INITIAL STUDY/PROPOSED MITIGATED NEGATIVE DECLARATION

BRIDGEWAY COMMONS RESIDENTIAL CONDOMINIUMS

CITY OF SAUSALITO
MARIN COUNTY, CALIFORNIA

DECEMBER 6, 2016

Prepared for:

City of Sausalito Community Development Department
420 Litho Street • Sausalito, CA. 94965 • 415.289.4128

Contact:

Jayni Allsep, Planning Consultant
415.706.0443

(this page left intentionally blank)

ABBREVIATIONS AND ACRONYMS

AB 52	Assembly Bill 52
BAAQMD	Bay Area Air Quality Management District
CBH	Circumference at Base Height
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
dB	decibel
DBH	Diameter at Breast Height
EFH	Essential Fish Habitat
EIR	environmental impact report
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
IS/MND	initial study/mitigated negative declaration
LTMS	San Francisco Bay Long-Term Management Strategy
MCSTOPPP	Marin County Stormwater Pollution Prevention Program
MLLW	mean lower low water
NAVD88	North American Vertical Datum 1988
NPDES	National Pollutant Discharge Elimination System
RWQCB	Regional Water Quality Control Board
SMC	Sausalito Municipal Code
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
UBC	Uniform Building Code
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service

ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION

1.	Project Title:	Bridgeway Commons Residential Condomimiums
2.	Lead Agency Name and Address:	City of Sausalito, 420 Litho Street, Sausalito, CA 94965
3.	Contact Person and Phone Number:	Jayni Allsep, Planning Consultant, 415.706.0443 Danny Castro, Community Development Director, 415.289.4128
4.	Project Location:	1755 Bridgeway, Sausalito, CA 94920; Assessor's Parcel Numbers 064-151-02 & -03
5.	Project Sponsor's Name and Address:	Sy Jardin's Lookout LLC, Property Owner 2673 Martinez Drive, Burlingame, CA 94010 Miles Berger, Architect/Applicant 14 Raccoon Lane, Tiburon, CA 94920
6.	General Plan Designation:	High Density Residential
7.	Zoning:	R-3 Multiple Family Residential

8. Description of Project: (Describe the whole action involved, including but not limited to later phases of the Project, and secondary, support, or off-site features necessary for its implementation. Attach additional sheets if needed.)

The Project proposes the development of 16 condominiums (one three-bedroom and 15 two-bedroom flats) within two multi-level buildings with enclosed parking. Vehicular access to the property would be provided via a 24-foot wide driveway on Bridgeway that would provide right-turn ingress and right-turn egress to and from the ground floor parking area (Car Garden). The existing residential structures on the property are proposed to be demolished and most of the trees and vegetation would be removed to make way for the proposed condominiums. Driveway and landscaping improvements are proposed within the public right-of-way along Bridgeway. The Project site also has frontage along Filbert Avenue; however, access is proposed from Bridgeway only. Relocation of a sewer line and undergrounding of overhead utilities serving the Project site are also proposed. Proposed Project plans and Project narrative submitted by the Project Sponsor are provided in Appendix A.

Project Applications include: Vesting Tentative Map, Design Review Permit, Tree Removal Permit, and Encroachment Agreement for private improvements in public right-of-way.

9. Surrounding Land Uses and Setting: Briefly describe the Project's surroundings:

The Project site encompasses Lot 02 and 03 of Assessor's Parcel 064-051, and covers approximately 0.58 acres bounded by Bridgeway to the north, Filbert Avenue to the south and west, and existing residential buildings to the east and west. The property currently consists of four residential structures (1745 Bridgeway, 1751 Bridgeway, 1757 Bridgeway, and 160 Filbert Avenue), detached garages, and sheds. A gravel parking area fronts Bridgeway, and is largely located within the public right-of-way. The subject property fronts two streets: Bridgeway and Filbert Avenue and slopes downhill northward from Filbert to Bridgeway. Portions of the site are heavily vegetated and contain several mature fruit trees, shrubs and other ornamental vegetation.

The Project site is located within the R-3 multi-family residential zoning district. Surrounding land uses on the southwest side of Bridgeway include single-family and multi-family residences. The immediate neighborhood includes a mix of architectural styles, including older single-family homes dating from the late 19th and early 20th centuries and modern apartment buildings constructed in the 1950s and 1960s. Property on the Richardson's Bay side of Bridgeway across from the subject property is within the Industrial-Marinship (IM) zoning district. This zone allows for a mixture of light-industrial, commercial and marine-related uses.

10: Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement)	Marin Municipal Water District (MMWD) and Southern Marin Fire Protection District (SMFD)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology / Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality
☐ Land Use / Planning	☐ Mineral Resources	☐ Noise
☐ Paleontological Resources	☐ Population / Housing	☐ Public Services
☐ Recreation	☐ Transportation / Traffic	☐ Tribal Cultural Resources
☐ Utilities / Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed Project COULD NOT have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared. ☐

I find that although the proposed Project COULD have a significant effect on the environment, there WILL NOT be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared. ☒

I find that the proposed Project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required. ☐

I find that the proposed Project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed. ☐

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

Signature _____ Date _____

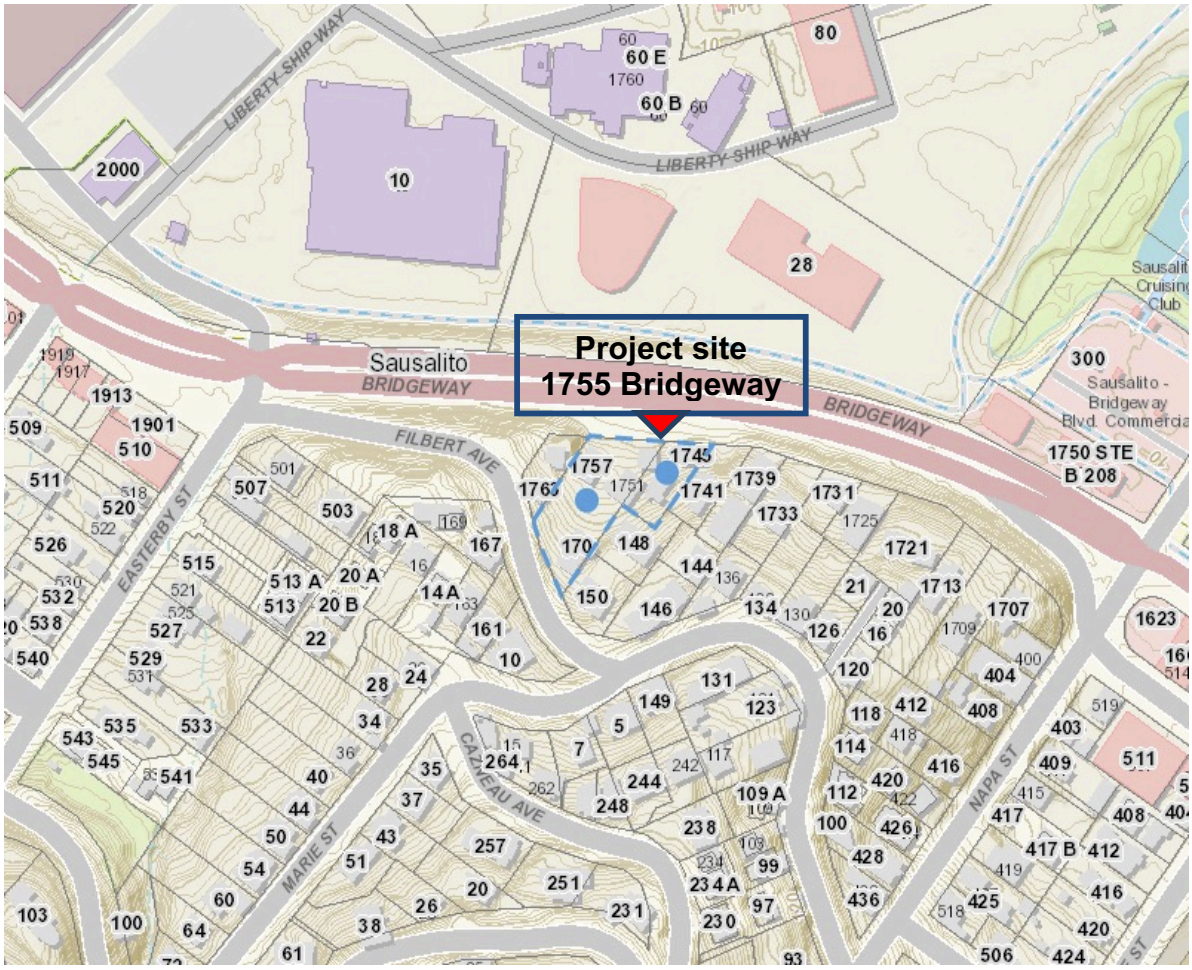
To be completed by the Applicant / Project Sponsor

Applicant's agreement to implement mitigation measures identified to reduce potential impacts to less than significant

Applicant's Signature

Date

Applicant's Name (print)



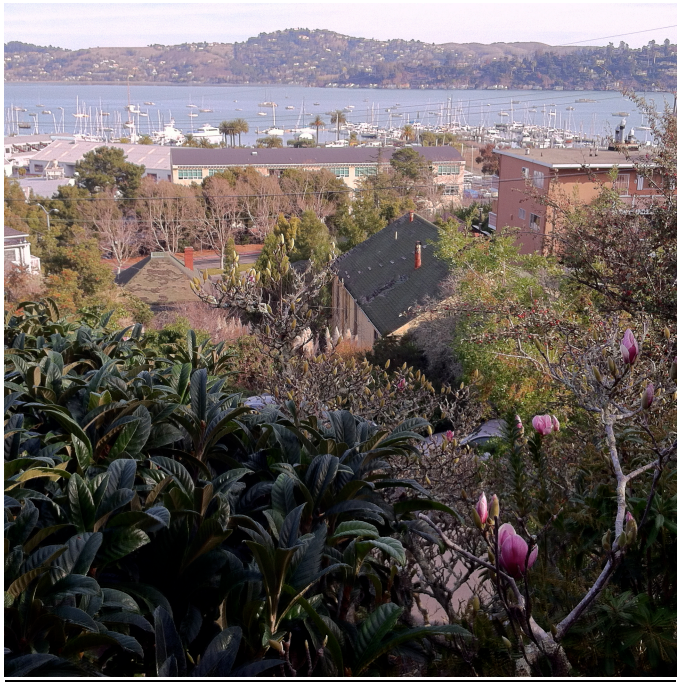


Figure 1 – Location map and Photos of Project site and Vicinity

I. Aesthetics

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
I.	**Aesthetics. Would the Project:**				
	a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
	b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
	c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
	d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

Discussion

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

The proposed Project would have a substantial adverse effect on a scenic vista if it were to affect the existing scenic views from public roadways or paths. While there are no officially designated scenic vistas located within the City of Sausalito, the Sausalito General Plan and Zoning Ordinance identify the preservation of public and private views as a key goal of the design review process. Design Review Permit Finding 4 states that projects shall be located and designed to minimize obstruction of public views and primary views from private properties." Zoning Ordinance Chapter 10.88 defines views as "any view of the Sausalito Waterfront, San Francisco Bay, Mt. Tam, Strawberry Point, Tiburon, Belvedere, Angel Island, East Bay, and/or the City of San Francisco or any view greater than 300 feet distance and/or including significant aesthetic, cultural, natural, or historical features." Primary views are defined as "any view distance from primary viewing areas of a dwelling such as the living room, dining room, kitchen, master bedroom, and deck or patio spaces serving such living areas. A secondary view shall be any view from bathrooms, accessory bedrooms, passageways and utility areas." Public views are defined as "any view from a public right-of-way, including from a public road, street, sidewalk, pedestrian lane or stair, trail, or pathway.

City of Sausalito General Plan

The Sausalito General Plan also includes the following policies addressing view preservation:

Objective CD-3.0 Balance View Protection with Property Rights. Provide view protection in a manner which considers property interests of all parties involved.

> **Policy CD-3.1 Private Views**. Locate and design new and significantly remodeled structures and landscape improvements so as to minimize the interference with primary views from structures on

neighboring properties. Some minor loss of view may be consistent with this policy if necessary to protect a property right.

> **Program CD-3.1.1** Design Review of Private View Impacts. Analyze Project submittals for impacts on views from adjacent properties through Design Review.

Policy CD-3.2 Public Views. Locate and design new and significantly remodeled structures and other private and public improvements with consideration for their impact on significant public views and view corridors.

> **Program CD-3.2.1 Design Review of Public View Impacts.** Through Design Review, analyze Project submittals for new and significantly remodeled structures and landscaping for their impact on views from major public vantage points.

Public Views

The photo simulation submitted with the Project applications demonstrate the extent of view obstruction that would result from the proposed Project. Based on review of this photo simulation, the site, and the surrounding area, the proposed Project would preserve public views of Richardson's Bay, the Sausalito Waterfront, Marinship, Strawberry, Belvedere, and the San Francisco Bay. View obstruction is minimal and impacts would be less than significant.

Views from Private Property

The photomontage reveals that the proposed Project would obstruct primary views from private properties. Design Review Permit Finding 4, General Plan Objective CD-3.0, and General Plan Policy CD-3.1 state that some private view obstruction may be acceptable so long as a project has been designed to minimize view impacts to the greatest extent possible.

The Project Sponsor has indicated that one of the Project design goals was to preserve the critical views to Richardson's Bay over the Project that are currently enjoyed by neighbors. The houses and apartments adjacent to the Project site primarily look straight out to Richardson's Bay, with some additional angular views across the Project site for the lower structures. Some of these views are interrupted by the ridgelines of the existing buildings on the site. The existing views from the adjacent apartments would be preserved by the Project. While the parapet of the proposed new building would be 4 feet higher than the ridge of the existing house on the property, the new condominium building would be further away from the adjacent homes, which would open up the same view lines.

Views from the homes located above the Project site would be preserved, as depicted in a photo simulation and view diagrams provided by the Project Sponsor. As noted in the Project Narrative provided with the application materials, the finished floor of the lowest levels of the existing homes on Filbert Avenue would remain above the highest point of the parapet of proposed Building 2 on the upper portion of the Project site. After construction, views from the adjacent buildings would be comparable to existing views, and no critical features of the existing views would be blocked by the proposed Project. In addition, new service laterals for power and communications serving the Project are required to be undergrounded in accordance with Sausalito Municipal Code Section 18.08 Underground Electrical Wiring and Facilities. The City will also require undergrounding of existing overhead electrical and communication lines fronting the property between their supporting joint poles, if feasible.

Furthermore, the Project would be evaluated by Planning staff and reviewed by the Planning Commission as part of the application review process. Under Section 10.54.050 of the Municipal Code, in order for the Planning Commission to approve a Design Review Permit, the Planning Commission must make a finding that the obstruction of public views and primary views from private property has been minimized. In addition, since the proposed Project would exceed 80 percent of the maximum permitted floor area ratio (FAR), the Planning Commission must make additional findings that the site can support maximum buildout, including a finding that the site will be developed in a manner that minimizes the obstruction of views from surrounding properties and public vantage points, with particular care taken to protect primary views.

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

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

Highway 101 through Sausalito is considered as an Eligible State Scenic Highway by the California Department of Transportation's Scenic Highway Program, but is not an Officially Designated State Scenic Highway.[1] The Project site is not visible from Highway 101; therefore, there would be no impact.

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

The subject parcel is located within a neighborhood defined by a mixture of architectural styles and building types, including older single-family homes dating from the late 19th and early 20th centuries, and modern apartment buildings constructed in the 1950s and 1960s.

The subject property in its present constitutes a rare example of visual blight within the City of Sausalito. The proposed redevelopment of the property would substantially improve the visual character of the site by replacing the existing structures with new residential condominiums (see Appendix A). The style of the proposed buildings would be compatible with existing residential architecture within the Project vicinity. Overall, the Project site would be redeveloped in a way that would not degrade the existing visual character of the Project site. Therefore, the impact would be less than significant.

Furthermore, the Project requires Design Review approval prior to the issuance of a building permit. The Sausalito Planning Commission, through its interpretation and application of the City's Municipal Code, would be the final arbiter of aesthetics, scale and character, relationships between buildings, and impacts of projects on neighborhoods and the larger community. Required findings include ensuring that the proposed architecture and site design of the project complements the surrounding neighborhood and

[1] *California Department of Transportation, California Scenic Highway Mapping Program, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/scenic_hwy.htm, accessed on October 4, 2016.*

that the scale of the proposed structures are consistent with the general scale of structures in the surrounding district. The Planning Commission must find an application for design review to be in substantial conformance with these criteria in order to be approved, and may deny an application for failure to conform to any single criterion. The Design Review process ensures that the Project will not be approved without the Planning Commission's determination that all 13 of the required Design Review findings can be made for the Project, plus the seven additional heightened design review findings.

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

Project lighting plans (see Appendix A) show that exterior lighting is mostly in overhangs and soffits, and small LED step lighting for stair lighting. All lighting is proposed to be concealed so as to minimize light spillage. The nighttime light levels are proposed to be limited to the levels needed for safety.

In addition, the Project would be evaluated by Planning staff and reviewed by the Planning Commission as part of the Project approvals process. Under Section 10.54.050 of the Municipal Code, in order for the Planning Commission to approve a Design Review Permit, the Planning Commission must make a finding that exterior lighting is appropriately designed and located to minimize visual impacts to adjacent properties and the general public.

To ensure that impacts on nighttime views would be less than significant, Design Review applications are subject to the City's standard condition that all exterior lighting be downward facing and shielded, and subject to review and approval by the Community Development Department. With the incorporation of Mitigation Measure **AEST-1,** impacts would be less than significant.

MITIGATION MEASURES:
The following mitigation measures shall be implemented to reduce the potential for aesthetic impacts to a less than significant level.

AEST-1 All exterior lighting shall be downward facing and shielded, and subject to the review and approval of the Community Development Department.

II. Agriculture and Forestry Resources

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
II.	**Agriculture and Forestry Resources.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies				

may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the Project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 1104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location of nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion

Items II.a through II.e

No agricultural uses or activities will be adversely affected by the Project as there is no Prime Farmland nor are there any agricultural uses on the Project site. The Project site is a residential parcel, and would continue to be utilized as such after Project completion. Therefore, the Project would have no impact on agriculture or forest resources.

The subject parcel is located within a developed residential neighborhood and is not designated by the Farmland Mapping and Monitoring Program of the California Resources Agency as Prime Farmland, Unique Farmland, or Farmland of Statewide importance. There are no agricultural land uses on the subject parcel.

III. Air Quality

ENVIRONMENTAL ISSUES	Potentially	Less Than	Less-Than-	No Impact

	Significant Impact	Significant With Mitigation Incorporated	Significant Impact	
III. Air Quality.				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations.				
Would the Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or Projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

This section addresses the types and quantities of air pollutant emissions that would be generated by the construction and operation of the proposed Project and the regulatory context.

Criteria Pollutants

The pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law under the National and California Clean Air Acts, respectively. Air pollutants are categorized as primary and/or secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NOx), sulfur dioxide (SO2), coarse inhalable particulate matter (PM10), fine inhalable particulate matter (PM2.5), and lead (Pb) are primary air pollutants. Of these, all except for ROGs are "criteria air pollutants," which means that ambient air quality standards (AAQS) have been established for them. The National and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect those "sensitive receptors" most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Toxic Air Contaminants

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

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

Discussion

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

Large projects that exceed regional employment, population, and housing planning projections have the potential to be inconsistent with the regional inventory compiled as part of BAAQMD's 2010 Bay Area Clean Air Plan (CAP). The Project is not considered a regionally significant project that would affect regional vehicle miles traveled and warrant Intergovernmental Review by Metropolitan Transportation Commission pursuant to the CEQA Guidelines (CEQA Guidelines Section 15206). In addition, the proposed Project, which would construct 16 residential units in the R-3 zoning district which allows up to 16 units on a parcel of this size, is consistent with use and density policies contained in the General Plan. The Project would not exceed the level of population or housing foreseen in City or regional planning efforts and, therefore, would not have the potential to substantially affect housing, employment, and population projections within the region, which is the basis of the CAP projections. Furthermore, the net increase in regional emissions generated by the proposed Project would be less than the BAAQMD's emission thresholds (see Section III (b)). These thresholds are established to identify projects that have the potential to generate a substantial amount of criteria air pollutants. Because the proposed Project would not exceed these thresholds, the proposed Project would not be considered by the BAAQMD to be a substantial emitter of criteria air pollutants. Therefore, the Project would not conflict with or obstruct implementation of the 2010 CAP, and impacts would be less than significant.

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

BAAQMD has identified thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including ROG, NOx, PM10, and PM2.5. Development projects below the significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Construction Emissions

Construction activities produce combustion emissions from various sources, such as on-site heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew. Site preparation activities produce fugitive dust emissions (PM10 and PM2.5) from demolition and soil-disturbing activities, such as grading and excavation. Air pollutant emissions from construction activities on site would vary daily as construction activity levels change.

Fugitive Dust

As identified above, the Project would involve demolition of the existing structures on the site. There would be overlapping construction phases including up to 3,800 cubic yards of excavation (and export), and import of 1,225 cubic yards of fill that would occur proximate to sensitive receptors. Ground disturbing activities could generate fugitive dust. Fugitive dust emissions (PM10 and PM2.5) are considered to be significant unless the proposed Project implements the BAAQMD's Best Management Practices (BMPs) for fugitive dust control during construction. PM10 is typically the most significant source of air pollution from the dust generated from construction. The amount of dust generated during construction would be highly variable and is dependent on the amount of material being demolished, type of material, moisture content, and meteorological conditions. If uncontrolled, PM10 and PM2.5 levels downwind of actively disturbed areas could possibly exceed State standards. Consequently, construction-related criteria pollutant emissions are potentially significant. Coarse inhalable particulate matter (PM10) and fine inhalable particulate matter (PM2.5) levels downwind of areas disturbed during Project construction activities could possibly exceed State standards. This would be a potentially significant impact associated with construction-related criteria pollutant emissions. Mitigation Measure AQ-1 would reduce this potentially significant impact to less than significant.

Operational Emissions

Long-term air pollution impacts are not expected as a result of the proposed 16 residential units, consistent with the use and density of development envisioned in the City's General Plan. Therefore, operational impacts would be less than significant.

III.c Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?

See III.b above. As the Project proposes a use and density that is consistent with the City's General Plan, and with implementation of Mitigation Measure AQ-1, the Project would not result in substantial net increases of any criteria pollutant. Impacts would be less than significant.

III.d Would the Project expose sensitive receptors to substantial pollutant concentrations?

Sensitive receptors are facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and persons with illnesses. The closest site with sensitive receptors is the senior housing located on Bee Street. In addition, the subject property is located within an existing residential neighborhood which likely contains children and the elderly. It is anticipated that with the implementation of mitigation measure **AQ-1** air quality impacts to sensitive receptors would be reduced to a less than significant level.

III.e Would the Project create objectionable odors affecting a substantial number of people?

As a residential use, the Project is not anticipated to create objectionable odors.

MITIGATION MEASURES

The following mitigation measures shall be implemented to reduce the potential for impacts associated with construction related impacts to air quality to a less than significant level:

Mitigation Measure AQ-1: The Project's construction contractor shall comply with the following BAAQMD Best Management Practices for reducing construction emissions of PM10 and PM2.5:

a. Water all active construction areas at least twice daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour (mph). Reclaimed water should be used whenever possible.

b. Pave, apply water twice daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.

c. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e. the minimum required space between the top of the load and the top of the trailer).

d. Sweep daily (with water sweepers using reclaimed water if possible), or as often as needed, all paved access roads, parking areas and staging areas at the construction site to control dust.

e. Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the Project site, or as often as needed, to keep streets free of visible soil material.

f. Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.

g. Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).

h. Limit vehicle traffic speeds on unpaved roads to 15 mph.

i. Replant vegetation in disturbed areas as quickly as possible.

j. Install sandbags or other erosion control measures to prevent silt runoff from public roadways.

IV. Biological Resources

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IV.	**Biological Resources. Would the Project:**				
	a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies,	☐	☐	☒	☐

	or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?				
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

Discussion

IV.a Would the Project have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species?

The revised 1992 State and Federal Endangered and Threatened Animals of California list contains 107 animals that are endangered or threatened. Of the 107 animals that are listed, only four are known to exist within the Sausalito planning area. The four animals were identified on the California Department of Fish and Game Natural Diversity Data Base (CNDDB). The four animal species are as follows:

- *Icaricia icariciodes missionensis* (Mission blue butterfly)
- *Reithrodontomys ravivientris* (Salt marsh harvest mouse)
- *Laterallus iamaicensis coturniculus* (California black rail)
- *Rallus longirostris obsoletus* (California clapper rail)

Special-status species of bats that roost in structures, including pallid bat (*Antrozoas pallidus*) and Townsend's big-eared bat (*Corynorhinus townsend*), could potentially occur in the existing structures on the Project site. Evidence of habitat (scat, urine staining, odor) was not observed during site inspections; however, inspection of the interior of the buildings was limited due to safety concerns and the dilapidated condition of the structures. Therefore, the proposed Project may affect bats that have

colonized within the existing structures on the property that are proposed to be demolished. **Mitigation Measure BIO-1** would reduce this potential impact to less than significant.

IV.b Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

Riparian habitat is composed of the trees and other vegetation and physical features normally found on the stream banks and flood plains associated with streams, lakes, or other bodies of water. Scientists have long recognized the unique value riparia habitat holds for fish and wildlife species.

There is no evidence of riparian habitat on the site that would be affected by construction or operation of the Project. However, the Project site drains into the Richardson's Bay, which hosts a variety of sensitive natural communities. Runoff from the Project site could adversely impact water quality in the Bay and associated natural communities. Implementation of Mitigation Measure HYD-1, requiring approval of final grading and drainage plans, MCSTOPP, and HYD-2, requiring the submittal of a Stormwater Pollution Prevention Plan (SWPPP) for the review and approval of the City Engineer, would reduce this impact to a less than significant level.

IV.c *Would the proposed Project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

Federally protected wetlands, as defined by Section 404 of the Clean Water Act, are not located within the subject parcel. Therefore, there would be no impacts to wetlands from the Project.

IV.d *Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

The Project site has been subject to human disturbance for more than 100 years. Wildlife associated with the Project site is generally adapted to disturbed urban sites and would not be substantially affected by the Project. The Project site is not used by native resident or migratory fish or wildlife species. In addition, implementation of the Project would not destroy, impede the use of, or otherwise modify native wildlife nursery sites. Therefore, implementation of the Project would not substantially interfere with the movement of native or migratory wildlife species, or adversely affect native resident or migratory wildlife corridors or native wildlife nursery sites.

IV.e Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Sausalito General Plan

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

- **Policy EQ-3.2 – Natural Terrain and Native Vegetation**. Protect the natural terrain and natural vegetation.

- **Policy EQ-3.3 – Threatened and Endangered Species**. Protect threatened and endangered species of wildlife and plants native to Sausalito and the Southern Marin area.
- **Policy EQ-3.4 – Water Quality**. Improve the water quality of Richardson Bay and San Francisco Bay consistent with all pertinent health and water quality regulations.

Sausalito Tree and View Ordinance

The City's Tree and View Ordinance requires of a Tree Permit for the removal of any protected tree. As a component of the overall Project, the Planning Commission will review the requested Tree permit. As stated in Tree and View Ordinance Section 11.12.030.B., to approve the requested Tree Permit the Commission must determine that the removal of tree is necessary to accomplish any one of the following objectives;

1. To ensure the public safety as it relates to the health of the tree, potential hazard to life or property, proximity to existing or proposed structures, or interference with utilities or sewers.
2. To allow the reasonable enjoyment of the property, including sunlight, and the right to develop the property.
3. To take reasonable advantage of views; and
4. To pursue good, professional practices of forestry or landscape design.

The City of Sausalito's Tree and View Ordinance defines a protected tree as being any tree on privately owned undeveloped property with a diameter at breast height (DBH) of greater than 4 inches, and any Heritage or Dedicated tree, those trees listed as undesirable not withstanding. The Project site is considered an "undeveloped property" by the definition contained in the Tree and View Ordinance because the existing structures on the site are proposed to be demolished. This means that all trees measuring 12 inches CBH or greater are protected trees.

An arborist report prepared by Urban Forestry Associates in July 2014 includes a survey of all Protected Trees on the Project site. The report also assesses the health of the trees and provides an assessment of construction impacts on the trees (Appendix A). The survey identifies 30 trees and shrubs with a trunk diameter of 4 inches or greater located on the Project site.[2] Most are fruit trees, and there are a few ornamental trees. The only significant native trees on the Project site are a Coast Live Oak (Tree #1) and a Toyon (Tree #30), both located adjacent to Filbert Avenue.

The proposed landscape plan shows the oak tree adjacent to Filbert Avenue to be retained, and includes the planting of new trees, shrubs and groundcover, including 21 Japanese maple (*Acer palmatum*), one Southern magnolia (*Magnolia grandiflora*), and seven olive trees (*Olea europaea*).

The Project Sponsor has submitted an application for a Tree Permit to allow the removal of Protected Trees on the Project site. This permit will be considered by the Sausalito Planning Commission along with the other requested permits. Section 11.12.030.B.2 of the Tree and View Ordinance states that for

[2] A tree with a trunk diameter of four inches or greater measured at breast height is equivalent to a tree with a circumference greater than 12 inches at breast height. Circumference=Diameter X ∏ (3.14)

approval of the requested Tree Permit, removed trees must be replaced by desirable trees, or the Planning Commission must waive this replacement requirement based on information provided by the applicant. Tree and View Ordinance Section 11.12.020 defines a desirable tree as "a tree that has been approved for the specific location by the Tree Committee or City Arborist."

As a condition of approval, the applicant would be required to implement tree protection measures identified in the arborist report for the oak tree and any other protected trees that are to be preserved. The proposed Project would therefore not conflict with any local ordinances or policies protecting biological resources and the impact would be less than significant.

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

The Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, there is no impact.

MITIGATION MEASURES

The following mitigation measure shall be implemented to reduce the potential for impacts associated with biological resources to a less than significant level.

Mitigation Measure BIO-1: Accessible portions of the existing structures shall be surveyed within 30 days prior to demolition for evidence of roosting bats. If a maternity roost of bats occurs at the Project site, then it shall not be disturbed between April 15 and August 31. Juvenile bats can live on their own after August 31. If a hibernating roost of bats is present, then it shall not be disturbed between October 15 and March 1 when it is warm enough for bats to cease hibernating. If a colony of bats is present, they shall be excluded by installing excluders that allow bats to exit and not return. This shall be done by a contractor that has previous experience excluding bats from structures. It is recommended that the Project sponsor survey several months prior to demolition to allow exclusion of bats if they have colonized the property prior to breeding or hibernating.

V. Cultural Resources

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
V.	**Cultural Resources. Would the Project:**				
	a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☐	☒	☐
	b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
	c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Regulatory Context

Cultural resources include prehistoric archaeological sites, historic archaeological sites, and historic structures, and generally consist of artifacts, food waste, structures, and facilities made by people in the past. Prehistoric archaeological sites are places that contain the material remains of activities carried out by the native population of the area (Native Americans) prior to the arrival of Europeans in southern California. Artifacts found in prehistoric sites include flaked stone tools such as projectile points, knives, scrapers, drills, and the resulting waste flakes from tool production; ground stone tools such as *manos*, *metates*, mortars, pestles for grinding seeds and nuts; bone tools such as awls ceramic vessels or fragments; and shell or stone beads. Prehistoric features include hearths or rock rings bedrock mortars and milling slicks, rock shelters, rock art, human bone, midden deposits, and intact burials.

Places that contain the material remains of activities carried out by people during the period when written records were produced after the arrival of Europeans are considered historic archaeological sites. Historic archaeological material usually consists of domestic refuse, for instance bottles, cans, ceramics, and food waste, disposed of either as roadside dumps or near structure foundations. Archaeological investigations of historic-period sites are usually supplemented by historical research using written records.

Historic structures include houses, garages, barns, commercial structures, industrial facilities, community buildings, and other structures and facilities that are more than 50 years old. Historic structures may also have associated archaeological deposits, such as abandoned wells, cellars, and privies, refuse deposits, and foundations of former outbuildings.

The CEQA Guidelines state that a project that causes a substantial adverse change in the significance of a "Historical Resource" is considered to have a significant effect on the environment unless mitigated. Historical Resources are buildings, structures, districts, sites, areas, places, manuscripts, or objects that are listed in or considered eligible for listing in the California Register of Historical Resources (CRHR) or is on a local (city or county) inventory of historical resources (California Code of Regulations, Title 14, Section 15064.5). A resource is eligible for designation in the CRHR if it meets any of the following criteria (CCR Title 14, Section 4852[b]):

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; and/or
2. It is associated with the lives of persons important to local, California, or national history; and/or
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; and/or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

In addition, the resource must retain integrity. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association (CCR Title 14, Section 4852[c]). This means that the resource must possess qualities that convey the significance; absent those characteristics, the resource would not possess significance.

Therefore, impacts to a Historical Resource, as defined by CEQA, are significant if the resource is demolished or destroyed or if the characteristics that made the resource eligible are materially impaired (CCR Title 14, Section 15064.5[b]). Demolition or alteration of eligible buildings, structures, and features to the extent that they would no longer be eligible would result in a significant impact. Whole or partial destruction of eligible archaeological sites would result in a significant impact. In addition to impacts from construction resulting in destruction or physical alteration of an eligible resource, impacts to the integrity of setting (sometimes termed "visual impacts") of eligible buildings and above-ground structures and facilities in the Project area could also result in significant impacts.

According to the CEQA Guidelines, a project would have a significant impact on cultural resources if it would:

a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5(a);

b. Cause a substantial adverse change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5(a); or

c. Disturb any human remains, including those interred outside of formal cemeteries.

Efforts to Identify Cultural Resources

For the proposed Project, impacts to Cultural Resources were evaluated based on technical studies prepared by qualified cultural resources professionals and review by the City of Sausalito Historic Landmarks Board (HLB) as summarized below. The technical reports prepared for this project are hereby incorporated by reference. However, current state and federal law prohibit the disclosure of certain cultural resources information that, if released into the public record, would jeopardize the resource. Sections 6253, 6254, and 6254.10 of the California Code authorize state or local agencies to exclude archaeological site information from public disclosure under the Public Records Act. In addition, the California Public Records Act (Government Code §6250 et seq.) and California's open meeting laws (The Brown Act, Government Code §54950 et seq.) protect the confidentiality of Native American cultural place information. Under Exemption 3 of the federal Freedom of Information Act (5 USC 5), because the disclosure of cultural resources location information is prohibited by the Archaeological Resources Protection Act of 1979 (16 USC 470hh) and Section 304 of the NHPA, it is also exempted from disclosure under the Freedom of Information Act. In compliance with these requirements, specific descriptive and locational information has been redacted from this Initial Study. A copy of the technical information cited herein is on file with the City and available for review by

qualified cultural resources professionals who meet the professional qualifications standards established by the US Secretary of the Interior and recognized by the California Office of Historic Preservation.

Discussion

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

The subject property is comprised of two parcels (APN 064-151-02 and -03) that contain residential buildings with the following addresses: 1745 Bridgeway (residence built in 1894), 1751 Bridgeway (built in 1917), 1757 Bridgeway (built in 1879), and 160 Filbert Avenue (built in 1909). The proposed Project would require demolition of all existing buildings and structures on the two parcels to make way for proposed development. Although none of the buildings on the site are listed on the Local Historic Register and the Project site is not located within the boundaries of the City's Historic District, which focuses on the central business district of downtown Sausalito, an assessment of these historic-era buildings is provided below based on the following technical studies and reports:

1. Historic Resource Evaluation for 1751 Bridgeway Boulevard, 1757 Bridgeway Boulevard, and 160 Filbert Avenue (APN 064-151–02) prepared by Carey & Co., Inc. dated August 21, 2006

2. Historic Resource Evaluation for 1745 Bridgeway Boulevard (APN 064-151–03) prepared by Page & Turnbull, date-stamped April 6, 2015; and

3. Sausalito HLB reports and HLB recommendation to Planning Commission, May 27, 2015

Property at 1745 Bridgeway Boulevard (APN 064-151–03)

The main building located at 1745 Bridgeway was constructed in 1894. In a 1909 Sanborn Map, the building is shown in its current location and closely following the current building footprint; therefore, it is believed to have been constructed at the current location. The building is a one-story, over basement, vernacular style residential building clad in wood shingle and capped with a gable roof with composite shingles. The main core of the wood-framed building is rectangular with a projecting entry porch at the primary façade and two rectangular additions at the rear façade. It is not known when the additions were constructed, but one was constructed some time between 1945 and 1978. Due to the slope of the lot, the primary façade includes a fully exposed basement level, while at the rear façade the basement is below grade. Two other buildings are located on the parcel: a three-bay garage (constructed prior to 1945) accessed from Bridgeway, and a shed that abuts the rear property line in the southwest corner of the Project site. Other site improvements include a terraced garden at the rear of the property, a paved patio area on top of the garage, a cement paver walkway, a stone and cement stairway, and low stone retaining walls.

The Historic Resource Evaluation (HRE) prepared for this property concluded that the subject property (APN 064-151–03) is not eligible for listing on the California Register of Historical Resources; however, the property appears to be eligible for listing on the local historic register under Finding 1, Category 3 as a structure embodying distinctive characteristics of early residential structures in Sausalito.[3] The HRE concludes that 1745 Bridgeway has retained the scale, materials and setting of an early vernacular style residence, and together with neighboring properties, contributes to a visible example of an early working class waterfront neighborhood.

Property at 1751 Bridgeway, 1757 Bridgeway, and 160 Filbert Avenue (APN 064-151–02)

The potential historic significance of this property was studied during review of applications approved by the City in 2007 that would have required demolition of all of the structures on the property to allow construction of three two-family residential buildings and related site improvements. This project was never constructed and the approvals granted in 2007 have expired. The following description of the existing buildings on the property is based on the Historic Resource Evaluation (HRE) prepared by Carey & Co, Inc. in 2007 for the City of Sausalito.

1751 Bridgeway

The building with the address 1751 Bridgeway is a one-story, wooden frame house built in 1917, according to the 1924 Marin County Tax Assessment records. This building was moved to its present location from another location at 865 County Road, west of its current location. The building's characteristics suggest that it may be several years older than indicated in the tax records, placing its original construction at around 1909-1914.

160 Filbert

The building with the address 160 Filbert was also moved to its present location from a property at 857 County Road, west of its current location. These moves were necessitated by the widening of the road during the 1930s to accommodate traffic for the newly constructed Golden Gate Bridge.4 This house was listed in the 1924 Marin County Tax Assessment record as being built in 1914; however, it also appears in a 1909 edition of the Sanborn map which would place its construction earlier, at least 1909. The building is described as a one-story, wood-frame house over a walk-in basement.

---

[3] Historic Resource Evaluation for 1745 Bridgeway Boulevard (APN 064-151–03) prepared by Page & Turnbull, date-stamped April 6, 2015.

[4] In the 1930s, the Golden Gate Bridge was constructed, impacting Sausalito and the subject property. Prior to this, Sausalito's main street through "New Town" had been known as Water Street or, in some cases, County Road. Because of its new relation to the Golden Gate Bridge, it was renamed Bridgeway Boulevard. The road widening necessitated the relocation of multiple houses along the street. At this time, the two houses now known as 1751 Bridgeway Boulevard and 160 Filbert Avenue were purchased by Antonio Medeiros and moved onto his property, where 1757 Bridgeway Boulevard already stood. (Carey & Co Inc., 2006)

1757 Bridgeway

The building with the address 1757 Bridgeway is a one-story, wood-frame house that sits in the location that it was originally constructed in 1879. It is believed to be one of the ten oldest buildings in Sausalito, although it has been altered over the years. All three of the buildings on this parcel have undergone alterations that change their original design to some extent. 1757 Bridgeway was heavily altered between 1919 and 1924 through the addition of porches at both the front and rear of the structure. In addition, the changes to the nearby street and the parcel of land around the house have altered its environment dramatically, thus degrading the integrity of setting. Though undertaken within the historic period, the relocation of 160 Filbert Avenue and 1751 Bridgeway onto the property changed the neighborhood density and eliminated the original openness of the east side of the property. The fact that 160 Filbert Avenue and 1751 Bridgeway were moved from their original locations, in addition to the physical alterations, means that their integrity of setting and association is also compromised. According to the 2007 Cary & Co report, relocated buildings are typically not deemed eligible for historic designation.

The HRE prepared for this parcel concluded that it is not eligible for listing on the California Register of Historical Resources because and should not be considered historically significant based on the following:

1. The subject property has not been associated with significant past events. The evaluation notes that 1751 Bridgeway was constructed during a time of Sausalito's initial development, but that "mere association with historic events or trends is not enough, in and of itself, to qualify under Criterion 1: the property's specific association must be considered important as well...Moreover, the property must have an important association with the event or historic trends, and it must retain historic integrity." The evaluation also notes that the Medeiros family, as prior owners of the property, was highly involved with the Portuguese community in Sausalito. The evaluation concludes however that no important events associated with Portuguese community took place on the subject property.

2. The subject property was not associated with the life of an important person. The evaluation states that the most prominent owner of the property was the Medeiros family, and notes that Anthony Medeiros served as the City's post Master from 1965 to 1972, and served as the Secretary or Treasury for the Portuguese fraternal organization known as IDESST. The evaluation concludes, however, that Larry Medeiros' career with the Sausalito post office was not marked by any particular achievements that would lend significance to that role. The evaluation also concludes that the no particular accomplishments have been attributed to Larry Medieros' involvement with IDESST, and that "all research indicates that the Medieroses were a typical, middle class family, with a Portuguese ethnic background, but that none of its members was particularly significant for any historical achievements."

3. The subject property does not embody the distinctive characteristics of a type, period, region, or method of construction. The evaluation notes that the 1751 Bridgeway home appears to be one of the fifteen oldest surviving residential structures with the City. The age of the structures alone, the report states, does not in and of itself lend significance. The report notes that all three structures are transitional in their styles, exhibiting traits of earlier and later periods diluting any single identifying style. The report states that the subject property, and 1757 Bridgeway in particular, exhibits architecture that is not particularly unique, is not the only surviving structure of such an age in the area, and, due to the stylistic vagueness of the structure, does not convey its precise age with much clarity. The report also notes that all three subject structures have undergone varying degrees of alteration.

4. The subject property is unlikely in the future to yield information important to the prehistory or history of the City. The evaluation states that archival research provided no indication that the property has the potential to yield exceptionally important information on prehistory or history.

During the review of the previous Project, the HLB found that the buildings on this parcel had "moderate to high" significance under Criterion 3, which considers whether the property embodies the distinctive characteristics of a type, period, region or method of construction…etc. The HLB found the property to have significance as an example of the "specific evolution of styles made and inhabited by Sausalito's earliest families" and that in considering the buildings and open space of the parcel together, it is noteworthy as a good example of three styles of construction and as a representation of the original scale and density of the neighborhood. At that time, the HLB noted that despite the deteriorated condition of the buildings, they did not appear to be completely destroyed and beyond the point of restoration, and recommended that the Planning Commission seriously consider the preservation of the structures.

A subsequent memo prepared by Caitlin Harvey, Carey & Co., Inc. maintained that the subject property is not significant enough to meet California Register eligibility standards, but may be of value within the confines of the City of Sausalito, and deferred to the HLB's knowledge of the area and experience to determine the significance of the subject property within its local surroundings. Ultimately, the Planning Commission adopted a Mitigated Negative Declaration for the Project, which concluded that the buildings were not historically significant, and recommended that the Sausalito City Council approve project applications.

HLB Review of Bridgeway Commons Project

In May 2015, the Sausalito HLB reviewed the Bridgeway Commons condominium proposal and evaluated the historic significance of the existing structures on the Project site. After reviewing the HRE reports and other relevant information presented, the HLB concluded that the structures on the Project

site are not considered to be a significant local historic resource. As such, the HLB made the following findings[5]:

1. Is the structure associated with events that have made a significant contribution to the broad patterns of the history, culture, or heritage of Sausalito, California, or the United States? Such structures may include but are not limited to civic structures, properties featured in publications, and sites where significant events occurred.

The Board found *no significance* under this criterion.

2. Is this structure associated with the life or lives of one or more people important in our past? Such structures may include but are not limited to homes of prominent persons and places referenced by prominent persons.

The Board found *no significance* under this criterion.

3. Does the structure embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual, or possess high artistic values? Such structures may include but are not limited to exceptional examples of architecture or an architect's work; more ordinary examples of such work are emblematic of a particular style or era; and any works by prominent creative individuals.

The Board found *no significance* under this criterion.

4. Has the structure yielded, or may it be likely to yield, information important in prehistory or history? Such structures may include but are not limited to archeological sites.

The Board found *no significance* under this criterion.

By a separate motion, the HLB recommended that documentation pursuant to the Historic American Building Survey (HABS) guidelines be required as a condition of Project approval.

Based on the evaluations and information summarized above, there are no known Historical Resources, as defined in Section 15064.5 of the CEQA Guidelines, present on the Project site. Therefore, demolition of these structures would not result in a significant environmental impact as defined by CEQA Guidelines, and no mitigation is required.

b) Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5, or disturb any human remains, including those interred outside of formal cemeteries?

[5] *Minutes of City of Sausalito Historic Landmarks Board Meeting, May 27, 2015.*

Prior to European settlement in the late 1700's, present-day Marin County and southern Sonoma County were inhabited by the Coast Miwok people. The Project site is not known to have archaeological significance and the Sausalito General Plan does not identify the subject parcel as an area of known archeological resources. However, it is possible that the artifacts may be uncovered during the site excavation. Implementation of Mitigation Measures CR-1 and CR-2 below would reduce potential impacts to less than significant.

MITIGATION MEASURES

Mitigation Measure CR-1 Unanticipated Discovery: If subsurface deposits believed to be cultural or human in origin are discovered during construction, then all work must halt within a 50-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. A Native American monitor, following the Guidelines for Monitors/Consultants of Native American Cultural, Religious, and Burial Sites established by the Native American Heritage Commission, may be required if the nature of the unanticipated discovery is prehistoric.

Work cannot continue within the no-work radius until the archaeologist conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially significant or eligible for listing on the NRHP or CRHR.

If a potentially-eligible resource is encountered, then the archaeologist, lead agency, and Project proponent shall arrange for either 1) total avoidance of the resource, if possible; or 2) test excavations to evaluate eligibility and, if eligible, total data recovery as mitigation. The determination shall be formally documented in writing and submitted to the City of Sausalito as verification that the provisions in CEQA for managing unanticipated discoveries have been met.

Mitigation Measure CR- 2 Unanticipated Discovery of Human Remains: In the event that evidence of human remains is discovered, or remains that are potentially human, construction activities within 50 feet of the discovery will be halted or diverted and the requirements of Mitigation Measure CR-1 will be implemented. In addition, the provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 will be implemented. When human remains are discovered, state law requires that the discovery be reported to the County Coroner (Section 7050.5 of the Health and Safety Code) and that reasonable protection measures be taken during construction to protect the discovery from disturbance (AB 2641).

If the Coroner determines the remains are Native American, the Coroner notifies the Native American Heritage Commission which then designates a Native American Most Likely Descendant (MLD) for the Project (Section 5097.98 of the Public Resources Code). The designated MLD then has 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains

(AB 2641). If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (Section 5097.94 of the Public Resources Code). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (Section 5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a re-interment document with the county in which the property is located (AB 2641).

VI. Geology and Soils

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VI.	**Geology and Soils. Would the Project:**				
	a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to California Geological Survey Special Publication 42.	☐	☐	☐	☒
	ii) Strong seismic ground shaking?	☐	☒	☐	☐
	iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
	iv) Landslides?	☐	☐	☒	☐
	b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
	c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
	d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
	e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐

Existing Conditions

The site slopes uphill in a southerly direction, from about Elevation 30 feet along Bridgeway to about Elevation 66 – 73 feet in the southwest along Filbert Avenue. The following discussion uses information from the February 6, 2006 Project geotechnical report and the Supplementary Geotechnical Investigation prepared by Axiom Corporation, dated December 30, 2014. These documents use data derived from field reconnaissance, evaluation of the general geology and seismicity of the site, sampling of the subsurface soils of the Project site, and laboratory testing of the boring samples obtained. The discussion below also references information contained in the Health and Safety Element of the Sausalito General Plan.

Discussion

VI.a *Would the proposed Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

i) Rupture of a known earthquake fault?

The major fault lines nearest to the Project site include the San Andreas fault zone, located approximately seven miles to the southwest, and the Hayward fault zone, located approximately 11 miles to the northeast. Neither of these fault zones run through the City of Sausalito or underneath the Project site.

The Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act) prohibits the siting of structures for human occupancy across traces of active faults that constitute hazards to structures from surface faulting or fault creep. For the purposes of the Act, an active fault is one that has ruptured in the last 11,000 years. There are no known active faults or Alquist-Priolo earthquake hazard zones in the City of Sausalito, including the Project site.[6]

As no fault lines are located within or near the subject property, implementation of the Project would not adversely affect persons or property due to the rupture of a known earthquake fault.

ii) Strong seismic ground shaking?

Fault rupture generates vibration or waves in the rock that is felt as ground shaking. Larger magnitude earthquakes generally cause a larger area of ground to shake hard and longer. Other factors that affect the severity of ground shaking include distance to the fault and the type of

6 California Department of Conservation, List of Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones. http://www.conservation.ca.gov/cgs/shzp/Pages/affected.aspx#NoCal, accessed 9/27/16.

geologic materials underlying a site, with stronger shaking occurring on softer soils. Thick, loose soils, such as bay mud, tend to amplify and prolong ground shaking.[7]

Sausalito is subject to ground shaking caused by a number of regional faults, most prominently the San Andreas Fault. Because it affects a broad area, ground shaking rather than surface fault rupture is the cause of most damage during earthquake. Three major factors affect the severity (intensity) of ground shaking at a site in an earthquake; the size (magnitude) of the earthquake; the distance to the fault that generated the earthquake; and the geological materials that underlie the site.

The proposed condominiums are designed with a concrete podium level and wood-frame construction for the levels built above the podium, which could be vulnerable during a strong seismic event in the region. Large earthquakes could generate strong to violent ground shaking at the Project site and could cause damage to buildings and infrastructure and threaten public safety. This is considered to be a significant impact.

Implementation of the recommendations contained in the geotechnical reports, as required by Mitigation Measures **GEO-1** through **GEO-4** would reduce on-site seismic risks from ground shaking to a less than significant level.

iii) Seismic-related ground failure, including liquefaction?

Soil liquefaction is a phenomenon where the ground behaves like quicksand, causing damage to structures and infrastructure. It is a phenomenon that is primarily associated with saturated soil layers located close to the ground surface. Soils that are most susceptible to liquefaction are relatively loose, uniformly graded, cohensionless soils. These soils lose strength during ground shaking and become incapable of supporting overlying soils or structures. Due to the loss of strength, the soil acquires mobility sufficient to permit both horizontal and vertical movements

As reported in the Project geotechnical report, subsurface soil conditions at the site generally consist of silty clay with sand. Based on these expected soil conditions and the apparent lack of loose, saturated granular soils, the risk of liquefaction is considered low. Based upon the anticipated level of earthquake ground shaking at the site and considering the gradation characteristics and density of the soil deposits, the sight has low potential for seismic induced settlement. However, Mitigation Measures **GEO-1** through **GEO-4** would ensure that adverse on-site impacts from seismic-related ground failing would be reduced to a less than significant level.

iv) Landslides?

7 Association of Bay Area Governments, 2010, Multi-Jurisdictional Local Hazard Mitigation Plan, page C-7. http://resilience.abag.ca.gov/wp-content/documents/ThePlan-C-2010.pdf, accessed 9/27/16.

Slope failure or land sliding most frequently occurs under non-seismic conditions, typically during the winter or spring as a result of rainfall, but can be triggered or accelerated by ground shaking. In southern Marin County, the potential for seismically induced land sliding depends upon a number of factors, including the nature of bedrock, nature and depth of soils, angle and direction of the slope, and moisture content. The most common type of earthquake-induced ground failures are small sloughs or rock slides in steep cut slopes. Movement can also occur in pre-existing landslides.

Sausalito has been impacted many times by slope failures that began near and within the city limits. Although the Project site is not within an active landslide area, several landslides have been mapped within or near the City as described in the city of Sausalito General Plan, Health, and Safety Element, and as shown on Marin Map GIS database. The mapped landslides are described as slow moving slump or earth-flow landslides that are confined to the soil mantle and shallow, weathered bedrock. Because these types of landslides are slow moving, people are rarely injured or killed by landslide movement.

The Project geotechnical report finds that there has been slow creeping of the overburden soils and anticipates that this phenomenon will continue to occur. The geotechnical report recommends that the proposed buildings be supported on deep foundation of drilled piers deriving frictional support in the medium stiff to stiff silty clay with sand and the bedrock of the sandstone and shale. With the incorporation of this and other geotechnical recommendations into the final Project design and engineering, as required by Mitigation Measures **GEO-1** through **GEO-4**, the potential adverse impact from landslides would be reduced to a less than significant level.

VI.b *Would the Project result in substantial soil erosion or the loss of topsoil?*

During the construction phase of the Project, soil erosion can be expected. As reflected in the conceptual grading plan below, the Project would require approximately 3,800 cubic yards (cy) of excavation (and export), and 1,225 cy of fill to be imported. To decrease potential erosion impacts, grading activities should occur during the April to October dry season. However, if grading occurs in the winter season, unstable subgrade conditions may be present. **Mitigation Measure HYD-1** requires the submittal and review of a detailed erosion control plan for the review and approval the City Engineer to further minimize and monitor erosion associated with the Project. **Mitigation Measure GEO-5** prohibits grading and excavation during the rainy season. Implementation of these mitigation measures would reduce impacts on soil erosion or loss of topsoil to a less-than-significant level.

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

According to the Health and Safety Element of the City of Sausalito General Plan, portions of the City are underlain by expansive soils. Soils of this type undergo a significant volume change

as a result of wetting or drying over time. Such volume changes can cause damage to improperly designed structures. Such soils occur most frequently in areas underlain by Franciscan mélange bedrock.

As stated above, the Project geotechnical report finds that there has been slow creeping of the overburden soils and anticipate that this phenomenon will continue occur. The geotechnical report recommends that the proposed buildings be supported on deep foundation of drilled piers deriving frictional support in the medium stiff to stiff silty clay with sand and the bedrock of sandstone and shale. The Project could potentially impact neighboring properties, given that single-family and multi-family residential structures are located within close proximity of the Project site. With the incorporation of this and other geotechnical recommendations into the final Project design and engineering, required by **Mitigation Measures GEO-1** through **GEO-4**, the potential adverse impact from landslides would be reduced to a less than significant level.

VI.d *Would the proposed Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

The test boring samples taken by the geotechnical engineer do not indicate the presence of soil with high plasticity. Based on the geology and subsoil analysis contained within the submitted geotechnical report, the Project does not appear to be located on expansive soil and therefore there will be no impacts.

VI.e Would the proposed Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The proposed Project would tie to the existing sewer system and would not use a septic tank system or other alternative waste water disposal systems. Therefore, there is no impact.

MITIGATION MEASURES:

The following mitigation measures shall be implemented to reduce to a less than significant level the potential for impacts associated with the geology and soils on the site.

Mitigation Measure GEO-1. Prior to the issuance of a grading or building permit, a final design-level geotechnical report shall be submitted to the City for review and approval. The final geotechnical report shall include but not be limited to discussion of all of the recommendations contained in the February 6, 2006 report prepared by Transpacific Geotechnical Consultants and the December 2014 **S**upplementary Geotechnical Investigation prepared by Axiom Corporation as well as slope stability during and after construction.

Mitigation Measure GEO-2. Prior to issuance of a building permit the recommendations of the final design-level geotechnical report shall be incorporated into final Project plans and specifications. The Project geotechnical engineer shall sign the improvement plans certifying them as conforming to the Project geotechnical engineer's recommendations. The Project geotechnical engineer shall provide geotechnical observation during construction, which will allow the geotechnical engineer to compare the

actual with the anticipated soil conditions and to confirm that the contractors' work conforms to the geotechnical aspects of the plans and specifications. The Project geotechnical engineer shall prepare documentation to be submitted to the City documenting their observations during construction and that the work performed is in accordance with the Project plans and specifications.

Mitigation Measure GEO-3. The final design-level geotechnical report, construction documents may, at the discretion of the City Engineer, be required to be reviewed by an independent third party geotechnical consultant selected by City staff and fully funded by the applicant. If required, the third party geotechnical consultant shall review the Project geotechnical documents and provide a professional opinion whether geotechnical documents have adequately identified the significant geologic or geotechnical hazards related to the Project, performed sufficient exploration, laboratory testing and engineering analysis, presented sufficient data to support the findings and recommendations; and presented recommendations to mitigate geologic hazards and geotechnical issues. Prior to issuance of a building permit, any review made by a third party geotechnical engineer shall either be incorporated into the Project documents or shall agreed to not be incorporated by both the third party geotechnical engineer and the Project geotechnical engineer.

Mitigation Measure GEO-4. All grading and excavation shall be timed to not take place during the rainy season (October 15 through May 15). The Project excavation, construction of the main retaining walls and associated appurtenant features shall commence no later than August 1 of the dry season, and shall commence and conclude within a single dry season.

Mitigation Measure GEO-5. The Project geotechnical engineer shall be onsite during key inspection points to be included in the final design-level geotechnical report and shall submit progress reports to the City Engineer which evaluate the Project's compliance with the Geotechnical Report and the stability of the slope and Project foundations.

Mitigation Measure GEO-6. Prior to issuance of any building or grading permit, the applicant's general contractor shall provide City with evidence of a standard commercial general liability insurance policy containing coverage for bodily injury, property damage, and completed operations and including liability resulting from the earth movement. The policy shall provide limits of coverage not less than $3,000,000 and the policy shall continue in force until a date five (5) years following completion of construction.

Mitigation Measure GEO-7. Bonds shall be required by the City to ensure that sufficient funds are held in reserve to stabilize Project slopes in case of an unforeseen halt in construction prior to Project completion. The bonds shall be in the amount to ensure completion of the Project foundations, retaining walls, drainage and to maintain erosion and sedimentation control for the duration of Project construction.

Mitigation Measure GEO-8. The applicant shall provide reasonable advance notice of the proposed excavation to the owners of adjoining lands at least 30 days prior to the start of construction.

Mitigation Measure GEO-9. The Project geotechnical engineer shall observe site grading, foundations and pier drilling/ installation, retaining walls and other aspects of the construction to verify that the subsurface conditions are as anticipated and the recommendations are appropriate for the Project.

VII. Greenhouse Gas Emissions

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VII.	**Greenhouse Gas Emissions. Would the Project:**				
	a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
	b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Discussion

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 [Assembly Bill 32 (AB 32)], which created a comprehensive, multi-year program to reduce greenhouse gas (GHG) emissions in California. AB 32 required the California Air Resources Board (ARB or Board) to develop a Scoping Plan that describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by the Board in 2008 and must be updated every five years. The First Update to the Climate Change Scoping Plan was approved by CARB on May 22, 2014. CARB is moving forward with a second update to the Scoping Plan to reflect the 2030 target established by Executive Order in 2015.

AB 32 has been implemented effectively with a suite of complementary strategies that serve as a model going forward. California is on target for meeting the 2020 GHG emission reduction goal. Many of the GHG reduction measures (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted over the last five years and implementation activities are ongoing.

New structures would meet the current Building and Energy Efficiency Standards. The 2013 Building and Energy Efficiency Standards become effective January 1, 2014. The 2013 Standards are 25 percent more energy efficient than the 2008 standards for residential buildings. The new buildings would also be constructed in conformance with CALGreen, which requires high-efficiency water fixtures for indoor plumbing and water efficient irrigation systems. The proposed Project would not conflict with statewide programs adopted for the purpose of reducing GHG emissions. Impacts would be less than significant.

An overarching goal of the regional plan is to concentrate development in areas where there are existing services and infrastructure rather than allocate new growth in outlying areas where substantial transportation investments would be necessary to achieve the per capita passenger vehicle, vehicle miles traveled, and associated GHG emissions reductions.8 The proposed Project would be consistent with the overall goals of Plan Bay Area, as would construction of new residential units within within a developed area and with transit service nearby. Therefore, the proposed Project would not conflict with the land use concept plan for the City of Sausalito identified in the Plan Bay Area and impacts would be less than significant.

VIII. Hazards and Hazardous Materials

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation	Less-Than-Significant Impact	No Impact

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

					Incorporated
VIII.	**Hazards and Hazardous Materials. Would the Project:**				
	a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
	b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
	c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
	d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
	e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☐	☒
	f) For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☐	☒
	g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
	h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Discussion

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

Construction of the proposed Project would result in the development of 16 residential condominium units. Although small quantities of commercially-available hazardous materials could be used within the proposed buildings and in landscaped areas in the Project site, these materials would not be used in sufficient quantities to pose a threat to human or environmental health. All toxic materials used during the construction period would be handled in compliance with hazardous materials regulations. Therefore, implementation of the proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

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

All of the permanent structures at the Project site were constructed and renovated prior to the late 1980's, and therefore may contain lead-based paint (LBP) and / or asbestos-containing materials. Demolition of these structures may have the potential to release lead particles and asbestos fibers into the air, where they could potentially pose a health risk to construction workers and the general public.

Implementation of mitigation measures below would reduce the impacts of exposure to asbestos containing materials LBP to a less-than-significant level. **Mitigation Measure HAZ-1** requires the preparation of a pre-demolition asbestos survey, and **Mitigation Measure HAZ-2** requires the preparation of a pre-demolition lead based paint survey.

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

Willow Creek Academy is a K-8 public charter school that is part of the Sausalito Marin City School District and is located on the former campus of Bayside Elementary School, approximately one-half mile from the Project site. No impacts are expected.

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

The subject parcel has always been occupied by residential uses and not identified as a hazardous materials site pursuant to Government Code Section 65962.5. Therefore, no impacts with regard to hazardous materials are expected.

VII.e Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

VII.f For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?

The Project site is not located within the vicinity of an airstrip, and therefore does not have the potential to result in a safety hazard. No impacts are anticipated.

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

The Project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. No impacts are expected.

VII.h *Would the Project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

The subject parcel is located within an urbanized area, and is not adjacent to or in close proximity to wildlands. Therefore, the Project does not have the potential to expose people to the risk as a result of wildland fires. No impacts are expected.

MITIGATION MEASURES

Mitigation Measure HAZ-1. Prior to demolition of structures that may contain LBP, a comprehensive EPA/HUD-level Lead Based Paint survey shall be conducted. If any LBP is identified, it shall be removed from the site in accordance with all applicable regulations, including OSHA guidelines.

Mitigation Measure HAZ-2. Prior to demolition, a complete Asbestos Hazard Emergency Response Act-level pre-demolition Asbestos Survey shall be conducted. Licensed asbestos abatement contractor shall be retained to abate identified asbestos-containing material in accordance with all applicable regulations.

IX. Hydrology and Water Quality

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IX.	**Hydrology and Water Quality. Would the Project:**				
	a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒	☐
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☒	☐
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Result in inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

Regulatory Framework

Federal

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program and also issues Flood Insurance Rate Maps (FIRMs) that identify which land areas are subject to flooding. These maps provide flood information and identify hazard zones within the community.

FEMA's minimum level of flood protection for new development is the 100-year flood event, also described as a flood that has a 1-in-100 chance of occurring in any given year.

State

The National Pollutant Discharge Elimination System (NPDES) program was established in 1990 and includes regulations that apply to storm drain systems owned and operated by cities, towns, and unincorporated areas. The San Francisco Bay Regional Water Quality Control Board (RWQCB) is the implementing agency for these requirements and administers the Phase II Permit for Marin County and all of its municipalities, including the City of Sausalito, which became effective in March 2003. The Phase II Permit requires Marin County municipalities and the County to implement their Stormwater Management Plan (SWMP) with the goal of reducing the discharge of pollutants to the maximum extent practicable (MEP). The SWMP specifies the BMPs used to address the Phase II Permit program areas.

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

Local

The San Francisco Bay Conservation and Development Commission (BCDC) is comprised of appointees from various local governments and State and federal agencies and has jurisdiction over sloughs, marshlands, tidelands, submerged land, and land within 100 feet of the Bay shoreline. A BCDC permit is required for any Projects planned along the shoreline of San Francisco Bay within its jurisdiction that involves subdivision of property or grading. The proposed Project is not within 100 feet from the shoreline of San Francisco Bay (more specifically Richardson's Bay). The MCSTOPPP is a consortium of Marin County, all of Marin's cities and towns, and the Marin County Flood Control and Water Conservation District that has been implementing a stormwater pollution prevention program since 1993. MCSTOPPP's goals are to prevent stormwater pollution, protect and enhance water quality in creeks and wetlands, preserve beneficial uses of local waterways, and comply with State and federal regulations.

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

- Policy Eq-3.4. - Water Quality
- Program Eq-3.4.10 - Direct Runoff Into The Bay
- Program Eq-3.4.11 – Storm Drain System Improvements
- Program Eq-3.4.14 – Monitoring Bay Water Quality
- Policy Hs-1.3 – Flooding
- Program Hs-1.3.1 – 100-Year Flood Zone

- Program Hs-1.3.3 – 100-Year Flood Zone Mapping

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

Existing Conditions

The City of Sausalito and the Project site are located within the Richardson's Bay watershed. A watershed is the geographic area draining into a river system, ocean, or other body of water and includes the receiving waters. Watersheds are usually bordered and separated from other watersheds by mountain ridges or other naturally elevated areas. The creeks and streams in Richardson's Bay Watershed drain to Richardson's Bay, a shallow, protected, biologically-rich wildlife preserve. Richardson's Bay is considered one of the most "pristine estuaries on the Pacific Coast in spite of its urbanized periphery."[9] Mount Tamalpais, the highest point in Marin County, rises steeply above the Bay and its surrounding ridges are protected as public open space and support a myriad of plant and wildlife communities. The City of Sausalito has a mix of residential and commercial areas. The upper hillsides are almost entirely residential and there is a substantial houseboat community along the bay front.

Local Drainage

Drainage at the Project site currently occurs via overland flow. Based on the site topography, stormwater drains primarily to the north and east toward Bridgeway. There are no public storm drain pipes serving the Project site.

Groundwater

The City of Sausalito and the Project site are not located within a designated groundwater basin. The Marin Municipal Water District (MMWD) provides potable water to the City of Sausalito via local Marin reservoirs and the Russian River. Groundwater is not used as a primary water supply for the City. According to the geotechnical report prepared for the Project, groundwater was encountered at depths ranging from 3 to 15 feet below ground surface at the time of the investigation. Fluctuations in groundwater levels may occur due variations in rainfall and possibly due to the condition of the underground storm and sewer system. Groundwater likely would be encountered during construction and dewatering activities may be required.

[9] Marin County Watershed Program, 2013, Richardson Bay Watershed, http://www.marinwatersheds.org/richardson_bay.html, accessed on September 28, 2016.

Discussion

a) Violate any water quality standards or waste discharge requirements?

Construction

No portion of the Project site is within in the FEMA 100-year floodplain, according to FEMA Flood Insurance Rate Map (FIRM) No. 06041C0526E, effective date 3/16/16. The Project site is not within the area susceptible to sea level rise (the 500-year floodplain). According to the ABAG online dam failure inundation maps, the Project site and the City of Sausalito are not within a dam inundation zone and, as a result, would not be subject to flooding in the event of a dam failure. In addition, the Project site is not within a tsunami inundation zone (Marin Map/ABAG).

Projects that disturb one or more acres are required to comply with the NPDES General Construction Permit and prepare a SWPPP that incorporates BMPs to control sedimentation, erosion, and contaminated runoff during construction. Since the proposed Project is approximately 0.58 acres in size, it would not be subject to these requirements and the impact would be less than significant. However, the City of Sausalito regulates stormwater discharge during construction activities and operation of new development or redevelopment under Chapter 11.17, Urban Runoff Pollution Prevention, of the Municipal Code. In order to ensure consistency with City regulations, prior to the start of construction, a detailed erosion control plan prepared by a California-registered Civil Engineer, Qualified SWPPP Practitioner (QSP), or Qualified SWPPP Developer (QSD) shall be submitted to the Department of Public Works for review and approval. The erosion control plan shall incorporate guidelines and measures from the MCSTOPPP Construction Guidance documents and any relevant and applicable requirements from the SWRCB's Phase II MS4 permit.

Operational

Water quality in stormwater runoff is regulated locally through the City's Phase II Permit. Under the City's Stormwater Ordinance (SMC Chapter 11.17) the proposed Project is required to include stormwater quality and quantity treatment. The total impervious surface that would result from the proposed Project is calculated to be 18,973 square feet, or 74.5%, which is just below the 75% maximum allowed. Therefore, given that the Project will be ministerially required to comply with the City's Stormwater Ordinance, the Project's expected stormwater quality impact would be less than significant.

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

Construction activities at the Project site could contribute to sedimentation and erosion. However, since the site is less than 1 acre, submittal of a SWPPP may not be required depending upon how excess soils to be off-hauled are handled during construction. Therefore, given that the Project will be ministerially required to comply with the City's Stormwater Ordinance, the expected stormwater impact would be less than significant. Nevertheless, the proposed Project applicant will be required to submit an erosion control plan to minimize the potential for sedimentation and erosion prior to the start of construction. No mitigation is required.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

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

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

The proposed Project does not involve any alteration of natural drainage channels or any watercourses. The proposed Project is on a previously developed site with four residential buildings, garage structures, pathways, stairways and landscaping. Existing drainage patterns and overland flow conditions of the site would be altered by the proposed Project; however, the installation and operation of a stormwater collection and treatment system to treat the "first flush" rainfall would ensure that sediment is retained on site.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

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

The Project would increase the amount of impervious surfaces at the Project site and therefore has the potential to generate increased runoff. The Department of Public Works has stated that the Department is unaware of any problems at the Project site related to the collection, routing, and discharge of stormwater runoff from the Project. With the installation of on-site stormwater collection and treatment

system and the inclusion of bioretention areas within the Project, the existing storm drainage to the gutter on Bridgeway is expected to be able to handle the stormwater flow from the Project site. **Mitigation Measure HYDRO-1** requires that a hydrology-hydraulics study be submitted and approved by the City prior to the issuance of a grading or building permit which demonstrates that the Project 's on-site storm drain system is designed such that no increase in peak flow rate in stormwater runoff will result from the Project when compared with the pre-Project condition. Therefore, the impact to the storm drainage system would be less than significant.

f) Otherwise substantially degrade water quality?

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

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

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

As noted above, no portion of the Project site is within in the FEMA 100-year floodplain or the area considered susceptible to the effects of sea level rise (the 500-year floodplain). Therefore, there would be no impact related to housing within a flood hazard area.

h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?

As noted above, no portion of the Project site is within in the FEMA 100-year floodplain. Therefore, no impact on flood flows or flood hazard areas as a result of the Project is expected.

i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

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

j) Result in inundation by seiche, tsunami, or mudflow?

A seiche is defined as a surface water free or standing wave oscillation that is contained within a partially or completely enclosed basin. Seiche is initiated by some event occurring within the enclosed basin – commonly meteorological (e.g., wind or pressure changes), geologic (e.g., earthquake), or other mass movement such as a surface or subsurface landslide, which results in a sloshing of water within the basin as it reflects off the perimeter of the basin. San Francisco Bay is partially enclosed, with an outlet

to the Pacific Ocean via the Golden Gate, and is relatively shallow, with a mean depth of approximately 27.6 feet. Geologic-induced seiche events have not been documented in San Francisco Bay, and meteorological effects are quickly dissipated due to the connection with the Pacific Ocean. Therefore, the potential for inundation by seiche is low, as is inundation by mudflow.

According to the tsunami inundation maps provided by ABAG, the Project site is not within a tsunami inundation zone. The Project site is not within a landslide hazard zone or a debris flow source area, according to ABAG maps. Therefore, the proposed Project would not be subject to inundation due to seiches, tsunamis, or mudflows, and there would be no impact.

Sea Level Rise

Global surface temperature increases are accelerating the rate of sea level rise worldwide through thermal expansion of ocean waters and melting of land-based ice (e.g., ice sheets and glaciers). Bay water level is likely to rise by a corresponding amount. In the last century, sea level in the Bay rose nearly eight inches. Current science-based Projections of global sea level rise over the next century vary widely. In 2010 the California Climate Action Team (CAT) developed sea level rise Projections (relative to sea level in 2000) for the state that range from 10 to 17 inches by 2050, 17 to 32 inches by 2070, and 31 to 69 inches at the end of the century. The CAT has recognized that it may not be appropriate to set definitive sea level rise Projections, and, based on a variety of factors, state agencies may use different sea level rise Projections. Although the CAT values are generally recognized as the best science-based sea level rise Projections for California, scientific uncertainty remains regarding the pace and amount of sea level rise. Moreover, melting of the Greenland and Antarctic ice sheet may not be reflected well in current sea level rise Projections. As additional data are collected and analyzed, sea level rise Projections will likely change over time.

MITIGATION MEASURES:

The following mitigation measures shall be implemented to reduce to a less than significant level the potential for impacts associated with the hydrology and water quality.

Mitigation Measure HYDRO-1. Prior to the issuance of a grading or building permit, a hydrology-hydraulics study shall be submitted to the City for review and approval. The hydrology-hydraulics study shall demonstrate that the proposed on-site storm drain system is designed such that there shall be no increase in peak flow rate in stormwater runoff when compared with the pre-Project condition.

X. Land Use and Planning

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
X.	**Land Use and Planning. Would the Project:**				
	a) Physically divide an established community?	☐	☐	☒	☐
	b) Conflict with any applicable land use plan, policy, or regulation of an agency with	☐	☐	☒	☐

	jurisdiction over the Project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion

a) Would the Project physically divide an established community?

The Project would demolish existing residential buildings and structures on the site to make way for the proposed condominium development. Based on information contained in the historic resources reports, and information provided with the Project applications, there were several rental units in the existing residential buildings on the property; however, rental of the property ceased several years ago, and the buildings are no longer considered habitable due to their dilapidated condition. City staff has been in communication with the property owner over the last several months to address the existing conditions of the property and the recurring reports of unauthorized access. As such, the City has concluded that the proposed Project would not physically divide an established community and the impact would be less than significant.

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

The Project site is located in the City's Multiple Residential (R-3) Zoning district. The R-3 district permits one housing unit per 1,500 square feet of parcel area. The proposal for 16 condominium units the 0.585 acres, or 25,461 square feet. Based on the density limits established for the R-3 District, the 16 proposed would not exceed density limits established in the City's general plan and Zoning Ordinance, and no variances or amendments are requested. As discussed in other applicable sections of this Initial Study, the Project substantially conforms to general plan policies and zoning regulations adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, impacts would be less than significant.

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

The Project site is located within a developed residential neighborhood. North across Bridgeway is a low-lying area containing a collection of former Marinship shipyard buildings, new buildings, and a small marina, which border on Richardson's Bay. There is no habitat conservation plan, natural

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

XI. Mineral Resources

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XI. Mineral Resources. Would the Project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Discussion

The proposed Project would have no expected impact on mineral resources within the City of Sausalito.

XII. Noise

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XII. Noise. Would the Project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	☐	☒	☐	☐
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	☐	☐	☒	☐
f) For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?	☐	☐	☒	☐

Existing Conditions

The Project site is located adjacent to Bridgeway, a major arterial street which is a four-lane divided street with posted speeds of 30 mph. Filbert Street, a local residential street borders the upper (southern) portion of the site. Figure GP-19, Noise Contours, contained in the Health and Safety Element of the City's General Plan indicate that the lower (northern) half of site closest to Bridgeway is within the 65 dBA Day-Night Level (Ldn) contour, and the upper (southern) half of the site is within 60 dBA Ldn contour. Based on a site visit and a review of aerial photography, the predominant source of noise in the vicinity of the Project site is traffic on Bridgeway. There are no major sources of stationary noise in the vicinity of the Project site.

State of California Noise Regulations
Multiple-family housing in the State of California is subject to the environmental noise limits set forth in the 2010 California Building Code (Chapter 12, Appendix Section 1207.11.2). The maximum interior noise level at any habitable room due to exterior noise is 45 dBA Ldn or, equivalently, 45 dBA CNEL.

City of Sausalito General Plan
The Health and Safety Element of General Plan sets forth policies to assess and control environmental noise. The Health and Safety Element includes a noise and land use compatibility table to identify appropriate land uses at various levels of noise exposure. Ambient noise levels of up to 60 dBA CNEL are considered normally acceptable for residential areas and ambient noise levels between 60 and 75 dBA CNEL are considered conditionally acceptable. This is described further in response a) below. In addition, the City has established interior noise guidelines for various land uses. For residential uses the maximum interior noise level is 45 dBA Ldn or CNEL. New development is required to incorporate design elements and sound insulation features to meet acceptable interior noise levels.

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

- time of the day or night the noise occurs
- duration of the noise
- level of the noise
- intensity of the noise
- whether the nature of the noise is usual or unusual
- whether the origin of the noise is natural or unnatural
- level and intensity of the background noise if any
- proximity of the noise to residential sleeping facilities
- nature and zoning of the area within which the noise emanates
- density of the inhabitation of the area within which the noise emanates
- whether the noise is recurrent, intermittent, or constant

- whether the noise is produced by a commercial or noncommercial activity

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

Discussion

a) Would the Project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

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

The predominant source of noise in the Project area is traffic on Bridgeway. The site plan presented in Project plans (Appendix A) indicates that the residential units would be located approximately 38 feet from the curb, and approximately 82 feet from the centerline of Bridgeway. Noise levels at the residential units would be between 60 and 65 dBA CNEL. Based on the General Plan land use compatibility criteria discussed above, the exterior noise levels at the proposed units would be conditionally acceptable for residential uses. The Project could be developed with conventional construction, with no special insulation required to meet interior noise standards (assuming windows closed). The impact is less than significant and no mitigation measures would be required to meet the City's 45 dBA Ldn or CNEL interior noise standards.

b) Would the Project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

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

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

Residential buildings on adjacent parcels are within 10 feet of the Project line and within 25 feet of the construction area. The use of vibratory rollers would have the potential to cause visible cracks when the equipment is operating within 25 feet from a residential structure. This would be a significant impact. **Mitigation Measure NOISE-1** would prohibit the use of vibratory rollers in the Project site. If soil compaction would be required, the use of static rollers shall be used. This would reduce potential impacts to less than significant. It shall be noted that because of proximity, the use of heavy earthmoving equipment such as large bulldozers and loaded trucks could cause perceptible vibration levels to adjacent buildings within 25 feet of the Project site. However, as construction equipment moves around the Project site, the operation of heavy earthmoving equipment within a distance where there would be the potential to cause vibration annoyance would be more sporadic and short-term.

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

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

The proposed Project is residential and would not include major stationary sources of noise or introduce sources of noise that are not characteristic of residential areas. To determine if a Project would cause a substantial noise increase from Project-related traffic, consideration must be given to the magnitude of the increase and the affected receptors. In general, for community noise, a noise level increase of 3 dBA is considered barely perceptible, while an increase of 5 dBA is considered clearly noticeable. An increase of 3 dBA is often used as a threshold for a substantial increase.

A significant noise impact is determined when noise-sensitive receptors along a roadway segment are (1) exposed to ambient noise levels over 60 dBA CNEL; and (2) experiencing a noise increase with the project over 3 dBA. According to the traffic and parking study for the proposed Project prepared by Parisi Transportation Consultants, the proposed Project would generate up to 131 additional daily trips and up to 14 trips during the PM peak period. Proposed Project trips would be negligible in comparison with the existing traffic on study area roads. Therefore, Project-related trips would not result in discernible traffic noise increases. Potential long term noise impacts with operation of the proposed Project would be less than significant.

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

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

activities. Overall, proposed Project construction would take approximately 1.5 years. However, the construction phases that involve heavy earthmoving equipment (demolition, grading, and trenching) would last approximately 8 weeks.

Mobile Noise Sources

The transport of workers and equipment to the construction site and truck haul associated with demolition debris and soil haul would incrementally increase noise levels along roadways in the vicinity of the proposed Project. Demolition and grading activities would involve debris removal and import/export of soil, which would require four truck round trips (8 one-way trips) per day for a period of at least 12 days. Typically, a doubling of vehicle trips would increase noise levels by 3 dB (all other factors being held constant), which is the increment that could cause a perceived increase in noise adjacent to truck haul routes. Although there would be relatively high single-event noise exposure potentials with passing trucks, the expected number of workers and haul trucks is minimal compared to the existing daily traffic volumes in the study area, and construction traffic would be spread throughout the workday.

On-site Construction

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

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

Because of the effects of noise attenuation due to distance, the number and type of equipment, and the load and power requirements to accomplish tasks at each construction phase, construction activities would result in different noise levels at a given sensitive receptor. Heavy equipment, such as a dozer or a loader, can have maximum, short-duration noise levels in excess of 80 dBA at 50 feet from the equipment. The Project site would be graded to prepare for building foundations and other improvements. The loudest phase would be site preparation /grading, which would involve one grader, one dozer, and one backhoe. Demolition and trenching would use less equipment. With the typical maximum noise levels generated by construction equipment, the overall noise during the site preparation/grading phase when all equipment is operating simultaneously would be approximately 83

dBA Leq at receptors 50 feet away. Construction equipment noise would diminish at a rate of at least 6 dB per doubling distance as it propagates further away. Construction activity would temporally increase the ambient noise environment at nearby residential areas, especially during the 2-month period for demolition, site preparation/grading, and trenching. After these phases are completed, subsequent construction phases would require less heavy-duty equipment and would tend to generate lower noise levels than during the demolition, preparation, grading, and trenching phases. Subsequent building construction would last approximately 1 year, but would not involve the use of heavy earthmoving equipment. Sporadic noise from the use of compressors, pumps, and hand tools may be heard, but it is anticipated that it would not result in substantial noise level increase to nearby homes during the building construction phase. Subsection 12.16.140 of the City's Municipal Code limits construction, including demolition, excavation, to the daytime hours, as specified previously.

Because the substantial noise increases related to construction would be short-term and temporary (limited to the 8-week period during demolition, site preparation/grading, and trenching), and because Project construction would comply with the hours specified in the Municipal Code, noise impacts during construction would be less than significant, and no mitigation measures would be required.

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

The nearest major airports are San Francisco International Airport and Oakland International Airport, located approximately 16 miles from the Project site. The Marin County Airport[10] is located approximately 12 miles to the north. Therefore, the Project site is not located in an area that would expose residents to excessive noise levels due to aircraft operations. There would be no impact, and no mitigation is required.

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

A helipad and seaplane facility is located on Bolinas Street approximately 2.1 miles northwest of the Project site. In addition to helicopter operations, seaplanes take off and land in nearby Richardson Bay. Aircraft overflights may occasionally be heard, but the Project site is not located in an area that would expose residents to excessive noise levels due to aircraft operations. The impact would be less than significant, and no mitigation would be required.

[10] The Marin County Airport (Gnoss Field) serves as a reliever airport to the greater San Francisco Bay Area, shifting air traffic congestion away from larger airports with commercial airline flights. Airport users vary from daily flights for business people or flight training, to occasional trips for personal travel or special services of a government agency.

XIII. PALEONTOLOGICAL RESOURCES

	Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIII.	**Paleontological Resources – Would the Project:**				
a)	directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Discussion

Paleontological resources are the recognizable remains of once-living, non-human organisms. Identified as fossils, these resources represent a record of history of life on the planet dating back as far as 4 billion years ago. Paleontological resources can include shells, bones, leaves, tracks, trails, and other fossilized floral or faunal materials. Paleontological resources do not represent human activity.

A "unique paleontological resource or site" is one that is considered significant under current professional paleontological standards. An individual vertebrate fossil specimen may be considered unique or significant if it is identifiable and well preserved, and it meets one of the following criteria:

- a type specimen (i.e., the individual from which a species or subspecies has been described);
- a member of a rare species;
- a species that is part of a diverse assemblage (i.e., a site where more than one fossil has been discovered)
- wherein other species are also identifiable, and important information regarding life history of individuals can be drawn;
- a skeletal element different from, or a specimen more complete than, those now available for its species; or
- a complete specimen (i.e., all or substantially all of the entire skeleton is present).

The value or importance of different fossil groups varies depending on the age and depositional environment of the rock unit that contains the fossils, their rarity, and the extent to which they have already been identified and documented. "Value" also considers the ability to recover similar materials under more controlled conditions (such as for scholarly research). Marine invertebrates are generally common because the fossil record is well developed and well documented, and they would generally not be considered a unique paleontological resource. Identifiable vertebrate marine and terrestrial fossils are generally considered scientifically important because they are, comparatively, relatively rare.

According to the CEQA Guidelines, a Project would have a significant impact on paleontological resources if it would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

A fossil may be considered significant if it provides data useful in determining the age(s) of a rock unit or sedimentary stratum, therefore contributing to an increased knowledge of the depositional history of a

region and the timing of geologic events therein. A paleontological resource may also be considered significant if it provides important information on the evolutionary trends among organisms, particularly relating living inhabitants of the earth to extinct organisms or if it demonstrates unusual or specular circumstances in the history of life. The significance of a paleontological resource may also be determined by its relative abundance, or lack thereof, within a region. For example, if a fossil type is in short supply or is not found in other geologic locations and it is in danger of being depleted or destroyed by the elements, vandalism, or commercial exploitation, the resource is likely to be considered significant.

There is nothing to indicate that the Project site is sensitive for paleontological resources because of its location, local geology, and level of disturbance of the Project area. However, it is possible that paleontological resources could be uncovered during construction. With implementation of the mitigation measure below, the Proposed Project would result in less than significant impacts to paleontological resources.

Mitigation Measures

PR-1: Unanticipated Discovery. If paleontological resources are discovered during earthmoving activities, the construction supervisor shall immediately cease work in the vicinity of the find and notify the City. A qualified paleontologist shall be retained to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.

XIV. Population and Housing

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIV.	**Population and Housing. Would the Project:**				
	a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
	b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
	c) Displace substantial numbers of people, necessitating the construction of replacement	☐	☐	☒	☐

housing elsewhere?

Discussion

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

The Project would replace existing, previously occupied residential buildings and other structures with a 16 condominium units and related site improvements. The density of the proposed Project is consistent with the R-3 zoning, which allows up to 16 dwelling units (DU) on the property (1 DU/1,500 square feet), and any increase in population on the site is consistent with City's general plan and zoning.

It is unknown whether future residents of the proposed Project would relocate from outside Sausalito to live in the new condominiums, or whether Sausalito residents may relocate within the City to reside on the Project site. Even if all proposed Project residents are new residents to Sausalito, with a population of over 7,500, the population growth as a result of the proposed Project would be minimal, and is within the amount of growth projected by ABAG for the city as a whole, which is a 12 percent increased by 2035. Therefore, the residential population of the proposed Project would not represent a substantial amount of growth and the impact would be less than significant.

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

The Project would demolish existing residential buildings on the site to make way for a proposed 16-unit condominium development. Based on information contained in the historic resources reports, and information provided with the Project applications, for many years there were several rental units in the existing residential buildings on the property; however, rental of the property ceased several years ago, and the buildings are no longer considered habitable due to their dilapidated condition. Because these buildings are not considered safe and have not been on the rental market for many years, the City does not consider the buildings part of the current housing supply. Therefore, the proposed Project, which includes the demolition of the existing residential buildings and construction of 16 condominium units, would not displace substantial numbers of existing housing units, and impacts on housing supply would be less than significant. City staff has been in communication with the property owner over the last several months to address the recurring reports of unauthorized access to the existing buildings on the property.

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

As noted above in item XIV.b above, the proposed Project would demolish existing residential buildings on the site to make way for a proposed 16-unit condominium development. Although rental of the property ceased several years ago, there have been recurring reports of unauthorized access to the

existing buildings on the property. For these reasons, any potential displacement of people that would result from the proposed Project would be less than significant.

XV. Public Services

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XV.	**Public Services. Would the Project:**				
	a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
	Fire protection?	☐	☐	☒	☐
	Police protection?	☐	☐	☒	☐
	Schools?	☐	☐	☐	☒
	Parks?	☐	☐	☐	☒
	Other public facilities?	☐	☐	☐	☒

Discussion

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

Fire protection:

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

The District's Sausalito station is located at 333 Johnson Street, approximately one-half mile southeast of the Project site. The station houses an Engine, Paramedic Ambulance, Fire Boat crew,

Dive Team Tender and Inflatable Rescue Boat. The District does not have any existing staffing, equipment, or funding deficiencies affecting the District's ability to serve the Project vicinity. [11]

The Project includes 16 new condominium units. Using a household size for Sausalito of 1.78 persons per household (Dept. of Finance, 2016), these units would result in a residential population of 28 persons. The 28 new residents could increase service demands for the Southern Marin Fire Protection District. However, as noted above, the District does not have any existing staffing, equipment, or funding deficiencies affecting the District's ability to serve the Project site vicinity. Furthermore, the residential density on the Project site is consistent with densities in General Plan and R-3 zoning for the site, therefore not exacerbate an existing deficiency. Therefore, the impact would be less than significant.

Police Protection:

The Sausalito Police Department provides law enforcement services to the Project site. The Department is staffed with 26 employees and 22 Volunteers in Public Safety (VIPS).

The estimated 28 new residents could increase service demands for the Sausalito Police Department. However, the Department reports that the Project is not expected to strain the Department's facilities and no expansion of facilities, increase in staffing, or purchase new equipment is anticipated to be needed to serve the Project.[12] Therefore, the impact would be less than significant.

Schools:

Kindergarten through eighth grade (K-8) students in Sausalito attend the Sausalito Marin City School District, which includes the Willow Creek Academy, a K-8 public charter school located at 636 Nevada Street in Sausalito. High School students in Sausalito attend Tamalpais High School, located at 700 Miller Avenue in Mill Valley, which is part of the Tamalpais Union High School District (TUHSD). The student enrollment for Tamalpais High School is forcasted to be 1,599 in the 2017/2018 school year, and the enrollment is expected to increase to 1,748 students in the 2020/2021 school year. The TUHSD is currently developing a Master Facility Plan to analyze their current capacity, and they have established an Enrollment Growth Committee to address how best to accommodate the Projected student increase and determine if additional classrooms are needed.[13]

The District reports an ongoing lack of funding, but does not note any specific deficiencies in the school's facilities.

The proposed Project includes 16 new condominium units. Assuming a household size of 1.78 persons per household (Dept. of Finance, 2016), these units would result in a residential population of approximately 28 persons. The household population could increase the number of students

[11] *Personal communication with Captain Fred Hilliard, Deputy Fire Marshal, Southern Marin Fire District, October 24, 2016*

[12] *Personal communication with Lt. Bill Fraass, Sausalito Police Department, October 17, 2016*

[13] *Personal communication with Erin Parling, Assistant to Douglas Crancer, Interim Assistant Superintendent, Tamalpais Union High School District, October 21, 2016.*

attending schools in the Sausalito Marin City School District and Tamalpais Union High School District. However, the Project density is consistent with the densities allowed by general plan and R-3 Zoning District regulations; therefore, any increase would be consistent with Projected residential population growth for the City, and impacts on schools would be less than significant.

Parks – see Item XVI below.

XVI. Recreation

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVI.	**Recreation. Would the Project:**				
	a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
	b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐

Discussion

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

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

- Cazneau Playground
- Cloud View Park Club House/Game Room
- Dunphy Park
- Edgewater Room/Senior Center
- Exercise Room in City Hall
- Gabrielson Park
- Harrison Playground
- Langendorf Park
- Marinship Park

- Martin Luther King Park and Dog Park
- Municipal Fishing Pier
- Robin Sweeny Park
- Schoonmaker Beach
- South View Park
- Swede's Beach
- Tiffany Beach
- Tiffany Park
- Turney Street Boat Ramp
- Vina del Mar Plaza
- Yee Tock Chee Park

Of these facilities, Langendorf Park, Dunphy Park, Marinship Park, and recently renovated Robin Sweeny Park are the closest – all are within one-quarter mile of the Project site.

The resident population of a 16-unit condominium project is projected to be approximately 28 persons. However, the Project is consistent with the densities allowed by City's General Plan, the R-3 Zoning District regulations, and the projected residential population growth for the City; therefore, any increase in the use of existing neighborhood or regional parks or other recreational facilities would have a negligible impact on recreational facilities in the City, and impacts on recreational facilities would be less than significant.

XVI.b Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No specific recreational facilities are proposed as part of the Project. Therefore, there would be no adverse physical effect on the environment from the construction or expansion of recreational facilities. Based on the above, the Project does not have the potential for a significant adverse effect on the environment related to recreation. No mitigation is necessary or required.

XVII. Transportation/Traffic

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVII.	**Transportation/Traffic. Would the Project:**				
	a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation	☐	☐	☒	☐

	including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				
b)	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e)	Result in inadequate emergency access?	☐	☐	☒	☐
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

Existing Conditions

The Project encompasses Lot 02 and 03 of Assessor's Parcel 064-051, and there are currently four residential structures (1745 Bridgeway, 1751 Bridgeway, 1757 Bridgeway, and 160 Filbert Avenue) on the property.

Vehicular access to the Project site is proposed via Bridgeway, a major arterial street in Sausalito located along or near the waterfront. Bridgeway generally runs in the north-south direction from Downtown Sausalito to the northern City Limit where it connects to US Highway 101. Within the vicinity of the Project site, Bridgeway consists of two through travel lanes in each direction with left-turn pockets provided at major intersections. A center raised landscape median divides the northbound and southbound lanes. The roadway also provides a sidewalk in both directions for pedestrian access, and accommodates bicycle traffic via: A Class 2 bicycle facility i.e., dedicated road space within the paved right-of-way featuring marked bicycle lane striping for northbound bicycles; and a Class 3 facility i.e., a shared lane for southbound bicycles between Easterby Street and Napa Street.

On-street parking is provided along the western edge of Bridgeway, but not along the eastern (northbound) side. Regional vehicular access to the Project site is provided via US Highway 101, an eight-lane freeway located along the western edge of the City. US Highway 101 is a north-south highway that connects Sausalito to the City and County of San Francisco to the south, and the rest of the County of Marin to the north.

The Project site is served by both local and regional public transit operators. Local transit to and from the site is provided by Marin Transit, while regional transit service is provided primarily by Golden Gate Transit. Bus stops located at the northwest and southeast corners of the Bridgeway / Easterby Street / Marinship Way intersection provide access to transit lines provided by these operators. Northbound and southbound service lines are also accessible via bus stops located at the southwest corner of the Bridgeway / Napa Street intersection, and about 100 feet north of the northeast corner of the intersection. The Sausalito Ferry Landing is located less than one mile away from the Project site. The Golden Gate Bridge, Highway and Transportation District provides ferry service connecting Sausalito to the Ferry Building in San Francisco. The Blue & Gold Fleet also operates at the Ferry Landing in Sausalito, providing ferry excursion services to and from Pier 41 in the City and County of San Francisco.

XVII. Would the Project:

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

The trip generation for the proposed 16 condominiums was estimated based on rates from the Institute of Transportation Engineers' (ITE) most recent Trip Generation Manual, 9th Edition. As shown in **Table 1** below, the proposed Project would generate 131 average daily trips (ADT) on weekdays, including 12 AM peak period trips, and 14 PM peak period trips.

Table 1: Project Trip Generation Rates

ITE Land Use	Units		Trip Generation		
			Daily	AM Peak	PM Peak
Residential Condominium / Townhouse (Land Use 230)	16 DU	Rate	8.19 trips / DU	0.75 trips / DU	0.84 trips / DU
		Trips	**131**	**12**	**14**

Notes:

DU = Dwelling Units

Source: ITE Trip Generation (9th ed., 2012); Parisi Transportation Consulting, 2016.

While it is expected that some of the residents and visitors of the Project would travel to and from the site by transit, walking, bicycling, or other non-motorized modes of transportation, no discount of vehicle-trip generation was assumed to account for such trips. The number of vehicle trips generated by the Project could actually be lower due to the number of non-drive trips.

Typically, lead agencies require a detailed traffic impact analysis to evaluate impacts at roadways and intersections for projects that generate more than 50 peak hour trips. The proposed Project would generate no more than 14 peak hour trips. This is expected to occur during the weekday PM peak period. As shown in **Table 2** below, nearby intersections would continue to operate at acceptable LOS.

Table 2: Intersection Level of Service – Existing plus Project Conditions

Intersection	Control	Existing Conditions				Existing plus Project Conditions			
		AM Peak		PM Peak		AM Peak		PM Peak	
		LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]
1 Bridgeway / Easterby St. / Marinship Way	Signal	B	13.2	B	11.3	B	13.2	B	11.6
2 Bridgeway / Napa Street	Two-Way Stop	C	15.2	C	21.6	C	15.3	C	21.7

Notes:

LOS = Level of Service
[1] Delay in seconds per vehicle.

Source: Parisi Transportation Consulting, 2016.

In addition, the Project would provide extensions of existing public walkways. All new sidewalks shall comply with the California Building Code for accessibility. The Project would not require modification or removal of nearby sidewalks, bike routes, or bus stops. Therefore, the Project would not conflict with

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

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

Bridgeway is designated as part of the Marin County Congestion Management Program (CMP) roadway network. The Marin County CMP standard is Level of Service (LOS) D. According to the 2015 CMP update, Bridgeway operates at LOS B, which is acceptable.

As discussed in item a) above, the proposed Project would add 12-14 peak hour trips and up to 131 daily trips to the roadway network. These trips would not cause a detriment in LOS standards and would not conflict with the Marin County CMP standards. Impacts would be considered less than significant and no mitigation measures are necessary.

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

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

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Vehicular Access

Vehicular access to and from the Project site would be provided via a 24-foot wide two-way driveway on Bridgeway that would provide vehicle access to the proposed parking area (Car Garden). Entry and exit from the Car Garden would be controlled by an automatic access gate set back approximately 55 feet from the curb along Bridgeway. Due to the existing center median along Bridgeway, the driveway would operate as a right-turn only from and onto Bridgeway.

A Circulation Study prepared by Parisi Transportation Consulting evaluated sight distance at the proposed driveway on Bridgeway to determine if visibility would be adequate at the proposed driveway for drivers entering and exiting the driveway. The term "sight distance" is used to describe the ability of a driver to see and to be seen. This evaluation included a field review of existing sight lines at the proposed driveway location. The driveway would be located along a curve on Bridgeway, which could hinder visibility both for vehicles exiting the driveway, and vehicles travelling along southbound Bridgeway. Additionally, on-street parking along southbound Bridgeway (adjacent to existing site curb cuts) further limits visibility. **Mitigation Measure TR-1**, which requires a no-parking zone adjacent to the driveway, would reduce this potential impact to less-than-significant.

The Circulation Study also evaluated the adequacy of the stacking distance in front of the driveway gate to determine whether potential vehicle queuing would interfere with sidewalk /pedestrian traffic and/or

bicycle/vehicular traffic along southbound Bridgeway. The frequency of inbound trips was determined using the Project's estimated peak hour trip generation. This frequency was used to analyze the probability of vehicular stacking at the Project driveway. Results of the analysis showed that the likelihood of a vehicle queue spilling into the Bridgeway sidewalk or travel lane is minimal (less than one percent during the weekday AM peak hour, and about two percent during the weekday PM peak hour). The probability of vehicular queues spilling back onto southbound Bridgeway, or blocking the sidewalk, is low.

e) Result in inadequate emergency access?

Southern Marin Fire Protection District issued a letter dated September 14, 2015, indicating that access requirements applicable to the Project have been met based on review of the revised plans submitted in August 2015, and identifies a number of conditions that must be met prior to final occupancy approval from the Fire District. Emergency access must be deemed adequate before occupancy of the residential units; therefore, impacts would be less than significant.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The Project complies with the adopted policies and plans supporting alternative transportation as described in the above responses. Listed below are alternative transportation policies from the Sausalito General Plan that are most applicable to the Project:

Objective CP-3.0 Maximize Public Transit Service. Maximize the use of public transit as an alternative to the private automobile.

> **Policy CP-3.1 Public Bus Service.** Encourage the maintenance of a safe, efficient and reliable bus service to provide an alternative to driving.
>
> **Policy CP-3.3 Alternative Transportation**. Improve the efficiency of the existing transportation system and reduce the reliance on the private automobile by emphasizing alternative transportation modes.

Objective CP-4.0 Encourage Bicycle and Pedestrian Circulation. Encourage bicycling and pedestrian activities to reduce the use of motorized vehicles within the City.

> **Policy CP-4.1 Bicycle Routes.** Develop a north-south system of bicycle routes connecting Downtown to the Shoreline area and areas to the north.
>
> > **Program CP-4.1.2 Bicycle Route Standards**. Utilize the definitions and standards for bicycle routes, contained in the Background section of this Element, as a guideline for the construction or improvement of bicycle routes.
>
> **Policy CP-4.2 Bicycle Route Standards**. Separate bicycle routes from streets, automobile traffic, and pedestrian walkways wherever possible.
>
> **Policy CP-4.6 Pedestrian Safety.** Provide a safe walking environment along City streets and pathways.

Mitigation Measures

TRANS-1: Establish No-Parking Zone. To enhance sight lines and visibility of oncoming through vehicles, a minimum 40-foot section of curb abutting the north side of the proposed driveway shall be designated as a no-parking zone (red curb). Improvement Plans submitted to the City of Sausalito shall reflect this no-parking zone along Bridgeway.

XVIII. TRIBAL CULTURAL RESOURCES

	Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVIII.	**TRIBAL CULTURAL RESOURCES – Would the Project:**				
a)	cause a substantial adverse change in the significance of a tribal cultural resource as defined in §21074?	☐	☐	☐	☒

Regulatory Context

Effective July 1, 2015, Assembly Bill 52 (AB 52) amended CEQA to mandate consultation with California Native American tribes during the CEQA process to determine whether or not the proposed Project may have a significant impact on a Tribal Cultural Resource. Section 21073 of the Public Resources Code defines California Native American tribes as "a Native American tribe located in California that is on the contact list maintained by the Native American Heritage Commission for the purposes of Chapter 905 of the Statutes of 2004." This includes both federally and non-federally recognized tribes.

Section 21074(a) of the Public Resource Code defines Tribal Cultural Resources for the purpose of CEQA as:

1) Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
    a. included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or
    b. included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or
    c. a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

A Tribal Cultural Resource is a distinct CEQA resource. However, because criteria A and B also meet the definition of a Historical Resource under CEQA (see Section V, Cultural Resources), a Tribal Cultural Resource may also require additional (and separate) consideration as a Historical Resource. Tribal Cultural Resources may or may not exhibit archaeological, cultural, or physical indicators.

Discussion

In accordance with AB 52, a lead agency must provide notice to any California Native American tribe that has requested notice of projects proposed by the lead agency. For any tribe that responds to the notice and requests consultation within 30 days of receipt of the notice, the lead agency must consult with the tribe. Topics that may be addressed during consultation include tribal cultural resources, the potential significance of project impacts, type of environmental document that should be prepared, and possible mitigation measures and project alternatives.

The City of Sausalito received a letter from the Torres Martinez Desert Cahuilla Indians dated May 11, 2016, requesting to be notified of all projects within the City of Sausalito. On August 9, 2016, the City of Sausalito notified the Torres Martinez Desert Cahuilla Indians of the proposed Project and provided a written project description, location map and photos of the Project site. As of the date of the release of this Initial Study, no request for consultation has been received from the Torres Martinez Desert Cahuilla Indians, and no other California Native American tribe has requested notice of projects within the City of Sausalito.

Based on the above, the proposed Project would have no impact upon known Tribal Cultural Resources. If Tribal Cultural Resources are discovered during Project construction, the property owner/Project sponsor is required to follow state law regarding disturbance of any existing and previously undiscovered cultural resource, including that the Project shall be stopped until a cultural resources evaluation is conducted, and the requirements or recommendations set forth within the evaluation are met.

XVIV. Utilities and Service Systems

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVIV. Utilities and Service Systems. Would the Project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new	☐	☐	☒	☐

	storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				
d)	Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e)	Result in a determination by the wastewater treatment provider that serves or may serve the Project that it has adequate capacity to serve the Project's projected demand, in addition to the provider's existing commitments?	☐	☐	☐	☒
f)	Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	☐	☐	☐	☒
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Discussion

The Project site is a residential parcel that would continue to be utilized as such at Project completion. Compliance with the City's Stormwater Ordinance would ensure that the Project will not adversely influence existing or proposed stormwater or water supply facilities. The Sausalito-Marin City Sanitary District, the wastewater treatment provider, has indicated that there is adequate capacity to serve the Project, subject to sewer connection and use fees prior to occupancy of the Project.[14] Existing sanitary sewer laterals on the Project site are proposed to be abandoned and new sanitary sewer laterals will be required to connect to the City main per the requirements of the California Plumbing Code and City of Sausalito requirements. In addition, because the existing public sewer main segment serving the Project site is substandard in diameter when compared with the City's adopted standard[15], standard conditions of approval will require that prior to the issuance of a grading or building permit, the applicant shall demonstrate that the capacity of the existing sewer pipes in Bridgeway are adequate to serve the Project. Solid waste disposal needs would be consistent with that expected for multifamily residential use, and consistent with general plan and zoning designations for the site. Therefore, the Project would have a less-than-significant impact on utilities and service systems.

[14] Personal communication with Kevin Rahman, Associate Engineer, Sausalito-Marin City Sanitary District (SMCSD), July 1, 2014

[15] With Resolution No. 5117 of March 2, 2010 the City Council of the City of Sausalito adopted the Sausalito-Marin City Sanitary District standards for public facilities which can be reviewed here: http://www.sausalitomarincitysanitarydistrict.com/permits-standards-and-specifications. The existing public sewer main pipe segment serving the Project site is 6-inches in diameter and the applicable minimum standard is 8-inches.

XVI. Mandatory Findings of Significance

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVI.	**Mandatory Findings of Significance.**				
	a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, eliminate tribal cultural resources, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
	b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects.)	☐	☒	☐	☐
	c) Does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference, Section 5088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 2111, Public Resources Code;; Sundstrom v. County of Mendocino,(1988) 202 Cal.App.3d 296; Leonoff v. Monterey Board of Supervisors, (1990) 222 Cal.App.3d 1337; Eureka Citizens for Responsible Govt. v. City of Eureka (2007) 147 Cal.App.4th 357; Protect the Historic Amador Waterways v. Amador Water Agency (2004) 116 Cal.App.4th at 1109; San Franciscans Upholding the Downtown Plan v. City and County of San Francisco (2002) 102 Cal.App.4th 656.

Discussion

The Project, with proposed mitigation measures, would not cause substantial adverse effects on human beings, degrade, the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Although the Project has the potential to affect unknown, buried historical resources and archaeological resources under Section 15064.5 of the CEQA Guidelines and Tribal Cultural Resources as defined by the CEQA Statute Section 21074, mitigation measures have been provided to reduce these potential impacts to a less than significant level.

For the reasons discussed above in this document, and incorporated in this discussion section, the proposed Project, as mitigated, would not generate any significant direct, indirect, or cumulatively considerable impacts on human beings or the environment.

REFERENCES

Axiom Corporation. Supplementary Geotechnical Investigation, Proposed Residential Development, Bridgeway Apartments, 1745 and 1757 Bridgeway, Sausalito, California. December 30, 2014.

Bay Area Air Quality Management District. CEQA Guidelines. June 2010.

Carey & Co Inc.
_____. Historic Resource Evaluation for 1751& 1757 Bridgeway Boulevard, and 160 Filbert Avenue (APN 064-151–02). August 21, 2006
_____. Memo prepared by Caitlin Harvey, Carey & Co., Inc. dated February 15, 2007

Castillo, Edward D. The Impact of Euro-American Exploration and Settlement. In Handbook of North American Indians, Volume 8, California, edited by R.F. Heizer, pp. 99-127. William C. Sturtevant, general editor. Smithsonian Institution, Washington D.C. 1978

City of Sausalito. Sausalito General Plan.
_____. Memo from Sausalito HLB to Sausalito Planning Commission. November 14, 2006
_____. Memo from Sausalito HLB. January 5, 2007
_____. Sausalito Municipal Code - Zoning.
_____. Sausalito Municipal Code - Title 20, Design Review.

Erlandson, J. M. Early Hunter-Gatherers of the California Coast. Plenum Press, New York. 1994

Kelly, Isabel Truesdell. "Coast Miwok." In Handbook of North American Indians, Vol 8., California. Edited by R.F. Heizer. Smithsonian Institution, Washington, D.C. 1978

Kroeber, Alfred L. Handbook of the Indians of California. Bureau of American Ethnology Bulletin 78. Washington. 1925

Lamphier-Gregory. Northern Waterfront General Plan Amendment Draft EIR. Table IV.H-4: Typical Construction Equipment Noise Levels. January 2006.

Moratto, M. J. California Archaeology. Academic Press, San Francisco. 1984

Page & Turnbull. Historic Resource Evaluation for 1745 Bridgeway Boulevard (APN 064-151–03). April 6, 2015

Parisi Transportation Consulting. Bridgeway Commons Circulation Study. August 2016.

Robinson, W. W. Land in California: The Story of Mission Lands, Ranchos, Squatters, Mining Claims, Railroad Grants, Land Scrip, Homesteads. University of California Press, Berkeley. 1948.

Transpacific Geotechnical Consultants. Final Geotechnical Report for Proposed Housing Development at 1751-1757 Bridgeway and 160 Filbert Avenue, Sausalito, CA. February 6, 2006.

Transportation Authority of Marin. CMP Update Final Report 2015. Available at: http://www.tam.ca.gov/Modules/ShowDocument.aspx?documentid=9126

Wallace, W.J. "Post-Pleistocene Archeology, 9000 to 2000 BC." In Handbook of North American Indians, Vol. 8: California, edited by R.F. Heizer, pp. 25-36. Smithsonian Institution, Washington, D.C. 1978

APPENDICES

Appendix A: Project Application Materials

- Plans submitted by Miles Berger AIA, for Project applications: Design Review Permit, Vesting Tentative Map, Tree Removal Permit, Encroachment Agreement.
- Project narrative submitted by Miles Berger AIA, Project Applicant

Appendix B: Technical Reports

- Historic Resource Evaluation for 1745 Bridgeway Boulevard (APN 064-151–03) prepared by Page & Turnbull, April 6, 2015

- Circulation Study prepared by Parisi Transportation Consulting, August 2016.