public or private purchaser could purchase one, two, three, etc. lots, if they are legally established and recorded. 75

Chairman Ruby thought that part of the problem here was that the project's mitigations are related to the project, and if you change the project by selling a piece of the property, it could happen that there would be a different set of mitigations than under the project as it is constituted. He did not believe that, even though you have given vested rights to properties in some development, it is still in the context of the total development and mitigations can be effected by what the total development project is. He added that if part of the project changes then the Commission would have to say that it does not necessarily agree with the mitigations approved for the original project. 76

Mr. Curtis reiterated that the application before them was for thirteen lots, and if they approve this project it creates thirteen legal lots of record, which may be conveyed independently. He added that the Commission has to evaluate and impose mitigations related to the project that it is asked to approve. Mr. Curtis stated that what the Chairman was really asking was whether or not a certain mitigation is a real or available mitigation. 77

Commissioner Krause reminded them that the applicants have said that they consider the GGNRA acquisition as part of the mitigation 78

for the project. The Chairman stated that he had also been talking about leach fields and water supplies, etc.

Mr. William Sauers, residing in Los Altos Hills, stated that the reason he was at this meeting was because he was a friend of the Patterson family for the past twenty years. He was here more as a friend than a lawyer. From his legal judgment, the Commission has been submitted a legal application for a subdivision, which by the Zoning Ordinance would accommodate sixteen parcels, and applicants are asking for thirteen. Applicants were asking the Commission to take the first step in this "Catch 22" and provoke some negotiations with the GGNRA. Mr. Sauers did not want to negotiate with the GGNRA in public or in its absence, so he could not say what will occur. His opinion was that the Commission go ahead and use the mitigation that Mr. Foley suggested.

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Ms. Velia Butz, who has lived on Wolfback Ridge for twenty-four years, stated that no one had talked about the scale of the proposed lots. Mrs. Arnaudo advised that under the provisions for planning and development in the Zoning Ordinance, Section 10.111, it is possible for the Planning Commission and the City Council to approve lot sizes less than the minimum otherwise required in the zoning district if certain findings are made. However, the overall density of no greater than one dwelling unit per 20,000 sq. ft. must be respected in the overall scheme, and that is the average density of the use of the parcels.

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Ms. Butz stated that she owned a buildable lot in front of her present property, which averages about 23,000 sq. ft. She wondered if she could come to the Planning Department and ask for an exception and split the lot into three sections and build three clustered units. She wanted to point out that they have all lived up there under certain rules and regulations. She was not objecting to the development, but she thought that they all had to abide by certain rules, and she did not understand the 72,000 sq. ft. allowed for this project. Mrs. Arnaudo advised that the reason Ms. Butz could not have more than one dwelling on her 23,000 sq. ft. was that the overall density could not be greater than one per 20,000, so it is not until the property has substantial acreage that an owner can ask to take advantage of a special provision.

80.1

Ms. Butz also referred to the extension of the Wolfback Ridge Road to access lot 13. She stated that she owns half of this road on the southern end, yet no one has approached her for easement rights, etc. The Chairman interjected that this was a valuable piece of information.

80.2

Mr. Bruce Seymour, a friend of Mr. Fritz Warren, stated that Mr. Warren was not in town but has written three letters to Staff. The Chairman asked that these letters be resubmitted as they are very difficult to read. Mr. Seymour stated that the Warren family feels that Cloud View Trail is a private driveway, and Mr. Warren is prepared to contest this issue in court. Mr. Warren is in favor of development on the ridge and expressed interest in the eight-unit alternative.

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Mr. Clark Gerhardt, 8 Wolfback Ridge, spoke to the issue of widening the road. He hope that it would not happen. He was one of five neighbors that would be directly impacted by the widening, himself most of all. It was confusing to him exactly what was being proposed, but in Figure 24 of the DEIR there is a dotted line in the right-hand corner where it states that the road needs widening. He added that in a number of places in the EIR there is an inaccuracy, showing the lot that his house is on as a vacant lot. It has not been vacant for four years and he notified Mr. Wagstaff and Mr. Curtis of this fact. He pointed out that it is inaccurate where it states that the road is 14' wide. He widened this road to 16'. He added that there has been no problem with cars passing each other. He thought that the widening of the road

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and the addition of a 5' shoulder would adversely impact his property by cutting into the side of it, and then he could foresee some sort of sloping back so that the rocks were not overhanging that 5' shoulder. Therefore, they would be taking more than 7' from his property. Furthermore, he stated that traffic speed is a bit of a problem up there now and widening the road would not encourage people to slow down. Putting a shoulder on the road will, by definition, create off-street parking, which is already a problem. He advised that this was a private road and privately maintained, and the residents do not want additional off-street parking because it encourages people to go up there and treat it as a public road. He added that the widening would also impact the ambiance of the area.

86.1

One of the other issues Mr. Gerhardt wanted to mention was that of septic tanks. He put a state-of-the-art septic tank in when he built his house, and the other septic tanks have been there for as long as thirty-five years and have worked very well. He did not think a sewage system is required, regardless of how many units are going to be put in, within reason. He further believed that the septic tank alternative would be environmentally more sensitive.

82.5

Chairman Ruby stated that Mr. Gerhardt's house overlooks the GGNRA. He wondered why GGNRA had not bought this land for its visual impact. Mr. Gerhardt did not know why GGNRA had not approached him. He added that his house is well-below the allowable building limit and is well back from the property line, which is the GGNRA boundary. It is also 2/3 the size allowable for that lot. He added that the only place it was visible from GGNRA would be if you were one of the fifteen cars in line at the stop light in front of the tunnel.

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Commissioner Krause commented that when he was up looking at the site he was intimidated by all of the signs. He was driving very slowly. His car is not very big, but in coming down he encountered another car and it was pretty tight. He felt that something had to be done to mitigate the blind loop. Mr. Gerhardt did not agree and added that most of the neighbors do not agree that the road should be widened. He noted that there could be more signs or some other alternative but road widening was not in the interest of the people who live up there.

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Commissioner Seashore pointed out another error in the EIR, Figure 24, which fails to show the extension of Wolfback ridge Road through the proposed development.

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Mr. Stan Erway, former owner of Wolfback Ridge Water Co., gave the following presentation: The water system was built in June, 1939 and it is a bona fide system. Years ago MMWD served water to the City of Sausalito through a master meter. Later the City got rid of this system. MMWD is now talking about annexation. This means you pay money to join. MMWD has never been able to serve anyone pressure much more than ten pounds per square inch, and it has to give a low pressure waiver to anyone who is west of the highway. The Wolfback system, by comparison, is over 110 pounds per square inch, which has to be reduced. By law you cannot serve water to people less than twenty pounds per square inch unless they sign a low pressure waiver.

86.1

Mr. Erway advised that no one had contacted him about the ridge water system. There is no consenting agreement between Wolfback Ridge Water System and MMWD. MMWD is currently buying water from North Marin Water District through their intertie, and they will continue doing so. Mr. Erway had been to North Marin and it will sell him four acre feet of water, a lot of water, and it only takes a day-and-a-half to pump it in a year's time. MMWD, on the other hand, wants an annexation. Up until 1952 MMWD could buy water systems. He did not understand why they did not buy Wolfback Ridge Water Co. then. Now MMWD wants the system to be

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annexed. It is a very valuable piece of property and MMWD and the City condemned the water system, but it does serve the people up there and follows all of the rules and regulation as applied by the State of California. The system is so good that he cannot even borrow money to improve it because it meets all of the standards.

With reference to the Deaton and Butz road, Mr. Erway stated that it has to be protected. Both Deaton and Butz have a granted easement over the road, and if anyone gets a hold of that property these easements hold.

86.4

Mr. Erway said GGNRA would only acquire land west of Wolfback Ridge Road. He believed GGNRA would not acquire all of parcel "C". He added that GGNRA had come to him in the past, and it was his understanding that this was all it wanted to acquire. The Chairman pointed out that in its letters GGNRA discussed buying the three-acre parcel. Mr. Erway thought that the people writing the letters are not the people he dealt with from GGNRA; things keep changing. He noted parenthetically that he had lost his property on the ridge because the government would not act. He had to pay inheritance taxes, which he could not do.

86.5

With regard to sewers, Mr. Erway said that the legislature of the State of California defers to people who use sceptic tanks and leach field over a big sewer. In Woodside they wanted to connect a sewer to a certain hill and the people fought it and won. He said that sewers go into the Bay through a treatment plant, but it fertilizes the Bay with all of the minerals. With the sceptic tanks you are putting the minerals back into the land. He further described the environmental problems with drainage, sewers and sceptic systems. He noted that the only reason sceptic systems fail is that they are not taken care of.

86.6

Mr. Erway stated that he had lived up on that hill constantly since 1948. He built the sceptic tank up there, which has worked very well, with never a problem.

Mr. Erway also responded to comments by Commissioner Krause by saying that Sausalito does not have a slope policy. He further added that he had never seen a Mission Blue butterfly, except under glass, the whole time he lived on the ridge. He urged Mr. Wagstaff to contact him in Cotati in reference to the water system to get information, because most of the information in the EIR is from MMWD and it is erroneous and detrimental. He added that Sausalito is receiving a lot of money in property taxes from the people who live on the ridge. Therefore, he did not think the water would be turned off. He said MMWD can make all of the threats it wants but he did not think the Board of Health from Berkeley would let them follow through.

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Mr. Erway commented that fire protection is the responsibility of the city. He knew that Sausalito had a deal with MMWD to spend money to enlarge its main, but he never saw the City come up to the Wolfback Ridge Water System and offer it money to increase its supply. He concluded by saying that if anyone had any questions to write him at P. O. Box 853, Cotati, CA. He noted that he no longer owns property on the ridge, but does help take care of the water system for Mr. Patterson.

86.10

Commissioner Politzer observed that the people who had spoken at this meeting seemed to be most interested in the status quo. They do not want the road widened, they do not want sewers, they do not want to accept what the MMWD is suggesting. They are not against the project, but they do not want to spend any money because of it. Chairman Ruby thought that the letters give a much different view, where people are suggesting that they do not want the extent of the planned project.

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At this juncture, Chairman Ruby announced that the public hearing will be continued and remain open until October 20, 1989 for additional information concerning the EIR, to be sent to the Planning Department. At that point, this information will be made available to Mr. Wagstaff and he will proceed in the preparation of the Final EIR. The Chairman then opened the hearing on the merits of the project.

Mr. Peter Calthorpe, project designer, explained the origin of this particular design for Wolfback Ridge with a slide presentation. These slides showed the area with views and potential mitigations. He commented that most of Sausalito hillsides are covered with healthy, mature trees and from several vantage points the overall impression is of a tree hillside, and yet there are hundreds and hundreds of households peaking out, integrating their architecture and design with the overall ambiance of the trees and the hillside. He thought this could be applied on Wolfback Ridge as well.

Chairman Ruby thought that what he has seen happen on the ridge over the years is that houses become much more visible as the trees have grown up and been cut.

Commissioner Politzer commented on the houses being placed right on top of the ridge where they stand out more than they would if placed lower on the hill. Mr. Calthorpe advised that there are reasons for this. He explained that the areas below the ridge top are completely exposed and do not have a mature tree screen in place. Once you get above the road there is the tree screen, and he did not want to interrupt the tree screen nor locate building sites in the tree screen, which would necessitate cutting the trees. Another reason for building on top of the ridge was to minimize new road cuts on the hillside by using existing road cuts to access those sites and thereby allow a project to be built with almost no visible road cuts.

Commissioner Krause, in looking at Figure 13 in the EIR, wondered if he had a lot of money would he want to spend it on sites 4, 5, 6 and 7, which are grouped close together, and possibly will look out over other persons' roofs, over Sausalito Old Town and the Bay and have freeway noise problems, etc., or would he want 9, 11 and 12, where because of GGNRA he would get a wonderful view and sunset that no one is going to be able to build on. He thought that, arguably, the west lots are potentially the most valuable ones, because they have the view over something that will never be spoiled. He thought it a real gamble, relative to the project, to be faced with having to approve a thirteen-unit project in a situation where it is not certain that GGNRA will ever buy what may be the most valuable property of the thirteen.

Mr. Calthorpe advised that GGNRA has the right of eminent domain, regardless of Mr. Patterson's intentions. GGNRA stated that its intention is to buy the property. It has purchased the property of all the sites on its very long list to expand and preserve the GGNRA. Commissioner Krause stated that GGNRA did not buy Mr. Gerhardt's site, and Mr. Calthorpe advised that this property was never on its list, plus that property never went through the EIR process.

Chairman Ruby mentioned the parking as discussed on page 13 of the EIR. He wondered if the two or more additional parking spaces for units such as 3, 9, 11 and 12 could be accomplished. Mr. Calthorpe stated that it could be done by broadening the parking deck that comes out from the central roadway.

Chairman Ruby asked about the duplex, units 4 and 5, which appears to be a single structure. He wondered how this would be converted to two single-family residences, remembering that there has to be a 10' separation. Mr. Calthorpe advised that there would be a 10' separation in part of the building, which is actually the least

valuable; there is a wing that returns to the tower at the rear of the building. This wing would have to be demolished. He further commented that the front portion of the building will remain intact as a single-family dwelling. Lot 4 would effectively be a new building. He hoped the tower would be incorporated and therefore saved.

In response to the EIR, which had to do with roof drainage collections, Chairman Ruby stated that CalTrans and others have suggested that they do not want another 1982 slide. He wondered if the current plans consider taking roof drainage into common collection points to storm drains. Mr. Calthorpe advised that there is no storm drainage system design for the site. The engineers felt that the primary issue is the roadway run-off. By maintaining existing roadway structures on the side, not adding any new cuts, allowing it to sheet drain rather than collecting it, was actually a better approach to the problem then collecting drainage into one point. He added that they had not addressed the problem of building down spouts but they will. He did not know yet whether it would be better to collect it or disperse it. In response to Commissioner Politzer he stated that they could look into whether or not they needed retention or what kind of gravel pits or cisten could be used for the roof run-off.

Chairman Ruby stated that the reason he could not see sixteen units as being the legal maximum was that he was counting Wolfback Terrace Road in the dedicated roads. Mr. Calthorpe stated that if it were required they could draw lot 13 so that it contained the driveway. He added that it is Mr. Patterson's goodwill that dedicates the two acres to open space. He noted that he, too, would like clarification on this matter.

Commissioner Seashore asked about the power lines in front of lots 9, 11 and 12. He wondered if there were any type of easements that impinges on the property. Mr. Calthorpe did not know the answer to this.

Commissioner Seashore asked Staff what responsibility the City had regarding the adequacy of private roads in a development such as this. Mr. Curtis responded that the City has a responsibility to make a determination that the internal design and improvements of the subdivision are sufficient. Mr. Calthorpe advised that the Fire Department had looked at the roads and found them satisfactory. Commissioner Seashore wanted the City Attorney's advice as to how responsible the City was for private roads.

Mr. Bill Warren voiced his concerns about the tree screen and trees being cut to open up views. He thought that the water from buildings should come down in pipes and run over to leach fields. With regard to the roadways, he thought the sheet drainage was a good alternative, but what tends to happen if you are on the west side of the road is that it comes down and around Ridge Road, around the circle and erodes the area. He further explained the route the sheet drainage needs to take. He then asked what determined a private road. He said that as far as Cloud View Trail is concerned, it was put in by Fritz Warren and the Association does not maintain it.

Ms. Lynn Augstein, 3 Wolfback Terrace, stated that currently the road turns quite severely next to her property. She said that most of the cars that pass by there turn around on her deck. She was not sure how it was being intended to widen the road, since there is a 15' hill on one side and a very sharp drop on the inside turn.

Chairman Ruby stated that the whole concept of access to lot 13 is very tenuous. Each scheme seems to have a problem.

Mr. Erway spoke with regard to Cloud View Trail. On a recorded subdivision map of 1890, Sausalito Bay Land Company, Cloud View

Trail was shown as a 25' right-of-way. In those years the subdivision was made and the people who owned it conveyed the road and dedicated it to the public. When Fritz Warren sold his property to the government all he could sell was what was granted to him, which were lot numbers along that particular road. In places Mr. Warren did deviate from the actual road, Cloud View Trail, but a great deal of the road does follow the original as it was laid out in the above map.

Mr. Erway stated that with regard to the rains of 1982, there was recorded 9" of rain in a 24-hour period, one of highest ever recorded. Then the spring started operating where it used to drain across the highway before they built the freeway in 1955. At that time they closed off the drain and the water pressure built up and the road let go. He noted that Sausalito Boulevard use to be called Reservoir Road years ago. With regard to the responsibility of private roads, Cloud View Trail is privately owned, and the responsibility of the road is the owner's. He gave more history of the roads on the ridge.

Mr. Warren stated that as far as Cloud View Road is concerned it is really a trail, and in fact used to be just a footpath. He said that this road is on Fritz Warren's property. Furthermore, it was Mr. Warren's understanding that at the time Mr. Gerhardt built his house it had been brought to his attention that the roadway was offset to one side. He advised that when Mr. Gerhardt states that the roadway impacts on his house, it did so in the original design.

Commissioner Politzer asked for a legal opinion on the different questions they had, such as the City's responsibility for private roads, easements, tunnels in the hillside, mines, etc. It was also suggested that the Historical Landmarks Board be contacted on the more specific issues.

Chairman Ruby stated that this project was sufficiently important to have these legal opinions. He asked if Staff understood what these questions were. Mr. Curtis clarified the question about the City's responsibility with regard to internal roadway design if the Commission approves the subdivision. Mr. Curtis suggested that questions with regard to ownership and easements, etc. were not an appropriate field of research for the City Attorney to enter. It would be very time-consuming and in the Planning Director's view it was incumbent upon the applicants to demonstrate that they have sufficient control over the property to satisfy the requirements of the City for providing access to lots. He suggested that the Commission request additional information from the applicants in this regard.

Chairman Ruby stated that they will continue these hearings to a date certain. At that time the Commission will receive any additional information that has been received and discuss the Final EIR and its acceptability and then go on to discuss the project on its merits.

Commissioner Politzer reiterated that he could not be at the November 15 meeting, but because no other satisfactory date could be found, it was decided to continue this hearing to November 15, 1989. It was suggested that Commissioner Politzer give some sort of written input before the hearing.

The Chairman reiterated the procedure for the 15th, which was that the public testimony would be closed, but the Commissioners could ask questions of the applicants to help clarify issues.

ADJOURNMENT

There being no further business, Chairman Ruby announced that the October 11, 1989 Regular Meeting of the Sausalito Planning Commission was adjourned. The time was 12:20 a.m.

Respectfully submitted,

Miriam Ellingson

Miriam Ellingson
Recording Secretary

DATE OF APPROVAL:

40. The Commissioner's comments were adequately responded to John Wagstaff at the hearing. No further written response is necessary.
41. Figure 13 has been revised for clarity.
42. The Commissioner's comments were adequately responded to John Wagstaff at the hearing. No further written response is necessary.
43. A four- to six-unit alternative has been added to the Alternatives section of the Final EIR in response to this and similar comments (please see errata, pages 161-175, section IV herein).
44. Comment noted. The EIR includes extensive discussion of the environmental implications of both sewer and water concerns. In addition, letters from local sewer and water agencies in response to these EIR discussions provide additional information on these two issues. For water, please see letters 8 and 16. For sewer, please see letters 15 and 29.
45. The EIR has been revised in response to this and similar comments (see responses to Comment 17.4).
46. The EIR has been revised to clarify the Mission blue butterfly issue, related project impacts, and mitigation needs (please see response to Comments 13.1 and 29).
47. The Commissioner's comments were adequately responded to John Wagstaff at the hearing. No further written response is necessary.
48. The Commissioner's comments were adequately responded to John Wagstaff at the hearing. Also, please see response to Comment 46.
49. Please see responses herein to Caltrans letter (i.e., Comment 10.1).
50. The EIR addresses the environmental consequences of the project description included with the applicant's request of a conditional use permit to create a 13-lot planned unit development which incorporates all of the 7.48-acre property currently owned by the applicant. The application project description did not include or suggest acquisition of any of this 7.48-acre property by the GGNRA. Thus, GGNRA acquisition of any portion of the property is not included as a component of the proposed project. GGNRA acquisition of all or portions of the property is described in the EIR as an existing possibility, based on current GGNRA plans, and as a suggested mitigation, given project visual and biotic impacts. (Please also see response to Comments 75 and 77 herein).

51. Section VI.B of the EIR describes significant impacts which would be unavoidable with the project.
52. The Commissioner's comments were adequately responded to by John Wagstaff at the hearing. No further written response is necessary.
53. The Commissioner's comments were adequately responded to by John Wagstaff at the hearing. No further written response is necessary. (Please also see responses herein to letter 8, the MMWD letter.)
54. Comment acknowledged. (See responses to letters 15 and 29.)
55. The DEIR includes a detailed, lot-specific, and adequate discussion of the visual implications of tree and branch removal for view enhancement purposes on pages 71, 72, 73 (Figure 18), 75, 78 (Table 3), 88 and 89.
56. The DEIR includes a detailed discussion of project visual impacts related to architecture and architectural measures to mitigate project visual impacts. Please see pages 34, 86, and 87.
57. Please see response herein to letter 10.
58. The DEIR on page 94 explains that the existing pavement width on Wolfback Terrace varies in width from 9 to 19 feet. The DEIR on page 13 and 100 recommends that the proposed driveway extension of Wolfback Terrace to serve lot 13 should be at least 10 feet wide.
59. Page 65 of the DEIR included a description of the visual implications of the existing Wolfback Terrace road cut as seen from Sausalito vantage points below. Provision of the recommended 10-foot minimum driveway width to serve lot 13 would not be expected to result in visually significant additional cut-and-fill along Wolfback Terrace.
60. Current zoning and general plan allowances on the site have been reevaluated in response to this comment. The general plan designation (20,000 sq. ft. minimum lot size) would govern the maximum allowable development. The 7.84-acre property could accommodate sixteen 20,000 sq. ft. lots, provided that the access road could be confined to a one-half acre portion of the site.
61. The Commissioner's comments were adequately responded to by John Wagstaff at the hearing. No further written response is necessary.
62. The Warren property is designated in the GGNRA Land Protection Plan for possible future GGNRA acquisition of a conservation easement which would serve to protect against future modifications to the property which might visually impact the GGNRA.

63. Comments indicate that the District is comfortable with the DEIR. See letter 8 for detailed District comments and associated responses.
- 64.1 The comment clarifies the fact that sale of a portion of the site to the GGNRA is viewed by the applicant as a mitigation measure. See response to comment 50.
- 64.2 Opinion noted. The DEIR states that the visual impacts of the vegetative screening itself on lots 9, 11, and 12 could constitute a significant visual impact on Rodeo Valley.
- 64.3 See responses to previous comment on road widening impacts, and related revisions which have been incorporated into the Final EIR (especially, see responses to Comments 3.2, 3.4, 7.3, and 27.2).
- 64.4 The DEIR includes a description of this lot 13 access alternative on page 100 (measure 2.a).
- 64.5 See Commissioner comment 65.
- 64.6 The trip generation figures applied to the project are consistent with figures normally used for single-family, detached, residential development in suburban settings. The DEIR on pages 95-96 specifically states that these estimates "are conservatively higher than the trip generation characteristics of existing units in the project area..."
- 64.7 Comment noted (does not pertain to DEIR adequacy).
- 64.8 Comment noted (does not pertain to DEIR adequacy).
- 64.9 Nevertheless, the "no project" alternative would result in introduced, additional, significant environmental impacts.
- 64.10 Comments noted (do not pertain to DEIR adequacy).
- 64.11 Comments noted (do not pertain to DEIR adequacy). Please see response to Comment 50 herein.
- 64.12 Comments noted (do not pertain to DEIR adequacy).
65. Comments noted.
66. Please see responses to Comments 56 and 64.2.
67. Comments do not pertain to DEIR adequacy (please see response to Comment 50).

68. Please see response to Comment 50.
69. Please see response to Comment 50.
70. Please see response to Comment 50.
71. Please see response to Comment 50.
72. Letter 13 from the GGNRA provides a recent clarification regarding GGNRA acquisition priorities pertaining to the project site.
73. No further response required.
74. No further response required.
75. No further response required.
76. No further response required.
77. No further response required.
78. Please see response to Comment 50.
79. No further response required.
- 80.1 No further response required.
- 80.2 The project as proposed would be served via existing Wolfback Ridge Road easement rights held by Mr. Patterson, and would not affect easement rights held by Ms. Butz.
81. Please see verbatim versions of these letters herein (letters 19 and 20) and associated written responses. Appropriate revisions have been made to the EIR in response to these letters.
- 82.1 Please see responses herein to similar written versions of Mr. Gerhardt's comments (1.1, 1.2, 2.1, 4.1) and to similar comments by others (especially comments 3.2, 3.4, 7.3, and 27.2).
- 82.2 Regarding vacant parcel error, please see response to similar Comment 4.2.
- 82.3 Road width figures have been rechecked and revised in the Final EIR (see response to similar Comment 4.1).

- 82.4 Comment acknowledged. Please see responses to similar Comments 3.2, 3.4, 7.3, and 27.2.
- 82.5 Comment acknowledged. Please see responses to similar Comment 17.4, 45, and 61.
83. No further response necessary.
84. Comments noted (do not pertain to adequacy of the DEIR).
85. Other figures in the DEIR (Figures 4, 5, 9, and 7) as well as the DEIR text, adequately convey the fact that Wolfback Ridge Road extends into and through the project site as a driveway serving the project site.
- 86.1 Information from Mr. Erway's testimony has been added to the water system description text in the Final EIR Errata (section IV herein, page 106). Please also see responses to related Comment 32 herein.
- 86.2 See response to Comment 86.1.
- 86.3 Past arrangements with the North Marin Water District are adequately described on page 105 of the DEIR. Also, see responses to Comment 86.1 above.
- 86.4 Please see responses to related Comments 37.3, 37.5, 38.2, and 80.2.
- 86.5 This historical information regarding GGNRA acquisition intentions has been added to the text of EIR page 57 in the Final EIR Errata (section IV, herein).
- 86.6 Comment acknowledged. Please see responses to similar Comments 17.4, 45, and 61.
- 86.7 With respect to the Mission blue butterfly, see responses to Comments 13.1, and 22. With respect to contacting Mr. Erway, the Final EIR incorporates additional information from Mr. Erway's public testimony. Existing water system conditions and related project impacts and mitigation needs are accurately and adequately addressed in the Final EIR.
- 86.8 Comments noted. The point made on page 105 of the DEIR is that the water allocation to the Wolfback Ridge area has, in fact, been cut off in the past (1977 drought), necessitating a temporary arrangement for water from the North Marin Water District.
- 86.9 See responses to Comment 86.8.

- 86.10 Fire protection on the ridge is indeed a city responsibility. The point is that provision of adequate fire flow on the ridge to meet city requirements can be made a city condition of any new development on the ridge. Regarding further contacts with Mr. Erway, please see response to similar Comment 86.7 above.
87. The Commissioner's comments do not pertain to DEIR adequacy.
88. See response to Comment 87.
89. Public hearing on the DEIR closed.



IV. REVISIONS TO THE DRAFT EIR (FINAL EIR ERRATA)

The following section includes revisions made to the Draft EIR in response to comments and recommendations received during the Draft EIR public review period. All changes are indicated by a bold r in the left margin next to the revised line. These revised pages supersede corresponding pages in the Draft EIR.

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II. SUMMARY OF FINDINGS

The following summary briefly identifies project environmental consequences, including each significant project impact and associated mitigation recommendation. A more detailed description of these impacts and mitigation measures is provided in section IV of this report under appropriate subject headings.

A. LAND USE AND OPEN SPACE

1. Project Relationship to Local Land Use and Open Space Policies

a. Sausalito General Plan. Although the city is currently updating its general plan, the policies of the existing plan remain applicable. Project relationships to relevant policies of the current general plan Land Use Element (LUE) and Open Space and Conservation Element (OSCE) are summarized below:

Land Use Element. The project is generally consistent with pertinent LUE development policies relating to Wolfback Ridge residential densities, land use compatibility, harmony with existing neighborhoods and city character, and density relating to slope.

Open Space and Conservation Element. Aspects of the project may be inconsistent with OSCE policies relating to preservation of grassy ridge lands, adequate fire protection, and protection of natural visual qualities. The project generally complies with OSCE policies relating to minimizing geotechnical hazards.

b. Sausalito Zoning Code. The project site is designated "Residential 1" (R-1) on the city's current Zoning Map. City Zoning Ordinance provisions for the R-1 district call for 20,000-square-foot minimum lot sizes. Given the special ridgetop site conditions, the applicants have requested a Conditional Use Permit to allow a Planned Unit Development (PUD) design approach under the R-1 designation. Under current zoning regulations, the PUD approach allows for flexibility in individual lot sizes and dimensions in response to special site characteristics (topography, etc.), provided that the development plan meets the basic intent of the underlying zone (in this case, R-1). The city's Conditional Use Permit approach to the PUD process allows the city to review the project in detail and to impose special conditions for PUD approval to: (1) ensure that the project meets the basic intent of the general plan and the underlying zone, (2) ensure compatibility with existing development

and surrounding land uses, and (3) ensure the adequacy of existing public facilities and services available to the project.

In general, the proposed project site plan appears to meet the purpose of city PUD provisions allowing diversification in site planning in response to special site features, while maintaining conformance with the basic intent of city general plan and zoning ordinance designations for the site (20,000 square feet average lot size). The PUD site plan proposes residential development of the site as basically provided for under the R-1 district (i.e., 13 single-family units on the 7.84-acre site), but with more flexibility in lot size and shape, including some lot size reductions below 20,000 square feet in response to the hillside, visual, and septic tank suitability characteristics of the site. Proposed lot sizes range from 7,200 to 31,688 square feet. The land area per unit, including common open space and excluding common road rights-of-way, would be 24,475 square feet.

r c. Golden Gate National Recreation Area Land Protection Objectives. The 1983 GGNRA Land Protection Plan recommends GGNRA fee acquisition of one of the four parcels comprising the project site, APN 200-130-10, for visual and biotic resource protection purposes. This 3.31-acre parcel is the only remaining piece out of the 155,000 total acres of Marin County private land identified for acquisition in the GGNRA plan that has not yet been acquired. GGNRA representatives have informed the city that, because of the presence on portions of the site of a plant resource which supports the endangered Mission blue butterfly, this parcel has been recently proposed for designation as number 2 on the GGNRA property acquisition list. GGNRA also states that if and when they are notified by the city that the current project application is likely to be approved, the GGNRA will request emergency funding to purchase the parcel.

r The project site portion schematically designated in the GGNRA plan for fee simple acquisition includes the area occupied by proposed lots 3, 9, 11, and 12 on the west-facing slope, plus all of ridgetop lot 6, the extension of Wolfback Ridge Road, and portions of ridgetop lots 2, 4, 5, 8, and 10. (See Figure 13 on page 11 of section IV.A.) If acquisition of APN 200-13-10 went ahead as proposed, with provisions for maintaining Wolfback Ridge Road access to the remaining project lots, the development capacity of the remaining project property (4.5 acres) would be reduced to between four units (assuming onsite septic drainage fields) to nine units (assuming an easement for up to four offsite septic drainage fields within the GGNRA acquired 3.31-acre portion of the site).

r A second GGNRA acquisition scenario suggested in the EIR which might meet basic GGNRA scenic resource protection needs, while allowing for retention of up to nine of the 13 proposed lots, would be to reduce the GGNRA acquisition area to site portions west of the existing Wolfback Ridge Road access easement (i.e., the most visually exposed portion of the site), and incorporation of stringent visual and biotic impact mitigation measures in the PUD plan for site portions on the east side of the road which would prohibit removal of

r existing vegetative screening along the road, and enhance that screening with additional planting, and avoid secondary impacts on sensitive plant resources east of the road.

2. Physical Land Use Impacts

a. Project Site. The project would accommodate 13 single-family detached residential units on the site, in place of the existing duplex unit. The existing dirt access road would be widened and paved. Some woody vegetation would have to be removed from most lots (9 of 13) to accommodate the plan. Existing grassland vegetation would be eliminated on five lots. The increased residential intensity and the loss of open space and vegetation would reduce the value of the area as a visual resource and, to a lesser extent, as a wildlife habitat.

b. Surrounding Land Uses. The proposed project would extend the low density residential development pattern now found on the northern portions of Wolfback Ridge into the scarcely developed southern end of the ridge, increasing the number of homes on the southern end from five to 16. The project would be of similar density to existing residential development to the north.

The project would result in absorption of the last substantial piece of developable, privately-owned ridgeline property adjacent to the GGNRA.

The new development would slightly impact existing neighborhoods by generating additional traffic and other human activity. The adjacent Deaton and Butz residences would be most impacted by reduced privacy and by disruption of existing entrance road views of the GGNRA (the latter due to the proposed construction of homes and introduction of landscaping on lots 3, 9, 11, and 12).

The proposed project homesites would be separated from Highway 101 by a 350-foot change in elevation and by the steep-sloping, grass-and-brush-covered "common area" along the eastern edge of the site between Wolfback Terrace and Cloud View Trail. Nevertheless, traffic noise from the highway could significantly impact proposed lots 1, 7, and 13.

The project layout would locate four residential lots and three remote septic drainfields on the exposed, west-facing lot portions immediately adjacent to the GGNRA. The development of these lots as proposed would have significant visual impacts on views of the site from the GGNRA, as described in more detail in this EIR under Visual Factors (section IV.B).

3. Mitigations

(a) The loss of about four acres of undeveloped land would be a minor, unavoidable, and unmitigable impact if the project were approved as proposed.

(b) Mitigation measures related to project visual impacts on adjacent and nearby homes, and on offsite viewpoints, are described in the Visual Factors section of this EIR.

(c) All city decisions with respect to this project should be made in consultation with the GGNRA Division of Resource Management and Planning.

(d) The following two mitigation choices are suggested as possible means of reconciling the development objectives of the applicant with the visual and biotic resource protection objectives of the GGNRA:

- Fee-simple acquisition of oceanside APN 200-130-10, with provisions for maintaining Wolfback Ridge Road extension access to existing and future residences on the ridge and, perhaps, for accommodating the proposed remote septic drainfields on the acquired oceanside parcel. This choice would require a reduction in the number of project units to between five and nine.

- Dedication of a conservation easement by the applicant on the oceanside property west of the proposed extension of Wolfback Ridge Road, plus applicant dedication of certain west-facing yard areas on the east side of the access road as additional conservation easements. This mitigation choice would require some modifications to the project design and other conditions of project approval to ensure protection of the site's visual and biotic resources, and would allow accommodation of between nine and 13 units on lands east of the Wolfback Ridge Road extension (assuming that between four and nine septic drainage fields would be accommodated in the GGNRA conservation easement, or the project would connect to the existing municipal sewer system).

B. VISUAL FACTORS

Wolfback Ridge is a major visual element in views from the east, west, and south. The ridge plays a significant role in establishing the valued visual character of Sausalito and Rodeo Valley (GGNRA). In addition, portions of the project site provide expansive, panoramic views of Sausalito, Richardson Bay, Tiburon, Belvedere, Angel Island, the Bay, San Francisco, the Golden Gate Bridge, the Marin Headlands, Rodeo Valley, Fort Barry, and the Pacific Ocean. However, most of these onsite view opportunities are substantially limited or totally obstructed by the existing vegetative cover.

1. Impacts

The Visual Factors section of this EIR provides a detailed, lot-by-lot evaluation of project visual impacts on Sausalito, GGNRA, and Golden Gate Bridge viewpoints. The following conclusions have been drawn from that evaluation:

- Proposed home construction on lots 3, 9, 11, 12, and 13 would have the most significant visual impacts. On oceanside lots 9, 11, and 12, the proposed homes would be located on generally barren, west-facing slopes where typical residential structures would be highly exposed to GGNRA vantage points, and could result in a significant adverse impact on the visual character of the Rodeo Valley portion of the GGNRA. Oceanside lot 3 contains some existing vegetation, but none that would adequately screen the proposed home from vantage points in the GGNRA. Proposed homes on lots 9, 11, and 12 would also be visible from the Golden Gate Bridge. On bayside lot 13 at the end of Wolfback Terrace, a substantial portion of the proposed residential structure could be highly exposed to views from Sausalito.
- Prominent exposure of major portions or all of certain project slideslope residential structures, due to a complete or substantial lack of existing vegetative screening, would constitute a significant adverse impact. Lots where the proposed homesite locations would result in such an impact, at least until proposed new vegetative screening could grow to effective size, include 3, 9, 11, 12, and 13.
- The introduction of additional vegetative screening, as proposed in the applicant's schematic landscape plan, when mature, would reduce the long-term impacts of home construction on lots 3 and 13 to insignificant levels. Until that vegetative growth is reached (at least five years), home construction on these two lots would have a significant interim adverse visual impact.
- The applicant's landscape plan also proposes introduction of vegetative screening for lots 9, 11, and 12. Until that screening has matured (at least five years), home construction on these highly exposed, barren sideslope lots would have at least a significant interim adverse visual impact. In addition, the proposed introduction of additional vegetation may be conspicuous from offsite GGNRA vantage points, and may not reduce the long-term visual impacts of home construction on these three lots to insignificant levels.
- Removal of existing vegetative screening at certain project site locations for the purposes of opening up views and/or improving solar access could expose substantial portions of the proposed homes to views from vantage points below, with significant adverse visual impacts. Although no such vegetation removal has been proposed by the applicant, there are strong incentives for such view improvement measures by the applicant, future homebuilders, or future homeowners (especially on lots 1, 2, 4, 5, 7, 8, 10, and 13).

- Exposure of the upper stories or other noticeable portions of one of the project's ridgetop residential structures above the vegetative canopy or through various existing gaps in the site's vegetative cover could also result in significant adverse visual impacts on offsite vantage points. Such vegetative gaps or structural protrusions could occur on lots 2 through 6, 8, and 10.
- The proposed additional 10,000-gallon, offsite water tank next to the three existing tanks on Wolfback Ridge could result in significant adverse visual impacts on views of the tanks from Wolfback Ridge Road. Some of the vegetation which currently helps to screen the existing tanks may have to be removed to accommodate the new tank. Also, a new steel tank design may be visually incompatible with the existing tanks.

2. Mitigations

- r (a) The significant long-term adverse impacts of the project on Rodeo Valley and Golden Gate Bridge views, and on GGNRA land protection objectives, would be unavoidable unless the proposed lots 9, 11, and 12 were either eliminated or relocated to a less visually vulnerable portion of the site. GGNRA acquisition of the area containing lots 9, 11, and 12, as described in the Land Use chapter of this EIR, would also serve to mitigate this impact.
- r (b) The significant interim (five years or more) adverse visual impacts of home construction on lots 3 and 13 on GGNRA and Sausalito views, respectively, would be unavoidable unless these lots were eliminated or relocated to less visually vulnerable portions of the site. Mitigation measures involving GGNRA acquisition of the area containing lot 3 are described in the Land Use chapter of this EIR. As part of such an acquisition action, the GGNRA may also be interested in acquiring lot 13.
- (c) The significant long-term adverse visual impacts of home construction on lots 3 and 13 on GGNRA and Sausalito viewpoints, respectively, could be effectively mitigated by the introduction of vegetative screening as proposed by the applicants' preliminary landscape plan.
- (d) The final design and title provisions of the proposed Wolfback Ridge Estates PUD should incorporate measures and controls on architecture, grading, introduced landscaping, tree thinning and removal, and ongoing landscape maintenance which are specifically formulated to mitigate the visual impacts identified in this EIR. The EIR lists a number of such measures and controls for incorporation into the project PUD plan and CC&Rs to reduce identified significant impacts to insignificant levels. These include:
- Establishment of a homeowners association to implement and enforce various project rules, procedures, and CC&Rs related to visual impact mitigation.

- Incorporation of numerous architectural standards (13 specific standards and measures are suggested) into the PUD plan and project CC&Rs to ensure against construction of conspicuous sideslope or ridgetop residential structures.
 - Implementation of numerous landscaping controls, including a detailed landscape plan and associated landscape standards, guidelines, and ongoing maintenance requirements for the project as a whole, and for individual lots, by incorporation into the PUD plan, homeowners association bylaws, and individual lot CC&Rs (eight specific measures are suggested).
 - Establishment of stringent controls on the removal and thinning (pruning) of existing trees on the project site beyond those in the existing city Ordinance 812, which protects trees and views. In addition to current citywide permit requirements for removal of any existing tree of 15 feet or more in height, removal of any tree or branch in excess of specified diameter (e.g., 12 inches) should be subject to review by the city's Trees and Views Committee or Architectural Review Board. The provision should apply in particular to lots 1, 3 through 8, and 13. The developer or future homeowner should be required to demonstrate in the review process that the proposed tree trimming or removal will not result in a significant offsite visual impact. Enforcement of this requirement would be a specific homeowners association responsibility. The exemptions for "undesirable trees" reference in Ordinance 812 and the Draft Ordinance on Trees and Views, May 1989, should not apply to this mitigation measure.
 - Restrictions on street lighting. Street lighting should be used conservatively or not at all. If street lighting must be provided, performance standards are described in the EIR to mitigate related visual impacts.
 - Incorporation of stringent parameters regarding exterior lighting in the CC&Rs for each lot to ensure against nighttime visual impacts on offsite vantage points.
- (d) Swimming pools and tennis courts, if any, should be accommodated totally within existing site grades.
- (e) The proposed additional offsite water tank should be designed and located to minimize visual impacts on the Wolfback Ridge Road neighborhood. The design should take maximum advantage of existing vegetative screening opportunities. Instead of a fourth tank, replacement of some or all of the existing tanks with a larger steel tank may reduce the extent of land area and vegetation removal required to meet project water storage capacity objectives. The visual impact of the tank could also be minimized through use of a compatible shape and color, and through introduction of additional vegetative screening.

C. CIRCULATION AND ACCESS

1. Impacts

r a. Existing Road Limitations. Direct vehicular access to the project would be provided by Wolfback Ridge Road. The existing Wolfback Ridge Road segment immediately below Cloud View Trail, where the route passes through a rock-lined cut, is currently too narrow (15.5 feet of pavement width with limited or no shoulders) for safe passage of existing traffic. Pavement widths (16 feet) and shoulder provisions through the 180-degree curve in the road just below this cut are also inadequate.

b. Project Trip Generation and Distribution. The project would generate an estimated 130 two-way trips per day, including nine inbound and four outbound PM peak hour trips. Project traffic distribution is expected to follow patterns similar to traffic from existing residential development on the ridge.

c. Project Impacts on Offsite Roadway Links. PM peak hour traffic volumes would increase by approximately 13 vehicles per hour (VPH) on Wolfback Ridge Road and by one VPH on Wolfback Terrace. PM peak hour increases on Spencer Avenue and Monte Mar Drive would be approximately four and two VPH, respectively. Each freeway offramp would gain about three VPH and each freeway onramp would gain one VPH in the peak hour. Peak hour volumes on the frontage road would increase by approximately 11 VPH south of the Spencer Avenue and by three VPH near Monte Mar Drive. Peak volumes on Highway 101 would increase by four VPH both north and south of the site.

All offsite local roadways and related intersections serving the area have the capacity to handle these traffic increases, although the small turning radius at the 160-degree bend in Wolfback Terrace could force larger vehicles approaching one lot (lot 13) to make two-point turns to negotiate the turn.

d. Cumulative Impacts. There are no substantive additional developments anticipated in the area of the project.

e. Onsite Circulation Adequacy. The proposed extension of Wolfback Ridge Road within the project would have a pavement width of 18 feet and a maximum grade of 19.6 percent (in one location only). Such an access route would be similar to or wider than the existing sections of Wolfback Ridge Road. Comparable Sausalito streets below the freeway have pavement widths of 18 to 20 feet. The proposed road widths would be adequate if sufficient offstreet parking (five spaces per unit, including garages) is provided. The proposed site plan indicates that lots 3, 9, 11, and 12 would have room for no more than three offstreet spaces per unit.

f. Construction Period Impacts. Existing peak hour traffic volumes on Wolfback Ridge Road below Cloud View Trail are approximately 18 VPH. Peak hour traffic volumes on this route during the project construction period would be expected to increase by between 10 to 20 VPH, assuming that three to four houses were under construction at the same time. Some of this temporary traffic could include heavy construction equipment, resulting in possible damage to the road surface.

2. Mitigations

- r (a) The offsite pavement width on Wolfback Ridge Road just below Cloud View Trail
r (through the rock-lined hillside cut), which is currently 15.5 feet wide, should be widened to
r the satisfaction of the city engineer. Given the significant visual impact implications of a
r widening at this location, the widening must be limited to the minimum width necessary for
r safe vehicle access. The EIR traffic engineer recommends widening this segment where
r necessary to provide two eight-foot travel lanes and one- to two-foot clear shoulders on
r each side, with the added stipulation that a long-term maintenance program be established
r to keep the segment clear of debris from the rock-lined cut.
- r (b) Similarly, the combined pavement and shoulder width through the 180-degree curve on
Wolfback Ridge Road, which is currently 16 feet wide, should be widened to at least 18
feet.
- (c) To discourage onstreet parking, at least two additional parking spaces per lot should
be provided for lots 3, 9, 11, and 12.
- (d) The inside curve turning radius of the 160 degree turn on Wolfback Terrace should be
widened to a minimum of 12 feet, 7 inches; and the outside curve turning radius should be
widened to a minimum of 22 feet, 7 inches. If these radii cannot be feasibly achieved, an
alternative access route to proposed lot 13 should be required. The driveway to lot 13
should have a minimum pavement width of 10 feet and a maximum slope of 25 percent.
- (e) In general, all project roadways should have the following minimum road widths:
- Roadways serving three lots = 16 feet;
 - Roadways serving two lots = 14 feet;
 - Roadways serving one lot = 10 feet.
- (f) During the project construction period, heavy construction equipment should be trucked
to and from the site.

(g) The developer should repair any damage to existing roadways caused by construction equipment.

(h) The project, perhaps through individual, per lot assessments, should contribute a reasonable fair share to the cost of long-term roadway repairs needed to maintain adequate conditions on Wolfback Ridge Road and Wolfback Terrace.

D. WATER, SEWAGE, AND STORM DRAINAGE

1. Water

a. Existing Water System Inadequacies. Thirty-two of the 37 existing homes on Wolfback Ridge are served by the Wolfback Ridge Water System, a water storage and distribution system owned by the applicant. According to city officials, water pressure levels in various portions of the existing Wolfback Ridge system do not meet minimum standards for domestic and fireflow purposes. In addition, the system's existing water storage tanks and pumping facility do not appear to meet minimum standards for sustained fire flow.

The Wolfback Ridge Water System receives its water from the Marin Municipal Water District (MMWD). Because the 32 homes served by the system are outside the MMWD boundary, the supply agreement with the district, under state law, can provide water on a limited, interruptible, surplus supply basis only. MMWD personnel have stated a desire to end this unreliable water supply situation by annexing the Wolfback Ridge area to the district. Long-term water supply to the ridge would then be guaranteed, subject to any drought restrictions imposed throughout the district. In order to meet District annexation requirements, the existing system would need upgrading to MMWD design standards.

b. Proposed Project Water Service Approach. The applicants propose upgrading of only the project-serving components of the existing water system. The applicants propose to add a 10,000-gallon storage tank to supplement the three existing storage tanks, and to install six-inch mains between the Wolfback Ridge tanks and the project. This approach would require MMWD approval for the additional water supply allocation and the 12 added project connections.

c. Project Water Supply Demands. The 12 new project services would increase Wolfback Ridge Water System water demands by 4,800 gpd, a 38 percent increase.

d. Adequacy of Proposed Water Distribution and Storage System Approach. The six-inch water distribution lines proposed by the applicants for this upgrade may not be adequate to provide the city-recommended fireflow rate, due to anticipated friction losses in the line (distance) and the relatively small difference in elevation ("head") between the tanks and the project fire hydrants. The EIR civil engineer has estimated that the cost of an adequately

designed distribution system (including a combination of both eight- and six-inch mains), plus the new storage tank (a 16,000-gallon tank may be the smallest available which will meet local seismic design requirements) and related pumping facilities, would total approximately \$238,000.

e. Possible Alternative Water Distribution and Storage System Approaches. Given the identified supply and distribution system (water pressure) inadequacies of the existing Wolfback Ridge Water System as a whole, this EIR includes a preliminary comparative evaluation of two possible alternative project water system approaches: (1) renovating the entire Wolfback Ridge Water System to provide adequate domestic and fireflow, but retaining its private status (i.e., no annexation to the MMWD) or (2) renovating the entire system and annexation of the 44 system residences (32 existing plus 12 additional) to the MMWD. The two alternative choices compare as follows:

Water Supply. The two alternatives would require the same quantity of water from the MMWD as would the applicant-proposed approach, but long-term supplies to the non-annexed system would retain the interruptible, surplus status, while long-term supplies to the annexed system would be guaranteed.

Water Storage. The non-annexation alternative would require the same storage capacity as the applicant-proposed, project-specific upgrade (a 16,000-gallon tank and associated pump system). The annexation alternative would require a 50,000-gallon storage tank to meet MMWD minimum tank size requirements.

Water Distribution System. The water distribution system requirements of the two system-wide upgrade alternatives would be similar. Because of inadequate "head" between the tank locations and some of the higher homes in the system, some of these homes would still require individual, privately-owned, hydropneumatic water pressure improvement systems to meet minimum water pressure standards. For the MMWD annexation alternative, the district would probably require these systems for some of the highest homes.

Estimated Cost Comparison. The water system approach proposed by the applicant (upgrading of project-serving components only) would cost an estimated \$238,000. The system-wide improvement alternative without MMWD annexation would cost an estimated \$371,000, but would still be subject to an interruptible water supply agreement with the MMWD. The system-wide improvement alternative with MMWD annexation would cost an estimated \$396,000 (the difference is attributable to the larger storage tank requirement), and would provide a guaranteed long-term water supply.

These cost estimates (1989 dollars) include new storage tank and pump, distribution mains, hydrants, and related engineering and contingency costs. They do not include the individual hydropneumatic water pressure improvement systems which may still be required for some homes at higher elevations along the ridge.

f. Impact Conclusion. The EIR concludes that, although the project-proposed improvements to the existing water system would provide water pressure levels to the project which exceed levels at existing Wolfback Ridge residential areas, the project would nevertheless be adding 12 more connections to an existing system which: (a) is supplied through an unreliable, interruptible source agreement, and (b) includes a storage and distribution system which does not meet normal minimum water pressure standards for fire fighting.

g. Mitigation. The EIR recommends initiation of proceedings for annexation of the Wolfback Ridge Water System to the MMWD, formation of an improvement district to upgrade the system to District standards, and completion of a system-wide upgrade and extension to serve the project. The recommended upgrades include replacement of the existing three 10,000-gallon tanks with one 50,000-gallon tank, installation of a new supply pump, installation of a new system of eight- and six-inch water mains, and installation of individual, hydropneumatic water pressure improvement systems for homes located less than 70 feet from the top of the tank. If sufficient room for the 50,000-gallon tank cannot be acquired at the present tank site, then the applicant must find an acceptable tank site at another location (e.g., an easement might be secured for a site in the GGNRA). These water system mitigations should be made as a condition of approval and should be required to be completed prior to occupancy of project homes.

2. Sewer

The existing Sausalito municipal sewer system does not extend across the freeway to serve Wolfback Ridge. All existing homes on Wolfback Ridge, including the existing duplex on the project site, use individual, onsite septic tank and drainfield systems.

a. Proposed Project Sewer System. The applicant proposes use of similar individual, onsite septic tank and drainfield systems for the 13 project homesites. Nine of the drainfields would be on nine of the 13 residential lots; four of the drainfields would be located on separate parcels within the project boundary removed from the actual residential lot.

r Seven of the drainfields would be located on the oceanside sideslopes west of Wolfback
r Ridge Road. Six of these oceanside drainfields, including the four remote drainfields, would
r be in an existing "bowl area" and eucalyptus grove, and thus, could result in direct
disturbance and/or long-term (over-irrigation) impacts on the grove. These six drainfields
would also be located on steep terrain, hindering maintenance access. The proposed
drainfield concentration here could also cause oversaturation of hillside soils. Since the
proposed size of these oceanside drainfield trenches is slightly smaller than what the
County Health Department normally requires for a typical 3-bedroom home, County Board of
Health and Regional Water Quality Control Board (RWQCB) approval of a variance from

r county health regulations would be required. However, the County Health Department
r states that a variance of this magnitude would probably be infeasible in the oceanside area
r of the site.

Five of the drainfields would be located on the ridgetop. One of the ridgetop drainfields
would be located beneath a proposed driveway easement, possibly leading to
overcompaction of underlying soils and resultant failure of the drainfield. Four would use
imported soil placed in excavated pits in order to achieve adequate percolation rates. The
seventh oceanside drainfield would also feature this imported soil approach. These
imported soil drainfield designs would also require a County Board of Health and RWQCB-
approved variance from county health regulations. In total, 12 of the 13 project drainfields
r would require variances. The County Health Department states that current county
r regulations prohibit the proposed "alternative" septic system design proposed for the
r ridgetop area, and that the proposed variance is therefore infeasible.

A conventional trench drainfield is proposed to serve lot 13 on the bayside of the site.
However, the steep slopes here would warrant special engineering consideration to prevent
transport of septic system drainage into nearby groundwater.

b. Possible Sewer System Alternative. The other sewer system option for the site is
r extension of the city's municipal system across the freeway and up to Wolfback Ridge. The
r County Health Department states that, unless an onsite septic system can be designated for
r the oceanside and ridgetop areas which does not require a variance, connection to the
r city's municipal sewer system would be necessary to serve this project. In addition to the
necessary trunk line extension, this option would require construction of a pumping station
on the project site to pump wastewater to the end of the gravity portion of the system.

Cost Comparison. The proposed onsite sewage disposal system is expected to cost
between \$15,000 (oceanside area) and \$22,000 (ridgetop area) per lot. Municipal sewer
extension would cost from \$31,000 to \$41,000 per lot. Conceivably (if adequate interest is
there), the system might be expanded to serve the entire ridge, resulting in a lower per-unit
cost.

c. Sewer System Mitigations. The following mitigations are suggested to minimize the
project's potential impact.

- r (1) Approval of the project should be conditioned upon extension of the city's municipal
r sewer system to serve the project, unless the following can be achieved by the applicant:
- r ■ County Health Department and Regional Water Quality Control Board approval of any
r required variances, or design of a septic system which does not require a variance;
r and

- r ■ Demonstration by the project engineer to the satisfaction of the city engineer and
r Caltrans that the septic system design (drainage fields) will not affect the stability of
r the hillside slopes above Wolfback Terrace and US 101.
- r (2) If the onsite septic system approach is adopted, the following additional mitigations
r should be included:
- r ■ Design precautions should be included in the proposed oceanside drainfields to ensure
 that wastewater does not resurface a short distance downslope.
- r ■ The potential for oversaturation of the soil in the oceanside "bowl area" should be
 considered in the design of the proposed drainfields. The trenches should be sited
 and constructed to ensure long-term, maintenance-free operation.
- r ■ Drainfield excavation and construction in the oceanside "bowl area" should be done by
r hand to minimize impact on the existing eucalyptus grove. Measures should also be
r included in these drainfield designs and locations to ensure against long-term over-
r irrigation impacts on the eucalyptus grove.
- r ■ The proposed drainfield for lot 7 should not be located under the proposed access
 easement for lot 5 (vehicular traffic could cause overcompaction).
- r ■ The suitability of the proposed drainfield for lot 12 should be more fully demonstrated
 by the project engineer.
- r ■ Permanent easements should be recorded for the effluent line that would connect each
 remote drainfield to its residential lot and septic tank.
- r ■ Drainfields should be sited in garden or landscaping areas whenever possible to
 maximize absorption of effluent by plants.

3. Storm Drainage

a. Existing Drainage Characteristics. The existing Wolfback Ridge residential area, including the project site, has no well-defined, concentrated drainage pattern. Stormwater flows down the sides of the ridge with few points of concentration. This natural drainage situation is utilized to drain existing homesites and roads on the ridge. For the most part, no curb-and-gutter or common, subsurface drainage features are provided in the existing residential area. The runoff from the eastern side of the ridge is eventually collected in existing surface gutters along the southbound side of Highway 101 where it flows into the city's Main Street drainage line to the Bay. Runoff from the western side of the ridge flows down the natural hillsides eventually to an intermittent stream in Rodeo Valley, which flows into Rodeo Lagoon and the ocean.

b. Project Storm Drainage Impacts. The proposed extension of Wolfback Ridge Road is shown in project plans as crowned away from the hillside. The drainage from the access road would sheet flow off the road onto the existing slopes. Drainage from roads and other project areas would follow existing drainage patterns; i.e., would flow down the two sides of the ridge. Construction of the project would result in an insignificant increase (0.3 percent) in the runoff into the Main Street drainage basin (east of the site), and an even smaller increase in drainage runoff (.05 percent) into the much larger Rodeo Valley drainage basin.

In terms of minor onsite drainage implications, there is the potential for drainage problems in the garages and around the foundations of the homesites proposed for the oceanside slope below the Wolfback Ridge Road extension. Some of these homes may be in the path of the sheet drainage flow (especially on lot 9). Additional problems could occur where the access road to lots 1, 2, 3, and 4 drains down the bayside slope in a concentrated flow, and where runoff from built-up ridgetop areas would flow across Wolfback Ridge Road to lot 9, or south on the road, then east toward the US 101 tunnel. Both of these drainage scenarios would present possible erosion problems.

c. Storm Drainage Mitigations. The following mitigation measures have been recommended to minimize the potential for erosion and to prevent minor localized flooding of the proposed homesites:

- (1) Wolfback Ridge Road should be constructed so that runoff flows away from the driveways and garages of lots 3, 9, 11, and 12, but the road design should avoid significant channelization.
- (2) The proposed Wolfback Ridge Road extension and associated storm drainage system should also be designed to direct runoff away from the south and away from the Highway 101 tunnel to the east.
- (3) Runoff generated on the west slopes of the project should be directed west to the western drainage basin.
- (4) The project roadways and related drainage systems should be designed to ensure that runoff from project urban surfaces is collected and discharged in a manner which avoids sensitive hillside and swale areas above Wolfback Terrace and Highway 101.
- (5) Roof leaders from the proposed homes should be placed so that stormwater is evenly distributed and not channelized into erosion-inducing concentrations. One alternative would be to direct this discharge to an appropriately located and designed leaching field that would not affect sensitive hillside areas above Wolfback Terrace and Highway 101.

- r (6) Provisions should be required to ensure the stability of the existing steep road cuts
r above Wolfback Terrace and Wolfback Ridge Road in areas where project stormwater runoff
r might be concentrated.
- r (7) As routinely required by the city, a project construction period erosion and
sedimentation plan should be prepared and should include:
- Restrictions on disturbances of vegetative areas until actual construction of site improvements is ready to commence.
 - Provisions for revegetation of disturbed areas.
 - Provisions for the direction of runoff away from disturbed areas.
 - Provisions for inclusion of sedimentation basins in the project design.

E. EMERGENCY SERVICES

1. Fire Protection Services

a. Impacts. The primary concern relating to fire protection is the substandard water pressure and fire storage that would be available on the ridge, even after the proposed water system improvements were completed.

The introduction of 11 additional homes on the site, and associated human activity, would increase the likelihood of fires on the site. On the other hand, construction of the project would provide increased water storage, increased water pressure, and an improved water distribution system on the site. The project would also provide improved access to most locations on the site. However, the sharp turn in Wolfback Terrace could be a problem for Fire Department vehicles trying to reach lot 13.

b. Mitigations. The following measures are recommended to mitigate potential fire protection impacts:

- (1) The water system should be improved to be capable of providing a fire flow of 1,000 gallons-per-minute at project hydrants, and 20 pounds per-square-inch of residual pressure in the main per the recommendation of the Fire Chief.
- (2) Automatic sprinkler systems should be required in all project homes and garages.
- (3) Access to proposed lot 13 should be subject to the approval of the Sausalito Fire Department.

2. Police Protection

a. Impacts. The 13 proposed homes on the site (11 new dwelling units) would increase the number of people on Wolfback Ridge exposed to the risks of relatively slow emergency response time associated with the circuitous, single-road access to the ridge. The project would not present any other extraordinary or significant police protection impacts.

b. Mitigation. The relatively slow emergency response time to the project would be an unavoidable impact. (No feasible secondary access route to the area is available.)

F. NOISE

1. Impacts

The west-facing interior walls of the proposed homes on lots 1, 5, 7, and 13 would be exposed to excessive highway noise levels.

Construction period noise from heavy equipment would primarily affect the Deaton and Butz residences. Construction period traffic noise could also affect other residences along Wolfback Ridge Road.

2. Mitigations

(a) Outdoor living spaces should be designed to be shielded from Highway 101 through the use of courtyards and/or sound walls, or by locating these areas on the west side of the homes on lots 1, 5, 7, and 13. These four homes should also be designed to include sufficient noise insulation to maintain average indoor 24-hour noise levels at or below 45 dBA.

(b) Construction period noise should be controlled by restricting truck traffic to between 8:00 AM and 5:00 PM on weekdays; by muffling and maintaining internal combustion engine-powered equipment; by locating noise-generating equipment away from existing homes; and by using the quietest construction equipment available.

G. GEOLOGY AND SOILS

1. Impacts

a. Project Layout. Five lots would be located on existing flat, graded areas on the ridgetop. One would be located on the knoll at the northwest end of the project site. Seven homesites would be located on steep slopes--four on the oceanside slope and three

on the bayside slope (including lot 13, which would be located at the southwest end of Wolfback Terrace).

b. Foundation Impacts. Homesites on the graded ridgetops appear to be suitable for conventional foundation designs. Homesites indicated on ridgecrest and hillside lots 1, 3, 7, 9, 11, 12, and 13 would require special foundation designs such as drilled pier and/or grade beam foundations. Lot-specific borings and design work would be routinely required by the city as part of subsequent building permit application procedures to develop more detailed foundation engineering specifications for these sites.

r c. Sewer System Drainfield Impacts. At least four, and possibly six of the proposed
r project drainage fields are located in areas which could contribute to increased soil moisture
r on slopes directly above Highway 101. Excessive soil moisture conditions here, resulting
r primarily from a severe rainfall, caused the 1982 slide. The introduction of the project
r sources of fluid infiltration (i.e., the four to six additional drainfields) could exacerbate
r existing soil moisture conditions, with significant slope instability impacts on Highway 101.

r d. Road Grading Impacts. The existing Wolfback Ridge Road extension would require a
30 to 50 percent widening to accommodate the proposed road width. This widening would
require additional under-cutting of the slope above the road and/or buildup of additional fill
on the slope below the road, creating steeper slopes than currently exist. The widening
would probably require the removal of one of the two rows of existing cypress trees along
the west side of the road. Regrading of the existing roadway would also be required to
crown the road away from the hillside as proposed to facilitate drainage. The creation of
steeper slopes, the removal of slope-stabilizing vegetation, and the introduction of the
several hillside septic fields, could all contribute to slope instability on the oceanside slope.

The site itself does not possess any specific unusual vulnerabilities which would contribute to seismically-induced damage to residential structures. However, regional seismic conditions merit the inclusion of special design precautions. Earthquake-induced hillside landslides are the greatest seismic threat to the project site.

2. Mitigation

r (a) The project storm drainage system should be engineered in a manner which, to city
r and Caltrans satisfaction, will prevent potential soil moisture and erosion impacts on hillside
r slopes above the highway.

r (b) To mitigate potential slope stability impacts above Highway 101, connection of the four
r to six potential problem units to the city's existing municipal sewer system should be
r required, unless the project engineer can demonstrate to city and Caltrans satisfaction that
r the proposed onsite drainfield design would not exacerbate existing soil moisture conditions
r above the highway.

- r (c) Site-specific geotechnical investigation routinely required by the city as part of the building permit application process should identify roadway and foundation design specifications necessary to prevent hillside ground failure.
- r (d) The design of Wolfback Ridge Road and Wolfback Terrace should incorporate measures to ensure the long-term stabilization of related embankments (e.g., retaining walls).
- r (e) All disturbed slopes should be planted, mulched, and/or hydroseeded immediately after construction, and should be maintained by the developer until fully vegetated.
- r (f) Areas to be disturbed by grading should be confined as closely as possible to building footprints and roadway alignments.
- r (g) An erosion control plan for the project should be implemented (as routinely required by the city).

H. VEGETATION AND WILDLIFE

r 1. Impacts

r The proposed construction of project homes and septic drainfields on lots 3, S-4, 9, 11, and
r 12 could result in significant direct and secondary adverse impacts on the habitat of the
r Mission blue butterfly, a federally-listed endangered species. Bush lupin is a preferred host
r plant for the butterfly larvae (caterpillars). Field surveys completed by National Park Service
r entomologists and the EIR biologist have confirmed the presence of minor populations of
r bush lupin on the portion of the west side of Wolfback Ridge Road. In addition, at least
r one host plant for the adult butterfly, wild buckwheat, is known to exist in the rocky annual
r grassland vegetative community which has been identified on the west side of the road.

2. Mitigations

r (a) The USFWS recommends that the project proponent, in consultation with the USFWS
r and the state Department of Fish and Game, and other appropriate agencies, develop a
r mitigation plan that either avoids the project direct and indirect impacts on the identified
r Mission blue butterfly habitat areas west of the road, or adequately compensates for any
r project-related loss. The EIR biologist recommends a mitigation plan consisting of the
r following alternatives:

- r ■ Habitat avoidance--no development west of Wolfback Ridge Road, plus incorporation of
r precautions for development areas east of the road to prevent secondary impacts on
r the butterfly habitat (this alternative could be implemented through USGS acquisition of
r the area west of the road);
 - r ■ Habitat avoidance through easements and restrictions (i.e., modify the site plan, and
r include CC&Rs for each affected project parcel, which would limit project impacts on
r the Mission blue butterfly habitat through the establishment of protection easements
r and associated long-term protection measures); or
 - r ■ Habitat disturbance ("taking") with offsetting mitigations (this alternative would require
r an "incidental taking" permit from the USFWS, contingent upon USFWS approval of a
r Habitat Conservation Plan for the affected area; Habitat Conservation Plan particulars
r are recommended in section IV.H.3 of this EIR).
- r (b) A tree removal plan should be prepared and submitted to the Planning Department for
review and approval prior to approval of the Final Map. The plan should ensure
preservation of mature woody vegetation, particularly on the east-facing slope.
- r (c) A landscaping plan should be designed and implemented, subject to the approval of
the Design Review Board prior to approval of the Final Map. This plan should call for the
use of native plants.
- r (d) All non-building areas should be designated on the PUD plan and should be managed
as open space. This should include restrictions on the planting of ornamentals, use of
pesticides, and general human use.
- r (e) Individual homeowners should be encouraged to use native plants for individual
landscaping.

I. ARCHAEOLOGY

1. Impacts

Grading required for project home foundations, road widenings, the undergrounding of utilities, and the installation of septic systems could disrupt currently unidentified archaeological sites.

2. Mitigation

If cultural resources are encountered during project construction, alteration of the materials and their surrounding area should be halted until evaluated by a cultural resource professional, and prescribed mitigation measures should be undertaken prior to resumption of construction activities.

J. ALTERNATIVES TO THE PROPOSED PROJECT

Section V of the EIR analyzed several alternatives to the proposed project. The following summarizes the mitigating and adverse factors of each alternative included in the EIR.

1. No Project Alternative ("Alternative A")

This alternative would involve the retention of existing site characteristics and would eliminate or postpone the open space losses and visual impacts associated with the proposed project. It would also eliminate vehicular access and the need to improve the existing water system and the need for additional septic systems on the site. It would also prevent the introduction of additional homes exposed to freeway noise intrusion on the site.

2. Mitigated 13-Unit Development ("Alternative B")

This alternative would confine the residential lots on the ridgetop only (i.e., would avoid hillside lots) and would incorporate several other onsite and offsite mitigation measures from this EIR (road and parking improvements, water system improvements, septic system refinements, and noise protection measures).

This alternative would reduce project visual impacts on GGNRA and Golden Gate Bridge vantage points. The offstreet parking provisions of this alternative would reduce the likelihood of emergency access problems. Water service would be improved to MMWD standards. Sewage disposal concerns related to overcompaction and oversaturation would be mitigated.

On the other hand, this alternative would require increased grading to accommodate the more compact development on the ridgetop. The more intensive ridgetop clustering would also result in increased obstruction of views from some of the project homes. More leachfields would have to be concentrated on the west-facing slope, increasing the risk of soil oversaturation in this area. This alternative would also increase the number of units requiring mitigation measures to combat excessive freeway noise.

3. Reduced Density 4- to 6-Unit Development Concept (Alternative C)

This third alternative would include a single-family residential "footprint" similar to the proposed project, but would limit development to that 4.53-acre portion of the site outside the boundary of parcel 200-130-10, the 3.31-acre piece designated on GGNRA plans for federal acquisition (i.e., this alternative would exclude project lots 2, 3, 6, 9, 11, 12, and possibly 4, 8, and/or 10).

r These project modifications would have a noticeably greater mitigation affect on GGNRA
r visual impacts than would Alternative D below. (Alternative D includes designation of the
r eastern edge of the road, rather than the eastern edge of parcel 200-130-10, as the
r boundary between residential development and permanent open space.) Avoidance of
r development on the additional 0.97-acre area east of Wolfback Ridge Road (see Figure 13
r on page 59 herein) would not have a significant additional visual impact mitigation effect,
r since this area is already heavily screened from GGNRA vantage points by existing
r roadside treerows.

r This scheme would reduce project traffic generation by 54 to 69 percent, but would also
r reduce the economic feasibility of improving the existing water system for annexation to
r MMWD. The alternative would make connection to the city's municipal sewer system
r infeasible, while making use of septic systems more viable.

r 4. Reduced Density 8-Unit Development Concept ("Alternative D")

This fourth alternative would eliminate lot 13 and the four lots on the west-facing slope--3, 9, 11, and 12--from the development plan.

These project modifications would reduce the visual impacts of the project on south Sausalito, GGNRA, and Golden Gate Bridge vantage points. They would also reduce the amount of traffic generated by the project, and would reduce the number of remote septic systems required and therefore, reduce the risk of oversaturation on the west-facing slope. The scheme would also eliminate lot 13, the lot most impacted by freeway noise, and most likely to cause construction period noise impacts on the existing Deaton and Butz residences.

This alternative would not result in any additional adverse factors related to land use, visual, traffic, water, sewage, or noise concerns.

r 5. Increased Density 16-Unit Development ("Alternative E")

This fourth alternative assumes that the 7.8-acre project site would be developed to the maximum density allowed under the current general plan designation (Low Density Residential = 20,000 square feet of land per unit). In addition, this alternative would also connect the site to the city's municipal sewer system, and would provide for open space preservation of the west-facing slope by creating smaller lots on the ridgetop.

This scheme would reduce project visual impacts on GGNRA and Golden Gate Bridge vantage points by maintaining the west-facing slope in open space. It would also eliminate the onstreet parking problems associated with the four proposed lots on the west-facing slopes, and would eliminate the need for septic systems and associated variances from county health regulations.

On the other hand, this alternative would increase the need for grading and tree removal on the site. The smaller lot sizes on the ridgetop and east-facing slope would result in a "clustered" residential character different from other residential development on the ridge. This alternative could have greater visual impacts on views from south Sausalito and could result in more obstruction of views from within the project due to the tighter clustering of project homes. Offstreet parking opportunities would be reduced; the number of residences added to an interruptible existing water source would be increased; the city's municipal sewer system would have to be expanded at developer expense; and the number of units exposed to excessive freeway noise levels could be increased.

r 6. Increased Density 20-Unit Development Concept ("Alternative F")

If it is determined that approval of a project site PUD will require an upgrading of the Wolfback Ridge water system and extension of city sewer across to the freeway to serve the ridgetop site, then the applicant may request a substantial increase in development intensity in order to increase the feasibility of the water and sewer system costs. Specifically, this fifth alternative assumes a general plan amendment and rezoning request to allow a density similar to Sausalito hillside neighborhoods on the opposite side of the freeway; i.e., 2.6 units per acre. The layout of this alternative would be similar to the "Alternative D" layout, except that the four lots on the west-facing slopes would also be developed rather than transferred to the GGNRA. With these assumed changes, a 20-unit cluster-residential development has been illustrated for comparative impact evaluation.

Similar to "Alternative D," this sewered 20-unit scheme would eliminate the need for septic systems requiring variances from county health regulations and associated impacts on the stability of the west-facing slopes and on the eucalyptus grove at that location.

On the other hand, this alternative would increase the extent of grading and tree removal on the site, and would result in smaller lot sizes on the ridgetop which would be different in character from existing residential development on the ridge. These characteristics would result in greater impacts on south Sausalito, GGNRA, and Golden Gate Bridge vantage points, and would increase onsite view obstruction due to the tighter clustering of project homes. The small lot sizes would also limit offstreet parking opportunities, and the number of homes exposed to excessive freeway noise would increase.

r 7. Alternative Sites

Recent court decisions have determined that such project-specific EIRs should include an examination of alternative site locations for the proposed project. In that light, this EIR identifies and evaluates the following two alternative southern Marin location possibilities for development of a 13-unit with similar amenities.

(a) Alternative Site 1 (Sky Road--City of Tiburon Sphere-of-Influence)

This site alternative would eliminate project visual impacts on the GGNRA, Sausalito, and the Golden Gate Bridge, and would also prevent additional homes from receiving substandard water service and from being located in a substandard noise environment. On the other hand, this alternative would have visual impacts on vantage points along Tiburon Boulevard and within surrounding residential neighborhoods, and could have growth-inducing impacts on adjacent lands.

(b) Alternative Site 2 (Tennessee Valley Road--Tamalpais Valley)

This alternative would also eliminate project visual impacts on views from Sausalito, the Golden Gate Bridge, and the GGNRA, and would reduce concerns relating to the interruptible ridgetop water supply. On the other hand, this alternative would have significant visual impacts on existing surrounding residential neighborhoods and other vantage points.

8. Alternative Conclusion

In response to CEQA guidelines calling for identification of the "environmentally superior" alternative, this EIR ranks the various project alternatives from "highest environmental ranking" to "lowest environmental ranking" in the following order: Alternative Site 1, the Reduced Density (4- to 6-Unit) Development Concept, the Reduced Density (8 Unit) Development Concept, Alternative Site 2, the Mitigated (13 Unit) Development Concept, the Increased Density (16 Unit) Development Concept, the Proposed Project, and the Increased Density (20 Unit) Development Concept.

cost-effective method of controlling the land to meet their objectives; to embark on a program of cooperation with land owners, other federal agencies, state and local governments, and the private sector to protect the identified land; and to formulate plans for land acquisition and resource protection of the identified areas. In response to that policy, the National Park Service completed the GGNRA Land Protection Plan in 1983. The Plan identified additional lands authorized by the NPS for protection. Figure 12 illustrates the protection plan policies for lands in the project vicinity.

The plan described four different resource protection alternatives including zoning or other local regulatory powers, private agreements with property owners, less-than-fee acquisition including the acquisition of development rights or scenic easements, and fee acquisition. The plan also identified a list of acquisition priorities and a recommended protection approach for each property. In addition to the Rodeo Valley area to the west of the project, a number of parcels next to the project site on the east side of Cloud View Trail already have been acquired by the National Park Service for the Golden Gate National Recreation Area, as shown on Figure 12.

One of the four parcels comprising the project site, APN 200-130-10, which is approximately 3.31 acres in area (see Figure 5) is included in the Land Projection Plan list of more than 155,000 acres of private Marin County land authorized by the National Park Service for acquisition. This 3.31-acre parcel is the only remaining piece in the 15,000-acre private property acquisition list that has not yet been purchased by the National Park Service.¹

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A recent memorandum from the GGNRA General Superintendent states that, because of the presence on portions of the site of a plant resource which supports the endangered mission blue butterfly (see Vegetation and Wildlife section of this EIR), the parcel has been proposed for designation as number 2 on the GGNRA property acquisition priority list. The GGNRA General Superintendent also has stated that "if and when we receive a letter from the city confirming the likelihood that the owner's current permit application will be approved, we will request emergency funding to acquire the property."²

Figure 13 illustrates the approximate relationship of the APN 200-130-10 parcel boundary to the proposed project development layout. Presumably, free acquisition of APN 200-130-10 by the GGNRA would include provisions to maintain access to the existing Deaton and Butz homes via the existing Wolfback Ridge Road extension through the parcel. Assuming that

¹The National Park Service GGNRA Land Protection Plan, in describing the 15,000 acres of private land in Marin County authorized for NPS acquisition, refers to APN 200-130-10 in terms of a previous ownership name and configuration. The piece is referred to as the Theaurkauf Estate, and is shown as divided along the centerline of Wolfback Ridge Road into two parcels. The two parcels are referred to in the GGNRA plan as "Tract 07-147" (2.15 acres) and "Tract 07-147" (1.33 acres).

²Brian O'Neill, General Superintendent, National Park Service, Golden Gate National Recreation Area; letter #13 in section III of the Final EIR attachment.

this is the case, i.e., *that a Wolfback Ridge Road access easement would be retained through the property*, GGNRA acquisition of APN 200-130-10 would require redesign of the proposed development to confine residential lots to the remaining applicant-owned parcels. If a similar lot layout was proposed for these remaining parcels (APN 240-13 and 14, and 200-130-33) the reduced site could probably accommodate four to six units. The higher end of the range would probably require that the GGNRA acquisition arrangement include provisions for septic drainfield easements on APN 200-130-10, as well the access easements, perhaps through less-than-fee acquisition of the parcel (the GGNRA might agree to acquire certain development rights only for view protection purposes).

r A second scenario could limit GGNRA involvement to less-than-fee acquisition of the project
r area *west of the existing Wolfback Ridge Road access easement. (The previous owner of*
r *the project site understood that the GGNRA was specifically interested in acquisition of*
r *lands west of the road, rather than all of the area shown on Figure 13 as designated for*
r *acquisition.)* With implementation of appropriate visual impact mitigation measures on lots 8
and 10 (vegetative screening), the Visual Factors section of this EIR describes how this
scenario may represent a possible alternative for achieving the basic GGNRA scenic
resource protection objectives, while allowing for retention of up to nine of the 13 proposed
project units.

2. PHYSICAL LAND USE SETTING

a. General Land Use Pattern

The Wolfback Ridge area is currently a low density hillside and ridgeline residential neighborhood physically separated from the rest of Sausalito by Highway 101. The neighborhood represents the westernmost and highest elevation urbanized area in Sausalito. As described in the Visual Factors section of this EIR, some of these homes are either fully or partially visible through the ridge tree cover from various vantage points throughout "the Hill" and "Old Town" sections of the city. The area also contains some of the steepest slopes in the city.

The lower residential densities in the Wolfback Ridge area provide a transition between the more intensive, compact neighborhoods below the freeway and the GGNRA open space lands west of the ridge. This transition in density is also suggested by the Sausalito General Plan Land Use Element, which designates the area for residential development between one unit per 20,000 square feet and one unit per acre, the lowest density residential category identified in the plan, compared to designations of one unit per 2,000 to 10,000 square feet below the freeway. This low density land use designation appears to have been applied to the ridge area for several reasons, including the desire to create this density transition, to respond to topographic limitations, and to preserve ridgeline open space and visual values.



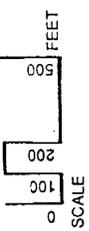
-  EXISTING FEDERAL LAND--FEE
-  EXISTING FEDERAL LAND--LESS THAN FEE
-  DESIGNATED FOR FEDERAL ACQUISITION--FEE
-  DESIGNATED FOR FEDERAL ACQUISITION--LESS THAN FEE

Figure 12

GGNRA LAND PROTECTION PLAN

SOURCE: National Park Service, Golden Gate National Recreation Area, Division of Resource Management and Planning

Wolfback Estates EIR City of Sausalito



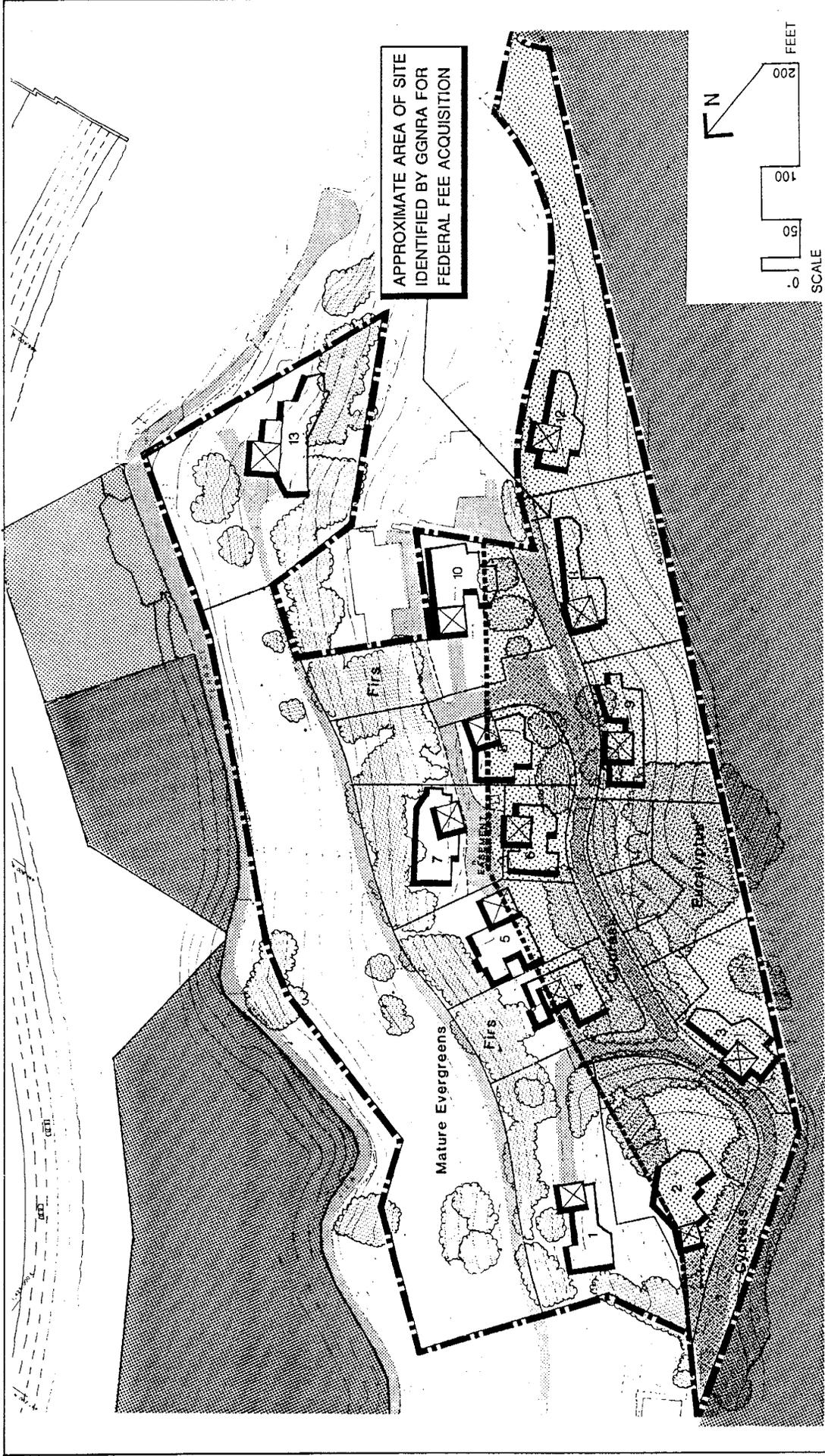


Figure 13
SITE PORTION PROPOSED
FOR FEDERAL ACQUISITION

- EXISTING FEDERAL LAND--FEE
- DESIGNATED FOR FEDERAL ACQUISITION--FEE
- DESIGNATED FOR FEDERAL ACQUISITION--LESS THAN FEE



Figure 14
EXISTING LAND USE

Wolfback Estates EIR City of Sausalito

This increased residential land use intensity and clearing of vegetation would reduce the value of the area as a visual resource and as wildlife habitat. These impacts are discussed in detail in the Visual and Vegetation and Wildlife sections of this EIR.

b. Project Impacts on the Surrounding Land Uses

(1) Impacts on the Surrounding Land Use Pattern. The proposed development plan would extend the existing low density residential development pattern now found on the northern portions of Wolfback Ridge into the more sparsely developed southern end of the ridge (see Figure 14). The proposed project would be of similar density and design to the existing residential development in the area. The proposed project would also result in the development of the last substantial piece of privately-owned subdividable Wolfback Ridge land adjacent to the GGNRA.

(2) Relationship to the Existing Wolfback Ridge Neighborhood. The proposed development would locate two of the proposed lots (lots 1 and 2) adjacent to the existing Johnson residence on the ridge to the north (see Figure 7). Existing topography and vegetation would minimize the privacy and visual intrusion aspects of the project on the Johnson and two neighboring homes. The principal impacts of the development on the Johnson residence and on other existing residences on the ridge would be increased traffic, increased demands on the area's water supply, and for the Deaton and Butz homes, a visual impact on views of the GGNRA from the Wolfback Ridge Road extension (these entry drive views would be partially disrupted by the proposed homes and introduced landscaping on lots 3, 9, 11, and 12).

(3) Relationship to Highway 101. The proposed project homesites would be separated from Highway 101 by steep east-facing slopes that provide a 350-foot separation in elevation between the highway and the closest homesites. This separation is provided in part by the steep-sloping, grass and brush-covered "common area" along the eastern edge of the project between Cloud View Terrace and Cloud View Trail. Proposed residences on lots 1, 7 and 13 would nevertheless be visible from the 101 corridor and residential neighborhoods below, as described in the Visual Factors chapter of this EIR. In addition, noise intrusion from the freeway could have a negative impact on the quality of the residential environment on these particular lots, and possibly on lots 4 and 5. These impacts are discussed in detail in the Noise section of this EIR.

(4) Relationship to the GGNRA Lands. As shown on Figure 12 and 13, the proposed project layout would locate residential lots 3, 9, 11, and 12, as well as the three remote septic leach fields S-6, S-8, and S-11, immediately adjacent to existing GGNRA lands. As explained earlier in this section, these lots are located on land designated for fee acquisition

by the GGNRA as a part of the GGNRA Land Protection Plan. The homes proposed on these lots, as well as the possible tree removal required to locate the proposed septic system drainage fields on the other lots, would have an impact on views from Rodeo Valley and, in this important sense, could significantly impact the quality of the GGNRA Rodeo Valley area. These visual impacts are discussed in detail in the Visual Factors section of this EIR.

4. MITIGATION

a. General Open Space Losses

The primary land use impact of the project would be the loss of approximately four acres of disturbed open space to residential development. Such open space losses would be unavoidable with the proposed single-family residential development and should be considered to be a minor, unmitigable land use impact.

b. Impacts on Surrounding Residential Land Uses

Those project land use impacts on adjacent residential areas which involve visual and municipal service factors, and related mitigation possibilities, are described in the Visual Factors and Water, Sewer and Storm Drainage sections of this EIR.

c. Impacts on the Golden Gate National Recreation Area

r The following possible mitigation measures are suggested in response to identified project
r inconsistencies with the 1983 GGNRA Land Projection Plan, and to mitigate significant
r project adverse visual and biotic impacts on the quality of the Rodeo Valley area of the
GGNRA (see section IV.B.3 and IV.H.3 of this EIR):

- (1) Because of the project's location within the GGNRA designated land protection area, all city decisions, including city staff recommendations to the Planning Commission and City Council, should be made in consultation with the Golden Gate National Recreation Area, Division of Resource Management and Planning.
- (2) The following two mitigation choices are suggested as possible means of reconciling
r the basic project objectives with GGNRA visual and biotic resource protection objectives:
 - The GGNRA Land Protection Plan specifically calls for fee-simple acquisition as the resource protection alternative for APN 200-130-10. Presumably, GGNRA fee acquisition of the parcel would include title provisions to permanently maintain the existing 20-foot Wolfback Ridge Road extension right-of-way through this parcel in order to maintain the current access to the existing Patterson/Wean, Deaton, and Butz residences, and to any other future homes constructed on the remaining three project

APNs 200-130-33, 200-240-13, and 200-240-14. Under this assumption, a redesign of the proposed development plan with GGNRA fee-simple acquisition of parcel 200-130-10 could accommodate 4 to 6 single-family lots on the remaining three project parcels if lot sizes similar to those currently proposed are pursued, or up to 10 lots if alternative cluster designs are implemented. These two approaches would probably require special title provisions in the GGNRA acquisition arrangements to allow location on APN 200-130-10 of any septic system drainfields beyond the five that can be accommodated on the three remaining project parcels (see Figure 8).

- Although the 1983 GGNRA Land Protection Plan specifically calls for fee-simple acquisition of the APN 200-130-10, the Visual Factors and Vegetation and Wildlife sections of this EIR indicate that an alternative which may satisfy GGNRA visual and biotic resource protection needs while also retaining the basic objectives of the proposed project would be transfer of all of the project area *west of the existing Wolfback Ridge Road extension easement* to the GGNRA as permanent open space, plus applicant dedication of certain west-facing yard areas of residential lots fronting on the east side of the access easement as additional conservation easements. Through this dedication approach, or some similar variation, design modifications could be incorporated in the proposal project lot and access drive layout for those project portions east of the Wolfback Ridge Road easement, in order to accommodate up to nine of the 13 proposed project units, with minimal impact on GGNRA Rodeo Valley visual and biotic resources.

This alternative would require GGNRA dedication/acquisition provisions to retain the Wolfback Ridge Road access easement in perpetuity, as well as either connection of the project development area to the existing municipal sewer system, or conservation easement provisions to provide for specific project septic drainfield needs (i.e., up to four offsite drainfields)

exposure to, and impacts on, GGNRA views.

In addition, the proposed widening and paving of the existing dirt road along the western side of the ridgetop would require removal of some of the cypress tree row that lines the west side of the roadway. Figure 18 indicates that removal of trees here could expose portions of the home on lot 2 to GGNRA views (home #2 would otherwise be fully screened from GGNRA views), and could increase the exposure of homes 4, 6, and 8 to GGNRA views, although all of these four homes would remain partially screened by the remaining tree row vegetation on the west and east sides of the project roadway.

c. Project Impacts on Views from the Site

As explained earlier, some of the project lots currently provide expansive views with limited or non-existent onsite obstructions. Appendix C indicates that lots in this category include 3, 8, 9, 10, 11, 12, and 13. The proposed homes on each of these lots would benefit from these views, although future views from the home on lot 8 would be partially obstructed by the proposed home location on lot 10.

On five other project lots, view possibilities may also be extraordinary, but the existing ridgetop vegetation substantially limits the extent of the actual view, or blocks views entirely. Appendix C indicates that lots in this obstructed-view category include 1, 4, 5, 6, and 7.

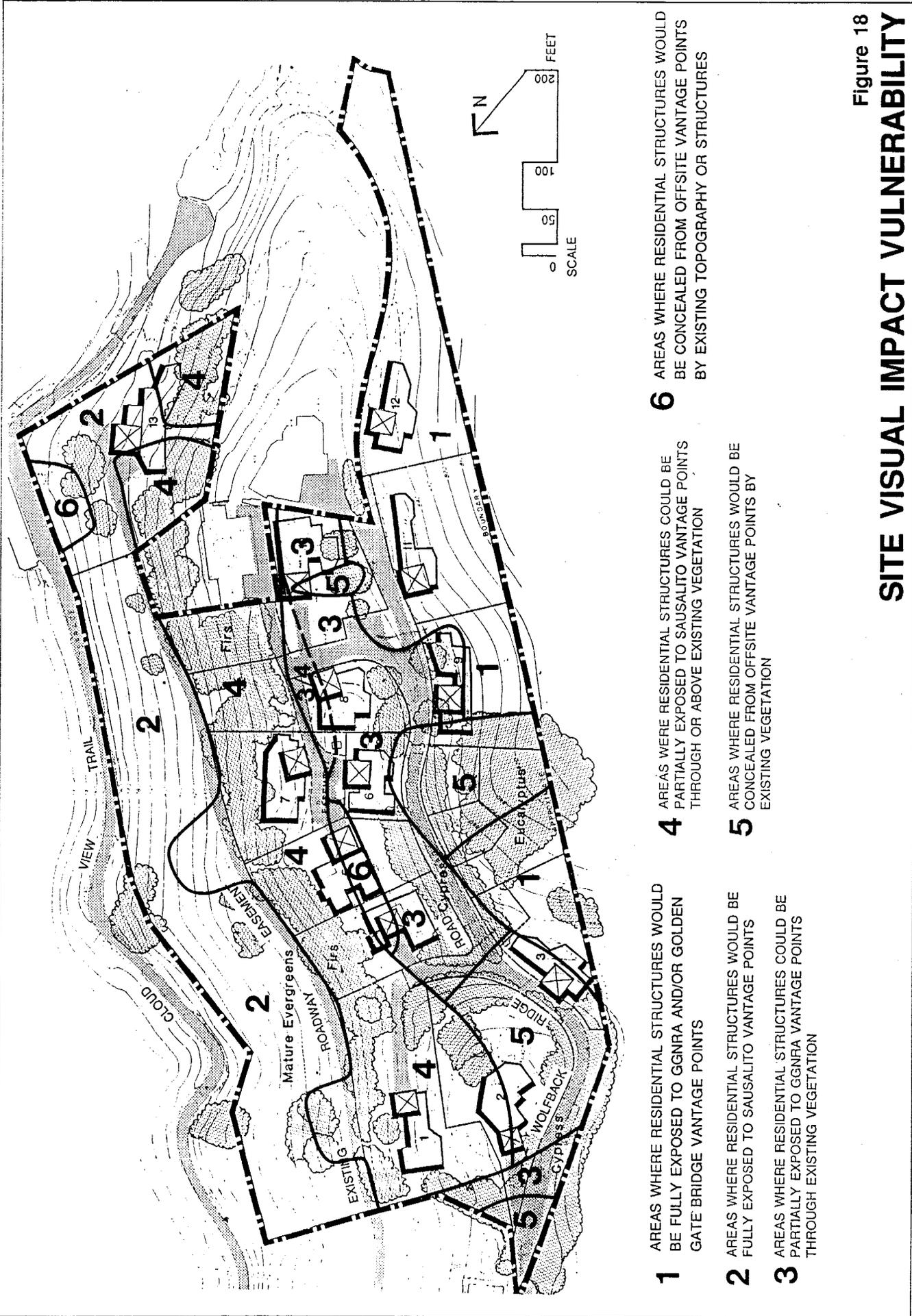
Finally, Appendix C also indicates that selective tree removal could occur on certain portions of some project lots for substantial view improvement without significant offsite visual impacts. Lots in this category include 2, and to a lesser extent, 4 and 5.

d. Visual Impacts of Grading

The visual impacts of project grading plans would be minimal. The applicant proposes use of architectural and foundation designs which are adaptive to site topography (grade beam and pier foundations), and does not propose grading of additional building pads. Cut and fill grading to widen the existing entry roads (Wolfback Ridge Road and Wolfback Terrace) would also be minimal in terms of offsite visual impact implications. In addition, many of the proposed ridgetop residential structures would be grouped to allow common access drives, further reducing grading requirements and the loss of site open space values.

e. Effectiveness of Applicant-Proposed Additional Vegetative Screening

The preliminary landscape plan submitted by the applicant (see Figure 9 herein) conveys recognition of the visual impact potentials of homesites 3, 9, 11, 12, and 13, and proposes introduction of additional vegetative screening to mitigate these impacts.



- 1** AREAS WHERE RESIDENTIAL STRUCTURES WOULD BE FULLY EXPOSED TO GGNRA AND/OR GOLDEN GATE BRIDGE VANTAGE POINTS
- 2** AREAS WHERE RESIDENTIAL STRUCTURES WOULD BE FULLY EXPOSED TO SAUSALITO VANTAGE POINTS
- 3** AREAS WHERE RESIDENTIAL STRUCTURES COULD BE PARTIALLY EXPOSED TO GGNRA VANTAGE POINTS THROUGH EXISTING VEGETATION
- 4** AREAS WHERE RESIDENTIAL STRUCTURES COULD BE PARTIALLY EXPOSED TO SAUSALITO VANTAGE POINTS THROUGH OR ABOVE EXISTING VEGETATION
- 5** AREAS WHERE RESIDENTIAL STRUCTURES WOULD BE CONCEALED FROM OFFSITE VANTAGE POINTS BY EXISTING VEGETATION
- 6** AREAS WHERE RESIDENTIAL STRUCTURES WOULD BE CONCEALED FROM OFFSITE VANTAGE POINTS BY EXISTING TOPOGRAPHY OR STRUCTURES

Figure 18
SITE VISUAL IMPACT VULNERABILITY

Wolfback Estates EIR City of Sausalito

(1) Lot 13. The proposed additional vegetative screening on lot 13 (added clusters of cypress, eucalyptus, and pines) when mature, would be visually perceived as intensification of the existing vegetation on the site and could effectively conceal from view the protruding portion of the lot 13 structure shown on the Figure 19 and 20 photo-montages. However, given the size of the proposed new trees when planted (the schematic landscape plan indicates that 5-gallon minimum nursery container sizes would be used), the effectiveness in mitigating the visual impact of homesite 13 to insignificant levels would not be expected until at least 5 years of healthy growth have occurred. *In the interim years, the proposed home construction on lot 13 could be expected to have a temporary, but significant adverse visual impact on Sausalito vantage points below.*

r The grading necessary to provide adequate driveway access to lot 13 via Wolfback Terrace
r would be minimal, and would not be expected to have a significant visual impact on
r Sausalito viewpoints below.

(2) Lot 3. The proposed homesite on lot 3 would already be partially screened by existing vegetation (eucalyptus, cypress, and pines). The proposed planting of additional vegetative screening as shown on Figure 9 (added cluster of pines), when mature, would be visually perceived from GGNRA vantage points as intensification of the existing vegetative cover on the ridgetop, and could effectively conceal from view all or most of the protruding portion of the lot 3 residential structure shown on Figure 21. The effectiveness of this vegetative screening in mitigating the visual impact of lot 3 to insignificant levels would not be expected until at least 5 or more years of healthy growth had occurred. *In the interim period of at least 5 years, the proposed home construction on lot 3 could be expected to have a temporary, but significant adverse visual impact on GGNRA vantage points below.*

(3) Lots 9, 11, and 12. Figure 21 also illustrates how the proposed homesites on lots 9, 11, and 12 would be fully exposed, and highly prominent in contrast to the surrounding barren landscape, as viewed from GGNRA vantage points. Unlike lots 13 and 3, the proposed introduction of vegetative screening on lots 9, 11, and 12 to screen these three homes would not, when mature, be visually perceived from GGNRA vantage points as simply an intensification or "infill" of the existing vegetative cover. Rather, the added cypress, eucalyptus, oaks and pines, when mature, would be visually perceived as a substantial extension of introduced vegetation along the currently barren southern portion of the ridge. The additional vegetation could be highly noticeable, might not effectively conceal the fact that additional urbanization has occurred on the ridge, and would significantly limit or prohibit realization of the principal amenity offered by these three lots, i.e., their views.

In conclusion, there is insufficient evidence that the proposed vegetative screening of lots 9, 11, and 12 would reduce their long-term visual impacts to insignificant levels.

In addition, five years or more of healthy growth would be required for these trees to achieve a substantial screening effect. *In the interim, these three homes would have a significant interim, adverse visual impact on the intent and visual character of the Rodeo Valley portion of the GGNRA.*

3. MITIGATION MEASURES

a. Project Visual Impacts--Lots 3, 9, 11, 12, and 13

Table 3 herein and the impact conclusions on pages 10 through 12 indicate that proposed home construction on lots 3, 9, 11, 12, and 13 would have the most significant visual impacts. The following measures address those impacts:

r (1) Significant, long-term adverse impacts of the project on Rodeo Valley and Golden Gate
r Bridge views, and on GGNRA visual resource protection objectives, would be unavoidable
r unless the proposed homesites on lots 9, 11, and 12 were either eliminated or relocated to
a less visually vulnerable portion of the site (the latter measure would require redesign of
the remaining homesite layout). Measures involving GGNRA acquisition of lots 9, 11, and
12 which are described in the Land Use chapter (see pages 63 and 64 of this EIR) would
serve to mitigate this visual impact.

(2) Significant interim (five years or more) adverse visual impacts of the project on Rodeo
Valley and Sausalito views would be unavoidable unless the proposed homesites on lots 3
and 13 were either eliminated or relocated to a less visually vulnerable portion of the site.
Mitigation measures involving possible GGNRA acquisition of lot 3 are described on pages
63 and 64 of this EIR. As part of such an acquisition action, the GGNRA may also be
interested in acquiring lot 13.

(3) Significant long-term adverse visual impacts of lot 3 and 13 home construction on
Rodeo Valley and Sausalito could be effectively mitigated with introduction of vegetative
screening as proposed by the applicant (see Figure 9). A number of additional measures to
guide introduction of such screening, and to ensure its long-term maintenance, are
described below.

In addition, the final design and title provisions of the proposed Wolfback Ridge Estates
PUD should incorporate measures and controls on architecture, grading, introduced
landscaping, tree removal, and ongoing landscape maintenance specifically formulated to
mitigate those project impacts described in this EIR as significant and adverse. The
following specific administrative, architectural, grading, landscaping, vegetation removal, and
lighting measures are recommended for incorporation in the project PUD plan and, where
appropriate, in the conditions, covenants, and restrictions (CC&Rs) attached to the title of
each lot, in order to reduce identified significant adverse visual impacts to insignificant
levels:

b. Homeowners Association

As a condition of project approval, PUD provisions ensuring the establishment and ongoing
operation of a project homeowners association should be required. A principal specified

C. CIRCULATION AND ACCESS

This EIR chapter evaluates the vehicular access implications of the project, including the adequacy of the proposed roadway and parking provisions, and the impact of the additional project homes on the operation and safety of the existing road system serving Wolfback Ridge.

1. SETTING

a. Existing Roadway System

Regional access to the project area is provided by the State Route 1/Interstate 101 freeway (Highway 101) via Spencer Avenue, Monte Mar Drive, and a frontage road along the east side of the freeway. Local access to the area is provided by Wolfback Ridge Road via the Spencer Avenue overpass of Highway 101. Direct access to the project site is provided by Wolfback Ridge Road and Wolfback Terrace. Figure 23 diagrams the existing road system serving Wolfback Ridge and the project site. Figure 24 identifies local roadway widths and other conditions identified in the field by the EIR traffic engineer.

(1) Wolfback Ridge Road. Wolfback Ridge Road is a well-paved, two-lane roadway providing the only paved access to the project (west) side of the freeway from the local Sausalito street system and the freeway. The road contains centerline striping and raised buttons. It includes a stop-sign controlled intersection with the frontage road along the east side of the freeway, and a 26-foot-wide (curb-to-curb) overpass of the freeway. From the west side of the freeway, Wolfback Ridge Road passes through a private, unattended security gate and follows a curving, uphill alignment (approximately a 17 percent grade) until it reaches the intersection with Cloud View Trail. As shown on Figure 24, pavement width along this stretch of roadway (between the freeway and Cloud View Trail) varies from 18 feet to 14.5 feet, with the narrowest segment located where the road passes through a rock-lined cut just beyond and to the east of a 180° curve in the road. Shoulder areas are provided along only one section of this roadway segment, on the outside of the 180° curve just west of the cut.

To the southeast of the Cloud View Trail intersection, Wolfback Ridge Road continues up a small rise (15 percent maximum grade) to its intersection with Wolfback Terrace. Pavement width along this segment varies from 16 feet to 14 feet. Some gravel and grass shoulder areas are also provided along this segment. Three asphalt berms are located near the

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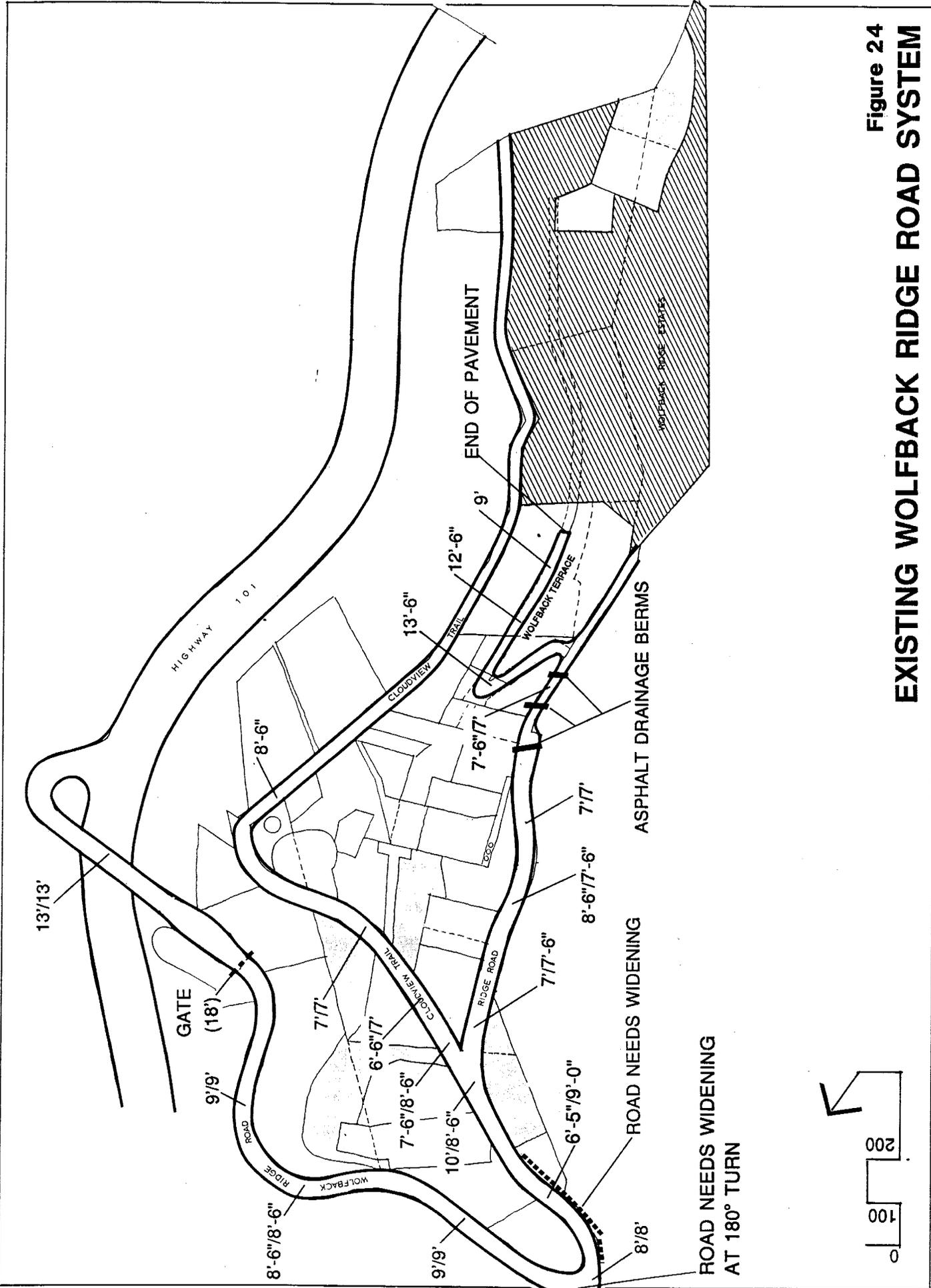
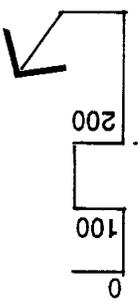


Figure 24
EXISTING WOLFBACK RIDGE ROAD SYSTEM



intersection with Wolfback Terrace. Although these berms were constructed to direct drainage across the road, they also act as "speed bumps."

Drivers were observed traveling at speeds of 20 to 25 mph along Wolfback Ridge Road in the ridgetop area. Higher speeds, primarily for downhill traffic, were observed on segments nearer to the freeway.

All of Wolfback Ridge Road west of the private gate is privately owned. There is no public right-of-way on Wolfback Ridge Road beyond the gate. In general, residents own to the centerline of the road in front of their individual parcels. This is also true for Wolfback Terrace.

(2) Cloud View Trail. Cloud View Trail is a narrow, well-paved, two-lane roadway extending easterly and then southerly from a "T" intersection with Wolfback Ridge Road. Centerline striping and raised buttons are in place along the east-west section of this roadway. Pavement width varies from 16 feet to eight feet, as is shown by Figure 24. Cloud View Trail has a steep downhill gradient proceeding easterly from Wolfback Ridge Road (up to 22 percent grade), leveling out where it curves to the southerly alignment. No shoulder areas are provided along most of this roadway. Trees are located immediately adjacent to the road in many locations.

Due to the widths and centerline striping along both Wolfback Ridge Road and Cloud View Trail, sight distances are generally adequate. Although there are some existing driveways where sight distances are marginal, sight conditions are generally better than along most hillside streets in Sausalito.

r The portion of Cloud View Trail northeast of the "Beacon Hill" MMWD water tank (see
r Figure 3 and 24) lies within a right-of-way owned by the city. The portion south of the tank
r lies mostly on land owned by the GGNRA, with the exception of two small segments which
r are within the Highway 101 right-of-way (see Figure 3). The portion of the route south of
r the tank labelled on the cover of this EIR and on Figures 3, 7, 11, 12, 14, 15, 18, 24, and
r 25 as "Cloud View Trail," is in fact a private access drive serving the Warren residence at
r 509 Cloud View Trail (just below proposed lot 13). The private access drive has been
r established based upon an access easement agreement between the GGNRA, Mr. Fritz
r Warren, and his assigns. The access drive was improved by and is currently maintained by
r Mr. Warren. Mr. Warren has reported that he believes he has an exclusive right to
pedestrian and vehicular access across those portions of Cloud View Trail that traverse
lands of the GGNRA, thus limiting through traffic on Cloud View Trail.

(3) Wolfback Terrace. As shown on Figure 24, Wolfback Terrace is a partially-paved, narrow, single-lane roadway connecting to Wolfback Ridge Road at an unsigned intersection. Wolfback Terrace has a downgrade alignment (west to east) and varies in width from 19 feet near Wolfback Ridge Road to nine feet near the end of the paved surface. There is a sharp 160-degree "hairpin" turn in the road about 100 feet east of Wolfback Ridge Road. The limited space at this curve prevents longer vehicles from

3. MITIGATION MEASURES

1. Wolfback Ridge Road Access

r a. The Wolfback Ridge Road pavement and shoulder widths through the rock-lined
r hillside cut just west of the Cloud View Trail intersection should be increased to the
r satisfaction of the city engineer. Given the significant visual impact implications of a
r widening at this location, the widening must be limited to the minimum necessary for safe
r vehicular access. The EIR traffic engineer recommends widening of this segment where
r necessary to provide two eight-foot travel lanes, with one- to two-foot clear shoulders on
r each side, with the additional stipulation that a long-term maintenance program be
r established to ensure that debris from the rock-lined cut does not reduce these pavement
r and shoulder widths.

r b. The combined pavement and shoulder width through the 180° curve along Wolfback
r Ridge Road should also be widened to the satisfaction of the city engineer in order to
r provide improved visibility (sight lines) through the curve. A combined pavement and
r shoulder width of 18 feet is suggested to achieve this objective.

c. To prevent unsafe roadway obstruction by parked vehicles, at least two additional off-
street parking spaces per lot should be provided to serve lots 3, 9, 11, and 12.

2. Wolfback Terrace Access to Lot 13

r a. The 160-degree turn in Wolfback Terrace should be reconstructed to create a minimum
inside curve turning radius of 12 feet, 7 inches, and an outside curve turning radius of 22
feet, 7 inches. If these radii cannot be feasibly engineered, lot 13 should be accessed from
one of two apparent alternative routes; (1) from Cloud View Trail via a negotiated
r arrangement with the GGNRA, Caltrans (access to the state right-of-way will require a
r Caltrans encroachment permit), and Mr. Fritz Warren, or (2) via a new access drive cut into
the east-facing slope connecting Wolfback Ridge Road with Wolfback Terrace via the
southern end of the ridge.

b. The proposed driveway to serve lot 13 should be paved, should be at least 10-feet
wide, and should have a maximum grade of 25 percent.

3. Access Roads in General

Generally, the proposed 18-foot-wide access roads could be narrowed beyond points
serving three homes or less. Specifically, access roads serving three homes should have a
minimum pavement width of 16 feet. Access roads serving two homes should have a
minimum pavement width of 14 feet, while access roads serving only one home could be as
narrow as ten feet.

4. Construction Period

- a. The developer should immediately and fully repair any damage to existing roadways due to construction equipment movements.

D. WATER, SEWAGE, AND STORM DRAINAGE

This EIR chapter describes the water, sewer, and storm drainage implications of the project. Highway 101 separates the Wolfback Ridge residential area from the rest of south Sausalito. The area was annexed to the city relatively recently (1978). As a result, the area is not served by the city's municipal water and sewer systems. Instead, water is delivered via a private Wolfback Ridge water system, and sewage is disposed of via private, onsite septic systems. Similarly, the hillside neighborhood is not served by a municipal drainage system of curbs, gutters, catch basins, and subsurface storm drains. Instead, roads and homesites for the most part drain naturally in sheet flow down the hillsides.

For each of these factors--water service, sewage disposal, and storm drainage--this chapter describes the existing setting, the potential project impacts, and warranted impact mitigations.

1. WATER

a. Setting

(1) Wolfback Ridge Water Supply Source. The 37 existing homes on Wolfback Ridge presently all receive water from the Marin Municipal Water District (MMWD). However, only four of these homes are within the District's boundaries and are regular District water customers. The remaining 33 homes are located outside the District. One of these homes is linked directly to the District's delivery system, and has a direct contractual relationship with the District for water. The other 32 homes, including the two-unit residence on the project site, are supplied by a private water system, the Wolfback Ridge Water System (also known as the Erway system, after the former owner), which was constructed in 1939 and is now owned by the project sponsor.

The existing MMWD connection to the Wolfback Ridge water system is diagrammed on Figure 25. All the water used on Wolfback Ridge is drawn from the MMWD 100,000 gallon Beacon Hill storage tank. The Beacon Hill tank is located on the west side of Cloud View Trail (see Figure 25). The tank is supplied through a six-inch water main that originates at the west end of Cloud View Road on the eastern side of Highway 101. From this point, the main crosses underneath the freeway through a 10 inch casing, then climbs the hill to Cloud View Trail and the Beacon Hill tank. The District operates a 120 gallon per minute (gpm) primary pump and a 70 gpm standby pump to fill the tank.

Increased Water Supply Demands. The upgrading of the entire system to meet MMWD standards would not require more MMWD water supply allotments beyond those which would be required for the project as proposed. However, if system upgrading and subsequent annexation did occur, the area would no longer be subject to an "interruptible surplus" supply arrangement.

Distribution System Requirements and Costs. This alternative would not require substantial improvements to the ridge distribution system beyond those described for alternative (1), although hydropneumatic water pressure improvement systems may still be required for some of the higher homes to meet District fireflow requirements.

Water Storage Implications. The District's basic water storage guideline is 1,000 gallons per home (or service), which computes to a 44,000-gallon total storage requirement for the 44 services in the Wolfback Ridge system if the proposed project is constructed. However, for standard ongoing maintenance purposes, the District uses a minimum storage tank size of 50,000 gallons. As a result, it is unlikely that a fourth 10,000-gallon tank as proposed by the project applicant would be an acceptable storage alternative. According to District personnel, the District would probably require that the existing tanks be removed and replaced with a new single tank. The cost of a welded steel, glass lined water tank suitable for the seismic conditions of the Marin Peninsula would be approximately \$65,000, complete and installed.

A 50,000 gallon tank would be approximately 25 feet in diameter and 15 feet high. This size tank would not fit on the 15-foot-wide parcel currently occupied by the existing tanks; however, there appears to be sufficient room in the area to locate such a tank if the adjacent property owner to the west would be willing to sell or provide an easement over the necessary portion of that property to accommodate the larger tank.

The elevation of the top of a 50,000-gallon tank, placed on this highest spot on the ridge, would not meet the minimum "head" requirements of the District in relation to most of the existing homes on Wolfback Ridge Road and several on Cloud View Trail (the District requires a minimum "head" or elevation difference of 92 feet in order to provide adequate pressure; i.e., 40 psi of water pressure to the highest structure on Wolfback Ridge¹). More accurate elevation studies would be needed to determine how this head shortfall would affect each home on the ridge. However, each home could be expected to fall into one of two pressure need categories:

- For homes which are between 70 and 92 feet below the top of the new tank, an individual hydropneumatic pressure improvement system would be optional. Each owner would have the discretion to decide if the water pressure was adequate to meet his or her needs or if a pressure system was worth the expense.
- For those homes which are less than 70 feet below the top of the tank, an individual hydropneumatic pressure improvement system would be required.

¹Eric McGuire, Environmental Services Coordinator, MMWD, August 15, 1989 letter.

The District will not serve any home if its highest water outlet is higher than the middle of the storage tank. The present tank location is sufficiently high that no home on the ridge should be denied service on this basis.

r The District's 50,000-gallon minimum tank size would provide 50 minutes of fire flow on the ridge at the Sausalito Fire Department's 1000 gpm design rate (with a 20 psi residual). However, because the storage tank is at a relatively low elevation, the system at some ridge locations may not be able to provide the 20 psi residual pressure (at 1000 gpm) r generally required in residential areas in residential areas for fire fighting.¹ The Fire Department's pumper trucks can add only 10 psi, so still larger water mains than those suggested earlier in this chapter might be needed to further reduce friction losses in parts of the system.

The comparative cost implications of this alternative are summarized in Table 6.

e. Impact Conclusions

The proposed improvements to the Wolfback Ridge water system currently proposed with the project (increased storage capacity and a larger water main) would provide water pressure levels to the 13 project homes which exceed levels currently provided to several existing homes on the ridge. The project would not significantly worsen the adequacy of water service to existing Wolfback Ridge homes, and may in fact improve the level of service to between two and six existing homes between the new tank and the project. The anticipated new 16,000 tank and associated pumping facility would also provide increased storage to all connections for fire protection purposes. The project would nevertheless add 12 more connections to an existing 32-connection water system which is supplied by an interruptible source and is subject to water storage and water pressure conditions which do not meet normal fire-fighting standards. The introduction of 12 more connections into this substandard water service environment would constitute a significant adverse impact.

f. Mitigation Recommendations

Water system improvement alternative (1), upgrading the entire ridge distribution system, but retention of its privately-owned status, would provide improved pressure and fire protection, especially for the two homes on the downslope portion of Wolfback Terrace and the group of four homes on the private drive between Cloud View and Wolfback Ridge Road. However, under both the proposed project and alternative (1) scenarios, the MMWD water allotment would continue to be supplied on an interruptible, surplus basis, and water storage would remain below standard levels considered acceptable for fire fighting. Alternative (2), upgrading of the entire ridge system, plus improved storage and annexation to the MMWD,

¹Sausalito Fire Chief, personal communication.

(2) Project Wastewater Flows. County Health Department regulations specify that the design wastewater flow rates for three- and four-bedroom homes shall be 150 gallons per day per bedroom (this rate represents the maximum flow expected).

(3) Proposed Project Wastewater Disposal Subareas and Anticipated Impacts. The study performed for the applicant by Questa Engineering in fulfillment of city subdivision requirements examined the feasibility of locating additional drainfields within the boundaries of the 7.84-acre project site. The Questa study divided the site into three topographic subareas: the oceanside area, the ridgetop area, and the bayside area. These subareas are illustrated in Figure 26. The proposed septic system design approach and anticipated impacts for each of these site subareas are described below:

The Oceanside Area. The oceanside area lies on the steeply-sloping western side of the ridge, between the Wolfback Ridge Road extension and the project boundary.

Soil Suitability. Questa performed 12 percolation tests in the "bowl" portion of this oceanside area, between proposed lots 3 and 9 (see Figure 26). The measured perc rates here were all extremely fast, with 9 of the 12 tests indicating a perc rate of more than one inch per minute. These results indicate that the site's soils can easily absorb the effluent from the proposed additional septic tanks, but at a rate that is actually faster than County Health Department regulations will allow. The design objective of a typical septic system drainfield is to use the small particles (silts and clays) in the soils surrounding a drainfield's rock-filled leach trenches to trap any remaining organic pollutants before the effluent reaches groundwater (or reaches rock strata through which it can rapidly flow to reach groundwater). When sewage effluent is able to pass through the soil too rapidly, this filtration objective, the final step in the treatment process, is not adequately achieved. For this reason, the Health Department requires that there be a minimum of three feet of natural soils between the bottom of the leach trenches and the highest seasonal water table elevation.

Proposed Design Approach. Questa reports that the relatively high percentage of fine particles (clays, etc.) within the site's natural soils, combined with the substantial depth to bedrock, can provide the needed level of filtration in the oceanside bowl area. In addition, the absence of wells in this area, and the limited development potential downslope within Rodeo Valley, would minimize the impact of any sanitary effluent flows that may conceivably not be fully treated before reaching groundwater aquifers. Given these conditions, Questa has proposed installation of standard leachfield trenches within the site's oceanside area. Nevertheless, because of the high perc rate readings here, these conventional drainfields would not conform to standard Health Department regulations, and so would require Health Department variances that must ultimately be approved by the Regional Water Quality Control Board. The Marin County Department of Health and Human Services stated that, as of September 13, 1989, "no information had been submitted to the department to support a variance of this magnitude."

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Questa Engineering concluded that six conventional dual drainfields could be accommodated in the "bowl" portion of the oceanside area, just below Wolfback Ridge Road. Two would be on residential lots 3 and 9 at either end of the bowl. The other four would be remote drainfields for lots 4, 6, 8, and 11 (indicated as areas S-4, S-6, S-8, and S-11 on Figure 26). Each of these remote drainfield areas would be owned in combination with the corresponding main residential lot on the opposite side of the road. Individual effluent lines would carry wastewater from the septic tank at the house to the drainfield. These parcel configurations represent preliminary layouts prepared to demonstrate the feasibility of concentrating several drainfields within this small bowl area. According to the Questa report, final parcel configuration would have to meet all County Health Department downslope property line setback requirement, and final drainfield design would require that the two trenches of each dual system be situated approximately 12 to 15 feet apart, due to the steep slope of the natural ground.

Oceanside System Adequacy. County regulations stipulate that each trench of a dual drainfield must be able to handle 100 percent of the average daily wastewater flow of the associated system. With appropriate valving, flow can be periodically switched from one trench to the other to prevent one part of the drainfield from becoming too saturated. Questa used a sewage loading rate of 1.3 gallons/square foot/day (based on the area of trench wall below the drainfield pipe) to calculate that each trench for a three-bedroom home would have to be 40 feet long, with an effective trench depth (below the pipe) of 50 inches. Current county regulations specify a maximum loading rate of 1.2 gallons/square foot/day, meaning that this trench would have to be either 5 feet longer, or approximately 6 inches deeper to meet county standards. However, given the very high measured perc rates in this area, the Health Department may agree to a slightly higher loading rate when the previously mentioned minimum perc rate variance is being considered.

Drainfield Vegetation Impacts. The proposed oceanside drainfield areas would also be located in a fairly heavy stand of mature eucalyptus trees. Questa Engineering proposed that the actual trenches be located so as to minimize the disturbance of these trees, and that all excavation and drainfield construction be performed by hand. Although this approach would minimize the direct impacts of drainage field excavation in the root systems of these trees, the eucalyptus could still be subject to the long-term impacts of over-irrigation by the drainage fields on lots 3, S-4, S-6, S-8, S-11, and S-9.

Drainfield Access. Future access to these oceanside drainfield sites would be restricted by the steep, wooded terrain.

Drainfield Soil Stability. The proposed concentration of six drainfields within little more than one-half of an acre at the top of a steep slope could feasibly cause the hillside to become saturated and unstable. However, the area's very high perc rates reduce this impact concern.

Approximate Costs. Questa estimates an average cost of \$15,000 per lot for the construction of these oceanside septic systems.

The Ridgetop Area. The ridgetop includes the crest of the ridge, as shown on Figure 26. Slopes are much less steep in this area, but the depth of natural soil to bedrock is shallow.

Soil Depth Limitations. Health Department regulations define both the minimum depth of native soil needed between the bottom of a drainfield trench and the water table or bedrock, and the minimum height of cover required above the drainpipe. Added together, these values yield a minimum soil depth of 6.5 feet, in addition to the effective depth of the leach trench.

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Proposed Design Approach. The design approach proposed for the "Ridgetop Area" by Questa Engineering is based on the engineer's code interpretation that County Health Department regulations provide for "Alternative Designs" where site constraints may prevent standard drainfield designs. Given the inability of ridgetop area soil depths to meet these Health Department minimums, Questa Engineering has proposed in its report that "Alternative Design" drainfields be constructed in the ridgetop area. These would include conventional leachfield trenches, but the drainfields would be situated in imported soil materials. For each drainfield, an area would be excavated in the fractured and weathered bedrock, refilled with an imported loamy soil, and then excavated to create the trenches. The imported soil would extend a minimum of 3 feet below the bottom of the trenches to provide the filtering action needed before the effluent enters the fractured bedrock.

Ridgetop System Adequacy. Nine percolation tests were performed by Questa Engineering in the ridgetop area. If two very low, anomalous readings are discarded, the average perc rate was computed to be just over 30 minutes per inch. According to Health Department criteria, this perc rate would permit a maximum sewage loading rate of 0.56 gallons/square foot/day. Questa determined that a minimum of 1,750 square feet would be needed for the total excavated drainfield area for a three-bedroom house. If it is assumed that the bottom of the excavation is the effective drainfield area, this would result in a loading rate of 0.26 gallons/square foot/day; i.e., well within (about one-half of) the maximum loading rate allowed under Health Department criteria. The required total drainfield area would also depend on the perc rate of the imported soil material (see *Proposed Design Approach*, above), and the resulting length and effective depth required for the dual leach trenches. These details would be resolved when the individual testing and design work is performed for each individual system, but it appears that the 1,750 square foot drainfield area figure represents a conservative design that should adequately allow for the drainfield requirements of each ridgetop lot. However, in response to this proposed "Alternative Design" approach, the Health Department has stated that alternative systems are only

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r permitted for use on parcels created prior to the adoption of the current regulation
r (i.e., August 14, 1984). The Department explains that:

r "Under no circumstances, shall alternative systems be used to justify new parcels.
r Due to the coarse soil encountered in this area...fill systems are proposed.
r Section 604.3 defines this type of system to be alternative in nature. Fill systems
r are therefore not permitted in order to justify the creation of new parcels in the
r Ridgetop area."¹

r The department concludes that, like the lots in the Oceanside area, each lot in the
r Ridgetop area must be capable of supporting a septic system without the need of a
r variance. The county code "specifies that waivers shall not be construed to allow
r creation of new substandard or nonconforming lots."²

r ¹David Mesagno, Senior Sanitarian, County of Marin Department of Health Services: September
r 13, 1989.

r ²Mesagno.

Questa Engineering concluded that the project's proposed lot layout and preliminary building locations would permit the construction of four "Alternative Design" (imported soil) drainfields, on ridgetop lots 1, 2, 7, and 10. They also proposed that a fifth imported soil drainfield be constructed in the *oceanside* area, at the far southeastern end of lot 12 (see Figure 26). Soil depths were found to be very shallow in this vicinity also, and the proposed drainfield is on a relatively level spot more similar in steepness to the ridgetop than the rest of the oceanside area. However, the proposed drainfield location would be constrained by the end of the Wolfback Ridge Road cut, an existing PG&E transmission tower, and the project boundary. The suitability of this site, and the possibility of finding an alternate drainfield location on lot 12, if necessary, have not been fully demonstrated by the studies completed to date.

The location of the drainfield for lot 7 also raises questions of compatibility with the residential development configuration proposed for lots 7 and 5. The drainfield is presently shown underneath the driveway easement for lot 5. Questa personnel indicate that such a drainfield could not be driven on, as this would overcompact the soil and reduce the perc rate. They suggested that a wooden deck could be constructed on posts above the drainfield to carry traffic, but that this might not be the most desirable solution. Such covering of the drainfield would prevent vegetation growth on its surface, eliminating potentials for effluent absorption through plant growth.

Variance Requirements. The drainfields proposed for the ridgetop have been referred to as "Alternative Designs" in conformance with Health Department guidelines. Such designs that do not conform to the standard leach trench parameter, or to the modifications normally permitted in areas of shallow cover, can only be permitted under Health Department variance procedures. The Department's regulations also specifically state that "under no circumstances shall alternative system designs be used to justify the creation of new lots or parcels," as is being requested for the proposed project. The county Health Department official in charge of individual, on-site treatment systems indicated that this provision can also be waived as part of the variance procedure, but only after approval is first granted by the Regional Water Quality Control Board.

Both the County Health Department and the Regional Board have stated their willingness to consider alternative designs which can be adequately documented as technically sound by a qualified sanitary engineer.

r *Slope Instability Implications.* The Geology and Soils section of this EIR indicates that
r "ridgetop" drainage fields for lots 1, 2, 5, 7, and 10 could contribute a steady source of
r increased soil moisture to slopes directly above Highway 101, with potentially
r significant slope instability impacts on Highway 101 and properties below the freeway.

The Bayside Area. As shown on Figure 26, the bayside portion of the project site, lies on the eastern slope of the ridge, between the ridgetop and Cloud View Trail. The

r natural terrain is steep here, reaching a 70 percent slope on lots 4, 5, and 7. The area is somewhat flatter on the lower portion of lot 13, between Wolfback Terrace and Cloud View Trail. **[Go to page 122.]**

Soil Suitabilities. Questa Engineering's soil samples indicate that the area is overlain by clayey loam soil only one to one-and-one-half feet thick above the fractured chert/shale bedrock.

Proposed Design Approach. This combination of steep slopes and shallow soils render most of the bayside area unsuitable for even "Alternative Design" drainfields. However, the soils on lot 13 were found to be nearly five feet thick on the uphill side of the Wolfback Terrace road cut. Questa personnel estimate that the soils may be up to three feet deeper than actually measured. For this reason, the Questa study recommended that a conventional dual leach trench drainfield could be constructed on the downhill part of lot 13, between the end of Wolfback Terrace and Cloud View Trail.

Questa Engineering has estimated from its perc tests that the average perc rate in native soils for lot 13 is two minutes per inch. This would permit use of the Health Department's maximum sewage loading rate of 1.2 gallon/square foot/day. Based on their evaluation of the soils in the vicinity, Questa recommended that 2,560 square feet of drainfield would be needed for a three bedroom house on lot 13.

r It should be noted, however, that according to the Questa engineering report, two
r percolation tests were conducted in the actual soil for this lot. Of these, only one
r percolation test had satisfactory results. The other test exceeded the one-inch per
r minute maximum. Since two tests are required, the County Health Department states
r that it is unable to determine the capability of this lot to support a septic system.¹

Similar to the other two site areas, no groundwater was encountered in any of the Questa excavations on the bayside portion. There was, however, a small amount of seepage noted in a trench excavated on Wolfback Terrace, just below the existing drainfield for the existing duplex on proposed lots 4 and 5. Although this seepage was not identified as septic leakage, it emphasizes the need for careful routine evaluation of these bayside slopes before they are judged suitable as potential drainfield locations.

r *Slope Stability Implications.* The Geology and Soils section of this EIR indicates that
r the "bayside" drainage field for lot 13 could contribute to existing soil moisture
r conditions beneath slopes directly above Highway 101, with potentially significant slope
r instability impacts on Highway 101.

r (4) Health Department Position. The county Health Department, Environmental Health
r Services Division, states that "due to the rapid percolation rates and the presence of

¹Mesagno.

- r fractured and partially weathered chert and shale, the use of septic systems for the
r Wolfback Estates proposal is not feasible without the approval of significant variances."¹
r For this reason, the division "does not support use of septic systems for this proposal."²

c. Impacts of Possible Project Sewer Service Alternatives

(1) Extension of City Sewer Service. The other wastewater treatment option for the proposed project is connection to the city of Sausalito's municipal collection system for treatment and disposal by the Sausalito/Marin City Sanitary District. As mentioned above, the closest existing connection point to the city system is opposite the fire house at the end of Spencer Avenue below the freeway. The City Engineer has indicated that there are presently no significant additional residential capacity limitations within this system, but that any extensions would have to be designed to city specifications, and completely constructed and paid for by the user.

(2) Sewer Line Routing. Any sewer line extension routing would have to begin at Spencer Avenue and run up the landscaped overpass embankment to the beginning of the bridge over the freeway. Design specifications for this bridge show that no utility sleeves were installed at the time of construction, so a new sewer line across the freeway would have to be bored through the bridge abutments and suspended from the superstructure. CALTRANS personnel indicate that this modification is often made to their bridges, but,

¹Mesagno.

²Mesagno.

Municipal sanitary district customers would also be required to pay a \$102 yearly treatment fee that is collected as part of the county tax bill. The sewer collection option is also strongly preferred by the Regional Water Quality Control Board.

d. Sewer System Mitigations

r (1) Approval of the project should be conditioned upon extension of the city sewer system
r across the freeway to serve the project homes unless both of the following can be achieved
r by the applicant:

r (a) County Health Department and Regional Water Quality Control Board approval of
r all variances required to permit the proposed septic system design, or design of an
r onsite septic system which does not require a County Health Department variance, and

r (b) Demonstration by the project engineer, to the satisfaction of the city engineer and
r Caltrans, that the proposed septic system design would not affect the stability of the
r hillside slopes above Wolfback Terrace and Highway 101.

r The city sewer service alternative would eliminate the percolation and slope stability impact
r potentials described in this EIR. It should also be noted, however, that extension of the city
r sewer system to serve the project would have significant unavoidable construction period
r impacts along the selected sewer extension alignment (i.e., along Wolfback Ridge Road, or
r straight up the hillside across private property, depending upon the availability of easements
r across privately owner lands and the feasibility of running sewer lines down very steep
r slopes).

r (2) If the onsite septic tank and drainage field approach is adopted, the following additional
r mitigations should be incorporated to reduce related impact potentials to insignificant levels:

r (a) The final disposition of wastewater effluent from the drainfields proposed for the
oceanside area would be determined as part of the normal permitting process of the
county Health Department. Design precautions should be included to ensure that
water percolating into the soil in this area of very high perc rates does not follow the
underlying bedrock to resurface a short distance downslope. The filtration capacity of
the native soils should be thoroughly demonstrated.

r (b) The project drainfields should be designed to reliably prevent any future
contamination of surface waters flowing to Rodeo Lagoon.

r (c) The stability of the existing hillside downslope from the oceanside drainfield area
should be specifically addressed by the project engineer prior to city approval of the
Final Map. Oversaturation of this slope, particularly during the rainy season, could
become a limiting factor in the siting of the proposed drainfields.

- r (d) If, possible, the drainfield for lot 11 should be located adjacent to the proposed home rather than at the proposed S-11 location, if such a relocation would reduce the risk of oversaturating and destabilizing slopes in the bayside "bowl" of the area. The trenches in the bowl area should also be sited and constructed to ensure long-term, maintenance-free operation.
- r (e) The trench locations in any oceanside drainfields should be located and designed so as to minimize direct disturbance of, and long-term over-irrigation damage to, the heavy stand of eucalyptus trees in this area. As suggested by the applicant's engineer, Questa Engineering, all drainfield excavation and construction in this area (lots 3, 5, S-4, S-6, S-8, S-9, and S-11) should be performed by hand to minimize damage to the trees. In addition, measures should be incorporated in these drainage field designs which, to the satisfaction of the city engineer, will ensure against long-term over-irrigation of the existing eucalyptus groves.
- r (f) The location of the drainfield for lot 7 should be relocated to remove it from beneath the lot 5 driveway easement to avoid overcompaction. The use of a wooden driveway deck at this location should be avoided, since such a solution would prohibit absorption of [Go to page 127]

effluent by vegetation. Alternatively, the driveway access to lot 5 could be relocated to avoid the proposed drainfield. If the overcompaction problem cannot be avoided, one of these two lots should be removed from the plan.

r (g) The suitability of the proposed drainfield on lot 12, and the possibility of finding an alternative drainfield location for lot 12, should be more fully demonstrated by the project engineer.

r (h) Permanent, non-revocable utility easements should be recorded for the effluent line that would connect each remote drainfield to its individual septic tank.

r (i) Consideration should also be given to siting any drainfields that are to be located on the same lot as the house within areas proposed for future landscaping or flower gardens. This would maximize the absorption of effluent by plants (reducing percolation into the soil), and would reduce future domestic water supply demands for irrigation.

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3. STORM DRAINAGE

a. Setting

(1) Project Site Drainage Patterns. Situated at the top of a ridge, the relatively long and narrow (just over 400 feet wide) project site has no well-defined, concentrated drainage pattern. Stormwater runoff presently sheet flows down the sides of the ridge with few actual points of concentration along the hillsides. This natural drainage scheme is utilized as the drainage approach for homes and roads throughout the already developed northwestern end of the ridge; i.e., for the most part, no curb-and-gutter or common, subsurface drainage facilities are provided in these existing residential areas. The only common drainage facilities in the Wolfback Ridge area are a few small asphalt berms that direct runoff across Wolfback Ridge Road, and a single storm drain line that connects the northern end of Wolfback Terrace to Cloud View Trail and Highway 101. The lower portion of this line was installed by CALTRANS along the southerly edge of the 1982 landslide scar (see the Geology and Soils section of this EIR).

Q = CIA where: A = acres of the contributing drainage area
I = rainfall intensity in inches/hour
C = runoff coefficient (the proportion of rainfall estimated to run off the land into the drainage system, instead of percolating into the ground)

As can be seen in the equation, for a given value of I, the flow at any point within the system is directly proportional to both the size of the upstream drainage area and the runoff coefficient. This simple relationship has been used to illustrate the contribution of the project site within both the eastern and western drainage basins.

Using rough estimates of the size of the eastern drainage basin, its topography and its level of development, it was determined that the project area contributes 2.29 percent of the total runoff within the eastern drainage basin.

Because the western basin is so much larger, the project site is estimated to contribute only 0.16 percent of the peak stormwater runoff expected to reach Rodeo Lagoon.

b. Project Impacts

(1) Proposed Drainage System Design. The extension of Wolfback Ridge Road is shown as crowned away from the hillside, with no swale or other means of collecting runoff on the downhill side. Generally, this design would allow stormwater to sheetflow off the roadway and directly down the hill, without being concentrated in swales, pipes, or drainage channels. Given the very steep natural topography surrounding the ridgetop, this natural method would probably offer the best protection against runoff-induced erosion or scouring of the hillsides.

It appears that, in general, the site's existing natural runoff patterns would remain almost unchanged following construction of the proposed project. However, the proposed roadway design could result in some minor drainage problems in the vicinity of the four lots proposed on the downhill side of Wolfback Ridge Road. Unless their driveways are raised above the road, stormwater would run into the garages and down around the building foundations. This condition could be prevented with some minor grading modifications in front of the houses, but these provisions could then result in the concentration of runoff around the house perimeter. On most of these lots, such resulting perimeter flows would be insignificant. However, perimeter flows could become significant at lot 9. The roadway that branches up to the lots on the ridgetop intersects Wolfback Ridge Road directly across from lot 9. Runoff from the paved and built-up areas on top (lot 11, the Butz driveway, etc.) would flow down this road, across Wolfback Ridge Road, and onto lot 9, and could also flow south on Wolfback Ridge Road, then east toward the east side of the ridge and the Highway 101 tunnel.

impervious area, and 0.21 less acres of steeply sloping natural ground. These changes would result in an insignificant .05 percent increase in the Western Drainage Basin area.

The relative impact of the proposed development would be even smaller on this side of the ridge. Also, because this area is for the most part undeveloped park land, project impacts on buildings or roads would be negligible.

Stormwater runoff from the project would flow over large expanses of open ground before reaching natural channels or pipe systems. Although the ground is steep, the heavy vegetative cover would greatly slow the water's descent down the slopes. This factor would increase the likelihood that much of the project runoff would percolate into the ground, or at least be temporarily detained on the hillsides. The peak rates of runoff within many downstream portions of the drainage system would pass before flows from the ridgetop would begin to reach the lower elevations. As a result, the impacts calculated above probably overestimate the actual conditions that would result from project development.

b. Storm System Mitigations

The following mitigation measures are suggested to minimize the potential for erosion of the steep slopes surrounding the project site, and to prevent minor, localized flooding of the proposed homesites.

1. The road design for the extension of Wolfback Terrace should crown the roadway away from the hillside (as proposed for Wolfback Ridge Road), so that stormwater runoff is not concentrated into discrete, erosion-inducing points of discharge.

2. The design cross section of the Wolfback Ridge Road extension should be refined to direct stormwater runoff away from the driveways, garages, and building foundations of the proposed homesites on lots 3, 9, 11, and 12. This modification should also be designed to prevent significant channelization of runoff around the perimeters of these homes.

r 3. The proposed Wolfback Ridge Road extension and associated drainage system should
r also be designed to direct runoff away from the south, and away from slopes and the
r Highway 101 tunnel to the east.

r 4. Runoff generated on the west slopes of the project should be directed west to the
r western drainage basin.

r 5. The proposed roadways should be designed to ensure that runoff from project roads,
r roofs, and across driveways is collected and discharged in a manner which avoids sensitive
r hillside and swale areas above Wolfback Terrace and above U.S. 101.

- r 6. The proposed project roads, roofs and access driveways should also be designed to
r ensure against concentrations of runoff from around the perimeters of project homes on the
r downhill side of the project roads (especially homes on lots 9 and 3).
- r 7. Roof leaders from the proposed homes should be placed so that stormwater runoff is
r not channelized into a few discrete discharge points. One design alternative would be to
r direct the discharge to a leaching field, provided that such a drainage field does not affect
r sensitive hillside areas above Wolfback Terrace and Highway 101.
- r 8. The project engineer should also be required to demonstrate to the satisfaction of the
r city engineer the long-term stability of the steep road cuts above Wolfback Terrace and
r Wolfback Ridge Road in areas where stormwater runoff might be concentrated by the
r topographic contours of the completed project. **[Go to page 132.]**

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9. An erosion and sedimentation control plan should be prepared in conformance with city of Sausalito standards for implementation during project construction. At a minimum, the plan should include the following provisions:

- Existing vegetated areas should be left undisturbed until construction of site improvements is actually ready to commence. This particularly applies to lots that are being developed for speculative sale at some time in the future. Where possible, these areas should be left in their natural state until individual building permits are obtained.
- All disturbed areas should be immediately revegetated or otherwise protected from both wind and water erosion upon the completion of grading activities.
- Runoff should be directed away from all areas disturbed by construction.
- Eroded soils should be trapped in sedimentation basins to prevent their discharge off-site.

11, and 12), two above Wolfback Terrace on the eastern edge of the graded ridgetop area (lots 1 and 7), and one at the southeastern end of Wolfback Ridge above the end of Cloud View Trail (lot 13). Wolfback Ridge Road would provide access to all but lot 13. Lot 13 would be located at the end of Wolfback Terrace. This existing lane would become a long, private driveway, extending nearly 1,600 feet beyond the present end of the pavement to a point approximately 200 feet northwest of the project boundary.

b. Foundation Impacts

The graded ridgetop appears to be generally suitable for conventional foundation designs, although the areas of lots 4, 6, and 8 may require certain special foundation design considerations. Imported or native fill material has recently been spread in the proposed building footprint area for lots 4 and 6, and the grades on lot 8 are irregular. In addition, since the level portion of lot 6 is fairly narrow (approximately 30 feet wide), it appears likely that the building foundation could extend onto the steep slopes at the edges of the existing level pad.

The homesites indicated on Figure 7 for lots 1, 3, 7, 9, 11, 12, and 13 are all located on the steeply sloping hillsides below the ridgetop. Although these locations would require special foundation designs and construction techniques, the problems presented are common to developed hillside areas throughout Marin County and in the Oakland/Berkeley Hills. The stability of the underlying bedrock, combined with the relatively shallow soil cover (7 to 9 feet maximum in the areas proposed for development) should be suitable for drilled-pier and/or grade-beam foundations. Additional lot-specific borings and design work would be required as a part of the city's building permit application process to ensure that each home is constructed in accordance with the constraints of each particular site.

r c. Sewer System Drainfield Impacts

r At least four, and possibly six of the project drainage fields (lots 1, 2, 5, 7, 10, and 13)
r shown on Figure 26 in section IV.D herein are proposed for locations which could contribute
r a steady source of increased soil moisture for slopes directly above Highway 101. There
r are approximately ten existing homes on Wolfback Ridge above Cloud View Terrace which
r may also be contributing to excessive soil moisture conditions above Highway 101.
r Excessive soil moisture conditions, resulting primarily from a severe rainfall, resulted in the
r 1982 slide mentioned earlier. The introduction of these four to six additional project sources
r of steady, long-term fluid infiltration above the highway in terrain which has already
r demonstrated a potential for generating destructive debris flows (1982 slide) could
r exacerbate existing soil moisture conditions, resulting in significant additional slope instability
r impacts on Highway 101.

r Steady, long-term flows from the four to six drainage fields in the project "Bayside" and
r "Ridgetop" areas on Figure 26 could, in combination with a severe rainfall, saturate the thick

r colluvial deposits identified in the "Bayside" area of the project site, particularly in the
r swales below the site which are tributary to Highway 101, causing a sudden slope failure
r recurrence. The resultant debris flow, as demonstrated in the recent past (1982), could
r have a significant impact on Highway 101 and on properties below the freeway.

r d. Road Grading Impacts

Access to 12 of the proposed homesites (all but lot 13) would be provided by improving
Wolfback Ridge Road along its existing alignment. The Tentative Map shows that this
private road would have 18 feet of pavement width, which is 30 to 50 percent wider than at
present. As mentioned above, the steep uphill embankments are already undercut in many
locations along this road, and fill has been pushed out on the downhill side, increasing the
already steep natural slope. In addition, the first 400 (\pm) feet of the existing road is closely
bordered on both sides by two rows of cypress trees, one located just above the toe of the
uphill slope, and the other just below the top of the downhill embankment. It is expected
these trees are playing some role in stabilizing the existing embankments, and it appears
that at least one row would have to be removed to widen the road to 18 feet.

The initial 400 feet of Wolfback Ridge Road on the project site is also presently crowned
into the hillside. Stormwater runs along the toe of the road cut and into the small ditch
(described above) that discharges across the future driveway of lot 1. In order to crown the
r [go to page 148]

roadway away from the hillside so runoff is not concentrated to a single discharge point, this entire section of the road would require substantial regrading.

The long extension of Wolfback Terrace to provide access to lot 13 would also require the existing road cut to be slightly widened. The uphill embankment, in particular, is presently very steep, so a widening to 12 feet (assumed) could encounter constraints similar to the Wolfback Ridge Road widening.

An existing residence, the Warren home, is located at the end of Cloud View Trail below the proposed lot 13 road. No other existing or anticipated future structures are located directly below the roads and houses proposed for construction. However, Wolfback Terrace is immediately below lots 1, 4, 5, and 7, and Cloud View Trail is below Wolfback Terrace. Disturbance of the existing ground surfaces along the Wolfback Terrace road cuts could significantly increase the potential for localized landslides, particularly if project stormwater runoff is concentrated onto unstabilized slopes, or if downslope embankments are pushed out to widen the road cut, further steepening the natural contours. Project stormwater runoff erosion impacts and related mitigation needs are more thoroughly addressed in section IV.D.3 of this EIR.

The Golden Gate National Recreation Area lies downslope of Wolfback Ridge Road and the proposed lots along the project's southwesterly boundary. A project-induced landslide in this area would probably cause little property damage, but visual impacts on Rodeo Valley vantage points could be significant, and the mature stands of cypress and eucalyptus trees that cover some of the upper portions of this slope could be threatened by any project-induced ground failure. In addition, the four remote sewage leach fields proposed for installation in this area, as well as the fields for lots 3 and 9, could be damaged by a slide originating at the downslope edge of a widened Wolfback Ridge Road.

c. Seismicity

As discussed earlier, the absence of active fault traces and the generally shallow depth to bedrock should generally limit any project site-specific vulnerabilities to seismically-induced structural damage. However, like other residential development locations throughout the region, the strong ground shaking expected during a major earthquake would require special design precautions. Landslides occurring on the hillsides below the project would represent the greatest earthquake threat with or without the project, particularly if the soils on the ridge's lower slopes are saturated at the time.

3. MITIGATIONS

- r Past experience with similar residential development on [go to page 149]

Wolfback Ridge and elsewhere in Sausalito indicates that through normal local subdivision review procedures, Final Map engineering requirements, and the corresponding application of proven road and foundation engineering practices, the site's steep topography and its proximity to major earthquake faults can be adequately addressed in the design of roadways and individual homesites. To further ensure against significant impacts, it is recommended that the following general mitigation measures be incorporated into any conditions of approval for the proposed project:

- r a. Given the potentials for significant adverse impacts on slope stability above Highway
r 101, the project should be served by a properly engineered project storm drainage system.
r As a condition of project approval, site storm drainage facilities must be engineered to
r adequately handle storm drainage runoff to the satisfaction of the city engineer. Because
r storm runoff would also flow offsite through Caltrans drainage facilities, the drainage plan
r may also be subject to review by Caltrans to mitigate potential soil moisture and erosion
r impacts on the bayside slopes above Highway 101. Engineering data submitted with the
r project subdivision application should also include verification that project roof drains and
r other impervious surfaces will be designed to direct rainwater into the project storm
r drainage system and away from the bayside slopes and drainage swales above Highway
r 101.
- r b. Given the potentials for significant adverse project impacts on slope stability above
r Highway 101, connection to the city's existing municipal sewer system should also be
r required for those residential components of the project whose septic system leaching fields
r would drain towards the Bay (east) side, instead of the proposed onsite disposal system,
r unless the project engineer can demonstrate to the satisfaction of the city engineer and
r Caltrans that the proposed onsite drainage field system design would not constitute a
r potential slope instability factor for the hillsides and drainage swales above Highway 101.
- r c. Site-specific geotechnical investigations routinely required by the city prior to Final Map
and Building Permit approval for each homesite should identify the specific roadway design
and foundation design specifications necessary to ensure against ground failure (landslides
and/or erosion) and related impacts.
- r d. The proper placement of fill on natural slopes below the proposed homesites, or the
excavation of cut slopes above them, should be thoroughly addressed in each required
geotechnical investigation. Any proposed change in the natural or existing topography
should be evaluated by a certified soils engineer, and related recommendations should be
included in the site preparation specifications, to ensure that adjacent slopes remain at least
as stable as in their present condition.
- r e. Under normal city development review procedures, the design of the extension and
improvement of both Wolfback Ridge Road and Wolfback Terrace must be based on the
results of a detailed geotechnical analysis of each proposed alignment. In meeting such

city geotechnical engineering requirements, the final road designs should incorporate the construction measures needed to protect the long-term stability of uphill cuts and downhill fills (e.g., retaining walls or other methods of embankment stabilization should be employed as recommended by a certified soils engineer).

- r f. All disturbed slopes should be planted, mulched, and/or hydroseeded immediately upon the completion of construction. These areas should be maintained by the developer until they are fully revegetated.
- r g. Areas to be disturbed by construction should be confined as closely as possible to actual building footprints and pavement alignments.
- r h. As routinely required by the city and as described in the Drainage section of this report, an erosion control plan must be prepared by a certified civil or soils engineer. This plan should be implemented and monitored throughout all project construction phases.

V. ALTERNATIVES TO THE PROPOSED PROJECT

The proposed tentative map and preliminary site plan have been considered in this assessment as the principal proposal for the development of the project site and have thus been subjected to detailed environmental impact analysis. To provide a further understanding of the related impacts of the proposed action and possible approaches to reducing identified impacts, and to meet CEQA requirements, six alternatives to the proposed action are briefly described and evaluated in this chapter. The six alternatives evaluated are:

No Project. The CEQA-required no project alternative, assuming continuation of the present use of the land.

Mitigated (13-Unit) Development Concept. A PUD layout with the same number of units, but incorporating mitigations from the impact analysis, including clustering of all 13 lots on the ridgetop areas east of the access road, and acquisition of lots 3, 9, 11, and 12 by the GGNRA as permanent open space.

r **Reduced Density (4- to 6-Unit) Development Concept.** A 4- to 6-unit single-family estate
r layout which includes a building footprint similar to the proposed project, but limits
r residential development to that 4.53-acre portion of the site shown on Figure 13 of this EIR
r (page 59) as outside the area identified in GGNRA plans for federal acquisition (i.e.,
r excludes lots 2, 3, 6, 9, 11, 12, and possibly lots 4, 8, and/or 10).

Reduced Density (8-Unit) Development Concept. An 8-unit single-family estate layout, incorporating mitigation measures from the impact analysis, including acquisition of lots 3, 9, 11, and 12 by the GGNRA as permanent open space.

Increased Density (16-Unit) Development Concept (Maximum Allowable). A 16-unit single-family-detached PUD (the maximum density allowed by current general plan and zoning designations), with all 16 units clustered on the ridgetop east of the access road and served by the Sausalito-Marín City Sanitary District, and with acquisition of lots 3, 9, 11, and 12 by the GGNRA.

Increased Density (20-Unit) Development Concept). A 20-unit single-family-detached PUD development similar to the 16-unit scheme, and served by the Sausalito-Marín City Sanitary District, but with the additional residential development of lots 3, 9, 11, and 12, in

order to increase the feasibility of the sewer extension and water system improvements. This alternative would include a residential density similar to other sewered areas below the freeway (e.g., the Hill area).

Alternative Sites. A project similar to the current proposal for the Wolfback Ridge site, but at some alternative site location. **[Go to page 162.]**

c. Water. This alternative would have no adverse impacts relating to water service.

d. Sewer. This alternative would increase the number of units requiring remote leaching fields (some leach fields currently proposed for the ridgetop area would have to be relocated to make room for the four additional ridgetop units). Concentration of these additional leach fields on the west slope could cause oversaturation of soils and increased landslide potentials.

e. Noise. This alternative would increase the number of ridgetop units exposed to and requiring mitigation for excessive freeway noise levels.

r C. REDUCED DENSITY 4- TO 6-UNIT DEVELOPMENT CONCEPT

r 1. Principal Characteristics

r The intent of this alternative C development concept is to evaluate the comparative
r implications of a single-family lot layout similar to that proposed by the applicant, but with
r elimination of the area shown on Figure 13 (page 59) as designated for GGNRA acquisition,
r as suggested under mitigation measure c(2) on pages 63 and 64 of this EIR. This scheme
r would be similar in concept to alternative D which follows, except that the area to be
r acquired by the GGNRA would follow the boundary of existing parcel 200-130-10 rather
r than the west edge of Wolfback Ridge Road. This difference in GGNRA acquisition area
r would result in a 4.53-acre area left for residential development, as opposed to a 5.50-acre
r area under alternative D, i.e., an 0.97 acre difference. Alternative C could include 4 to 6
r units, depending on the manner in which the lot pattern and building footprint shown on
r Figure 13 could be modified east of the parcel 200-130-10 boundary.

r 2. Mitigation Factors

r a. Land Use/Visual. This alternative would have the same mitigation effects described
r below for alternative C, with possible variations dependent upon whether or not lot 13 is
r eliminated. Avoidance of development on the additional 0.97-acre area east of Wolfback
r Ridge Road would not have a significant additional visual impact mitigation effect in
r comparison to alternative C, since this area is already heavily screened from view by the
r existing roadside tree rows.

r b. Traffic. This alternative would reduce project traffic generation by between 54 and 69
r percent, and would also eliminate onstreet parking and access problems associated with
r lots 3, 9, 11, and 12.

r c. Water. The alternative would reduce the amount of additional water supply necessary
r to serve the project, but would also significantly reduce the economic feasibility of improving
r the current system for annexation to MMWD.

r d. Sewage. This alternative would make use of septic systems more viable, particularly if
r the scheme could involve an arrangement with GGNRA to use portions of the GGNRA-
r acquired area for drainage fields. Project connection to the city's existing municipal sewer
r system would probably be economically infeasible under this alternative.

r e. Noise. This alternative would have no mitigating effect, unless lot 13 was included
r among the eliminated lots.

r 3. Adverse Factors

r This alternative would significantly reduce the feasibility of water system renovation and
r annexation to MMWD, and would essentially rule out project connection to the city's
r municipal sewer system.

r D. REDUCED DENSITY 8-UNIT DEVELOPMENT CONCEPT

1. Principal Characteristics

The Alternative C development concept is illustrated on Figure 29. The intent of this alternative is to reduce the visual impacts of the project on the views from GGNRA, Sausalito, and Golden Gate Bridge vantage points by (a) eliminating proposed residential lots 3, 9, 11, and 12, and maintaining the associated west-facing slope as permanent open space; and (b) eliminating proposed lot 13 on the southern end of the east-facing slope. This could be done in the form of city-imposed conditions of project approval; by GGNRA fee acquisition of the property as proposed by the 1983 GGNRA Land Protection Plan; through some other less-than-fee acquisition method, such as purchase of a scenic easement; or by some combination of these methods. The lot layout for this alternative would be similar to the proposed project, but without lots 3, 9, 11, 12, and 13. This alternative would also include the following mitigation measures identified in the EIR:

- Offsite road widenings on Wolfback Ridge Road,
- Provision of at least five offstreet parking spaces per residence (including garages),
- Annexation to the water district,
- Relocation of drainage fields to prevent over compaction by vehicular traffic,
- Inclusion of noise mitigation measures in the construction on homesites in direct line of vision with the freeway.
- Protection of outdoor living space from freeway generated noise on all lots with such space in direct line of vision to the freeway.

2. Mitigating Factors

a. Land Use/Visual. This alternative would maintain the west-facing slope as permanent open space and would therefore eliminate most of the project visual impacts on GGNRA
[Go to page 167.]

r E. INCREASED DENSITY 16-UNIT (MAXIMUM CURRENTLY ALLOWABLE)
DEVELOPMENT CONCEPT

1. Principal characteristics

The Alternative D development concept is illustrated on Figure 30. The intent of this alternative is to examine the comparative impacts of a project which provides the maximum residential density allowed on the site by current general plan and zoning designations (16 units), while also providing for open space preservation of the west-facing slope. This alternative could be accomplished by creating significantly smaller lots on the ridgetop, and by connecting the project to the municipal sewer system.

2. Mitigating Factors

a. Land Use/Visual. This alternative would maintain the west-facing slope as permanent open space and would thereby reduce project visual impacts on GGNRA vantage points.

b. Traffic. This alternative would eliminate the onstreet parking and access problems associated with the lots proposed for the west-facing slopes.

c. Water. This alternative would not have any mitigating effects related to water service.

d. Sewage. This alternative would require the expansion of city sewer service to the Wolfback Ridge area. This aspect would eliminate the need for septic systems within the project, many of which would have required variances under county health regulations, and would provide opportunities to improve sewer service to other existing homes on the ridge.

e. Noise. This alternative would not result in the mitigation of identified freeway noise impacts.

3. Adverse Factors

a. Land Use/Visual. This alternative would require increased grading and tree removal, and would result in smaller lot sizes for the proposed homes on the ridgetop and the east-facing slope. The density and overall character of this ridgetop development layout would differ substantially from existing Wolfback Ridge residential areas. In addition, these characteristics could result in greater visual impacts on south Sausalito vantage points. Also, the smaller lot sizes would limit outdoor living space and could limit further views from proposed homes. Views from lots 1, 2, 3, 5, 11, and 13 could be blocked by proposed structures on other lots.

b. Traffic. The smaller lot sizes could limit the availability of offstreet parking.

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c. Water. This alternative would increase the number of residences added to an existing interruptible water source.

d. Sewage. This alternative would not result in any significant adverse sewer system impacts.

e. Noise. This alternative would increase the number of ridgetop units exposed to excessive freeway noise levels.

r F. INCREASED DENSITY 20-UNIT DEVELOPMENT CONCEPT

1. Principal Characteristics

If it is determined that approval of a project site PUD will require an upgrading of the Wolfback Ridge water system and extension of city sewer across to the freeway to serve the ridgetop site, then the applicant may request a substantial increase in development intensity in order to increase the feasibility of these sewer and water improvements. Specifically, this fifth alternative assumes a general plan amendment and rezoning request to allow a density similar to Sausalito hillside neighborhoods on the opposite side of the freeway; i.e., a density of 2.6 units per acre. The alternative also assumes development of the site's west-facing slopes. With these assumed changes, a 20-unit cluster-residential development has been illustrated for comparative impact evaluation.

The Alternative E development concept is illustrated on Figure 31. The layout of this alternative would be similar to the Alternative D layout, except that the four lots on the west-facing slopes would also be developed rather than transferred to the GGNRA.

2. Mitigating Factors

a. Land Use/Visual. This alternative would have no land use or visual impact mitigating factors, except that the eucalyptus grove on the west-facing slope would not have to be removed to accommodate remote leachfields.

b. Traffic. This alternative would have no mitigating effects related to traffic.

c. Water. This alternative would not result in any significant adverse water system impacts.

d. Sewage. This alternative would require the extension of the city sewer system to serve the Wolfback Ridge area. This aspect would eliminate the need for septic systems within the project, many of which would have required variances under county health regulations.

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e. Noise. This alternative would not have any mitigating effects related to noise.

3. Adverse Factors

a. Land Use/Visual. This alternative would require increased grading and tree removal and would result in smaller lot sizes for the proposed homes on the ridgetop and the east-facing slope. The density and overall character of this development layout would differ substantially from existing Wolfback Ridge residential area. In addition, these characteristics would result in greater visual impacts on south Sausalito and GGNRA vantage points.

The location of homes in this alternative could also limit views from several proposed lots. Specifically, views from proposed lots 1, 2, 3, 4, 5, 11, 13, 14, and 15 could be interrupted by walls and roofs of adjacent or nearby proposed homes.

b. Traffic. The smaller lots sizes could limit the availability of offstreet parking.

c. Water. This alternative would not result in any significant adverse water system impacts.

d. Sewage. This alternative would not result in any significant adverse sewer system impacts.

e. Noise. This alternative would increase the number of units exposed to excessive freeway noise levels.

r G. ALTERNATIVE SITES

The Appellate Court decision, Citizens of Goleta Valley vs. Board of Supervisors of the County of Santa Barbara, clarified and expanded CEQA requirements for EIRs, ruling that project-specific EIRs may be required to include evaluation of alternative site locations for the proposed project. While the ruling noted that this evaluation is not required in all cases, this report acknowledges the Goleta ruling by evaluating the comparative effects of project development on alternative view sites in the project vicinity (southern Marin) to the extent that they are available. Although no suitable view sites were identified within the city of Sausalito, several were identified in the unincorporated area of southern Marin County through contacts with the county planning department. Several sites with similar physical features were identified in this process. However, only two of these sites appeared to have general plan and/or zoning designations which would allow development of a similar project (i.e., comparable residential densities). These two sites are considered below.



H. ALTERNATIVES CONCLUSIONS

In response to CEQA guideline provisions calling for identification of the "environmentally superior" alternative, the comparative environmental impact ratings of the various project alternatives evaluated in this chapter are listed below:

Highest Environmental Ranking
(most environmentally desirable)

No Project Alternative

Alternative Site 1

Reduced Density (4- to 6-Unit
Development Concept)

Reduced Density (8 Unit)
Development Concept

Alternative Site 2

Mitigated (13 Unit)
Development Concept

Increased Density (16 Unit)
Development Concept

Proposed Project

Lowest Environmental Ranking
(least environmentally desirable)

Increased Density (20 Unit)
Development Concept

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APPENDICES

APPENDIX G: CEQA STANDARDS FOR EIR ADEQUACY

According to Section 15151 of the CEQA Guidelines, the standards for Adequacy of an EIR are as follows:

An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

APPENDIX H: CEQA DEFINITION OF "MITIGATION"

According to Section 15370 of the CEQA EIR Guidelines, the term "mitigation" includes:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree of magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- (e) Compensating for the impacts by replacing or providing substitute resources or environments.

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