

# **MIXED-USE PROJECT AT 285 MAGNOLIA AVENUE**

## Initial Study

November 2013

**Prepared by:**  
**Leonard Charles & Associates**

**Prepared for:**  
**City of Larkspur**

# **285 Magnolia Avenue Mixed-Use Project**

## **Initial Study**

**November 2013**

**Prepared for:** City of Larkspur  
400 Magnolia Avenue  
Larkspur, CA 94939

**Prepared by:** Leonard Charles and Associates  
7 Roble Court  
San Anselmo, California 94960

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## **1.0 Introduction and Background**

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code 21000 *et seq* and the *State CEQA Guidelines*, California Code of Regulations Section 15000 *et seq*. The project assessed in this Initial Study consists of the proposal to construct four condominiums and commercial space in four separate buildings at 285 Magnolia Avenue, a currently undeveloped lot in downtown Larkspur.

## **2.0 Project Location and Setting**

The project is located at 285 Magnolia Avenue in downtown Larkspur (see Figure 1). It is a vacant lot on the west side of Magnolia Avenue south of King Street. The area immediately surrounding the project site is developed with urban, commercial, and residential uses. Surrounding land uses include: an office building to the south (275 Magnolia Avenue), a single-family residence to the north (105 King Street), a single-family residence to the west (8 Arch Street), and commercial businesses to the east across Magnolia Avenue. Further to the north is the commercial center of downtown Larkspur including several restaurants, a theater, retail outlets, and offices.

The site slopes gently (average 12.6% slope) up to the west from its frontage along Magnolia Avenue. At one time the project site was part of the residential property located at 105 King Street (also known as the “King-Costello House”). The site was likely landscaped by owners of that property. The remains of an abandoned and filled swimming pool is located in the rear of the property (historic aerial photos show the pool was still present in 2010). Currently, the site is undeveloped and contains weedy (ruderal) vegetation, some escaped landscaping plants, and some native and planted non-native trees (about 20 trees are on the site).

## **3.0 Proposed Project Description**

The applicant, Shawn Goldman, proposes to construct a commercial/residential mixed use project consisting of four separate buildings – two at the front of the site with ground floor commercial and residential units above (Buildings 1 and 2), and two detached residential units located at the rear of the site (Buildings 3 and 4). Building 1 would have 1,042 square feet of commercial on the first floor and a 1,368-square foot condominium above (the residential unit would also include a 247-square foot garage and a 148-square foot storage area). Building 2 would have 848 square feet of commercial on the first floor and a 1,350-square foot condominium above (with 299 square feet of combined garage and storage space). Building 3 would be a stand-alone 1,782-square foot condominium with a 721-square foot garage. Building 4 would be a 1,817-square foot condominium with a 721-square foot garage.

Figures 2 through 8 show the principal components of the proposed project. A centrally located 24-foot wide driveway would bisect the site, separating Buildings 1 and 2, and leading to an open parking court and public plaza in the middle of the site and continuing on to the enclosed 2-car garages of Buildings 3 and 4.

The front buildings would be set back at least 7.5 feet from the existing back of sidewalk to allow broad entry steps, ADA ramps, planters, seating walls, and spaces for tables

and chairs. Provision for bicycle parking has been made in the northeast corner of the site. The 39-foot distance between the front and rear buildings allows natural light and air to access the center of the site. Additionally, the architecture of the buildings is such that their appearance is broken up into smaller elements when viewed from south and north side neighboring properties, and from the street.

The proposed landscape plan proposes four new street trees in the median strip along Magnolia Avenue, two large maples in the public plaza and terrace areas, maples in the private rear yards of Buildings 3 and 4, and a red sunset maple along the driveway approach.

All four buildings share an updated Craftsman Style aesthetic with broad roof overhangs, painted window trim and gutters, and use of natural siding materials (natural cedar shingles and horizontal board formed concrete (Buildings 3 and 4), and two-tone bands of stucco plaster anchored with a base of cultured stone (Buildings 1 and 2)). The residential units in the front buildings are set back from the face of the commercial use below, creating broad street-side decks for these residential units. Buildings 3 and 4, at the rear of the lot, step up with the slope of the natural grade, each two-story element stepping back as the slope rises. A small portion of the roofline of these two buildings would exceed 25 feet by about 2.5 feet. This portion of the roofline would be visible only from the internal courtyard on the site. Nevertheless, a building height limit exception would need to be approved to allow this architectural element (see the subsequent discussion of this building height element in the discussions under Aesthetics and Land Use and Planning). The stepped building forms, together with projecting wood and metal trellises and cultured stone bases, create a low street profile intended to be in scale with the surrounding buildings and in proportion to pedestrian uses of the neighborhood.

Nine standard on-site parking spaces are provided as follows: 5 for the commercial spaces (one of which is ADA accessible), 1 each for the residential units located above the commercial, plus 1 space each for the two detached residential units at the back of the lot. Additionally two non-conforming compact parking spaces are provided in the garages of the rear units.

The project will require cutting 3,076 cubic yards of soil/rock from the site, most of which (3,038 cubic yards) would be hauled to an off-site disposal location. The applicant has proposed the use of double-trailer haul trucks which can hold 20 cubic yards. Under this proposal, using such trucks for removal of excavated soils would take 133 loads. Haul trucks would travel Magnolia Avenue to Tamalpais to Highway 101 to McNear Brick Yard in San Rafael.

Site runoff will be routed through detention facilities to ensure that peak post-project runoff does not exceed pre-project runoff. The project includes bioretention planters and other components to be consistent with Low Impact Development requirements for protecting water quality.

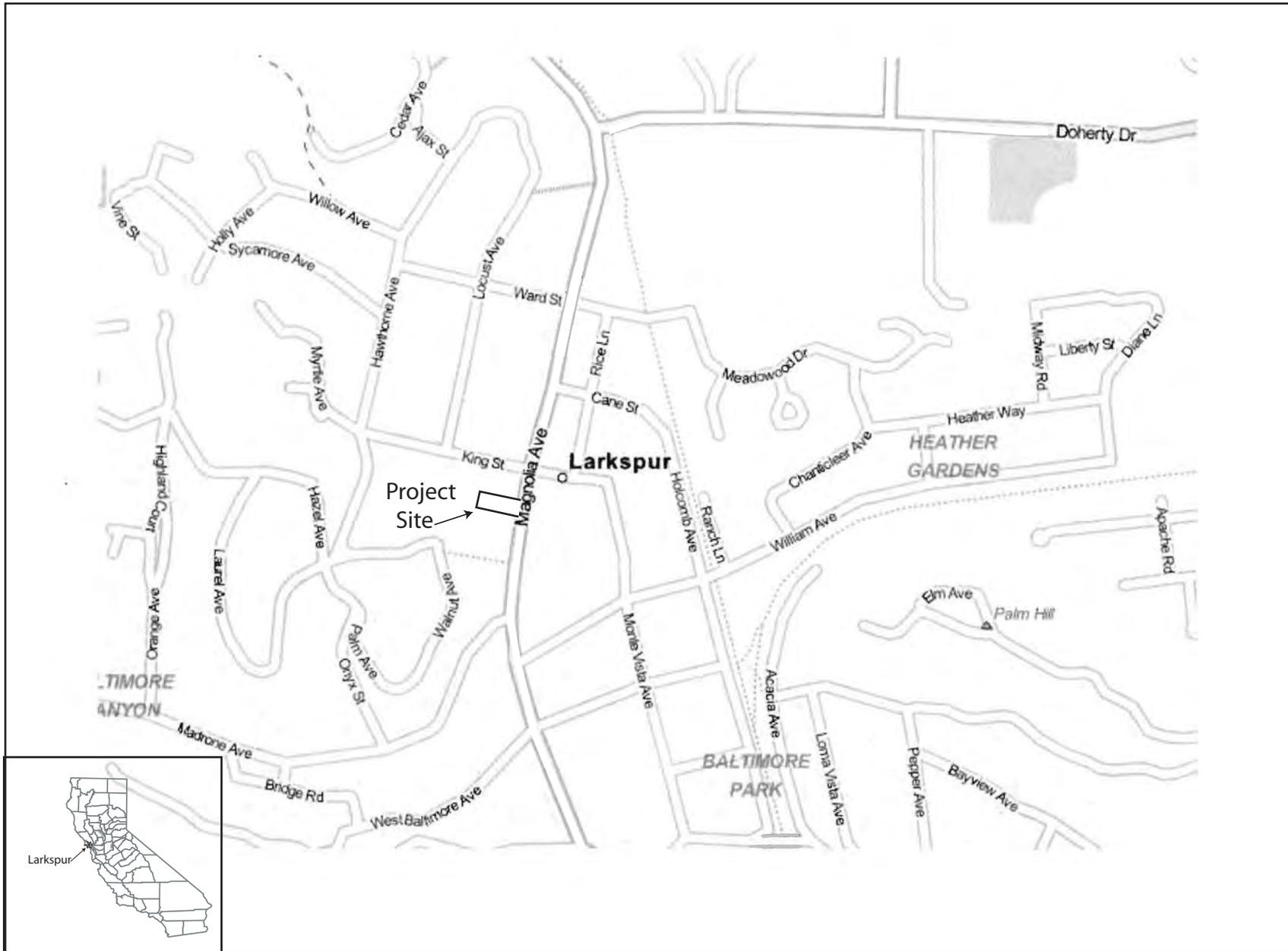
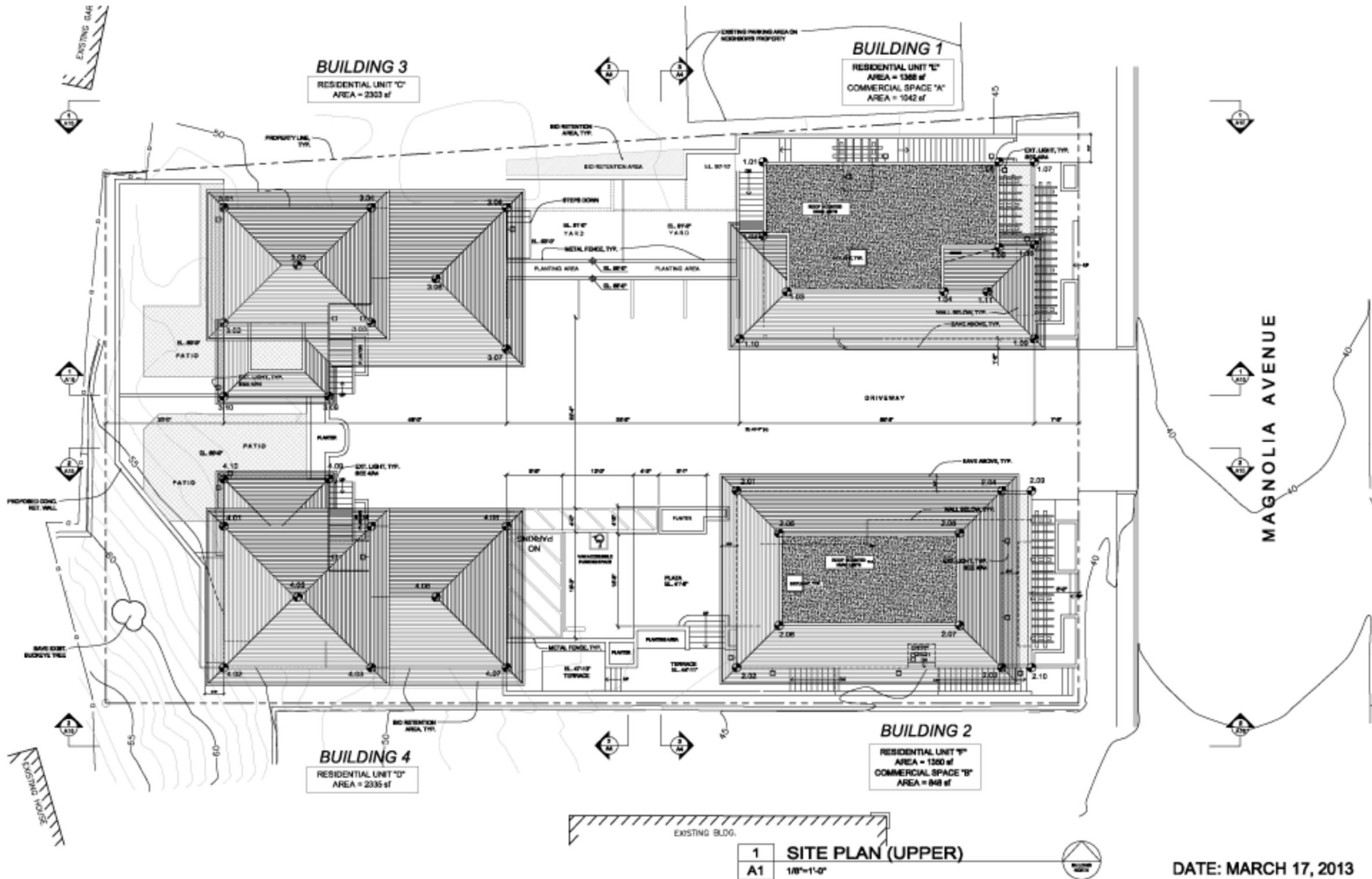
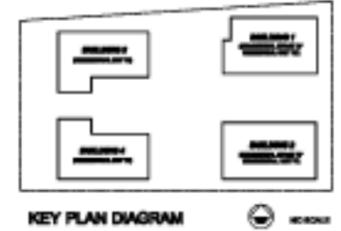


Figure 1: PROJECT LOCATION MAP

Figure 2: SITE PLAN (UPPER STORY)

TABLE OF STORYPOLES		TABLE OF STORYPOLES		TABLE OF STORYPOLES		TABLE OF STORYPOLES	
1.01 @ 69'-0"	2.01 @ 62'-0"	3.01 @ 77'-1"	4.01 @ 71'-1"	1.02 @ 69'-0"	2.02 @ 62'-0"	3.02 @ 77'-1"	4.02 @ 71'-1"
1.03 @ 69'-0"	2.03 @ 62'-0"	3.03 @ 77'-1"	4.03 @ 71'-1"	1.04 @ 69'-0"	2.04 @ 62'-0"	3.04 @ 77'-1"	4.04 @ 71'-1"
1.05 @ 69'-0"	2.05 @ 69'-4"	3.05 @ 78'-2"	4.05 @ 78'-1"	1.06 @ 69'-0"	2.06 @ 69'-4"	3.06 @ 63'-3"	4.06 @ 63'-3"
1.07 @ 69'-3"	2.07 @ 69'-4"	3.07 @ 63'-3"	4.07 @ 63'-3"	1.08 @ 62'-0"	2.08 @ 65'-4"	3.08 @ 68'-3"	4.08 @ 68'-3"
1.09 @ 62'-0"	2.09 @ 68'-0"	3.09 @ 61'-11"	4.09 @ 61'-11"	1.10 @ 62'-0"	2.10 @ 68'-0"	3.10 @ 61'-11"	4.10 @ 61'-11"
1.11 @ 65'-4"							



1 SITE PLAN (UPPER)  
A1 1/8"=1'-0"

DATE: MARCH 17, 2013

THAYER ARCHITECTURE INC.

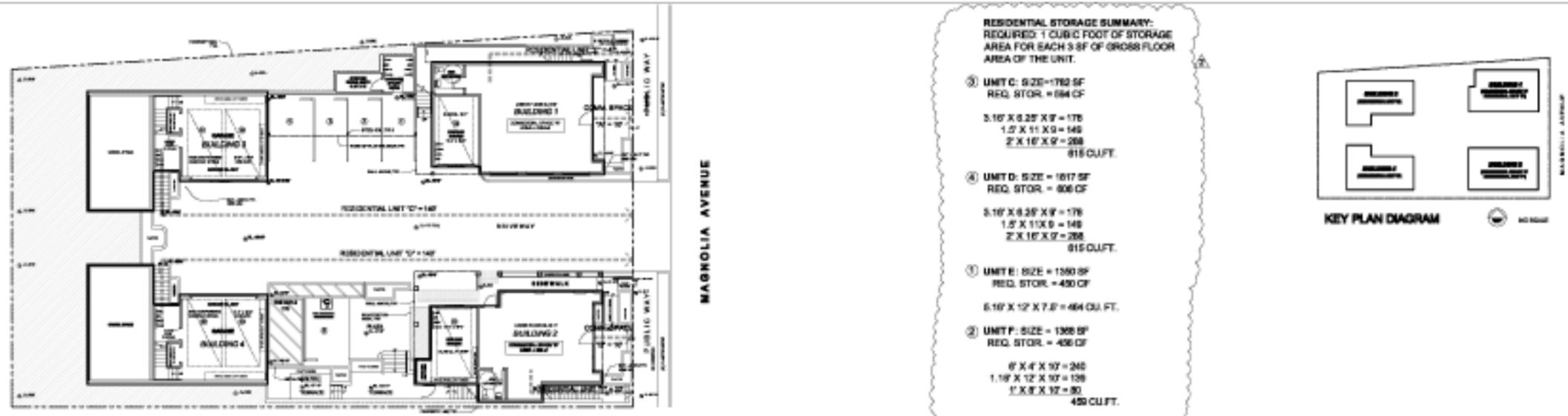
A NEW MIXED-USE PROJECT  
285 MAGNOLIA AVE.  
LARKSPUR, CA  
A.P. No. 021-101-043

SCALE: 1/8"=1'-0"  
DATE: MARCH 17, 2013  
DRAWING: A2

NO.	DATE	BY	FOR
1			PLANNING STAFF COMMENTS
2			REVISION FOR DESIGN REVIEW

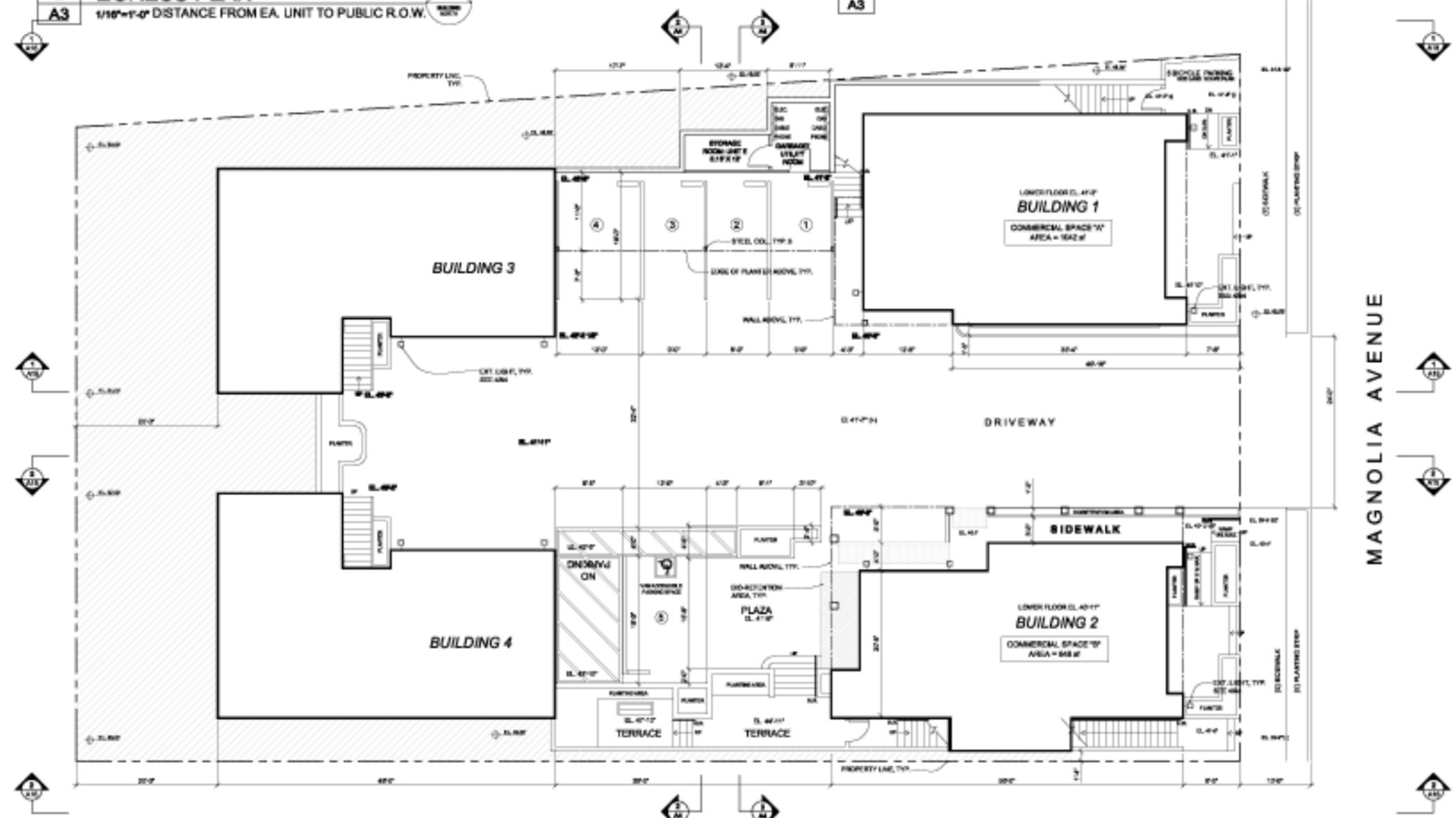
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thayer@thayer.com



**2 EGRESS PLAN**  
A3 1/8"=1'-0" DISTANCE FROM EA. UNIT TO PUBLIC R.O.W.

**3 STORAGE SUMMARY**  
A3



DATE: MARCH 17, 2013

Figure 3: SITE PLAN LOWER STORY)

NO. 1	DATE	BY	REVISION
1	11/13	THAYER	PLANNING BY COMMENTS
2	01/13	THAYER	PLANNING BY COMMENTS
3	01/13	THAYER	REVISION FOR DESIGN REVIEW
4	02/13	THAYER	REVISION FOR DESIGN REVIEW
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285 MAGNOLIA AVE.  
LARKSPUR, CA  
A.P. No. 021-101-043

JOB NO. 1161

SITE PLAN (LOWER) & EGRESS PLAN

SCALE: 1/8"=1'-0"

DATE: 03/17/13

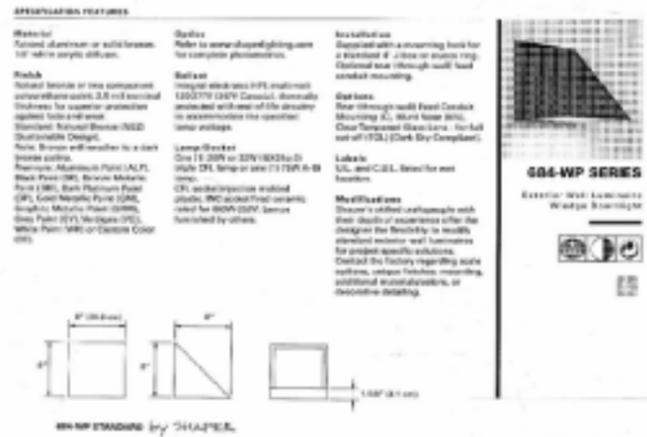
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**A3**

KOVSON



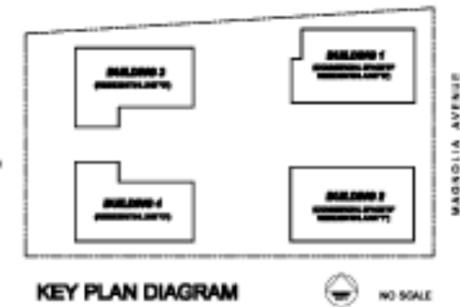
**1 STREET ELEVATION: BUILDINGS 1 AND 2**  
A4 1/8"=1'-0"



**4 EXTERIOR LIGHT FIXTURE**  
A4



**2 SITE CROSS SECTION LOOKING WEST**  
A4 1/8"=1'-0"



**3 SITE CROSS SECTION LOOKING EAST**  
A4 1/8"=1'-0"

Figure 4: STREET ELEVATIONS AND CROSS SECTIONS

NO. 1	DATE	BY	REVISION
NO. 2	DATE	BY	REVISION
NO. 3	DATE	BY	REVISION
NO. 4	DATE	BY	REVISION

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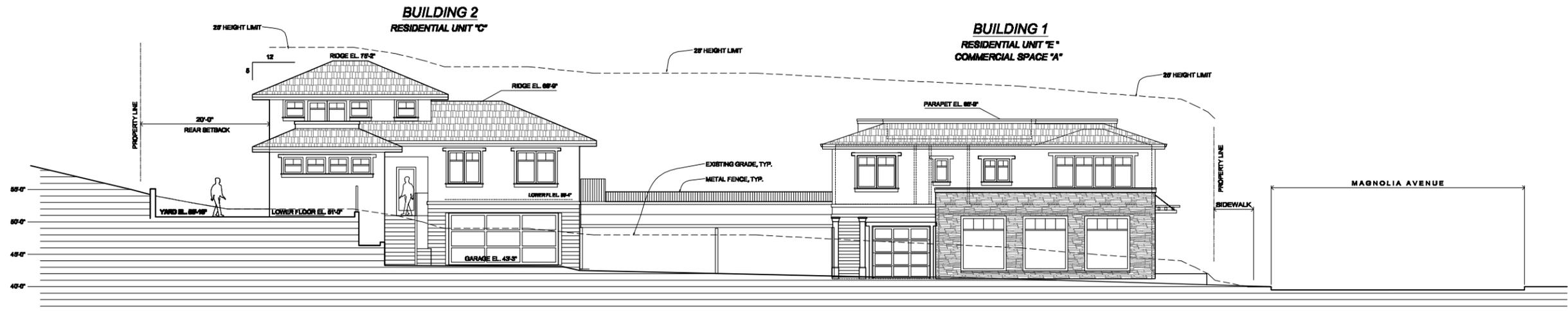
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285 MAGNOLIA AVE.  
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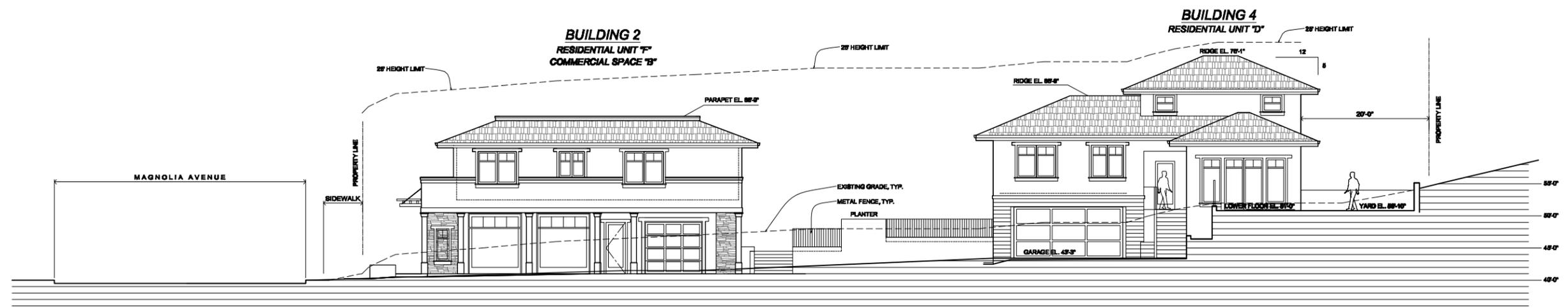
JOB NO. 158  
STREET ELEVATION & CROSS SECTIONS  
SCALE: 1/8"=1'-0"  
DATE: 07.21.2012  
DRAWING

**A4**

REVISION



**1** LONGITUDINAL SITE SECTION  
**A15** 1/4"=1'-0"



**2** LONGITUDINAL SITE SECTION  
**A15** 1/4"=1'-0"

Figure 5: LONGITUDINAL SITE SECTIONS

NO.	DATE	BY	REVISION
1	10/01/12	T	ISSUED FOR DESIGN REVIEW

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**INC.**

A NEW MIXED-USE PROJECT  
**285 MAGNOLIA AVE.**  
 LARKSPUR, CA  
 A.P. No. 021-101-043

JOB NO: 1101

**SITE**  
**SECTIONS**

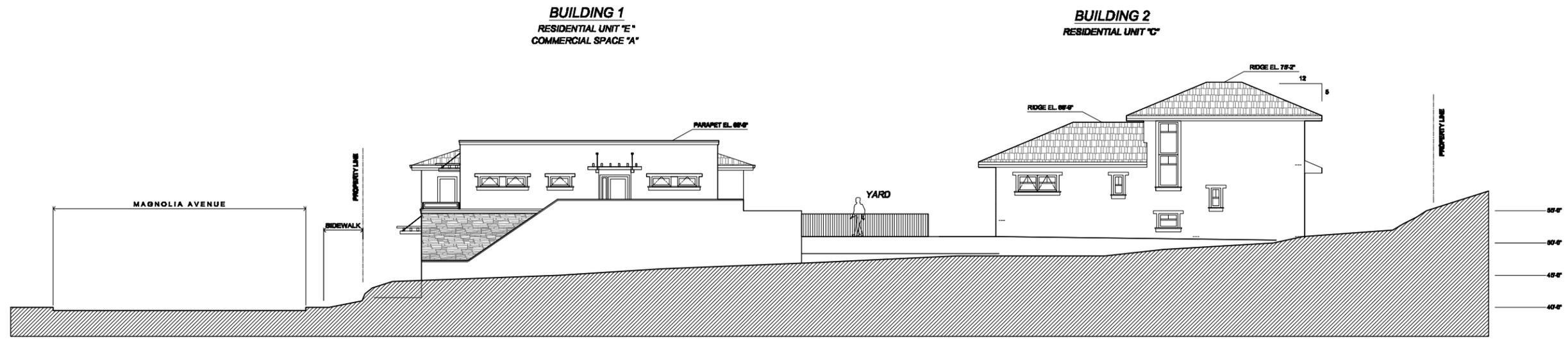
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DATE: OCT. 31, 2012

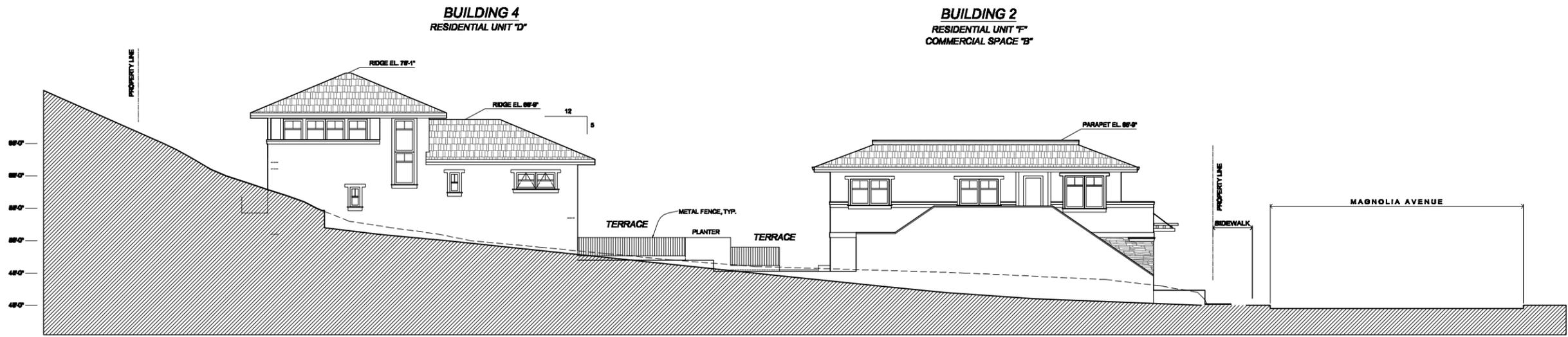
DRAWING

**A15**

REVISION **0**



**1** SITE ELEVATION: NORTH  
**A16** 1/8"=1'-0"



**2** SITE ELEVATION: SOUTH  
**A16** 1/8"=1'-0"

Figure 6: LONGITUDINAL SITE SECTIONS

NO.	DATE	BY	REVISION
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**ARCHITECTURE**  
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A NEW MIXED-USE PROJECT  
 285 MAGNOLIA AVE.  
 LARKSPUR, CA  
 A.P. No. 021-101-043

JOB NO: 1101

**SITE**  
**ELEVATIONS**

SCALE: 1/8"=1'-0"

DATE: OCT. 31, 2012

DRAWING

**A16**

REVISION 0



Figure 7: FUTURE VIEW FROM MAGNOLIA AVENUE

Figure 8: FUTURE PROJECT VIEWS



The applicant estimates that construction will take 15 months including:<sup>1</sup>

Excavation/Grading	2 weeks
Foundation	5 weeks
Framing	12 weeks
Interior (Rough)	8 weeks
Interior (Finish)	10 weeks
Exterior (Finish)	8 weeks
Flatwork/Paving/Landscaping	4 weeks
PunchLists/Final Inspections	2 weeks

The applicant has submitted all site plans requested by the City including floor plans, floor elevations, site sections, grading plan, drainage plan, driveway and parking plan, sewer plan, utility layout, offsite drainage improvements, bioretention plan, and landscaping plan – all of which are available for review at the office of the City Planning Department.

The project site is zoned Garden Downtown. To be consistent with City zoning requirements, the applicant requests approval of a Use Permit (Municipal Code 18.43.030), a Building Height Limit Exception (Municipal Code 18.43.050 A., a Circulation Access Permit (CAP) (Municipal Code 18.43.160 and 18.14.050 b.), Design Review Approval (Municipal Code 18.64.020 C.), Heritage Preservation Board approval (Municipal Code 18.19.040), Grading Permit (Municipal Code 15.20.100), a Hauling Dirt Permit (Municipal Code 15.24.040), and a Heritage Tree Removal Permit (Municipal Code 12.16.070).

#### **4.0 Lead Agency Information**

##### **A. Project Title**

285 Magnolia Avenue Mixed-Use Project

##### **B. Lead Agency Name and Address**

Larkspur Planning Department  
400 Magnolia Avenue  
Larkspur, CA 94939

##### **C. Contact Person and Phone Number**

Kristin Teiche, Planner/Zoning Administrator  
415.927.5026

#### **5.0 Regulatory Oversight**

This Initial Study is being circulated to all agencies and departments that have jurisdiction over the subject property or the natural resources affected by the project to attest to the completeness and adequacy of the information contained in the Initial Study

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<sup>1</sup> This is an estimated schedule, which is always subject to unforeseen delays caused by weather or other conditions.

as it relates to the concerns which are germane to the agency's jurisdictional authority. The agencies and departments include: Larkspur Public Works/Engineering Department; Larkspur Fire Department; Central Marin Police Department; the California Department of Fish and Wildlife; the San Francisco Regional Water Quality Control Board; the Bay Area Air Quality Management District; the Marin Municipal Water District; and Ross Valley Sanitary District.

## 6.0 Initial Study Checklist

This Initial Study is based on CEQA's Environmental Checklist Form. Each item on the checklist is answered as either "potentially significant impact," "less than significant with mitigation incorporated," "less than significant," or "no impact" depending on the anticipated level of impact. The checklist is followed by explanatory comments corresponding to each checklist item.

A "no impact" response indicates that it is clear that the project will not have any impact. In some cases, the explanation accompanying this response may include reference to an adopted plan or map. A "less than significant impact" response indicates that there will be some impact but that the level of impact is insufficiently substantial to be deemed significant. The text explains the rationale for this conclusion. A "less than significant impact with mitigation incorporated" response indicates that there will be a potentially significant impact, but the Initial Study determines there are adequate mitigations, which are described and have been included in the project, to reduce the impact to an insignificant level. Finally, a "potentially significant impact" response would indicate that the Initial Study cannot identify mitigation measures to adequately reduce the impact to a level that is less than significant. In the case of this response, an EIR would be required, but no "potentially significant impacts" have been identified for this proposed project.

## Discussion of Environmental Impacts

### I. Aesthetics

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Have a substantial adverse effect on a scenic vista?</i>				X
b. <i>Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</i>				X
c. <i>Substantially degrade the existing visual character or quality of the site and its surroundings?</i>			X	
d. <i>Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</i>			X	

## **Setting**

Current public views of the site are limited to those from the stretch of Magnolia Avenue that passes along the site. Views from the street and sidewalk include a 4-foot-tall wooden fence adjacent to the sidewalk. Beyond the fence is an open wooded site with medium-sized redwoods, acacias, and a buckeye in the foreground and other scattered native and non-native trees further west. Grass and other unmaintained understory vegetation is visible between the widely spaced trees. Looking southwest views can also include the driveway, parking area and two-story office building at 275 Magnolia Avenue. Looking northwest, one may also see additional landscaping near the sidewalk on the property containing the historic two-story home at 105 King Street (this home, the King-Costello House, is listed on the City's Historic Resources Inventory). Also visible looking northwest is the parking area for that home and further north the residence itself.

With the exception of the project site and the historic residence at 105 King Street, the visual character of the block that contains the project site can be characterized as urban retail and office.

The project site is within Garden Downtown zone. Accordingly, the project would need to undergo design review as well as comply with other requirements of that zoning district.

## **Potential Impacts**

- a. *Have a substantial adverse effect on a scenic vista. **No impact.***

The project site is not identified by the City in its General Plan or elsewhere as a "scenic vista." It is an undeveloped lot surrounded by urban uses. Accordingly, development of this lot with uses similar to those surrounding its north, south, and east sides would not adversely affect a scenic view. See the discussion under Checklist Item (c) below regarding impacts to the visual character of the area.

- b. *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? **No impact.***

The project site is not near a state scenic highway, and would have no impact on views from such a highway.

- c. *Substantially degrade the existing visual character or quality of the site and its surroundings? **Less than significant impact.***

The project would change views from public vantage points along Magnolia Avenue. Views of a wooded, undeveloped lot that slopes up to the west would be replaced by views of two-story buildings with planters and landscaping between the buildings and the sidewalk.

The Garden Downtown (GD) zoning district is intended to maintain and enhance the non-intensive mixed use of the downtown area in a garden atmosphere where lot sizes are relatively large, providing a spacious feeling, and one in

which landscaping has greater visual prominence than in other sections of the downtown. Multi-family units and commercial buildings are allowed in this zone. The project complies with floor area ratio, lot area and parking requirements for this zoning district.

The project will undergo design review (Municipal Code 18.64) by the Planning Commission who will make the determination whether the proposed project is consistent with the goals and approval criteria set forth in the cited chapter.

This CEQA review finds no substantive inconsistency with the City's Design Review goals and approval criteria. However, the Planning Commission will make final determinations on policy and criteria consistency, and, if warranted, may require revisions to the project plans. The project is similar in character to the two adjacent office buildings to the south (265 and 275 Magnolia Avenue. The project is inconsistent with the large residence (105 King Street) and its swimming pool and grounds to the north of the site. Residents of this home will see two-story buildings just beyond their fence line. This residence is an existing land use anomaly in the main downtown area between Post Street and Arch Street. Additionally, the swimming pool, large landscaped area, and parking area on the south side of this residence would provide some visual buffering between that residence and the proposed project.

Small portions of Buildings 3 and 4 on the project site would exceed the 25-foot building height limit established for the GD district by 2.5 feet. As such, the applicant seeks approval of a height exception to exceed the height limitation. From a visual impact perspective, this additional height would not have a significant impact given that the taller buildings are behind the buildings that would front the street, and there is a hillslope behind the buildings, so the additional height does not extend above the skyline.

Given the urban surroundings of the project site, remaining undeveloped land between the project and the residence at 105 King Street, and existing City requirements for design review, it is expected that the visual effects of the project on public views would be less than significant.

Residents of the two adjacent homes will have their views affected, especially the residents of 8 Arch Street. This residence is built up the hill from the project site. Buildings 3 and 4 will have an elevation of about 75 feet (above sea level), while the fence between 8 Arch Street and the project site is at an elevation of 65 feet in the southwest corner. The residence is built uphill from that. Therefore, it is expected that views from living quarters of this home (except for the view directly downhill to the project site and Magnolia Avenue beyond) would not be obstructed by project buildings. There would be a loss of the views of undeveloped land on the site and a view of Magnolia Avenue from some vantage points on this residential property. However, the impacts would not be substantial. Any specific issues of view blockage may be addressed during project design review.

Project buildings would also be visible from the residence at 105 King Street. However, there is a relatively large yard between the residence and the project.

The project would impinge on views from this residence and its swimming pool area. However, changes in views from private vantage points is an inevitable part of new urban development. There is no evidence that the change would “substantially degrade” views from this home. In addition, particular impacts to views from both homes can be addressed further during design review.

To conclude, the project would alter views in the immediate area, but it would not “substantially degrade” the visual character of the area. The impact would be less than significant.

- d. *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?* **Less than significant impact.**

The project would include new lighting that would extend the lighted area currently existing in the main downtown area of the City. It is not expected that this additional lighting would substantially affect current nighttime views. Again, residents of 8 Arch Street may be most affected by this new lighting. During design review, the City would determine whether the proposed lighting needs revision as regards location and type of lighting to minimize effects to passersby and nearby residents.

## II. **Agriculture and Forestry Resources**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>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?</i>				X
b. <i>Conflict with existing zoning for agricultural use, or a Williamson Act contract?</i>				X
c. <i>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 51104(g))?</i>				X
d. <i>Result in the loss of forest land or conversion of forest land to non-forest use?</i>				X
e. <i>Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?</i>				X

## **Setting**

The project site is located in an urban setting. This setting is not suitable for commercial agriculture or forestry. Accordingly, the site is not designated nor zoned for these commercial uses.

## **Potential Impacts**

- 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? **No impact.***

The project site is not mapped as Farmland by the State.

- b. *Conflict with existing zoning for agricultural use, or a Williamson Act contract? **No impact.***

There are no agricultural uses in the project area, and the site is not under 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 51104(g))? **No impact.***

The site is not zoned as forest land or timberland.

- d. *Result in the loss of forest land or conversion of forest land to non-forest use? **No impact.***

The site does not contain forest land, also it would not result in conversion of such land to other uses.

- e. *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? **No impact.***

There is no Farmland in the area, so proposed construction of the project would not result in conversion of other Farmlands to other uses.

### III. Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?		X		
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
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)?		X		
d. Expose sensitive receptors to substantial pollutant concentrations?		X		
e. Create objectionable odors affecting a substantial number of people?				X

### Setting

The Bay Area Air Quality Management District (BAAQMD) is the agency responsible for regulating air pollutant emissions in the San Francisco Bay Area Air Basin. BAAQMD is responsible for implementing emissions standards and other requirements of federal and state laws. The air basin, including Marin County, is considered a “nonattainment area” for state and federal ozone standards and small particulate matter (PM<sub>2.5</sub>) as well as for the state PM<sub>10</sub>. In September 2010, the BAAQMD adopted the Bay Area 2010 Clean Air Plan (CAP). BAAQMD adopted updated CEQA Air Quality Guidelines, including new thresholds of significance, in June 2010, which advise lead agencies on how to evaluate potential air quality impacts with the new thresholds of significance though these thresholds have been eliminated from the most recent guidelines.<sup>2</sup>

<sup>2</sup> BAAQMD’s adoption of the thresholds was called into question by an order issued March 5, 2012, in California Building Industry Association v. BAAQMD (Alameda Superior Court Case No. RG10548693). The order requires BAAQMD to set aside its approval of the thresholds until it has conducted further environmental review under CEQA. The claims made in the case concerned the environmental impacts of adopting the thresholds, that is, how the thresholds would indirectly affect land use development patterns. Those issues are not relevant to the scientific soundness of the BAAQMD’s analysis of what levels of pollutants should be deemed significant, or the threshold to use in assessing any health risk impact a project will have on the existing environment. The City agrees that those thresholds are supported by substantial evidence. Moreover, the thresholds will not cause any indirect impact in terms of land use development patterns insofar as this project is concerned, because the proposal to develop the project site was not influenced by the BAAQMD guidelines. Accordingly, the analysis herein uses the updated thresholds and methodologies from BAAQMD’s 2010 CEQA Air Quality Guidelines to determine the potential impacts of the project on the existing environment.

## **Potential Impacts**

- a. **Conflict with or obstruct implementation of the applicable air quality plan? Less than significant with mitigation incorporated.**

Constructing the project would result in emissions of the reactive organic gases (ROGs) carbon monoxide, nitrogen oxides, sulfur oxides, and particulates. Because the project is relatively small, the resulting emissions would be small. The BAAQMD, in its CEQA Guidelines, has developed an analytical approach that obviates the need to quantitatively estimate emissions. The operational screening criteria developed in the 2010 BAAQMD CEQA Guidelines determined that residential projects consisting of less than 451 condominium/townhouse projects or office buildings of less than 323,000 square feet would not be expected to have a significant operational emission impacts. Condominium/townhouse projects with fewer than 240 dwelling units or office buildings of less than 277,000 square feet would not be expected to result in a significant construction emission impacts.

To ensure that project construction does not cause significant project-level or cumulative air quality impacts, the BAAQMD has identified a set of feasible air quality control measures for construction activities (i.e., *Basic Construction Mitigation Measures Recommended for All Proposed Projects*). The project includes those controls as Mitigation Measure AQ-1 described below, to reduce the effects of construction activities.

### **Mitigation Measure AQ-1**

In accordance with the BAAQMD CEQA Guidelines (BAAQMD, 2012), the project shall implement the following actions (that are pertinent to this project) to control dust from escaping from the site:

1. If construction occurs during the dry season, water all exposed surfaces twice daily;
2. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard;
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;
4. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;
5. Minimize idling time either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]);
6. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation; and

7. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance.

### **Mitigation Monitoring and Reporting**

The contractor will be responsible for implementing these measures throughout the construction process. The City will monitor to ensure compliance.

### **Impact Significance After Mitigation**

Implementation of these standard construction mitigation measures will reduce air pollutant emissions to levels that the BAAQMD recognizes as being acceptable. The impact would be reduced to a level that is less than significant.

- b. *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?* **Less than significant with mitigation incorporated.**

As noted above, the project would include the BAAQMD-required control measures so that project construction is not expected to violate any air quality standard. The daily average of 119 trips the project would generate would be below the screening criteria for a project that could generate significant emissions. Accordingly, the project would not violate any air quality standard nor contribute significantly to any 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)?* **Less than significant with mitigation incorporated.**

As noted above, the project will include the BAAQMD-required control measures so that the project is not expected to contribute a substantial amount of any criteria pollutant. Because the project is below the screening criteria, it would not be expected to exceed the thresholds of significance and therefore have a less-than-significant cumulative impact to air quality.

- d. *Expose sensitive receptors to substantial pollutant concentrations?* **Less than significant with mitigation incorporated.**

As described in the previous three responses, the project, with mitigation, would not result in significant construction- or operational-related impacts. Accordingly, it would not expose nearby neighbors nor other sensitive receptors to substantial pollutant concentrations.

- e. **Create objectionable odors affecting a substantial number of people? No impact.**

The residential and office/retail project would not be expected to generate objectionable odors.

#### **IV. Biological Resources**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Have a substantial adverse effect, either directly or through habitat modification, 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 US Fish and Wildlife Service?</i>				X
b. <i>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 Game or US Fish and Wildlife Service?</i>				X
c. <i>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?</i>				X
d. <i>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?</i>			X	
e. <i>Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</i>		X		
f. <i>Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</i>				X

#### **Setting**

In the past, the site was a portion of the yard of the residence located at 105 King Street; a swimming pool was located on the north side of the project site (subsequently abandoned and filled). Given this past use, the site consists of previously disturbed areas dominated by non-native grasses and other herbaceous plant species, many of which are considered invasive, though some native trees and other vegetation remain.

The California Natural Diversity Data Base (CNDDDB, 2013) and other CEQA documents prepared in Larkspur (ICF, 2011a and 2011b) were reviewed to identify special-status plant occurrences documented within a 2-mile radius of the project site. Special-status plant species identified in the search that could inhabit the project site include white-rayed pentachaeta (*Pentachaeta bellidiflora*), Marin knotweed (*Polygonum marinense*), and Point Reyes bird's-beak (*Cordylanthus maritimus palustris*). White-rayed pentachaeta, federally listed as endangered, was reported most recently in 1991 approximately 0.5 mile west and 1.0 mile north of the project site. White-rayed pentachaeta is found in valley and foothill grasslands on open, dry, rocky slopes, often on soils derived from serpentine bedrock. Marin knotweed, a federal species of concern, was reported most recently in 1994 in saltgrass and pickleweed habitat along Corte Madera Creek north of the project site. Marin knotweed occurs in coastal salt and brackish marshes. Point Reyes bird's-beak, a federal species of concern, was reported approximately 1.5 miles east of the project site at the shore of San Francisco Bay. Point Reyes bird's-beak is restricted to coastal salt marsh. None of these special-status plant species have been reported within the project site area, and none were observed during field surveys of the site. None are expected because of the absence of suitable habitat.

Wildlife use of the project site is typical for urban and suburban areas in Marin County. The site is used for resting and foraging by small mammals, birds, and other wildlife (e.g., a black-tailed deer – *Odocoileus hemionus* – was observed sleeping at the site during a nighttime field visit).

Wildlife species listed as threatened or endangered that have been documented within a 2-mile radius of the project site include California clapper rail (*Rallus longirostratus obsoletus*), California black rail (*Latterallus jamaicensis coturniculus*), and salt-marsh harvest mouse (*Reithrodontomys raviventris*). All three species are associated with tidal salt marsh and brackish marsh habitat and would not inhabit the project site. Northern spotted owl (*Strix occidentalis caurina*) inhabits the wildlands on the Marin Municipal Water District and adjacent Marin County Open Space Preserves. The project site is within 0.5 miles of a recorded spotted owl nest located in the Baltimore Canyon area.

Several nonlisted special-status species could occur in the area. Several of these are species occupying wetlands, and they would not be expected to use the project site. These include: salt marsh common yellowthroat (*Geothlypis trichas sinuosa*), salt harvest mouse (*Reithrodontomys raviventris*), and Samuels song sparrow (*Melospiza melodia samuelis*) – all California species of special concern and federal species of concern. The project site does not provide suitable habitat for these species. The project site also does not provide suitable habitat and/or the habitat is compromised by the proximity of a major street and urban development for other local special-status species as discussed below.

Northern harrier (*Circus cyaneus* – SSC). There is one CNDDDB record of an occurrence of northern harrier approximately 9 miles from the project site. The trees on the site are not ideal nesting habitat for northern harrier, and the potential for nesting in this area is considered low due to the high amount of development in the surrounding area. In addition, the amount of open area for foraging harriers is limited in the vicinity of the project site.

The white-tailed kite (*Elanus leucurus* – federally protected species and fully protected under the California Fish and Game Code). There are two CNDDDB records for occurrences of white-tailed kite approximately 8 and 10 miles from the project. Suitable nest trees and foraging habitat are not located on the project site.

Short-eared owl (*Asio flammeus* – SSC). There is one CNDDDB record for an occurrence of two short-eared owls approximately 8 miles from the study area. The project site does not contain the wetland habitat preferred by this species for nesting and foraging.

Western red bat (*Lasiurus blossevillii* – CSC) and pallid bat (*Antrozous pallidus* - CSC). There are no CNDDDB records for western red bat within 10 miles of the project site. There are two records for occurrences of pallid bat within 2.5 miles of the project site and two records for occurrences that are 5 to 10 miles from the project site. It is possible that these bats could roost in foliage in site trees. This is unlikely given the size of the trees and the proximity of urban development and activity, in addition to the fact that there are no records of these bats near the site.

### **Potential Impacts**

- a. *Have a substantial adverse effect, either directly or through habitat modification, 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 US Fish and Wildlife Service? **No impact.***

As described in the Setting section, other than for NSO, there are no records or other evidence of the site supporting special-status plants or breeding or nesting habitat for any special-status wildlife species. It is also unlikely that such species would forage on the site, given its urban setting and small size. The site is technically within the territory of a pair of northern spotted owls. However, the site does not support mature conifers or oak habitat the owl needs for nesting, roosting, or foraging. The site does not support woodrats or other prey species preferred by the owls. It also would not be used by spotted owls due to its location near a busy arterial in a location that is surrounded by development. Removal of the small trees on the site would not affect critical owl habitat. The project would not affect either northern spotted owls or their critical habitat.

- 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 Game or US Fish and Wildlife Service? **No impact.***

There is no riparian habitat on the site. Site surveys indicated no evidence of other sensitive natural communities.

- 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? **No impact.***

No wetlands were found during site surveys of the site.

- 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? **Less than significant impact.***

The site is bordered by urban development. It does not provide a travel corridor for wildlife moving from one natural area to another. Given its proximity to a major arterial and residential and commercial development, the site does not provide conditions for wildlife nursery sites with the possible exception of small mammals such as gophers and species of voles and mice. Possible loss of nursery sites for such species that are inured to urban conditions would be a less-than-significant impact.

- e. *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? **Less than significant with mitigation incorporated.***

The City's Municipal Code regulates the removal of trees that meet the City's definition of mature or "heritage" trees. Under Chapter 12.16 of the Municipal Code, heritage trees are defined as either of the following:

1. a live tree or grove of live trees of historical significance specifically designated by official action of the City Council; or
2. any live tree that has a trunk with a circumference of 50 inches or more, measured at 24 inches above the natural grade.

Removal of a heritage tree or the excessive pruning of a heritage tree that causes the death of the tree is prohibited, unless a permit is obtained from the City. Permits may be approved if the removal of the tree will 1) not adversely affect site topography, cause significant erosion, or increase flow of surface water; 2) not adversely affect the general health, safety and welfare or be detrimental to persons or property in the vicinity; and 3) the tree poses a hazard with respect to disease, danger of falling, proximity to existing or proposed structures and/or interference with utility services, or removal of the tree is necessary to prevent unreasonable interference with the property owner's investment-backed expectations. In making that determination, the decision-maker shall consider the following factors: (i) the history of the property, including date of purchase and nature of title; (ii) history of development of the property, including what was built on the property, by whom, and when; (iii) the history of heritage tree regulation in the City, including but not limited to the date of first enactment of the regulations relative to the owner's acquisition of the property; (iv) the present nature of development and use of the property; (v) the reasonable expectations of the property owner for use of the property; (vi) the reasonable expectations of neighbors in regards to preservation of heritage trees on the property; and (vii) the effect of denial on the property owner's reasonable expectations, if any.

An arborist's report was submitted as part of the project application.<sup>3</sup> That report identifies 18 subject trees that are on the project site.<sup>4</sup> Six (6) on-site trees have been identified as Heritage Trees, two of which are native buckeyes (*Aesculus californica*), though only one of these would be removed as the large buckeye near the southwest corner of the site would be preserved. Of these six on-site Heritage Trees, four are diseased or have a structural hazard. The remaining two Heritage Trees that would be removed are a California buckeye (one stem is 44.6 inches at 2 feet above grade and the other stem is 24.5 inches) and a California black walnut (*Juglans californica*) (85.6 inches in circumference at 2 feet above grade).

Removal of the two on-site Heritage Trees that are not diseased or do not have a structural hazard would not adversely affect site topography, cause significant erosion, or increase flow of surface water. Their removal would not adversely affect the general health, safety and welfare or be detrimental to persons or property in the vicinity. The City will need to determine whether the removal of the two trees is necessary to prevent unreasonable interference with the property owner's investment-backed expectations.

The applicant proposes to plant new trees when landscaping the project, including 5 non-native maples and 4 non-native crape myrtles. The loss of two Heritage Trees, though only one is native to Marin, could be deemed inconsistent with City tree protection policies (though the City Planning Commission would make the final decision regarding code consistency), and this would be a potentially significant impact.

### **Mitigation Measures**

The Landscaping Plan shall be revised to replace two of the proposed non-native landscaping trees with at least two buckeyes (24-inch box size) or other native tree species acceptable to the City. Alternatively, if adequate area is not available on site for required tree planting, the applicant may opt to pay into a tree planting fund, managed by the City. The City uses these funds to plant trees in the parks or a right-of-way where appropriate area is available.

### **Mitigation Monitoring and Reporting**

The applicant will be responsible for revising the Landscaping Plan prior to issuance of a building permit and implementing the plantings, or making the appropriate payment to the City's tree planting fund. The City will monitor to ensure compliance prior to issuance of building permits.

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<sup>3</sup> *Revised Arborist's Report / Tree Survey; APN 021 101043 of Block P, Magnolia Avenue, Larkspur, California 9493*, Urban Forestry Associates, Inc., April 16, 2013. Available for review at the Larkspur Planning Department office.

<sup>4</sup> The report also assessed two trees - Nos. 16 (which is a Heritage Tree) and 16A – that are just off the site on the property at 8 Arch Street. These trees would not be affected by the proposed project and are not discussed further here.

**Impact Significance After Mitigation**

The planting of at least two buckeyes, the retention of the large buckeye near the western property line, and the planting of other trees and shrubs would mitigate for the loss of the two healthy Heritage Trees, and the impact would be reduced to a less-than-significant level.

- 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?* **No impact.**

The project construction activities would not conflict with any Habitat Conservation Plans, Natural Conservation Community Plans, or any approved local, regional, or State habitat conservation plans.

**V. Cultural Resources**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?</i>		x		
b. <i>Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?</i>		x		
c. <i>Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</i>		x		
d. <i>Disturb any human remains, including those interred outside of formal cemeteries?</i>		x		

**Setting**

At the time of Euroamerican contact the Native Americans that lived in the area were speakers of the Coast Miwok language. There are no Native American resources in or adjacent to the proposed project area referenced in the ethnographic literature. However, Native American resources in this part of Marin County have been found on the banks and mid-slope terraces above seasonal and perennial waterways, along trending ridgelines, and generally along the margins of the San Francisco Bay. The project area contains a mid-slope terrace above Larkspur Creek.

**Potential Impacts**

- a. *Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?* **Less than significant with mitigation incorporated.**

A Records Search was conducted for the site by the Northwest Information Center at Sonoma State University. That Record Search found that on the basis

of its location on a mid-slope terrace that there was the potential for undiscovered archeological resources on the site. Accordingly, a cultural resources survey was conducted by Tom Origer & Associates, archaeologists. They found no evidence of cultural resources on the site (see Appendix 1). The archaeologists also contacted representatives of local Native American groups to determine if they had knowledge of cultural resources on the site or concerns about the project. That correspondence plus replies from the Federated Indians of Graton Rancheria are included in Appendix 1.

While no resources were found on the site, there is always the chance that buried archaeological resources are present and could be discovered while constructing the project. These resources could be damaged by project construction, and that would be a potentially significant impact.

### **Mitigation Measure CR-1**

If cultural resources are encountered during project construction, avoid altering the materials and their context until a cultural resources consultant has evaluated the situation. If applicable, a qualified archaeologist shall monitor subsequent excavations and spoils in the vicinity of the find for additional archaeological resources. If the archaeologist determines the discoveries are of importance, the resources shall be properly recovered and curated. The archaeologist shall prepare a summary outlining the methods followed and summarizing the results of the mitigation program. The report shall list and describe the resources recovered, map their exact locations and depths, and include other pertinent information. Identified cultural resources shall be recorded on DPR 523(A-J) historic recordation forms. The City shall submit the report to the Northwest Information Center and the California State Historic Preservation Officer. This condition shall be noted on all grading and construction plans and provided to all contractors and superintendents on the job site

### **Mitigation Monitoring and Reporting**

The mitigation will be implemented whenever warranted throughout the construction phase. The contractor would be responsible for determining the presence of the initial cultural resource find. The City would be responsible for engaging the cultural resource specialist. The cultural resource specialist would be responsible for properly reporting and recording the find(s).

### **Impact Significance After Mitigation**

Assessing and curating any archaeological resources found during construction per Mitigation Measure CR-1 would reduce the impacts to potential archaeological resources to a less than significant level.

- b. *Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?* **Less than significant with mitigation incorporated.**

As described above, it is not expected that archaeological resources occur on the project site. However, it is always possible that archaeological or historical resources could be unearthed during project construction. Damaging such resources would constitute a significant adverse impact. Mitigation Measure CR-1 applies also to this impact, and this mitigation measure would reduce the impact to a less than significant level.

- c. *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?* **Less than significant with mitigation incorporated.**

While not expected, it is possible that paleontological resources occur on the project site, which could be damaged by excavation and project construction. This would be a potentially significant impact.

#### **Mitigation Measure CR-2**

If paleontological resources are found, all work in the vicinity of the find must cease, and a paleontologist and City staff must be notified to develop proper mitigation measures required for the discovery. No earthwork in the vicinity of the find shall commence until a mitigation plan is approved and completed subject to the review and approval of the paleontologist and City staff. This condition shall be noted on all grading and construction plans and provided to all contractors and superintendents on the job site.

#### **Mitigation Monitoring and Reporting**

The mitigation will be implemented whenever warranted throughout the construction phase. The contractor would be responsible for determining the presence of the initial paleontological find. The City would be responsible for engaging the paleontological specialist. The specialist would be responsible for properly reporting and recording the find(s).

#### **Impact Significance After Mitigation**

Assessing and curating any resources found during construction per Mitigation Measure CR-2 would reduce the impacts to potential paleontological resources to a less-than-significant level.

- d. *Disturb any human remains, including those interred outside of formal cemeteries?* **Less than significant with mitigation incorporated.**

See the discussion under Impact V(a). While there is no reason to suspect the presence of human remains on the project site, it is possible that currently unknown remains may occur.

#### **Mitigation Measure CR-3**

This mitigation incorporates the requirement established in Mitigation Measure CR-1 and adds the requirements that in the event that human remains are encountered, the contractor shall stop work in the area and the City shall contact

the Marin County Coroner in accordance with Section 7050.5 of the State Health and Safety Code. This condition shall be noted on all grading and construction plans and provided to all contractors and superintendents on the job site.

**Mitigation Monitoring and Reporting**

The mitigation would be implemented whenever warranted throughout the construction phase. The contractor would be responsible for determining the presence of human remains. The City would be responsible for contacting the County Coroner.

**Impact Significance After Mitigation**

The recommended mitigation will ensure that any unknown human remains found on the site would be accorded appropriate reburial or disposition. The impact will be reduced to a less-than-significant level.

## VI. Geology and Soils

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</i>				
i. <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 Division of Mines and Geology Special Publication 42.</i>				x
ii. <i>Strong seismic ground shaking?</i>		x		
iii. <i>Seismic-related ground failure, including liquefaction?</i>			x	
iv. <i>Landslides?</i>			x	
b. <i>Result in substantial soil erosion or the loss of topsoil?</i>		x		
c. <i>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?</i>		x		
d. <i>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?</i>		x		
e. <i>Have soils incapable of adequately supporting the use of septic tanks or alternative water disposal systems where sewers are not available for the disposal of waste water?</i>				x

### Setting

The site slopes downward at an average of 12.6% (10:1.26 – horizontal:vertical) from the western property line to its eastern edge adjacent to Magnolia Avenue. The majority of the site is mapped as being underlain by alluvial deposits overlying sandstone and shale bedrock. The rear portion of the site (southwest corner) is within an area mapped as sandstone and shale. The site does not contain steep slopes or potential landslide areas. Based on the geotechnical work that has been performed to date, the primary geotechnical concerns are the need for adequate foundation support, the potential for expansive and creeping soils, and seismic shaking and related effects during earthquakes.

A geotechnical investigation (Earth Mechanics Consulting Engineers, November 26, 2012) submitted by the property owner was peer reviewed for the City by Herzog

Geotechnical Consulting Engineers (December 5, 2012); the reports and peer reviews are available for public review at the offices of the City Planning Department.<sup>5</sup> That peer review requested some additional explanation and recommended a few additional design recommendations. The requested explanations were included in Erath Mechanics follow-up letter/report dated April 9, 2013. Herzog Geotechnical (April 25, 2013) confirmed that the information in this letter/report, plus a requirement for final reviews of project design and construction, adequately address site geologic instabilities, seismic hazard, and soil constraints. These reports are all on file for public review at the offices of the City Planning Department.

### **Potential Impacts**

- a. *Expose people or structures to potential substantial adverse effects, including the loss, injury, or death involving:*
  - i. *Rupture of 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 Division of Mines and Geology Special Publication 42. **No impact.***
  - ii. *Strong seismic ground shaking? **Less than significant with mitigation incorporated.***
  - iii. *Seismic-related ground failure, including liquefaction? **Less than significant impact.***
  - iv. *Landslides? **Less than significant impact.***

The following discussion under this criterion and the other criteria under Geology and Soils summarizes the more detailed discussion in the Earth Mechanics Consulting Engineers geotechnical study. The reader who requires a more thorough understanding of the geological setting and project impacts is directed to that study.

Earth Mechanics found that site conditions would pose a less-than-significant impact as regards surface rupture and liquefaction. There are no active faults crossing the site, and soil materials on the site have a low potential for damage from liquefaction. Because the project site is about 7 miles from the San Andreas Fault, strong ground shaking at the site can be expected from earthquakes on that fault. Such ground shaking could lead to lurching/ground cracking and slope instability, which would cause potential failure of structures and improvements.

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<sup>5</sup> *Report – Geotechnical Investigation – Planned Development at 285 Magnolia Avenue, Larkspur, California*, Earth Mechanics Consulting Engineers, November 26, 2012, and “Geotechnical Peer Review - 285 Magnolia Avenue, Larkspur, California.”

### **Mitigation Measure GS-1**

The project shall be constructed to withstand the maximum probable earthquake and to withstand other geologic and soil constraints or hazards on the site. The project shall be constructed consistent with all recommendations for site grading, seismic design for structures, foundation design, retaining wall design, and site drainage contained on pages 6-13 of the Earth Mechanics Consulting Engineers, November 26, 2012 Geotechnical Investigation for the project. These geotechnical recommendations are standard for development in this area and do not contain unusual design requirements. In addition, as recommended by Herzog Geotechnical, the following additional mitigations are required:

1. Prior to issuance of building permits, Earth Mechanics Consulting Engineers or another qualified geotechnical expert shall review and approve the geotechnical aspects of the project plans (i.e. site grading, foundations, and drainage improvements, design parameters for foundations and retaining walls) to ensure conformance with their geotechnical recommendations. The results of the plan review shall be summarized by Earth Mechanics Consulting Engineers in a letter and submitted to the City for review and approval by City Staff.
2. Prior to issuance of an occupancy permit, Earth Mechanics Consulting Engineers or another qualified geotechnical expert shall observe and test geotechnical aspects of the project construction. The inspections should include, but not be limited to, site preparation and grading, foundation excavation, and geotechnical drainage improvements. Upon completion, the results of the construction observation and testing shall be summarized in a letter which is submitted to the City Engineer prior to final project approval.

### **Mitigation Monitoring and Reporting**

The recommendations included in the Earth Mechanics report will be included in the final plans and specifications. They shall be reviewed by Earth Mechanics or another qualified geotechnical expert. A qualified geotechnical expert shall observe and test site grading, compaction of fill material, and foundation excavations to confirm that subsurface conditions are as expected and to adjust foundation depths and other elements of the design, if warranted. The contractor would be responsible for implementing the actions. The City will determine final compliance.

### **Impact Significance After Mitigation**

The recommended design elements presented in the Earth Mechanics geotechnical report will reduce all impacts associated with seismic activity to a less-than-significant level.

- b. **Result in substantial soil erosion or the loss of topsoil? Less than significant with mitigation incorporated.**

Grading of the site will result in bared soils that can be eroded by water or wind. Soil erosion can cause a variety of environmental impacts. Eroded soil contains nitrogen, phosphorus, and other nutrients. When carried into water bodies, these nutrients can trigger algal blooms that reduce water clarity, deplete oxygen, and create odors. Excessive deposition of sediments in streams may blanket and smother fauna. The increased turbidity from the erosion may also reduce photosynthesis that produces food supply and natural aquatic habitats. Eroded soil could also be deposited in the City storm drain system and Larkspur Creek, possibly interfering with the natural flow of storm waters, causing flooding where it would not otherwise occur, or accelerating channel erosion.

Excess material from the project excavation would be hauled away and would not be a significant source of erodible material.

The project applicant will need City approval of a Grading Permit (Municipal Code 15.20.100) and a Hauling Dirt Permit (Municipal Code 15.24.040). This grading permit regulates when and how grading of the site can occur. It includes provisions for erosion control during and after construction. The project has been designed to be consistent with these requirements and the Marin County Stormwater Pollution Prevention Program to reduce stormwater pollution, including eroded sediments. The City Municipal Code (Section 15.48.090) requires developers to implement Best Management Practices (BMPs) to prevent the discharge of construction wastes or contaminants from construction materials, tools, and equipment from entering the storm drain system. However, specific erosion control measures that would be implemented during construction have not been described in the proposed site plans. This potential erosion and sedimentation is a potentially significant impact.

The applicant will haul 3,038 cubic yards of material from the site. This would result in about 150 trips by a double trailer truck. The Hauling Dirt Permit specifies the actions the applicant's contractor needs to follow to ensure that soil is not inadvertently spilled on City streets.

### **Mitigation Measure GS-2**

The project shall avoid causing soil erosion leading to sedimentation of storm channels leading to Larkspur Creek. Prior to grading, the applicant shall provide an erosion control plan as part of its grading permit application, which will be approved by the City prior to the onset of site grading. The plan can use erosion-control BMPs shown in *Marin County Stormwater Pollution Prevention Program Minimum Erosion/Sediment Control Measures for Small Construction Projects*.<sup>6</sup>

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<sup>6</sup> MCSTOPPP, available at:  
[http://www.marincounty.org/depts/pw/divisions/mcstoppp/development/~//media/Files/Departments/PW/mcstoppp/development/MECM\\_final\\_2009.pdf](http://www.marincounty.org/depts/pw/divisions/mcstoppp/development/~//media/Files/Departments/PW/mcstoppp/development/MECM_final_2009.pdf)

### **Mitigation Monitoring and Reporting**

The grading plan and hauling dirt plan shall be approved prior to the onset of site grading. The City will ensure that the plans meet the requirements of Municipal Code Section 15.48.090. Erosion-control measures shall be included in the construction contract. The contractor shall be responsible for compliance with these conditions. The City shall be responsible for determining final compliance.

### **Impact Significance After Mitigation**

Implementation of standard erosion control measures would reduce the chance of substantial soil erosion to a less-than significant-level.

- 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?* **Less than significant with mitigation incorporated.**

The Earth Mechanics report identified potential expansive and creeping soil constraints and the need for adequate foundation support. Mitigation Measure GS-1 will ensure that project improvements are designed and constructed to withstand all soils and geologic site constraints, so the impact would be reduced to a less-than-significant level.

- d. *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1974), creating substantial risks to life or property?* **Less than significant with mitigation incorporated.**

There is potential of expansive soils on the site. Mitigation Measure GS-1 would address this stability impact, and the required fill compaction would reduce the impact to a less-than-significant level. The mitigation would be implemented and monitored as described for Mitigation Measure GS-1.

- e. *Have soils incapable of adequately supporting the use of septic tanks or alternative water disposal systems where sewers are not available for the disposal of waste water?* **No impact.**

The project does not require construction of waste disposal systems.

## VII. Greenhouse Gas Emissions

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>			X	
b. <i>Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</i>			X	

### Setting

Climate change is caused by greenhouse gases (GHGs) emitted into the atmosphere around the world from a variety of sources, including the combustion of fuel for energy and transportation, cement manufacturing, and refrigerant emissions. GHGs are those gases that have the ability to trap heat in the atmosphere, a process that is analogous to the way a greenhouse traps heat. GHGs may be emitted as a result of human activities, as well as through natural processes. GHGs have been accumulating in the earth's atmosphere at a faster rate than has occurred historically. Increasing GHG concentrations in the atmosphere are leading to global climate change.

The City adopted a *Climate Action Plan* in 2010<sup>7</sup>. The plan outlines strategies that the City and the community can take to reduce GHG emissions and address climate change. Strategies that are recommended that are pertinent to the proposed project include: green building; install renewable energy systems; reduce waste and increase recycling; reduce water use; plant trees; use pervious paving; increase walking and bicycling; and purchase carbon offsets.

### Potential Impacts

- a. *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?* **Less than significant impact.**

The use of heavy equipment to construct the proposed facilities would result in the emission of greenhouse gas (GHG). However, the emissions would be minimal since construction using heavy equipment would occur for about 7 weeks. Future occupation of the project would generate emissions from approximately 119 vehicle trips per day. As was the case for emission of criteria air pollutants, the project emissions would be well below the BAAQMD screening thresholds for GHG emissions (the GHG screening thresholds are 78 condominium/townhouses and 50,000 square feet of offices). Accordingly, these GHG emissions would make a less than cumulatively considerable contribution to the cumulative impact on global climate change.

<sup>7</sup> *City of Larkspur Climate Action Plan*, June 2010. Accessible for review at: <http://www.ci.larkspur.ca.us/DocumentCenter/Home/View/76>

- b. *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? **Less than significant impact.***

Because the emission of GHGs would be small, the project would not conflict with the BAAQMD's Clean Air Plan or its CEQA Guidelines. The project does include elements recommended in the City's *Climate Action Plan*, such as green building (compliance with State's Green Standards); planting of new trees; and encouraging biking and walking (bicycle parking, limited motor vehicle parking, and proximity to commercial outlets). Given the limited GHG emissions and elements recommended in the City's *Climate Action Plan*, the project would not conflict with the City's goals as expressed in that plan.

**VIII. Hazards and Hazardous Materials**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i>			X	
b. <i>Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</i>			X	
c. <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</i>				X
d. <i>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?</i>				X
e. <i>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, would the project result in a safety hazard for people residing or working in the project area?</i>				X
f. <i>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?</i>				X
g. <i>Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</i>				X
h. <i>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?</i>			X	

## **Setting**

The project site is currently vacant land. No hazardous materials are used on the site. The site contains natural vegetation and could be subject to a wildfire spreading from the wildland-urban interface to the west.

## **Potential Impacts**

- a. *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? **Less than significant impact.***

As regards transport, use, and disposal of hazardous materials, project construction would involve the routine transport and use of gasoline and diesel. Use of these types of substances would not occur in significant (that is, regulatory) amounts or frequencies to constitute a potential hazard to the public or environment. It is speculative, though unlikely, whether future residents or business owners would use pesticides or any other hazardous material in significant (that is, regulatory) amounts or frequencies to constitute a potential hazard to the public or environment.

- b. *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? **Less than significant impact.***

See the previous response to Item VIII(a).

- c. *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? **No impact.***

St. Patrick's Parochial School is within one-quarter mile of the project site. However, as described in Response VIII(a), no regulatory amounts of hazardous materials would be expected to be used at the project. Accordingly, students at this school would not be at risk from hazardous materials spills.

- 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? **No impact.***

There are no known hazardous material sites on or near the project site.

- 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, would the project result in a safety hazard for people residing or working in the project area? **No impact.***

The site is not within the area of any airport land use plan.

- 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? **No impact.***

The project is not within the vicinity of a private airstrip.

- g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? **No impact.***

The project would not block or interfere with emergency access or evacuation.

- 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? **Less than significant impact.***

The project site is on the eastern edge of a “high fire hazard” zone. However, because it: 1) is on the very fringe of this zone; 2) is located on Magnolia Avenue where there is good access and water availability; and 3) is located within one block of a fire station, the City Fire Chief feels there is little risk from wildland fires affecting the project site.<sup>8</sup>

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<sup>8</sup> Robert Sinnott, Larkspur Fire Chief, personal communication, 10/15/13.

## IX. Hydrology and Water Quality

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Violate any water quality standards or waste discharge requirements?</i>		x		
b. <i>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 which would not support existing land uses or planned uses for which permits have been granted)?</i>				x
c. <i>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?</i>		x		
d. <i>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?</i>				x
e. <i>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?</i>			x	
f. <i>Otherwise substantially degrade water quality?</i>				x
g. <i>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?</i>				x
h. <i>Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</i>				x
i. <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?</i>				x

### Setting

The project site drains via sheet flow to the City's storm drain system at Magnolia Avenue that eventually transports stormwater to Larkspur Creek. This creek is within the Corte Madera Creek watershed, which drains a 28-square mile area of eastern Marin

County. The applicant has submitted a hydrology report for the project. The project drainage plan is based on the analysis and computations included in that report.<sup>9</sup>

### ***Potential Impacts***

- a. ***Violate any water quality standards or waste discharge requirements? Less than significant with mitigation incorporated.***

The project has been designed to comply with LID (Low Impact Development) recommendations set forth in the *Marin County Stormwater Pollution Prevention Program Minimum Erosion/Sediment Control Measures for Small Construction Projects*. Paving will be done with pervious paving to allow soil infiltration. Bioretention areas have been incorporated in the site plan to treat storm runoff from buildings and paved areas before that stormwater is released offsite to the City storm drain system. Approximately 500 square feet of bioretention planters are spaced throughout the project. Each planter contains 18 inches of biodrain soil that would be planted, underlain by 12 inches of permeable material with a perforated pipe beneath to drain the treated water to the storm drain system. This system as well as sediment controls previously recommended in Mitigation Measure GS-2 would reduce the potential for substantial pollution of water to a less-than-significant level. It is not expected that the project, including implementation of Mitigation Measure GS-2, would result in any violation of water quality standards. In addition, the project must comply with all requirements set forth in the City's Urban Runoff Pollution Prevention Ordinance ((Municipal Code 15.48).

### **Mitigation Measure H-1**

As required by NPDS for Stormwater Treatment, the property owner is required to file a Certified Stormwater Treatment and Facilities Maintenance Program for all site drainage, retention facilities, etc. The Program shall be prepared by a registered engineer for review and approval by the Department of Public Works. Once approved, an agreement will be executed by property owner and City and recorded against the property to insure the ongoing operation of the Stormwater Treatment and Facilities Maintenance Program. The CC&Rs for this property will be amended to include the maintenance program in the maintenance and operation budget of the Home Owner's Association.

### **Mitigation Monitoring and Reporting**

The applicant shall be responsible for preparing and implementing the plan. The City shall monitor for compliance

### **Impact Significance After Mitigation**

The mitigation will ensure that the site drainage system operates acceptably, which will reduce the water quality impact to a less-than-significant level.

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<sup>9</sup> *Hydrology and Detention – 289 (sic) Magnolia Avenue, Larkspur, California, AYS Engineering Group, Inc., March 20, 2013.*

- 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 which would not support existing land uses or planned uses for which permits have been granted)?* **Less than significant impact.**

The project would reduce the amount of water that could enter a local groundwater aquifer, though the reduction would be minimal given the small size of the site. More importantly, groundwater is not used as a source of potable water in the City so any reduction in recharge, if it did occur, would not have a significant impact on area water supplies.

- 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?* **Less than significant with mitigation incorporated.**

Project grading would alter the existing site drainage. However, site drainage would continue to be transported to the City's storm drain system. The potential soil erosion impacts were addressed previously under Checklist Item VI(b), and mitigation was required to control erosion impacts.

- 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?* **No impact.**

The project has been designed to capture site runoff (as well as runoff from the residential property to the west that drains across the project site) and detain it in detention facilities located beneath the paved driveways. Consistent with Larkspur Municipal Code Section 15.20.270, the detention system is designed to slowly release the detained runoff so that the post-development peak runoff is less than the current peak runoff (0.82 cubic feet per second) from the site. Runoff from the project would not increase peak runoff and would not affect drainage patterns in receiving waterways.

- 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?* **Less than significant impact.**

The project includes installation of about 16 feet of a 12-inch PVC storm drain that would transport runoff from the site to an existing 12-inch line located in Magnolia Avenue south of the site. The new and existing lines would have sufficient capacity to serve project runoff. Project drainage will need to comply with all final design recommendations required by the City Engineer.

f. *Otherwise substantially degrade water quality?* **No impact.**

Beyond the factors described in Checklist Items VI(b) and IX(a), there are no other elements of the project that would 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?* **No impact.**

The project site is not mapped as being within the 100-year flood hazard area.

h. *Place within a 100-year flood hazard area structures which would impede or redirect flood flows.* **No impact.**

The project site is not within the 100-year flood hazard area. Consequently, new buildings on the site would not affect 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?* **No impact.**

The project site is not downstream of a levee or a dam.

j. *Inundation by seiche, tsunami, or mudflow?* **No impact.**

The project site is not mapped as an area that could be affected by tsunami, seiche, or substantive mudflows.

## **X. Land Use and Planning**

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

### **Setting**

The project site is a vacant lot in the developed downtown portion of the City. It is bordered by urban development. Land use plans and regulations governing use of the site include the Larkspur General Plan, the Larkspur Downtown Specific Plan, and

chapters of the Larkspur Municipal Code. Pertinent chapters are discussed in the impact discussion below.

### **Potential Impacts**

- a. *Physically divide an established community?* **No impact.**

The project site is a currently vacant infill lot. Development of this lot would not divide the 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 the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?* **No impact.**

The project site is designated Downtown in the City's General Plan.<sup>10</sup> This land use designation allows the types of mixed-uses as proposed by the applicant. The following assesses project consistency with pertinent General Plan policies. It should be noted that CEQA requires that an Initial Study discuss any inconsistencies between the proposed project and applicable general plans and regional plans. For purposes of this Initial Study, an apparent inconsistency of the project with a policy reflected in the City's general plan or its municipal code would not, in and of itself, constitute a significant impact on the environment. Rather, the policies of the General Plan and the regulations included in the City Municipal Code are used as sources of criteria for assessing potential environmental effects identified throughout this Initial Study. Ultimately, the City Planning Commission and City Council will determine the consistency of the project with the General Plan and other City plans and regulations and the project site's suitability for the proposed use. In the following consistency review, the finding that the proposed project would be consistent with the policy or regulation is the opinion of the Initial Study preparers; in all cases the conclusion would be that the proposed project "appears to be consistent with" the cited policy. Again, the City is responsible for making final decisions regarding project consistency with County policies.

1. *Land Use Policy g: Allow expansion of existing commercial areas only under conditions that will not be detrimental to the surrounding residential community or existing retail uses in the city, that will improve the City's economic base, and that will reinforce the role or function of the areas as defined in Action Program 7. (Action Program 7 states: For each defined commercial district, allow and encourage only those uses that reinforce the district's role, function, and scale.)*

There is no evidence in this Initial Study environmental analysis that the project would be inconsistent with this policy.

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<sup>10</sup> *City of Larkspur, California General Plan, 1990.* Available for review at: <http://www.ci.larkspur.ca.us/index.aspx?NID=152>

2. *Land Use Policy i: Maintain the existing scale of commercial establishments (smaller services and retail business), and the pedestrian orientation of the Old Downtown.*

The project appears generally consistent with commercial development in the area.

3. *Circulation Policy d: Wherever possible, maintain standards for acceptable traffic Levels of Service during peak periods.*

The project would not decrease the levels of service at nearby intersections.

4. *Circulation Policy ac: Maintain adequate off-street parking Downtown.*

The project complies with the parking standards for the GD district.

The project, with recommended mitigations, would be consistent with General Plan policies related to maintaining community character (General Plan Chapter 3 – Community Character); providing adequate community facilities and services (Chapter 4 – Community Facilities and Services); protecting sensitive environmental resources (Chapter 5 – Environmental Resources); providing for adequate public health and safety (Chapter 6 – Health and Safety); and providing adequate bicycle and pedestrian access (Chapter 8 – Bicycle and Pedestrian Trails and Paths).

The project appears consistent with the goals, objectives and land use regulations of the Downtown Specific Plan with the exceptions that there is a building height limitation of 25 feet in the Downtown Specific Plan area.<sup>11</sup> The City can approve a taller building if the height is consistent with the surrounding pattern of development; 2) the additional height would be functionally or aesthetically superior to a building that is 25-feet high or less; 3) the exception would not significantly increase the floor area; and 4) the exception would not be detrimental to persons residing or working in the neighborhood of the site.

In the latter regard, the Specific Plan states that the proposed building should not block the significant views from adjoining historic properties nor significantly impact the privacy of adjoining residential properties. The proposed project would appear consistent with recent office development to the south. The additional building height would not increase the floor area and could be perceived as improving the buildings' aesthetics. It does not appear that the additional 2.5 feet would block a significant view from the residence at 8 Arch Street nor other residences nor impair the privacy of those residences. It appears the project meets the requirements to allow an exemption. However, the Planning Commission is ultimately responsible for determining whether the project meets these standards.

The project appears consistent with the design guidelines established in the Specific Plan. Specifically, the project “articulates” the building layout; the

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<sup>11</sup> *Larkspur Downtown Specific Plan*, Brady and Associates, 1992. Available for review at: <http://www.ci.larkspur.ca.us/DocumentCenter/Home/View/117>

building frontage is landscaped or built to the lot line; and buildings include pedestrian-scaled detailing, three-dimensional facades, and types of facades already used in the area. The project is consistent with the parking requirements.

*Zoning Ordinance.* The City's Zoning Ordinance contains several chapters pertinent to the proposed project, including the need for a Circulation Assessment Permit and Heritage Preservation review as discussed below.

*Circulation Assessment Permit* (Chapter 18.14). As required by Chapter 18.14 of the City's Municipal Code, a traffic impact study was prepared for the project. A Circulation Assessment Permit appears acceptable given the findings of the traffic impact study and recommended mitigation measures, plus project consistency with the General Plan and Downtown Specific Plan. As required, a traffic impact fee will have to be paid.

*Heritage Preservation* (Chapter 18.19). The site is within the Combining Heritage Preservation District H. The Heritage Preservation Board (per Code Section 18.19.040) will review the project plans and determine whether the project is compatible with the exterior architectural character of the historic district; maintains the integrity of the historic resource; and does not adversely affect the historic or aesthetic character of the neighborhood. Given previously-approved office buildings immediately south of the project site, it would appear that projects such as the one proposed do meet the cited standards. However, a final determination on consistency with these standards is the responsibility of the Heritage Preservation Board.

*GD Garden Downtown Regulations* (Chapter 18.43). The proposed mixed uses are allowed uses under the GD Regulations. The project would comply with FAR and parking requirements. A small portion of the project would exceed the height limits by 2.5 feet, as mentioned earlier. The applicant is seeking an exception to the height limits. The findings needed to approve such an exception were listed previously under the discussion of the Downtown Specific Plan. As noted in that discussion, it appears that the project could be consistent with the four findings needed for exception approval.

While the proposed parking for the project is consistent with parking requirements established in the specific plan and zoning ordinance, it is noted that the amount of parking for the four residential units is minimal, that is, four standard parking spaces plus two additional substandard spaces for the rear residences (these are substandard as they do not meet recommended turning radii for parking spaces). The City's required one space per multi-family unit is standard for apartments and small infill condominium developments. However, it is noted that these are three-bedroom units, which are larger than the typical apartment and many condominiums. Parking requirements for other districts are 2.5 parking spaces for a 3-bedroom condominium plus guest parking (Municipal Code Section 18.56.100), while in the GD district the requirement is 1 space per dwelling unit no matter its size. While the project is consistent with City parking requirements, it is expected that the project will increase the demand for on-street parking spaces in the project area.

This demand for off-site parking could be reduced if the City required that at least two of the on-site commercial parking spaces were made available to the residential units in Buildings 1 and 2 at night or after the closing hours of the businesses in Buildings 1 and 2.

*Other Zoning Code Chapters.* The project would comply with regulations governing development of condominiums (Chapter 18.38) given other required City reviews and permits. As described in more detail in the previous analysis of aesthetic impacts (Checklist Item 1c) the project appears consistent with the design review requirements established in Chapter 18.64.

- c. *Conflict with any applicable habitat conservation plan or natural community conservation plan? **No impact.***

There is no adopted habitat conservation plan or natural community conservation plan for the area that would be affected by the project.

## **XI. Mineral Resources**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>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?</i>				X
b. <i>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?</i>				X

- 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? **No impact.***

There are no identified mineral resources within the project area. The project would not directly or indirectly affect any known mineral resources.

- 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? **No impact.***

The *Larkspur General Plan* does not identify a mineral resource recovery site near the project site.

## XII. Noise

<i>Would the project result in:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>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?</i>			X	
b. <i>Exposure of persons to or generation of excessive groundborne vibration of groundborne noise levels?</i>				X
c. <i>A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</i>				X
d. <i>A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</i>			X	
e. <i>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?</i>				X
f. <i>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?</i>				X

### Setting

As in most cities, the noise levels generally depend on the location – residential neighborhoods being relatively quiet with more noise in commercial areas and along highways and major arterials like Sir Francis Drake Boulevard and Magnolia Avenue.

### Potential Impacts

- 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?* **Less than significant impact.**

Project construction will involve the use of equipment that generates noise. Table 1 below shows the typical noise caused by construction equipment.

**Table 1 Noise Emissions Limits at 50 feet from Construction Equipment**

<b>Equipment Category</b>	<b>L<sub>max</sub> Level (dBA)<sup>1,2</sup></b>	<b>Impact/Continuous</b>
Arc Welder	73	Continuous
Auger Drill Rig	85	Continuous
Backhoe	80	Continuous
Bar Bender	80	Continuous
Boring Jack Power Unit	80	Continuous
Chain Saw	85	Continuous
Compressor	70	Continuous
Compressor (other)	80	Continuous
Concrete Mixer	85	Continuous
Concrete Pump	82	Continuous
Concrete Saw	90	Continuous
Concrete Vibrator	80	Continuous
Crane	85	Continuous
Dozer	85	Continuous
Excavator	85	Continuous
Front End Loader	80	Continuous
Generator	82	Continuous
Generator (25 KV or less)	70	Continuous
Gradall	85	Continuous
Grader	85	Continuous
Grinder Saw	85	Continuous
Horizontal Boring Hydro Jack	80	Continuous
Hydra Break Ram	90	Impact
Impact Pile Driver	105	Impact
Insitu Soil Sampling Rig	84	Continuous
Jackhammer	85	Impact
Mounted Impact Hammer (hoe ram)	90	Impact
Paver	85	Continuous
Pneumatic Tools	85	Continuous
Pumps	77	Continuous
Rock Drill	85	Continuous
Scraper	85	Continuous
Slurry Trenching Machine	82	Continuous
Soil Mix Drill Rig	80	Continuous
Street Sweeper	80	Continuous
Tractor	84	Continuous
Truck (dump, delivery)	84	Continuous
Vacuum Excavator Truck (vac-truck)	85	Continuous
Vibratory Compactor	80	Continuous
Vibratory Pile Driver	95	Continuous
All other equipment with engines larger than 5 HP	85	Continuous

Source: Illingworth & Rodkin Inc., Acoustic Consultants

Notes:

<sup>1</sup>Measured at 50 feet from the construction equipment, with a “slow” (1 sec.) time constant.

<sup>2</sup>Noise limits apply to total noise emitted from equipment and associated components operating at full power while engaged in its intended operation

The noisiest construction periods will be during the initial excavation and grading (2 weeks) and foundation work (5 weeks). The principal equipment required for project construction is anticipated to include (a) backhoe, (b) excavator, (c) dump truck(s), (d) small crane, (e) hand-held mechanical compaction equipment, (f) concrete delivery trucks, and (g) a concrete pumper.

In general, human hearing can not detect sounds of 10 decibels (dBA) or less. Outdoor speech can be affected by sounds of 60 dBA if noise is steady, or 70 dBA if the noise is fluctuating. For the proposed project, peak noise would be expected to be approximately 80 to 85 decibels (dBA) at a distance of 50 feet from the noise source. Noise levels decrease by about 6 dBA for each doubling of the distance between the noise source and the receptor. The nearest residence is located at 8 Arch Street, west of the project site. It is about 30 feet from this home to the edge of project site grading. On the north side, the nearest residence (105 King Street) is about 70 feet distant from the site. There are two additional residences to the northwest on King Street (115 and 119 King Street) within about 100 feet of the northwest corner of the project site. To the south are office buildings that are within 25 feet of the edge of grading

Noise levels at the nearest office would be expected to be between 85+ decibels during excavation and other maximum noise-generating events (though the actual noise inside these offices would be much less). This noise would not be constant but would occur intermittently or for relatively short periods of time. Construction noise levels at the outside of the residence at 8 Arch Street would be about 80-85 decibels (dBA) during the noisiest excavation period and about 75 to 80 decibels (dBA) at the three nearest homes on King Street.

While such construction noise can be annoying to nearby residents and business customers, it is an effect that inevitably accompanies new urban development. Recognizing this, the City's noise regulations exempt construction noise from regulation so long as the construction occurs within the hours of 7 a.m. to 6 p.m. on weekdays (excluding legal holidays) and 9 a.m. to 5 p.m. on weekends and legal holidays, and so long as all powered construction equipment is equipped with intake and exhaust mufflers recommended by the manufacturers; pavement breakers and jackhammers shall also be equipped with acoustical attenuating shields or shrouds recommended by the manufacturers (City Municipal Code Section 9.54.060). Therefore, given compliance with these requirements, there would not be a significant construction noise impact.

Given existing traffic volumes, the 119 new daily vehicle trips generated by the project would not measurably affect noise levels along Magnolia Avenue or more distant streets. The noise increase would be less than 1 dBA.

Two of the multi-family units would front on a busy street. By State law, all multi-family units would be constructed to ensure that interior noise levels do not exceed 45 decibels (community noise equivalent levels - CNEL). Therefore, residents of new project dwelling units would not be exposed to significant noise levels from ambient traffic and other existing noise sources.

- b. *Exposure of persons to or generation of excessive groundborne vibration of groundborne noise levels? **No impact.***

Excavation of the site and site grading would not be expected to cause substantial groundborne vibration or groundborne noise levels. The grading is typical for such urban site development. Site geology would not indicate the need for unusual or prolonged site grading and excavation.

- c. *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? **No impact.***

As noted above under Item XII(a), traffic generated by the project would not significantly affect the noise environment along Magnolia Avenue or more distant streets. Future residential and commercial use of the site would be similar to noise created by other uses along Magnolia Avenue, and would not be expected to cause a substantial noise increase at nearby residences or businesses.

- d. *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? **Less than significant impact.***

As described above under Impact XI(a), project construction would generate short-term noise. However, as described under that impact, it is expected that the impact would be less than significant with the incorporation of required limits on when construction can occur.

- 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? **No impact.***

The project site is 18 miles from the nearest public airport.

- 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? **No impact.***

The project is not near a private airstrip, and the project does not include housing or employment where people would be susceptible to noise.

### XIII. Population and Housing

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>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)?</i>			X	
b. <i>Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</i>				X
c. <i>Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</i>				X

#### Setting

The 2010 population of Larkspur was 11,926 people, and the City included 6,376 dwelling units.

#### Potential Impacts

- 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)?* **Less than significant impact.**

The project would increase the City population by about 8-10 people. This small increase would not constitute a “substantial” population growth.

- b. *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?* **No impact.**

The project site does not contain housing, and the project would not require that residences be demolished or removed.

- c. *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?* **No impact.**

The project site does not contain housing, and no people would be displaced during project construction or operation.

**XIV. Public Services**

<i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the 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:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Fire protection?</i>			X	
<i>Police protection?</i>			X	
<i>Schools?</i>			X	
<i>Parks?</i>			X	
<i>Other public facilities?</i>			X	

**Setting**

Fire protection is provided by the Larkspur Fire Department, which has a station within about a block of the project site (Station 15 at 420 Magnolia Avenue). This station is staffed 24 hours a day. Police protection is provided by Central Marin Police, which maintains an office at 250 Doherty Drive. The City operates and maintains 11 parks within its City limits.

Larkspur-Corte Madera School District provides public elementary and middle school education at the Neil Cummins Elementary School (58 Mohawk Drive, Corte Madera) and the Hall Middle School (200 Doherty Drive, Larkspur). In 2011, the District was experiencing increasing enrollment and projected further increases over the next 10 years. Accordingly, the District placed Measure A on the November 2011 ballot, and the voters passed a \$26 million bond measure to improve facilities at the two existing schools and construct a new K-4 school at the San Clemente site in bayside Corte Madera (called the Cove School). Tamalpais Union High School District provides high school education at Redwood High School (395 Doherty Drive) as well as four other high schools (Tamalpais, Drake, Tamiscal and San Andreas).

**Potential Impacts**

- a. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the 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?* **Less than significant impact.**

The City Fire Chief has stated that the City can provide fire and emergency medical service to the project, and the Fire Department does not have any concerns about the project. There is little risk of wildfire affecting the site. Given the site's proximity to the fire station, other incidents can be responded to quickly and effectively.<sup>12</sup>

*Police protection?* **Less than significant impact.**

The project is within a well-lighted and easily accessible area. The project would not be expected to substantially increase the demand for police protection.

*Schools?* **Less than significant impact.**

The project could generate up to two new elementary/middle school students. This small number of additional students would not have a significant impact on Larkspur-Corte Madera School District schools. The new Cove School would be operational by the time the project is completed and new students move into the project residences. In addition, the applicant would be required to pay developer mitigation fees to the district (\$3.20 per square foot for residential development and \$0.52 per square foot for commercial development). These fees are intended to mitigate project impacts on schools. The project would generate at most one new high school student. Redwood High School would have capacity for one additional student.

*Parks?* **Less than significant impact.**

The project would increase the City's population by approximately 8-10 people. These people would increase the use of City parks. However, the small population increase would not require the construction of new or substantially improved parks. Also, see the discussion about impacts to Recreation in the next subsection.

*Other public facilities?* **Less than significant impact.**

The small increase in population would not be expected to create a demand for improvements to other public facilities.

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<sup>12</sup> Bob Sinnott, Larkspur Fire Chief, personal communication, 10/14/13.

**XV. Recreation**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>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?</i>			X	
b. <i>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?</i>			X	

**Setting**

Larkspur Recreation Department organizes and administers recreation programs throughout the year. It also coordinates and supervises the use of city facilities and parks by groups and individuals. The City owns and maintains 11 parks.

**Potential Impacts**

- 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?* **Less than significant impact.**

The project would increase the City’s population by approximately 8-10 people. These people would increase the need for park space and recreational programs. Per the City’s Municipal Code Section 17.13.040, the project would generate the need for an additional 0.039 acres of parkland. The Municipal Code requires payment of an in lieu of land dedication fee to fund the needed park expansion or improvements. The fee is calculated by a formula set forth in Municipal Code Section 17.13.070. The applicant would also be responsible for paying park improvement fees as required by Municipal Code Section 17.13.090. Payment of these required fees by the project applicant would reduce the project’s impacts to parks to a less-than-significant level. No mitigation is required.

- 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?* **Less than significant impact.**

The project does not include recreational facilities. The small increase in population would not require the City to construct or expand recreational facilities.

## XVI. Transportation/Traffic

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>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?</i>			X	
b. <i>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?</i>			X	
c. <i>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?</i>				X
d. <i>Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</i>		X		
e. <i>Result in inadequate emergency access?</i>				X
f. <i>Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</i>				X

### Setting

Local access to the project site and circulation through the area is provided by Magnolia Avenue, Corte Madera Avenue, Tamalpais Drive, and Doherty Drive. A combination of these four roadways links the project site to U.S. 101. Magnolia Avenue is a primary arterial in Larkspur extending westerly and northerly as the extension of Corte Madera Avenue from Tamalpais Drive through the central area of Larkspur.

The City of Larkspur has a comprehensive Bicycle and Pedestrian Master Plan that describes policies and future improvements designed to promote a bicycle and pedestrian friendly environment. Currently there is an exclusive bike path (Larkspur to Corte Madera Bike Path) which extends from Corte Madera to Larkspur and then westerly to U.S. 101. Bicyclists typically are required to share the road on Tamalpais Drive, Corte Madera Avenue and Magnolia Avenue.

Intersections that could be affected by project-generated traffic include intersections of Magnolia Avenue with Baltimore Avenue, Madrone Avenue, King Street, and Ward

Street. All of these intersections operate at Level of Service (LOS) A or B for the a.m. and p.m. peak hours except for the southbound approach at the Magnolia Avenue/Baltimore intersection and the intersection of Magnolia Avenue/King both of which operate at LOS C.

### **Potential Impacts**

- 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? **Less than significant impact.***

On average, the project would generate 119 new trips per day, including 13 a.m. peak hour trips and 13 p.m. peak hour trips.<sup>13</sup> These additional trips would not change the LOS at any of the four study intersections and would not increase the delay at any intersection by more than one second. The intersections would continue to operate at acceptable levels of service (i.e., LOS C or better). The applicant would be required to pay CAP fees to mitigate for project-generated use of the City's roadway system (for maintenance of the roadway system). The amount of the fee is established by resolution of the City Council. The project-generated traffic would not be expected to interfere with bicycle use of Magnolia Avenue or pedestrian use of its sidewalks.

During peak traffic hours, traffic backs up on Magnolia Avenue at its intersection with King Street. This can increase congestion and make it difficult for drivers turning left (north) out of the project driveway. This situation is not dissimilar to the conditions experienced by other drivers turning north out of driveways in this block of Magnolia Avenue. Because only 2 drivers are expected to turn left during a peak hour, this congestion inconvenience would be a less-than-significant impact.

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

As stated above, the project would not decrease the level of service of the four study intersections nearest the site. The project would not conflict with a congestion management plan nor result in unacceptable levels of service.

- 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? **No impact.***

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<sup>13</sup> Traffic data was provided by the applicant in *Traffic Impact Assessment and Circulation Assessment Permit (CAPS) Study for A Proposed Mixed Use Development At 285 Magnolia Avenue in the City of Larkspur*, (Sandis, July 17, 2013), along with a peer review by Robert L. Harrison Transportation Consulting (7/31/13 email to Kristin Teiche), and a cumulative impact analysis by David Parisi, transportation engineer for this Initial Study (see Appendix 2).

The project is over 18 miles from the nearest public airport and would not cause any change in air traffic patterns.

- d. *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?* **Less than significant with mitigation incorporated.**

The project would add a new driveway on Magnolia Avenue. To construct the driveway and provide adequate line of sight, three on-street parking spaces fronting the project site would be eliminated. The applicant's traffic engineers conducted a line of sight analysis to determine whether drivers exiting the site could see and, when necessary, avoid vehicles traveling on Magnolia Avenue, and, conversely whether southbound drivers on Magnolia Avenue had sufficient time to see a vehicle exiting the project driveway. The analysis showed that a driver who pulls out of the driveway to within 10 feet of the edge of the southbound travel lane would be able to see southbound vehicles located 80 feet north of the driveway and northbound vehicles 150 south of the driveway. According to the Highway Design Manual (Caltrans, 2012), the minimum sight distance for vehicles traveling at 25 mph is 150 feet (i.e., this is the distance it takes for a driver to stop when he/she first sees an object enter the travelway in front of them – this distance is based on a worst case of night and poor weather conditions). The sight distance to the north of the site does not meet this standard, however, this is the case for many of the driveways along Magnolia Avenue within the Downtown area. In addition, at the most two drivers an hour would make a left turn out of the driveway. Nevertheless, this would be a potentially significant safety impact if the Highway Capacity Manual recommended sight lines are applied.

#### **Mitigation Measure T-1**

The City Engineer will review the project to insure adequate line of site is provided, taking into account the existing neighborhood development, traffic and roadway conditions. If the City finds the limited driveway sight lines to be a significant safety concern, then it could consider removing 1-2 additional parking spaces north of the project driveway.

#### **Mitigation Monitoring and Reporting**

If the City Engineer feels this mitigation is warranted, the City would be responsible for prohibiting parking at these two spaces.

#### **Impact Significance After Mitigation**

The removal of parking at two additional spaces would provide the recommended 150 feet of sight distance to the north. The mitigation would reduce potential safety impacts to a less-than-significant level.

- e. *Result in inadequate emergency access?* **No impact.**

The project site has adequate emergency access via public streets.

- g. *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?* **No impact.**

The project would not conflict with any City plans or policies to encourage alternative means of transportation such as bicycles.

**XVII. Utilities and Service Systems**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</i>			X	
b. <i>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?</i>				X
c. <i>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?</i>			X	
d. <i>Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</i>			X	
e. <i>Result in a determination by the wastewater treatment provider which 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?</i>			X	
f. <i>Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?</i>			X	
g. <i>Comply with federal, state, and local statutes and regulations related to solid waste?</i>			X	

## Setting

Wastewater generated at the project site would be collected, treated and disposed of by the Ross Valley Sanitary District (RVSD). The treatment and disposal facility is operated by the Central Marin Sanitation Agency (CMSA). CMSA, a joint powers authority (JPA), was formed by Sanitary District No. 1, San Rafael Sanitation District, Sanitary District No. 2 and the City of Larkspur for the purpose of constructing and operating a wastewater treatment facility with deep-water discharge to San Francisco Bay. Water is provided by the Marin Municipal Water District (MMWD). The storm drain system in the area is maintained by the City. The City maintains 15 miles of storm drain pipes, five storm drain pump stations and more than 895 catch basin inlets. Solid waste is collected and recycled or disposed of by Marin Sanitary Service.

## Potential Impacts

- a. *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? **Less than significant impact.***

RVSD and the CMSA Treatment and disposal facility have adequate capacity in off-site collectors and at the treatment and disposal facility to serve the wastewater that would be generated by the project.<sup>14</sup>

- 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? **No impact.***

The project would not require constructing additional water or wastewater treatment facilities.

- 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? **Less than significant impact.***

Site runoff would flow to new on-site storm drains that would be extended to existing off-site drainageways maintained by the City. On-site detention facilities are included to ensure that the City's storm drain system would not be adversely affected by port-project runoff. The new line connecting to the existing storm drain would be within the paved area, and its installation would not be expected to have a significant environmental effect.

- d. *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? **Less than significant impact.***

MMWD has sufficient water supplies to serve the project.<sup>15</sup> Once the final dimensions and uses of the project are determined, MMWD will calculate the water demand, and the applicant shall purchase a water entitlement for that

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<sup>14</sup> Personal communication, Randall Ishii, Engineer, Ross Valley Sanitary District, 9/11/13.

<sup>15</sup> Dain Anderson, MMWD Environmental Coordinator, personal communication, 10/11/13.

amount. As required by MMWD, all landscape and irrigation plans shall be designed in accordance with the most current MMWD landscape requirements (currently from Ordinance 385). Before providing water service for landscape areas, MMWD will review and approve the project's working drawings for planting and irrigation systems.

- e. *Result in a determination by the wastewater treatment provider which 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? **Less than significant impact.***

See Response XVII(a) above.

- f. *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? **Less than significant impact.***

Currently, the Redwood Landfill has sufficient capacity to dispose of the relatively small amount of non-recycled solid waste generated by the project. The owners of the landfill are seeking a permit to expand the landfill's capacity by 6 million cubic yards to a total of 25 million cubic yards. The permit was approved by the State. However in 2012, the Marin Superior Court found the EIR for that project did not comply with CEQA. That ruling is currently being appealed. If ultimately the permit is not approved, then within 10 years the landfill would be full (per its existing permit), and solid waste generated in Marin County would need to be shipped to one of the large Bay Area landfills such as Potrero Hills, Hay Road, Ostrum Road, or Anderson.

- g. *Comply with federal, state, and local statutes and regulations related to solid waste? **Less than significant impact.***

The Redwood Landfill or other area landfills have sufficient capacity to dispose of the relatively small amount of non-recycled solid waste generated by the project. All solid waste would be disposed of in compliance with applicable regulations related to solid waste.

## XVIII. Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</i>		x		
b. <i>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)?</i>			x	
c. <i>Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</i>		x		

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

As described in the previous assessments of Checklist Items IV and V, with recommended mitigations, the project would not significantly affect vegetation, terrestrial wildlife, or cultural resources.

- 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)?* **Less than significant impact.**

The project is one of the last undeveloped sites in the Downtown area. Because there are no other projects in the immediate project site area and most surrounding properties in the area have already been developed, cumulative impacts are limited to impacts affecting the wider community. A cumulative traffic analysis was done as required by the Circulation Assessment Permit application. This analysis showed that the project would not change the cumulative levels of service at any of the four intersections on Magnolia Avenue studied in this Initial

Study. All would operate at LOS C or better. Project traffic would increase delay at the intersections by zero to one second.<sup>16</sup> The noise generated by this small amount of new traffic would not be expected to measurably change cumulative noise conditions along City roadway. Air pollutant emissions from this traffic would have a less-than-significant impact on cumulative air quality and greenhouse gas emissions (the BAAQMD thresholds address cumulative conditions, and the project is well below those thresholds). The project would result in a very small increase in population. Accordingly, the project would not make a considerable contribution to any cumulative impact to public service providers or utilities.

For all other Checklist Items, the project would result in less-than-significant impacts with the addition of EIR-recommended mitigations. Accordingly, the project would not make a considerable contribution to any cumulative impacts associated with geology and soil, hydrology and water quality, biological resources, cultural resources, or aesthetic resources.

- c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?* **Less than significant with mitigation incorporated.**

As discussed in previous sections of this Initial Study, with recommended mitigations, the project would have less-than-significant noise, aesthetic, air quality, public service, land use, and traffic impacts on human beings.

## 7.0 Determination of Significant Effect

On the basis of this Initial Study, I find that the proposed project would not have a significant effect on the environment. A Mitigated Negative Declaration will be prepared.

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Neal Toft, Planning Director  
City of Larkspur

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Date

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<sup>16</sup> See letter from David Parisi in Appendix 2.

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#### Marin County Stormwater Pollution Prevention Program

- n.d. *Marin County Stormwater Pollution Prevention Program Minimum Erosion/Sediment Control Measures for Small Construction Projects*, available at:  
[http://www.marincounty.org/depts/pw/divisions/mcstoppp/development/~media/Files/Departments/PW/mcstoppp/development/MECM\\_final\\_2009.pdf](http://www.marincounty.org/depts/pw/divisions/mcstoppp/development/~media/Files/Departments/PW/mcstoppp/development/MECM_final_2009.pdf)

## **B. Persons Contacted**

Dain Anderson	Marin Municipal Water District, Environmental Services Coordinator
Mary Houlihan	Larkspur City Engineer
Randall Ishii	Ross Valley Sanitary District, Engineer
Robert Sinnott	Larkspur Fire Chief
Kristin Teiche	City of Larkspur Planner/Zoning Administrator
Neil Tipon	Federated Indians of Graton Rancheria
Neal Toft	City of Larkspur Planning Director
Becky White	Larkspur-Corte Madera School District

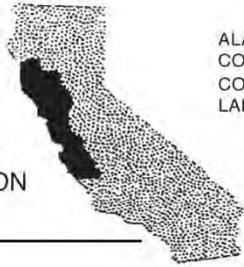
## **C. Report Preparation**

- Leonard Charles, Ph.D., Project Manager and Environmental Analyst
- Lynn Milliman, M.A., Environmental Analyst
- Jacoba Charles, M.S. & M.A., Environmental Analyst
- David Parisi, P.E. & T.E., Traffic Engineer

## **Appendix 1**

### **Culutral Resources Data**

CALIFORNIA  
HISTORICAL  
RESOURCES  
INFORMATION  
SYSTEM



ALAMEDA  
COLUSA  
CONTRA COSTA  
LAKE

MARIN  
MENDOCINO  
MONTEREY  
NAPA  
SAN BENITO  
SAN FRANCISCO

SAN MATEO  
SANTA CLARA  
SANTA CRUZ  
SOLANO  
SONOMA  
YOLO

**Northwest Information Center**  
Sonoma State University  
150 Professional Center Drive, Suite E  
Rohnert Park, California 94928-3609  
Tel: 707.588.8455  
nwic@sonoma.edu  
<http://www.sonoma.edu/nwic>

October 7, 2013

NWIC File No.: 13-0509

Jacoba Charles  
Leonard Charles & Associates  
7 Roble Court  
San Anselmo, CA 94960

Re: Record search results for the proposed 285 Magnolia Avenue project

Dear Mr. Charles,

Per your request received by our office on September 30, 2013, a records search was conducted for the above referenced project by reviewing pertinent Northwest Information Center (NWIC) base maps that reference cultural resources records and reports, historic-period maps, and literature for Marin County. Please note that use of the term cultural resources includes both archaeological resources and historical buildings and/or structures.

Review of this information indicates that there have been no cultural resource studies within the 285 Magnolia Avenue project. This project area contains no recorded archaeological resources. The State Office of Historic Preservation Historic Property Directory (OHP HPD) (which includes listings of the California Register of Historical Resources, California State Historical Landmarks, California State Points of Historical Interest, and the National Register of Historic Places) includes no recorded buildings or structures within the proposed project area. In addition to these inventories, the NWIC base maps show no recorded buildings or structures within the proposed project area.

At the time of Euroamerican contact the Native Americans that lived in the area were speakers of the Coast Miwok language, part of the Penutian language family (Kelly 1978:414-425). There are no Native American resources in or adjacent to the proposed project area referenced in the ethnographic literature.

Based on an evaluation of the environmental setting and features associated with known sites, Native American resources in this part of Marin County have been found on the banks and mid-slope terraces above seasonal and perennial waterways, along trending ridgelines and generally along the margins of the San Francisco bay. The 285 Magnolia Avenue project area contains a mid-slope terrace above Larkspur Creek. Given the similarity of one or more of these environmental factors, there is a high potential of identifying unrecorded Native American resources in the proposed 285

Magnolia Avenue project area.

Review of historical literature and maps gave no indication of the potential for historic-period archaeological resources within the 285 Magnolia Avenue project area. With this in mind, there is a low potential of identifying unrecorded historic-period archaeological resources in the proposed 285 Magnolia Avenue project area.

The 1897, 1941 and 1950 Mt. Tamalpais USGS 15-minute topographic quadrangles fail to depict any buildings or structures within the 285 Magnolia Avenue project area; therefore, there is a low possibility of identifying any buildings or structures 45 years or older within the project area.

## **RECOMMENDATIONS:**

1) There is a high potential of identifying Native American archaeological resources and a low potential of identifying historic-period archaeological resources in the project area. We recommend a qualified archaeologist conduct further archival and field study to identify cultural resources. Field study may include, but is not limited to, pedestrian survey, hand auger sampling, shovel test units, or geoarchaeological analyses as well as other common methods used to identify the presence of archaeological resources. Please refer to the list of consultants who meet the Secretary of Interior's Standards at <http://www.chrisinfo.org>.

2) We recommend you contact the local Native American tribe regarding traditional, cultural, and religious heritage values. For a complete listing of tribes in the vicinity of the project, please contact the Native American Heritage Commission at 916/373-3710.

3) If archaeological resources are encountered **during construction**, work should be temporarily halted in the vicinity of the discovered materials and workers should avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations. Project personnel should not collect cultural resources. Native American resources include chert or obsidian flakes, projectile points, mortars, and pestles; and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic-period resources include stone or adobe foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies.

4) If the proposed project area contains buildings or structures that meet the minimum age requirement, prior to commencement of project activities, it is recommended that this resource be assessed by a professional familiar with the architecture and history of Marin County. Please refer to the list of consultants who meet the Secretary of Interior's Standards at <http://www.chrisinfo.org>.

5) Review for possible historic-period buildings or structures has included only those sources listed in the attached bibliography and should not be considered comprehensive.

6) It is recommended that any identified cultural resources be recorded on DPR 523 historic resource recordation forms, available online from the Office of Historic Preservation's website: [http://ohp.parks.ca.gov/default.asp?page\\_id=1069](http://ohp.parks.ca.gov/default.asp?page_id=1069)

Thank you for using our services. Please contact this office if you have any questions, (707) 588-8455.

Sincerely,

A handwritten signature in black ink that reads "Lacey Klopp". The signature is written in a cursive style with a large, stylized 'L' and 'K'.

Lacey Klopp  
Researcher

## LITERATURE REVIEWED

In addition to archaeological maps and site records on file at the Northwest Information Center of the Historical Resources File System, the following literature was reviewed:

Barrett, S.A.

1908 *The Ethno-Geography of the Pomo and Neighboring Indians*. In *American Archaeology and Ethnology*, vol. 6, edited by Frederic Ward Putnam, pp. 1-332, maps 1-2. University of California Publications, Berkeley. (Reprint by Kraus Reprint Corporation, New York, 1964).

Duthie, Jo, Corinne Williams, Nina Bonos, and Don Curry

1981 *Marin County Local Coastal Program Historic Study*. Marin County Comprehensive Planning Department, CA.

Fickewirth, Alvin A.

1992 *California Railroads*. Golden West Books, San Marino, CA.

General Land Office

1865 Survey Plat for Township 1 North/Range 6 West.

Gudde, Erwin G.

1969 *California Place Names: The Origin and Etymology of Current Geographical Names*. Third Edition. University of California Press, Berkeley and Los Angeles.

Hart, James D.

1987 *A Companion to California*. University of California Press, Berkeley and Los Angeles.

Heitkamp, Helen; River, Marilyn; Curley, Nancy; Turner, Susan; Lanctot, Leila; deFremery, Kathi; and Anderson, Melba

1991 *Larkspur Past & Present: A History & Walking Guide*. The Larkspur Heritage Committee, Larkspur, CA.

Helley, E.J., K.R. Lajoie, W.E. Spangle, and M.L. Blair

1979 *Flatland Deposits of the San Francisco Bay Region - Their Geology and Engineering Properties, and Their Importance to Comprehensive Planning*. Geological Survey Professional Paper 943. United States Geological Survey and Department of Housing and Urban Development.

Hoover, Mildred Brooke, Hero Eugene Rensch, and Ethel Rensch, revised by William N. Abeloe

1966 *Historic Spots in California*. Third Edition. Stanford University Press, Stanford, CA.

Hoover, Mildred Brooke, Hero Eugene Rensch, and Ethel Rensch, William N. Abeloe, revised by Douglas E. Kyle

1990 *Historic Spots in California*. Fourth Edition. Stanford University Press, Stanford, CA.

Hope, Andrew

2005 *Caltrans Statewide Historic Bridge Inventory Update*. Caltrans, Division of Environmental Analysis, Sacramento, CA.

Kelly, Isabel

1978 Coast Miwok. In *California*, edited by Robert F. Heizer, pp. 414-425. Handbook of North American Indians, vol. 8, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

Kroeber, A.L.

1925 *Handbook of the Indians of California*. Bureau of American Ethnology, Bulletin 78, Smithsonian Institution, Washington, D.C. (Reprint by Dover Publications, Inc., New York, 1976).

Mason, Jack and Helen Van Cleave Park

1971 *Early Marin*. House of Printing, Petaluma, CA.

Milliken, Randall

1995 *A Time of Little Choice: The Disintegration of Tribal Culture in the San Francisco Bay Area 1769-1810*. Ballena Press Anthropological Papers No. 43, Menlo Park, CA.

Myers, William A. (editor)

1977 *Historic Civil Engineering Landmarks of San Francisco and Northern California*. Prepared by The History and Heritage Committee, San Francisco Section, American Society of Civil Engineers. Pacific Gas and Electric Company, San Francisco, CA.

Nelson, N.C.

1909 *Shellmounds of the San Francisco Bay Region*. University of California Publications in American Archaeology and Ethnology 7(4):309-356. Berkeley. (Reprint by Kraus Reprint Corporation, New York, 1964).

Nichols, Donald R., and Nancy A. Wright

1971 Preliminary Map of Historic Margins of Marshland, San Francisco Bay, California. U.S. Geological Survey Open File Map. U.S. Department of the Interior, Geological Survey in cooperation with the U.S. Department of Housing and Urban Development, Washington, D.C.

Roberts, George, and Jan Roberts

1988 *Discover Historic California*. Gem Guides Book Co., Pico Rivera, CA.

Sanborn Map Company

1909 Larkspur, California.

1924 Larkspur, California.

State of California Department of Parks and Recreation

1976 *California Inventory of Historic Resources*. State of California Department of Parks and Recreation, Sacramento.

State of California Department of Parks and Recreation and Office of Historic Preservation

1988 *Five Views: An Ethnic Sites Survey for California*. State of California Department of Parks and Recreation and Office of Historic Preservation, Sacramento.

State of California Office of Historic Preservation \*\*

2012 *Historic Properties Directory*. Listing by City (through April 2012). State of California Office of Historic Preservation, Sacramento.

Williams, James C.

1997 *Energy and the Making of Modern California*. The University of Akron Press, Akron, OH.

Woodbridge, Sally B.

1988 *California Architecture: Historic American Buildings Survey*. Chronicle Books, San Francisco, CA.

Works Progress Administration

1984 *The WPA Guide to California*. Reprint by Pantheon Books, New York. (Originally published as *California: A Guide to the Golden State* in 1939 by Books, Inc., distributed by Hastings House Publishers, New York).

\*\*Note that the Office of Historic Preservation's *Historic Properties Directory* includes National Register, State Registered Landmarks, California Points of Historical Interest, and the California Register of Historical Resources as well as Certified Local Government surveys that have undergone Section 106 review.

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**A Cultural Resources Survey of the  
Property at 285 Magnolia Avenue  
Larkspur, Marin County, California**

Eileen Barrow, M.A.

October 17, 2013



**A Cultural Resources Survey of the  
Property at 285 Magnolia Avenue  
Larkspur, Marin County, California**

Prepared by:



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Eileen Barrow, M.A.

Tom Origer & Associates  
Post Office Box 1531  
Rohnert Park, California 94927  
(707) 584-8200

Prepared for:

Leonard Charles  
Leonard Charles and Associates  
7 Roble Court  
San Anselmo CA 94960

October 17, 2013

## **ABSTRACT**

Tom Origer & Associates conducted a cultural resources survey of the property located at 285 Magnolia Avenue, Larkspur, Marin County, California. The study was prepared at the request of Leonard Charles of Leonard Charles Associates, and was designed to satisfy requirements of the City of Larkspur and the California Environmental Quality Act.

This study included archival research at the Northwest Information Center, Sonoma State University (NWIC File No. 13-0573), examination of the library and files of Tom Origer & Associates, contact with Native American representatives, and field inspection of the study area. Field survey of the study area found no cultural resources. Documentation pertaining to this study is on file at the offices of Tom Origer & Associates (File No. 13-110).

### **Synopsis**

Project: 285 Magnolia Avenue  
Location: 285 Magnolia Avenue, Larkspur, Marin County, California  
Quadrangle: San Rafael, California 7.5' series  
Study Type: Intensive survey  
Scope: ~0.35 acres  
Finds: None

## **Project Personnel**

This report was prepared by Eileen Barrow who has been with Tom Origer & Associates since 2005. She holds a Master of Arts in Cultural Resources Management from Sonoma State University. Mrs. Barrow's experience includes work that has been completed in compliance with local ordinances, CEQA, NEPA, and Section 106 (NHPA) requirements. Her professional affiliations include the Society for American Archaeology, the Society for California Archaeology, the Cotati Historical Society, the Sonoma County Historical Society, the Western Obsidian Focus Group, and the Register of Professional Archaeologists.

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## INTRODUCTION

Tom Origer & Associates conducted a cultural resources survey of the property located at 285 Magnolia Avenue, Larkspur, Marin County, California (Figure 1). The study was completed at the request of Leonard Charles of Leonard Charles Associates, on behalf of the property owner who proposing to develop the property. The study was designed to satisfy requirements of the California Environmental Quality Act and those of the City of Larkspur. Documentation pertaining to this study is on file at Tom Origer & Associates (File No. 13-110).

## REGULATORY CONTEXT

The California Environmental Quality Act (CEQA) requires that cultural resources be considered during the environmental review process. This is accomplished by an inventory of resources within a study area and by assessing the potential that cultural resources could be affected by development.

This cultural resources survey was designed to satisfy environmental issues specified in the CEQA and its guidelines (Title 14 CCR §15064.5) by: (1) identifying all cultural resources within the project area; (2) offering a preliminary significance evaluation of the identified cultural resources; (3) assessing resource vulnerability to effects that could arise from project activities; and (4) offering suggestions designed to protect resource integrity, as warranted.

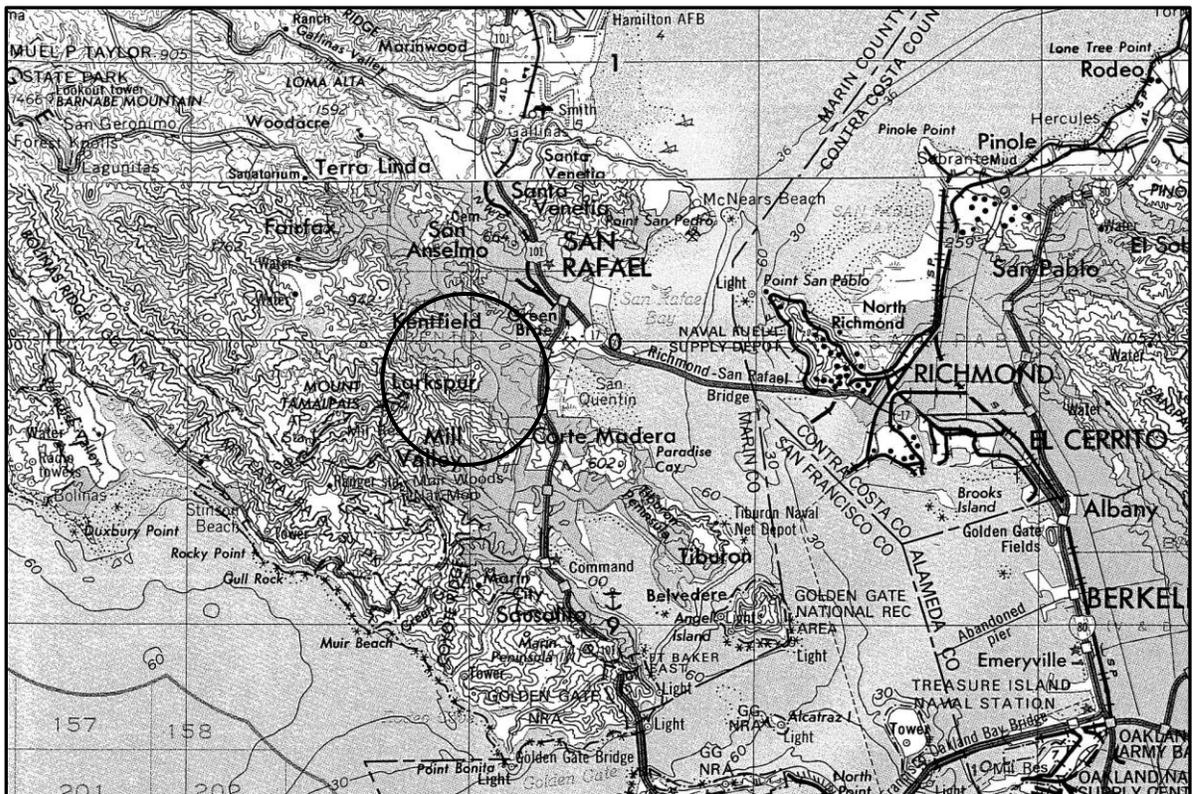


Figure 1. Project vicinity (adapted from the 1970 Santa Rosa and the 1980 San Francisco 1:250,000-scale USGS map).

## Resource Definitions

Cultural resources are classified by the State Office of Historic Preservation (OHP) as sites, buildings, structures, objects and districts, and each is described by OHP (1995) as follows.

**Site.** A site is the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses historic, cultural, or archaeological value regardless of the value of any existing structure.

**Building.** A building, such as a house, barn, church, hotel, or similar construction, is created principally to shelter any form of human activity. "Building" may also be used to refer to a historically and functionally related unit, such as a courthouse and jail, or a house and barn.

**Structure.** The term "structure" is used to distinguish from buildings those functional constructions made usually for purposes other than creating human shelter.

**Object.** The term "object" is used to distinguish from buildings and structures those constructions that are primarily artistic in nature or are relatively small in scale and simply constructed. Although it may be, by nature or design, movable, an object is associated with a specific setting or environment.

**District.** A district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

## Significance Criteria

When a project might affect a cultural resource, the project proponent is required to conduct an assessment to determine whether the effect may be one that is significant. Consequently, it is necessary to determine the importance of resources that could be affected. The importance of a resource is measured in terms of criteria for inclusion on the California Register of Historical Resources (Title 14 CCR, §4852) as listed below. A resource may be important if it meets any one of the criteria below, or if it is already listed on the California Register of Historical Resources or a local register of historical resources.

An important historical resource is one which:

1. 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.
2. Is associated with the lives of persons important to local, California, or national history.
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.
4. It has yielded, or may be likely to yield, information important to the pre-history or history of the local area, California, or the nation.

In addition to meeting one or more of the above criteria, eligibility for the California Register requires that a resource retains sufficient integrity to convey a sense of its significance or importance. Seven elements are considered key in considering a property's integrity: location, design, setting, materials, workmanship, feeling, and association.

The OHP advocates that all historical resources over 45 years old be recorded for inclusion in the OHP filing system (OHP 1995:2), although the use of professional judgment is urged in determining whether a resource warrants documentation.

## **PROJECT SETTING**

### **Study Area Location and Description**

The study area is located in southeastern Marin County, in the City of Larkspur, as shown on the San Rafael, California 7.5' USGS topographic map (Figure 2). The study area consists of approximately 0.35 acres of flat to moderately sloping land. The nearest perennial water source is Larkspur Creek which has been channelized, but during prehistoric times was located approximately 500 feet south-east of the study location.

Soils mapped within the study area are those of the Tocaloma-McMullin-Urban complex (Kashiwagi 1985:Sheet 12). Tocaloma and McMullin soils are found on mountainous hilltops and side slopes. Tocaloma soils are moderately deep and well draining. McMullin soils are shallow and well draining. Urban land consists of areas covered by roads, houses, and other similar development. Parcels consisting of these soils have been used historically for home site development (Kashiwagi 1985:65-66).

### **Cultural Setting**

Archaeological evidence indicates that human occupation of California began at least 10,000 years ago (Moratto 1984:71). Early occupants appear to have had an economy based largely on hunting, with limited exchange, and social structures based on the extended family unit. Later, milling technology and an inferred acorn economy were introduced. This diversification of economy appears to be coeval with the development of sedentism and population growth and expansion.

Sociopolitical complexity and status distinctions based on wealth are also observable in the archaeological record, as evidenced by an increased range and distribution of trade goods (e.g., shell beads, obsidian tool stone), which are possible indicators of both status and increasingly complex exchange systems.

At the time of European settlement, the study area was included in the territory controlled by the Coast Miwok (Kelly 1978:414). The Coast Miwok were hunter-gatherers who lived in rich environments that allowed for dense populations with complex social structures (Barrett 1908; Kroeber 1925). They settled in large, permanent villages about which were distributed seasonal camps and task-specific sites. Primary village sites were occupied throughout the year, and other sites were visited in order to procure particular resources that were especially abundant or available only during certain seasons. Sites often were situated near fresh water sources and in ecotones where plant life and animal life were diverse and abundant.



**Figure 2.** Study location (adapted from the USGS 1954 [photorevised 1980] San Rafael 7.5' maps).

## STUDY PROCEDURES AND FINDINGS

### Native American Contact

A letter was sent to the State of California's Native American Heritage Commission seeking information from the sacred lands files, which track Native American cultural resources, and the names of Native American individuals and groups that would be appropriate to contact regarding this project. Letters were also sent to the following local groups:

Federated Indians of Graton Rancheria  
Ya-Ka-Ama Indian Educational Center

A log of contact efforts is provided at the end of this report (Appendix A), along with copies of correspondence.

### Archival Study Procedures

Archival research included examination of the library and project files at Tom Origer & Associates, and the archaeological site base maps and records, survey reports, and other materials on file at the Northwest Information Center (NWIC), Sonoma State University (NWIC 13-0573). Sources of information included but were not limited to the current listings of properties on the National Register of Historic Places, California Historical Landmarks, California Register of Historical Resources, and California Points of Historical Interest as listed in the Office of Historic Preservation's *Historic Property Directory* (OHP 2012). In addition, ethnographic literature, county histories, and other primary and secondary sources were reviewed. Sources reviewed are listed in the "Materials Consulted" section of this report.

The Office of Historic Preservation has determined that structures older than 45 years should be considered potentially important historical resources, and former building and structure locations could be potentially important historic archaeological sites. Archival research included an examination of historical maps to gain insight into the nature and extent of historical development in the general vicinity, and especially within the study area. Maps ranged from hand-drawn maps of the 1800s (e.g., GLO plats) to topographic maps issued by the United States Geological Survey (USGS) and the Army Corps of Engineers (USACE) from the early to the middle 20th century.

In addition, ethnographic literature that describes appropriate Native American groups, county histories, and other primary and secondary sources were reviewed. Sources reviewed are listed in the "Materials Consulted" section of this report.

### Archival Study Findings

Archival research found that there were no cultural resources recorded within or adjacent to the study location, however, it had not been previously surveyed. There are three recorded archaeological resources within a ¼ mile radius of the study location.

There are no ethnographic camps or villages reported in the study area vicinity (Barrett 1908; Kelly 1978; and Kroeber 1925).

Review of historical maps found at least one building in the area as early as 1897, however because of the scale of the Tamalpais 15 minute map it is difficult to discern if the building is within the current study location (USGS 1897). The 1909 and 1924 Sanborn Map and Publishing Company maps definitely shows a building in the study location (Sanborn Map and Publishing Company 1909). By the 1924-1949 Sanborn Map and Publishing Company map, the building is no longer present in the study location. No other buildings are shown in the study location before or after this period of time (Dodge 1892; General Land Office 1865; Sanborn Map and Publishing Company 1909, 1924, 1924-1949; USACE 1941; USGS 1897, 1940, 1954; Whitney 1873).

Based on the distribution of known cultural resources and their environmental settings, it was anticipated that prehistoric archaeological materials could be found within the study area. Prehistoric archaeological site indicators expected to be found in the region include but are not limited to: obsidian and chert flakes and chipped stone tools; grinding and mashing implements such as slabs and handstones, and mortars and pestles; bedrock outcrops and boulders with mortar cups; and locally darkened midden soils containing some of the previously listed items plus fragments of bone, shellfish, and fire affected stones.

Historic period site indicators generally include: fragments of glass, ceramic, and metal objects; milled and split lumber; and structure and feature remains such as building foundations and discrete trash deposits (e.g., wells, privy pits, dumps).

### **Field Survey Procedures**

A field survey and limited subsurface examination was completed by Eileen Barrow on October 10, 2013. The ground was inspected by walking in a zigzag pattern within the study location. Visibility ranged from poor good with vegetation being the chief hindrance.

The study location itself sits approximately three feet higher than the existing sidewalk and street, therefore a three foot cut was visible from the sidewalk. The length of the cut was examined to look for subsurface deposits. Also, at the west end of the study location the ground begins to slope steeply and in some places is nearly vertical, therefore, soils were clearly visible. To look at subsurface soils in the center of the study location an auger unit was excavated. This auger unit was excavated to a depth of approximately 50 centimeters when a rock prevented further excavation. Soils in this unit were consistent with those observed at the west end of the unit and with the cut at the east end of the study location.

### **Field Survey Findings**

No cultural resources were found during the course of our surface and limited subsurface survey.

## RECOMMENDATIONS

Because no cultural resources were found no resource-specific recommendations are required.

### Accidental Discovery

There is a remote possibility that other buried archaeological deposits could be present and accidental discovery could occur. Prehistoric and historical archaeological site indicators are described above. In keeping with the CEQA guidelines, if archaeological remains are uncovered, work at the place of discovery should be halted immediately until a qualified archaeologist can evaluate the finds (§15064.5 [f]).

The following actions are promulgated in Public Resources Code 5097.98 and Health and Human Safety Code 7050.5, and pertain to the discovery of human remains. If human remains are encountered, excavation or disturbance of the location must be halted in the vicinity of the find, and the county coroner contacted. If the coroner determines the remains are Native American, the coroner will contact the Native American Heritage Commission. The Native American Heritage Commission will identify the person or persons believed to be most likely descended from the deceased Native American. The most likely descendent makes recommendations regarding the treatment of the remains with appropriate dignity.

## SUMMARY

Tom Origer & Associates conducted a cultural resources survey of the property at 285 Magnolia Avenue, Larkspur, Marin County, California. The study was conducted at the request of Leonard Charles of Leonard Charles and Associates, and was designed to satisfy requirements of the City of Larkspur and the California Environmental Quality Act. No cultural resources were found, therefore no further recommendations are required.

## MATERIALS CONSULTED

Barrett, S.

1908 *The Ethno-Geography of the Pomo and Neighboring Indians*. University of California Publications in American Archaeology and Ethnology Vol. 6(1). University of California Press, Berkeley.

Dodge, G.

1892 *Official Map of Marin County, California*. Schmidt Label & Lith. Co., San Francisco.

Fredrickson, D.

1984 The North Coastal Region. In *California Archaeology*, edited by M. Moratto. Academic Press, San Francisco.

General Land Office

1865 Plat of the Punta de Quentin. Department of the Interior, Washington, D.C.

- Hoover, M., H. Rensch, E. Rensch, W. Abeloe  
 1966 *Historic Spots in California*. 3rd ed., Stanford University Press. Stanford.
- Hoover, M., H. Rensch, E. Rensch, W. Abeloe, and D. Kyle  
 1990 *Historic Spots in California*. 4th ed., Stanford University Press. Stanford.
- 2002 *Historic Spots in California*. 5th edition, Stanford University Press. Stanford.
- Kashiwagi, J.  
 1985 *Soil Survey of Marin County, California*. United States Department of Agriculture Soil Conservation Service in cooperation with the University of California Agricultural Experiment Station.
- Kelly, I.  
 1978 Coast Miwok. In *California*, edited by R. Heizer, pp. 414-425. Handbook of North American Indians, Vol. 8, W. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.
- Kroeber, A.  
 1925 *Handbook of the Indians of California*. Bureau of American Ethnology, Bulletin 78, Smithsonian Institution, Washington, D.C.
- Meighan, C.  
 1955 *Archaeology of the North Coast Ranges, California*. Reports of the University of California Archaeological Survey No. 30. Berkeley.
- Moratto, M.  
 1984 *California Archaeology*. Academic Press, San Francisco.
- Office of Historic Preservation  
 1995 *Instructions for Recording Historic Resources*. Office of Historic Preservation, Sacramento.
- 2012 *Historic Property Directory*. Office of Historic Preservation, Sacramento.
- Sanborn Map and Publishing Company  
 1909 Larkspur, California. Sanborn Map and Publishing Company, New York.  
 1924 Larkspur, California. Sanborn Map and Publishing Company, New York.  
 1924-  
 1949 Larkspur, California. Sanborn Map and Publishing Company, New York.
- State of California Department of Parks and Recreation  
 1976 *California Inventory of Historic Resources*. Department of Parks and Recreation, Sacramento.
- United States Army Corps of Engineers  
 1941 Tamalpais 15' map. U.S. Army, Washington, D.C.
- United States Geological Survey  
 1897 Tamalpais, California. 15' map. Geological Survey, Washington, D.C.
- 1940 Tamalpais, California. 15' map. Geological Survey, Washington, D.C.

1954 San Rafael, California. 7.5' map. Geological Survey, Washington, D.C.

Whitney, A.

1873 *Map of Marin County, California*. A.L. Bancroft, San Francisco.

**APPENDIX A: Native American Contact**

Contact Log  
Correspondence and Maps

**Native American Contact Efforts**  
**285 Magnolia Avenue, Larkspur, Marin County**

<b>Organization</b>	<b>Contact</b>	<b>Letters</b>	<b>Results</b>
Native American Heritage Commission	Debbie Pilas-Treadway	10/11/2013	No response received as of the date of this report.
Federated Indians of Graton Rancheria	Greg Sarris Gene Buvelot Frank Ross (sent via email)	10/11/2013	No response received as of the date of this report.
Ya-Ka-Ama Indian Education		10/11/2013	No response received as of the date of this report.

## **Sacred Lands File & Native American Contacts List Request**

### **NATIVE AMERICAN HERITAGE COMMISSION**

915 Capitol Mall, RM 364

Sacramento, CA 95814

(916) 373-5471

(916) 373-5471 – Fax

nahc@pacbell.net

*Information Below is Required for a Sacred Lands File Search*

Project: 285 Magnolia Avenue

County: Marin

USGS Quadrangles

Name: San Rafael

Township \_1N\_ Range\_6WE\_ Section(s) N/A (within the Punta de Quentin Land Grant)

Company/Firm/Agency: Tom Origer & Associates

Contact Person: Eileen Barrow

Street Address: P.O. Box 1531

City: Rohnert Park                      Zip: 94927

Phone: (707) 584-8200                  Fax: (707) 584-8300

Email: eileen@origer.com

Project Description:

The project proponent is conducting studies for the development of this parcel.

Tom Origer & Associates  
Archaeology / Historical Research

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October 11, 2013

Gene Buvelot  
Federated Indians of Graton Rancheria  
6400 Redwood Drive, Suite 300  
Rohnert Park, CA 94928

Re: 285 Magnolia Avenue, Larkspur, Marin County

Dear Mr. Buvelot:

I write to notify you about a cultural resources study our firm is conducting of the property located at 285 Magnolia Avenue, Larkspur, Marin County. The project area is shown on the enclosed portion of the San Rafael, California 7.5' USGS quadrangle within Township 1 North, Range 6 West, within the Punta de Quentin land grant.

A cultural resources survey of the project area was conducted on October 10, 2013. In addition to examining the ground surface, subsurface soils were examined by looking at an approximately three foot cut in the side of the parcel, and a 55 centimeter deep auger boring. No cultural resources were found in the project area.

While this notification does not constitute SB 18 or formal Section 106 consultation, if you have any information or concerns we would be happy to convey them to our client.

Please contact us at (707) 584-8200 if you need any additional information. Thank you for your help.

Sincerely,



Eileen Barrow  
Associate

Encl. Portion of the San Rafael 7.5' USGS map

Tom Origer & Associates  
Archaeology / Historical Research

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October 11, 2013

Greg Sarris  
Federated Indians of Graton Rancheria  
6400 Redwood Drive, Suite 300  
Rohnert Park, CA 94928

Re: 285 Magnolia Avenue, Larkspur, Marin County

Dear Mr. Sarris:

I write to notify you about a cultural resources study our firm is conducting of the property located at 285 Magnolia Avenue, Larkspur, Marin County. The project area is shown on the enclosed portion of the San Rafael, California 7.5' USGS quadrangle within Township 1 North, Range 6 West, within the Punta de Quentin land grant.

A cultural resources survey of the project area was conducted on October 10, 2013. In addition to examining the ground surface, subsurface soils were examined by looking at an approximately three foot cut in the side of the parcel, and a 55 centimeter deep auger boring. No cultural resources were found in the project area.

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Please contact us at (707) 584-8200 if you need any additional information. Thank you for your help.

Sincerely,



Eileen Barrow  
Associate

Encl. Portion of the San Rafael 7.5' USGS map

Tom Origer & Associates  
Archaeology / Historical Research

---

October 11, 2013

Frank Ross  
Federated Indians of Graton Rancheria  
miwokone@yahoo.com

Re: 285 Magnolia Avenue, Larkspur, Marin County

Dear Mr. Ross:

I write to notify you about a cultural resources study our firm is conducting of the property located at 285 Magnolia Avenue, Larkspur, Marin County. The project area is shown on the enclosed portion of the San Rafael, California 7.5' USGS quadrangle within Township 1 North, Range 6 West, within the Punta de Quentin land grant.

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While this notification does not constitute SB 18 or formal Section 106 consultation, if you have any information or concerns we would be happy to convey them to our client.

Please contact us at (707) 584-8200 if you need any additional information. Thank you for your help.

Sincerely,

Eileen Barrow  
Associate

Encl. Portion of the San Rafael 7.5' USGS map

Tom Origer & Associates  
Archaeology / Historical Research

---

October 11, 2013

Ya-Ka-Ama  
7465 Steve Olson Lane  
Forestville, CA 95436

Re: 285 Magnolia Avenue, Larkspur, Marin County

Dear Board Members:

I write to notify you about a cultural resources study our firm is conducting of the property located at 285 Magnolia Avenue, Larkspur, Marin County. The project area is shown on the enclosed portion of the San Rafael, California 7.5' USGS quadrangle within Township 1 North, Range 6 West, within the Punta de Quentin land grant.

A cultural resources survey of the project area was conducted on October 10, 2013. In addition to examining the ground surface, subsurface soils were examined by looking at an approximately three foot cut in the side of the parcel, and a 55 centimeter deep auger boring. No cultural resources were found in the project area.

While this notification does not constitute SB 18 or formal Section 106 consultation, if you have any information or concerns we would be happy to convey them to our client.

Please contact us at (707) 584-8200 if you need any additional information. Thank you for your help.

Sincerely,

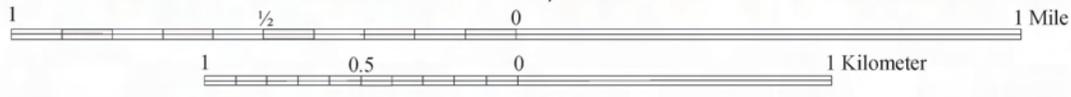


Eileen Barrow  
Associate

Encl. Portion of the San Rafael 7.5' USGS map



Scale 1:24,000





Federated Indians of Graton Rancheria  
Sacred Sites Protection Committee  
6400 Redwood Drive Suite 300  
Rohnert Park, CA 94928

Oct. 16, 2013

Eileen Barrow  
Tom Origer and Associates  
P.O. 1531  
Rohnert Park, CA 94927

Dear Eileen:

The Federated Indians of Graton Rancheria (FIGR), a federally recognized Tribe and sovereign government, has received your request for comments regarding your study for a project at 285 Magnolia Ave., Larkspur, CA. FIGR provides comments regarding sacred lands and other cultural sites to protect and/or avoid our cultural resources that might be adversely impacted by the scope of work of the project. The Sacred Site Protection Committee (SSPC) is authorized by the Tribal Council to work with agencies to develop the specific plans and procedures to avoid any potential adverse impacts.

Before commenting on possible adverse impacts to cultural resources at this location we require more information regarding the project construction plans, especially the depth of soil excavation for this project. This site is of concern due to its location and closeness to other cultural resources.

Please have the project proponent contact us.

Respectfully,

Nick Tipon  
Sacred Sites Protection Committee



**Federated Indians of Graton Rancheria  
Sacred Sites Protection Committee  
6400 Redwood Drive Suite 300  
Rohnert Park, CA 94928**

October 21, 2013

Leonard Charles  
LCA  
7 Roble Court  
San Anselmo, CA 94960

RE: 285 Magnolia, Larkspur, CA

Dear Mr. Charles:

The Federated Indians of Graton Rancheria (FIGR), a federally recognized Tribe and sovereign government, has received the information you provided regarding 285 Magnolia, Larkspur, CA. FIGR provides comments regarding sacred lands and other cultural sites to protect and/or avoid our cultural resources that might be adversely impacted by the scope of work of the project. The Sacred Site Protection Committee (SSPC) is authorized by the Tribal Council to work with agencies to develop the specific plans and procedures to avoid any potential adverse impacts.

Based on our review of the information provided, especially the geotechnical testing data, we have determined the project will not likely to disturb cultural resources of the Tribe at this location.

Thank you for the information and your quick response.

Respectfully,

Nick Tipon  
Sacred Sites Protection Committee

STATE OF CALIFORNIAEdmund G. Brown, Jr., Governor**NATIVE AMERICAN HERITAGE COMMISSION**

1550 Harbor Blvd.  
West SACRAMENTO, CA 95691  
(916) 373-3710  
Fax (916) 373-5471



October 18, 2013

Eileen Barrow  
Tom Origer & Associates  
PO Box 1531  
Rohnert Park, CA 94927

By Fax: 707-584-8300

Number of Pages: 2

Re: 285 Magnolia Ave Project, Marin County

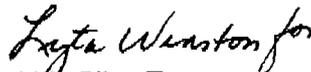
Dear Ms. Barrow;

A record search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 373-3713.

Sincerely,

  
Debbie Pilas-Treadway  
Environmental Specialist III

**Native American Contacts  
Marin County  
October 17, 2013**

**The Federated Indians of Graton Rancheria**

**Gene Buvelot**

6400 Redwood Drive, Ste 300      Coast Miwok  
Rohnert Park , CA 94928      Southern Pomo  
coastmiwok@aol.com

415 279-4844 - Cell  
707-566-2288 ext 103

**The Federated Indians of Graton Rancheria**

**Greg Sarris, Chairperson**

6400 Redwood Drive, Ste 300      Coast Miwok  
Rohnert Park , CA 94928      Southern Pomo  
coastmiwok@aol.com

707-566-2288  
707-566-2291 - fax

**The Federated Indians of Graton Rancheria**

**Frank Ross**

PO Box 854      Coast Miwok  
Novato , CA 94948      Southern Pomo  
miwokone@yahoo.com

(415) 269-6075

**Ya-Ka-Ama**

7465 Steve Olson Lane      Pomo  
Forestville , CA 95436      Coast Miwok  
cbelleau@yakaama.org,      Wappo

(707) 887-1541

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed 285 Magnolia Ave project, Marin County

**Appendix 2**

**Traffic Report**

# Memo

To: Leonard Charles, Leonard Charles and Associates  
From: David Parisi, PE, TE, Parisi Transportation Consulting  
Date: October 21, 2013  
Subject: Cumulative Analysis and Driveway Sight Lines for 285 Magnolia Avenue Project

Pursuant to your request, Parisi Transportation Consulting has performed cumulative conditions analysis for the four intersections evaluated in the “Traffic Impact Assessment and Circulation Assessment Permit (CAPS) Study for a Proposed Mixed Use Development at 285 Magnolia Avenue in the City of Larkspur” (final revision date of July 17, 2013). We also reviewed driveway sight distance considerations.

The cumulative analysis assumed traffic generated from planned developments, including the Rose Garden residential development and the Rose Garden Community facility, as well as potential background traffic growth. Background growth of 0.5 percent per year, through the year 2035, was assumed for through traffic along Magnolia Avenue. Traffic expected to be generated by the Rose Garden projects was assigned to the study intersections. The cumulative traffic volumes were added to the Existing and to the Existing + Project traffic volumes provided in the CAPS study. Tables A and B provide the results of the cumulative analysis.

Table A. Cumulative Conditions

Intersection	Approach	Peak Period	Cumulative	
			Delay	LOS
Magnolia & Baltimore	Northbound	AM	8.8	A
		PM	8.4	A
	Eastbound	AM	14.5	B
		PM	13.3	B
	Southbound	AM	8.8	A
		PM	8.7	A
	Westbound	AM	19.5	C
		PM	16.3	C
Magnolia & Madrone	Northbound	AM	8.7	A
		PM	8.5	A
	Eastbound	AM	15.6	C
		PM	17.1	C
Magnolia & King	N/A	AM	18.5	C
		PM	22.7	C
Magnolia & Ward	N/A	AM	12.6	B
		PM	9.2	A

Table B. Cumulative + Project Conditions

Intersection	Approach	Peak Period	Cumulative + Project	
			Delay	LOS
Magnolia & Baltimore	Northbound	AM	8.8	A
		PM	8.4	A
	Eastbound	AM	14.6	B
		PM	13.4	B
	Southbound	AM	8.8	A
		PM	8.7	A
	Westbound	AM	19.6	C
		PM	16.4	C
Magnolia & Madrone	Northbound	AM	8.8	A
		PM	8.5	A
	Eastbound	AM	16.1	C
		PM	17.2	C
Magnolia & King	N/A	AM	22.4	C
		PM	23.0	C
Magnolia & Ward	N/A	AM	12.7	B
		PM	9.3	A

Under Cumulative conditions (Table A), each of the study intersections is expected to continue operating acceptably during weekday peak periods. All movements are predicted to operate at level-of-service “C” or better conditions.

With the estimated traffic levels from the proposed 285 Magnolia Avenue project, under Cumulative + Project conditions, there would be no change to intersection service levels (Table B). At most intersections, project-related traffic would generally add zero to less than one second of delay to the specified traffic movements.

We also reviewed driveway sight line considerations. Based on the “Parking and Sight Distance Exhibit Analysis”, motorists exiting the sight would have at least 150 feet of sight distance to the south (at oncoming northbound traffic) and about 80 feet of sight distance to the north (at oncoming southbound traffic). According to Caltrans’ Highway Design Manual, the minimum acceptable sight distance for design speeds of 25 mph is 150 feet. Therefore, sight distance to the north would be substandard. To achieve acceptable sight distance, an additional two on-street parallel parking spaces would need to be removed, resulting in a total of five removed parking spaces (two in front of the proposed driveway and three to the north of the proposed driveway).